



Race Car Hardware Catalogue



Ken Lowe

LOWE Industries 220607

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Ken@KenLowe.com.au with a list of the items you wish to purchase. Be sure to ask for the Racer Decal Discount Price on your goods. We offer racers that run our stickers on their cars a discount to help us promote our products.

You can access our sales order form on our website www.KenLowe.com.au/salesform/

Ken LOWE Race Car Hardware

Fuel Injection Catalogue

BUGCATCHER

ENDERLE Bugcatcher with Billet Barrel Valve
 Fuel Injection Hat Assembly - Polished Aluminum
 3.68" Throttle bores – 32 Square Inch butterfly area
 Brass Nozzle bodies - Size is 8 Top Hat



BV Size	Application	PN
Dash 8	Normally Aspirated Gas	35035-01111
Dash 8	Normally Aspirated Methanol	35035-01112
Dash 8	Normally Aspirated Nitro	35035-01113
Dash 8	Supercharged Gas Roots	35035-01114
Dash 8	Supercharged Methanol Roots	35035-01115
Dash 8	Supercharged Nitro Roots	35035-01117

ENDERLE Bugcatcher with K Valve
 Fuel Injection Hat Assembly - Polished Aluminum
 3.68" Throttle bores – 32 Square Inch butterfly area
 Brass Nozzle bodies - Size is 8 Top Hat

BV Size	Application	PN
Dash 8	Normally Aspirated Gas	35035-01121
Dash 8	Normally Aspirated Methanol	35035-01122
Dash 8	Normally Aspirated Nitro	35035-01123
Dash 8	Supercharged Gas Roots	35035-01124
Dash 8	Supercharged Methanol Roots	35035-01125
Dash 8	Supercharged Nitro Roots	35035-01127

ENDERLE Bugcatcher Polished Aluminum PN 35035-01000

Hat and Butterflies only

BIRDCATCHER

ENDERLE Birdcatcher with K valves
 Fuel Injection Hat Assembly - Polished Aluminum
 4.375" Throttle bores – 45 Square Inch butterfly area
 Brass Nozzle bodies - Size is 8 Top Hat



BV Size	Application	PN
Dash 8	Normally Aspirated Gas	35035-02121
Dash 8	Normally Aspirated Methanol	35035-02122
Dash 8	Normally Aspirated Nitro	35035-02123
Dash 8	Supercharged Gas Roots	35035-02124
Dash 8	Supercharged Methanol Roots	35035-02125
Dash 8	Supercharged Nitro Roots	35035-02127
Dash 10	Normally Aspirated Gas	35035-02131
Dash 10	Normally Aspirated Methanol	35035-02132
Dash 10	Normally Aspirated Nitro	35035-02133
Dash 10	Supercharged Gas Roots	35035-02134
Dash 10	Supercharged Methanol Roots	35035-02135
Dash 10	Supercharged Nitro	35035-02137

ENDERLE Birdcatcher Polished Aluminum PN 35035-02000

Hat and Butterflies only

BUZZARDCATCHER

ENDERLE Buzzardcatcher with K valves
 Fuel Injection Hat Assembly - Polished Aluminum
 5.0" Throttle bores - 58.9 Square Inch butterfly area
 Brass Nozzle bodies - Size is 10 Top Hat



BV Size	Application	PN
Dash 8	Normally Aspirated Gas	35035-03121
Dash 8	Normally Aspirated Methanol	35035-03122
Dash 8	Normally Aspirated Nitro	35035-03123
Dash 8	Supercharged Gas Roots	35035-03124
Dash 8	Supercharged Methanol Roots	35035-03125
Dash 8	Supercharged Nitro Roots	35035-03127
Dash 10	Normally Aspirated Gas	35035-03131
Dash 10	Normally Aspirated Methanol	35035-03132
Dash 10	Normally Aspirated Nitro	35035-03133
Dash 10	Supercharged Gas Roots	35035-03134
Dash 10	Supercharged Methanol Roots	35035-03135
Dash 10	Supercharged Nitro	35035-03137

ENDERLE Buzzardcatcher - Polished Aluminum—
 Size is 10 Top Hat

Hat and Butterflies only
 PN 35035-03000

ENDERLE Air Filters

Air Filters for ENDERLE Fuel Injection Hat
 Assemblies Use High Flow Race K&N Filters

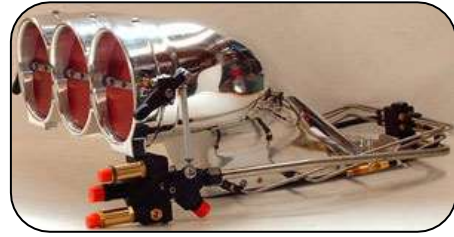


Injector	Filter Size	Part Number
Bug	5" long	35021-10500
Bug	10" long	35021-11000
Bird	5" long	35021-20500
Bird	10" long	35021-21000
Buzz	10" long	35021-31000
BAU	10" long	35021-41000

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BAU – SHORT 4.375

ENDERLE Big and Ugly BAU with K valves
 Fuel Injection Hat Assembly
 SHORT body with 4.37" butterflies 45 square inches of butterfly area with brass nozzle bodies
 Size is 8 Top Hat - Polished Aluminum



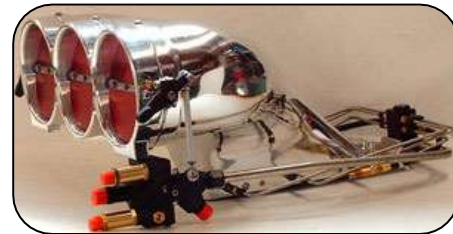
BV Size	Application	PN
Dash 8	Normally Aspirated Gas	35035-14121
Dash 8	Normally Aspirated Methanol	35035-14122
Dash 8	Normally Aspirated Nitro	35035-14123
Dash 8	Supercharged Gas Roots	35035-14124
Dash 8	Supercharged Methanol Roots	35035-14125
Dash 8	Supercharged Nitro Roots	35035-14127
Dash 10	Normally Aspirated Gas	35035-14131
Dash 10	Normally Aspirated Methanol	35035-14132
Dash 10	Normally Aspirated Nitro	35035-14133
Dash 10	Supercharged Gas Roots	35035-14134
Dash 10	Supercharged Methanol Roots	35035-14135
Dash 10	Supercharged Nitro	35035-14137

ENDERLE Big and Ugly BAU
 SHORT body - Polished Aluminum– Size is 8 Top Hat
 PN 35035-14000

Hat and Butterflies only

BAU – SHORT 5.00

ENDERLE Big and Ugly BAU with K valves
 Fuel Injection Hat Assembly
 SHORT body with 5.0" butterflies 58.9 square inches of butterfly area with brass nozzle bodies
 Size is 8 Top Hat- Polished Aluminum



BV Size	Application	PN
Dash 8	Normally Aspirated Gas	35035-15121
Dash 8	Normally Aspirated Methanol	35035-15122
Dash 8	Normally Aspirated Nitro	35035-15123
Dash 8	Supercharged Gas Roots	35035-15124
Dash 8	Supercharged Methanol Roots	35035-15125
Dash 8	Supercharged Nitro Roots	35035-15127
Dash 10	Normally Aspirated Gas	35035-15131
Dash 10	Normally Aspirated Methanol	35035-15132
Dash 10	Normally Aspirated Nitro	35035-15133
Dash 10	Supercharged Gas Roots	35035-15134
Dash 10	Supercharged Methanol Roots	35035-15135
Dash 10	Supercharged Nitro	35035-15137

ENDERLE Big and Ugly BAU with K valves
 SHORT body with 5.0" butterflies 58.9 square inches of butterfly area - Polished Aluminum– Size is 8 Top Hat

Hat and Butterflies only
 PN 35035-15000

BAU – SHORT 5.56

ENDERLE Big and Ugly BAU

Fuel Injection Hat Assembly

SHORT body with 5.56" butterflies 72.8 square inches of butterfly area with brass nozzle bodies

Size is 8 Top Hat- Polished Aluminum



BV Size	Application	PN
Dash 8	Normally Aspirated Gas	35035-16121
Dash 8	Normally Aspirated Methanol	35035-16122
Dash 8	Normally Aspirated Nitro	35035-16123
Dash 8	Supercharged Gas Roots	35035-16124
Dash 8	Supercharged Methanol Roots	35035-16125
Dash 8	Supercharged Nitro Roots	35035-16127
Dash 10	Normally Aspirated Gas	35035-16131
Dash 10	Normally Aspirated Methanol	35035-16132
Dash 10	Normally Aspirated Nitro	35035-16133
Dash 10	Supercharged Gas Roots	35035-16134
Dash 10	Supercharged Methanol Roots	35035-16135
Dash 10	Supercharged Methanol PSI	35035-16136
Dash 10	Supercharged Nitro	35035-16137

ENDERLE Big and Ugly BAU

SHORT body - Polished Aluminum– Size is 8 Top Hat

Hat and Butterflies only

PN 35035-16000

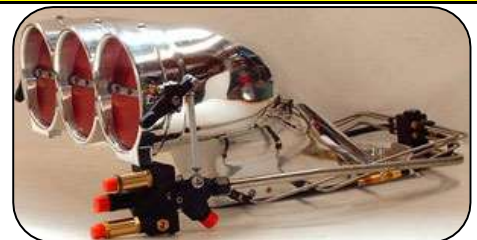
BAU – TALL 4.375

ENDERLE Big and Ugly BAU with K valves

Fuel Injection Hat Assembly

TALL body with 4.37" butterflies 45 square inches of butterfly area with brass nozzle bodies Size is

8 Top Hat- Polished Aluminum



BV Size	Application	PN
Dash 8	Normally Aspirated Gas	35035-24121
Dash 8	Normally Aspirated Methanol	35035-24122
Dash 8	Normally Aspirated Nitro	35035-24123
Dash 8	Supercharged Gas Roots	35035-24124
Dash 8	Supercharged Methanol Roots	35035-24125
Dash 8	Supercharged Nitro Roots	35035-24127
Dash 10	Normally Aspirated Gas	35035-24131
Dash 10	Normally Aspirated Methanol	35035-24132
Dash 10	Normally Aspirated Nitro	35035-24133
Dash 10	Supercharged Gas Roots	35035-24134
Dash 10	Supercharged Methanol Roots	35035-24135
Dash 10	Supercharged Nitro	35035-24137

ENDERLE Big and Ugly BAU

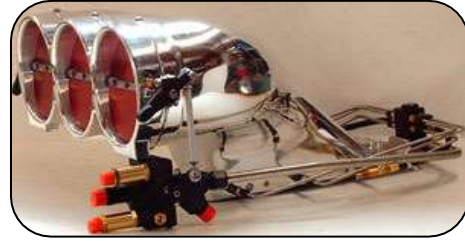
TALL body - Polished Aluminum– Size is 8 Top Hat

Hat and Butterflies only

PN 35035-24000

BAU – TALL 5.00

ENDERLE Big and Ugly BAU with K valves
 Fuel Injection Hat Assembly
 TALL body with 5.00"butterflies 58.9 square inches of butterfly area with brass nozzle bodies
 Size is 8 Top Hat- Polished Aluminum



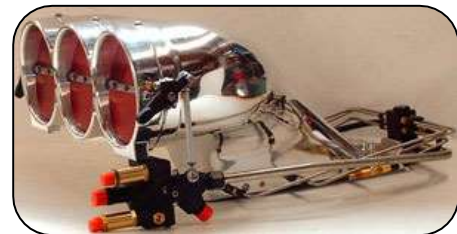
BV Size	Application	PN
Dash 8	Normally Aspirated Gas	35035-25121
Dash 8	Normally Aspirated Methanol	35035-25122
Dash 8	Normally Aspirated Nitro	35035-25123
Dash 8	Supercharged Gas Roots	35035-25124
Dash 8	Supercharged Methanol Roots	35035-25125
Dash 8	Supercharged Nitro Roots	35035-25127
Dash 10	Normally Aspirated Gas	35035-25131
Dash 10	Normally Aspirated Methanol	35035-25132
Dash 10	Normally Aspirated Nitro	35035-25133
Dash 10	Supercharged Gas Roots	35035-25134
Dash 10	Supercharged Methanol Roots	35035-25135
Dash 10	Supercharged Nitro	35035-25137

ENDERLE Big and Ugly BAU
 TALL body - Polished Aluminum– Size is 8 Top Hat

Hat and Butterflies only
 PN 35035-25000

BAU – TALL 5.56

ENDERLE Big and Ugly BAU with K valves
 Fuel Injection Hat Assembly
 TALL body with 5.56"butterflies 72.8 square inches of butterfly area with brass nozzle bodies
 Size is 8 Top Hat- Polished Aluminum



BV Size	Application	PN
Dash 8	Normally Aspirated Gas	35035-26121
Dash 8	Normally Aspirated Methanol	35035-26122
Dash 8	Normally Aspirated Nitro	35035-26123
Dash 8	Supercharged Gas Roots	35035-26124
Dash 8	Supercharged Methanol Roots	35035-26125
Dash 8	Supercharged Nitro Roots	35035-26127
Dash 10	Normally Aspirated Gas	35035-26131
Dash 10	Normally Aspirated Methanol	35035-26132
Dash 10	Normally Aspirated Nitro	35035-26133
Dash 10	Supercharged Gas Roots	35035-26134
Dash 10	Supercharged Methanol Roots	35035-26135
Dash 10	Supercharged Nitro	35035-26137

ENDERLE Big and Ugly BAU
 TALL body - Polished Aluminum– Size is 8 Top Hat

Hat and Butterflies only
 PN 35035-26000

Other Injector Assemblies

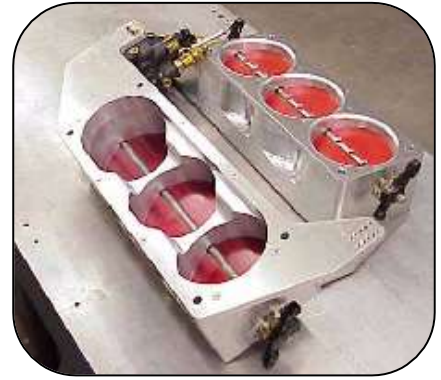
LOWE Fuel Systems 4.37"

All billet housing with shaft and butterflies
Fits an 8 top blower 13.31 front to rear bolt centers.

Suitable for normally aspirated applications

Body and butterflies ONLY PN 35035-93031

Body assembly w/ barrel valve PN 35035-93032



V Buzzard 5.56"

Casting with shaft and butterflies

10 Top Hat

PN 35035-41110



Normally Aspirated Fuel Injection

There are three different typical methods of creating a normally aspirated fuel injection system. The first way is often since the customer already has a carburetted configuration and wants to switch to fuel injection is to use a "Carburettors Mount" type of throttle body that has a barrel valve fitted to it and interacts with the throttle butterflies. These typically come in one or four throat designs. Remembering that CFI (Constant Flow Injection) does not rely on the air flow speed across the butterfly to work well and so thus the four barrel types of throttle bodies provide absolutely no increase in performance and if anything are slightly restrictive to the air flow and so we don't supply or recommend them. The single butterfly systems are popular and provide an easy transition to CFI.

The next level is to use a "Hat Injector" typically what you would see on a supercharged engine but configured for normally aspirated application and fitted to a tunnel ram manifold. These are very popular and easy to tune. The long history of performance in the Pro Stock ranks has translated to some very good off the shelf manifolds that encompasses many of the features commonly found in Pro Stock applications. This configuration allows the ordinary racer to take advantage of those features. Because the design has a plenum between the butterflies and the intake valves this design has a big feature as it allows the engine to take the amount of air that it want at idle making for a much smoother idle. This feature keeps the cylinders a lot closer in temperature at idle. It is easy to give each cylinder the same amount of fuel but the older stack type of injection that does not have a plenum can restrict the amount of air at idle causing some cylinders to idle very hot or very cold. Additionally the plenum type allows the use of air bleeders which allows the engine idle RPM to be adjusted without having to chase the barrel valve idle leak percentage. The next type is the stack injection which was the original normally aspirated fuel injection system and still popular in many types of racing and are extremely popular in the Nostalgia applications.

Normally Aspirated Fuel Injection

Single 4" Butterfly Throttle Body Fuel Injection Kit suits 4150 Flange
Includes throttle body, metering valve, fuel lines, nozzles, pills, idle check valve and secondary check valve.

Description	Part Number
Complete Kit	35342-20204
Throttle Body ONLY	35742-20200



Single 5" Butterfly Throttle Body Fuel Injection Kit suits 4500 Dominator Flange
Includes throttle body, metering valve, fuel lines, nozzles, pills, idle check valve and secondary check valve.

Description	Part Number
Complete Kit	35342-20304
Throttle Body ONLY	35742-20300



Tunnel Ram Manifold set up for CFI

Application	PN
SBC	35375-70701
BBC Oval Port	35375-70751
BBC Rectangle Port 396-502	35375-70752
BBC Rectangle Port 502-640	35375-70753



We can take your tunnel ram manifold and convert it for use with CFI. The price for this ranges due to the variations of tunnel ram manifold configurations. The simplest modification starts at \$150.00 and goes up from there. Some we have to cut the carburettor top off and weld on an adapter ring, which we keep in stock. Or we can supply the ring and you can get it welded on yourself. The weld on Adapter is PN 35020-28350.

Here is a typical example of a Hat style injector fitted to a tunnel ram manifold for normally aspirated applications. This one has a Bird hat on it but any size can be fitted to the manifold.

Stock as supplied from the vendor tunnel ram manifolds do have to be modified to accept the hat type fuel injection. If you have a tunnel ram manifold we can modify it to suit. If you have an engine with some cylinder heads that make it a challenge to find a manifold if you can locate a tunnel ram manifold we can modify it to accept any hat injection.



Normally Aspirated Fuel Injection – Stack Type

ENDERLE Stack Fuel Injection Manifold Assembly

Application	PN
SBC	35375-23270
BBC	35375-24270

Other engine types may be available please call for information.



HILBORN Stack Fuel Injection Manifold Assembly

Application	PN
SBC	35375-13270
BBC	35375-14270

Other engine types may be available please call for information.



Adapters

Adapt a EDELBROCK Tunnel Ram to use as a Supercharger Manifold

EDELBROCK Tunnel Ram Manifold Adapter
Converts EDELBROCK Tunnel Ram to install Roots
Blower with our bolt on adapter.

App	EDELBROCK PN	KLRC PN
SBC	7070	36020-75221
BBC	7075	36020-75231

Can be fitted to other
tunnel ram manifolds



Gasket Eliminator - Intake manifold BBC

One Pair of gasket eliminators - Includes all O-Rings

If you have ever scraped gaskets off during disassembly or rebuild you don't have to do much of this to learn to hate it. O-Ring surfaces are an option but putting the O-ring groove in the head or manifold is fraught with challenges. These Gasket Eliminators' can be installed and removed if necessary to do any necessary machining to the components without destroying the O-Ring depth. Some manifolds may have to be milled to install but many will bolt right on.

Secure to manifold with countersunk screws through holes provided and seal to the manifold with silicone gasket sealer. Once the sealer is applied to the Gasket Eliminator and the screws installed install the manifold without the O-rings installed and bolt down until the sealer sets, preferably overnight. Remove, install the O-Rings and then it is ready for final installation. Features - O-Rings around all openings + O-Ring across bottom + Double O-Ring under water ports




Also often used to adapt 9.8 deck manifolds to 10.2 deck applications.

Usually a 10mm adapter is needed.



3mm thick - PN 39555-33213
4mm thick - PN 39555-33214
5mm thick - PN 39555-33215
6mm thick - PN 39555-33216
8mm thick - PN 39555-33217
10mm thick - PN 39555-33218
12mm thick - PN 39555-33219





Adapters – Hat to Tunnel Ram

<p>Hat to Tunnel Ram Adapter Any 8 top hat to Edelbrock 7070 SBC tunnel ram to make a tunnel ram fuel injection.</p> <p>PN 35020-70701</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-left: 100px;">8 Top is 13.25" between front and rear injector mount bolt holes.</div>	
<p>Hat to Tunnel Ram Adapter Any 8 top hat to Edelbrock 7075 BBC</p> <p>PN 35020-70751</p> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-left: 100px;">8 Top is 13.25" between front and rear injector mount bolt holes.</div>	
<p>Hat to Tunnel Ram Adapter Any 8 top hat to Holley PN 30044 Manifold SBC</p> <p>PN 35020-30044</p>	No Photo
<p>Hat to Tunnel Ram Adapter Any 8 top hat to Holley PN 30045 - BBC</p> <p>PN 35020-30045</p>	No Photo
<p>Weld ON Hat to Tunnel Ram Adapter Any 8 top hat (standard size) to any tunnel ram manifold</p> <p>PN 35035-28350</p> <p>8 Top Hat is 12.25" from front to rear bolt 10 Top Hat is 15.31" from front to rear bolt</p>	

Blower Injector Adapters – Hat Adapters

Blower Injector Adapters – Hat Adapters

8 Top is 13.25" from front bolt to rear bolt * 10 Top is 15.312" from front bolt to rear bolt

<p>Hat Adapter PSI Hat to 8 Top Roots PN 35020-28759</p> <p>8 Top Hat is 12.25" from front to rear bolt 10 Top Hat is 15.31" from front to rear bolt</p>	<div style="display: flex;">   </div>
<p>Injector Hat Adapter - 8 Top Blower to 10 Top Injector Hat 12mm thick PN 35020-28290 10 Top Blower to 8 Top Injector Hat 12mm thick PN 35020-28280 8 Top Blower to 12" injector Hat Adapter 12mm PN 35020-28270 10 Top Blower to 12" injector Hat Adapter 12mm PN 35020-28260</p>	 <p style="text-align: center; font-size: small;">Injector Hat Adapter 8 top blower to 10 top injector hat 6.25" x 17.50" long x 12mm thick pn 35020-28290</p>
<p>+ — Custom 12" — + + -8 Top Injector Mounts 12.25" — + + —10 Top Injector Mounts 15.31" — + <small>Distance from the front injector mount hole to the rear injector mount hole</small></p>	

Adapters Hat to Supercharger

Injector Hat Adapter

10 Top Blower to a 8 Top Injector

8 Top Hat is 12.25" from front to rear bolt

10 Top Hat is 15.31" from front to rear bolt – custom lengths are available.

Adapter (10 Top Blower x 8 Top Hat)

12mm thick PN 35020-28280

Adapter (10 Top Blower x 8 Top Hat)

16mm thick PN 35020-28281

Spacer (8 Top Injector Hat) Billet Aluminum

12mm PN 35020-28650

Spacer (8 Top Injector Hat) Billet Aluminum

16mm PN 35020-28651

Spacer (8 Top Injector Hat) Billet Aluminum

20mm PN 35020-28652

Spacer (8 Top Injector Hat) Billet Aluminum

25mm PN 35020-28653

Spacer (8 Top Injector Hat) Billet Aluminum

50mm PN 35020-28654

Spacer (8 Top Injector Hat) Billet Aluminum

80mm PN 35020-28657

Adapter

JF Roots blower to Standard 8 Top Injector Hat PN 35020-28781

Standard 8 Top Injector hat to JF Roots blower PN 35020-28782



Upon request we can fit the Injector Hat Adapter with nozzle ports. Specify the quantity of nozzle ports desired.

Spacers are not required to use the Adapter. Spacers may be used without the Adapter as a standalone spacer.

8 Top Hat is 12.25" from front to rear bolt

10 Top Hat is 15.31" from front to rear bolt



Hat Spacers / Nozzle Rings

Injector Hat Spacer/Nozzle Ring for 8 Top Hat

All include Adapter with nozzle ports, nozzles holders, nozzles, nozzle lines and distribution block

12mm 8 Port Spacer/Riser Kit with hardware.

PN 35020-28650-08K

12mm 12 Port Spacer/Riser Kit with hardware.

PN 35020-28650-12K

12mm 16 Port Spacer/Riser Kit with hardware.

PN 35020-28650-16K

20mm 8 Port Spacer/Riser Kit with hardware.

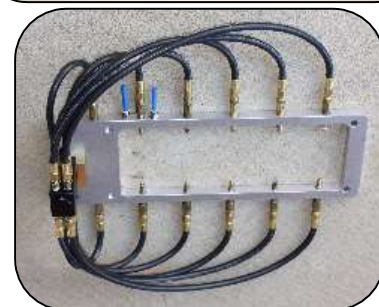
PN 35020-28652-08K

20mm 12 Port Spacer/Riser Kit with hardware.

PN 35020-28652-12K

20mm 16 Port Spacer/Riser Kit with hardware.

PN 35020-28652-16K



8 Top Hat is 12.25" from front to rear bolt

10 Top Hat is 15.31" from front to rear bolt

Hat Spacers / Nozzle Rings

Injector Hat Spacer/Nozzle Ring for 8 Top Hat Spacer as a nozzle ring only with all holes drilled and tapped for the application. Customer supplies his own nozzles holders, nozzles, nozzle lines and distribution block.



8 Top Hat is 12.25" from front to rear bolt
10 Top Hat is 15.31" from front to rear bolt

12mm 8 Port Spacer/Riser Kit without hardware. PN 35020-28650-08R
12mm 12 Port Spacer/Riser Kit w/out hardware. PN 35020-28650-12R
12mm 16 Port Spacer/Riser Kit w/out hardware. PN 35020-28650-16R
20mm 8 Port Spacer/Riser Kit without hardware. PN 35020-28652-08R
20mm 12 Port Spacer/Riser Kit w/out hardware. PN 35020-28652-12R
20mm 16 Port Spacer/Riser Kit w/out hardware. PN 35020-28652-16K

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Hat Spacers-Polished Cast Aluminum

2" Hat Riser PN 35020-20002
3" Hat Riser PN 35020-20003
Standard 8 Top bolt pattern
Polished Aluminum

8 Top Hat is 12.25" from front to rear bolt
10 Top Hat is 15.31" from front to rear bolt



Hat Gasket/Screens

Gasket / Screen

8 Top openings 13.25" from front hole to rear hole PN 35617-10008
10 Top openings 13.25" from front hole to rear hole PN 35617-10010

+ — Custom 12" — +
+ - 8 Top Injector Mounts 12.25" — +
+ — 10 Top Injector Mounts 15.31" — +

Distance from the front injector mount hole to the rear injector mount hole



FUEL PUMPS

ENDERLE Billet Aluminum Gerotor Pump

Model	GPM	KLRC PN
80A-00	2.0	35571-30010
80A-0	4.0	35571-30020
80A-5	5.2	35571-30030
80A-1	7.0	35571-30040

Dash 8 Inlet Dash 8 Outlet



LOWE Gear Pump Spur Gear Pump

Model	GPM	KLRC PN
090	4.5	35571-00090
100	7.5	35571-00100

Dash 8 Inlet Dash 8 Outlet



ENDERLE Large Gerotor Pump

Model	GPM	KLRC PN
600	9.2	35571-30020
760	11.4	35571-30030
860	13.0	35571-30040
990	15.5	35571-30050
1100	17.2	35571-30060
1200	18.8	35571-30070
1270	20.0	35571-30080

Dash 12 Inlet Dash 8 Outlet



ENDERLE Spur Gear Pump

Model	GPM	KLRC PN
SG480	4.4	35571-50480
SG570	5.5	35571-50570
SG750	7.2	35571-50750
SG810	13.0	35571-50810
SG980	15.5	35571-50980
SG1080	17.5	35571-51080
SG1190	19.0	35571-51190
SG1250	20.0	35571-51250



We also offer **DSR Spur Gear Pumps** that are similarly sized in terms of flow to the ENDERLE 80A series but with the form factor of the LOWE Gear Pumps.

Please understand why there are no prices on these pages, as much as I would like to assist you by putting the prices on here the logistics of keeping the prices current is staggering. If you are interested in some of the hardware listed here feel free to email me at Ken@KenLowe.com.au with a list of the items you wish to purchase. Be sure to ask for the Racer Decal Discount Price on your goods. We offer racers that run our stickers on their cars a discount to help us promote our products.



ENDERLE SG Fuel PUMPS

KLRC Part Number 35571	Model Number	Tooth Width	Rated GPM	Typical Flow Rates on 98% pumps	Mounting bolt pattern	Inlet Port Size	Outlet Port Size	Shaft Seal 35625
50480	SG480	0.480	4.4	4.30	3 hole	8	8	11201
50570	SG570	0.570	5.5	5.40	3 hole	8	8	11201
50750	SG750	0.750	7.2	7.05	3 hole	8	8	11201
50810	SG810	0.810	13.0	12.75	4 hole	16	10	11202
50980	SG980	0.980	15.5	15.20	4 hole	16	10	11202
51080	SG1080	1.080	17.5	17.20	4 hole	16	10	11202
51190	SG1190	1.190	19.0	18.65	4 hole	16	10	11202
51250	SG1250	1.250	20.0	19.60	4 hole	16	10	11202

The Waterman is a very good pump but I think there are some design changes that would make it a better pump. One of the changes I would make is to make the removal of the shaft bearings easier which is something ENDERLE has done with their SG pumps. The circlips that hold the brass end caps in can be removed so the bearing can be pushed out for replacement. The Waterman pump the bearing is pushed into a blind hole making extraction difficult and especially difficult if the thin metal cage breaks during extraction. I have made a tool for assisting in this operation where it expands internally and then is drawn out with an acme screw but totally unnecessary if there were provisions for simply pushing the bearing out like the new ENDERLE SG pumps have.

Spacer Block for Top or Bottom of Large SG Pumps PN 35571-51900

Pump QR Mounting

New pumps all come with a removable mounting flange that has a socket head cap screw (Allen bolt) to lock it in place. This feature removes the need or necessity of having a quick release pump clamp like is shown below but on older pumps with solid flanges the ability to remove them quickly is a huge bonus and the quick release kit shown below provides that function.

Fuel Pump Quick Release Kit
Complete with two pancakes and clamp
PN 35571-40001



Universal Pump Quick Disconnect
Clamp PN 35571-40002



Universal Pump Quick Disconnect **Pump Pancake**
PN 35571-40003



Universal Pump Quick Disconnect **Extension Pancake**
PN 35571-40004

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Pump Mounting Flanges



Fuel Pump Quick Release Mount
Flange LOWE 100
STANDARD
Asymmetrical 3 Bolt
Mount
PN 35571-30051



Fuel Pump Quick Release Mount
Flange ENDERLE 80A
STANDARD
Asymmetrical 3 Bolt
Mount
PN 35571-30011



Fuel Pump Quick Release Mount
Flange ENDERLE 80A
SPECIAL 4 Bolt Mount
PN 35571-30012



Fuel Pump Quick Release Mount
Flange
ENDERLE 110-1200
PN 35571-30041

Fuel Pump Extensions

Fuel Pump Extensions. Anodized One Piece Billet aluminium.
Special cut out flange for Romac balancer clearance- Notched to clear the harmonic balancer or blower pulley usually for SBC.



Description	Length	Part Number
Assembly NO Notch	2.5"	35225-25100
Assembly Notched	2.5"	35225-25101
Driveshaft	2.5"	35225-00104
Assembly NO Notch	5.0"	35225-50100
Assembly Notched	5.0"	35225-50101
Driveshaft	5.0"	35225-00105
Seal		98625-00115
Bearing		91045-62030
Driveshaft	8.0"	35225-00107

FUEL PUMP BELT DRIVES

Belt Drive Kit to drive fuel pump off crankshaft
 SBC PN 35225-80001 Belt PN92070-43675
 BBC PN 35225-80002 Belt PN92070-43225
 SBF PN 35225-80003 Belt PN92070-42555
 BBF PN 35225-80004 Belt PN92070-42555





FUEL PUMP CAM DRIVES

Engine Timing Chain Covers / Fuel Pump Drives.

Supercharged Engine Timing Cover Standard SBC PN 39195-35004 	Supercharged Engine Timing Cover for SBC with BBC crank nose PN 39195-35005 	Harmonic Balancer Application SBC Timing Cover PN 39195-35011 	Supercharged or Normal Aspirated Engine Timing Cover Standard G4 BBC PN 39195-42704 
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All covers come with crank seals installed, all bolts necessary to install and the fuel pump mounting O-ring included.

Cam Drive 3/8" Hex Kit Fits SBC or BBC PN 39225-00001 	Thrust Bearing Kit PN 39225-00002 	Replacement Crank Seal SBC PN 98625-06263 Replacement Crank Seal BBC PN 98625-23300 Replacement Fuel Pump Mount O-Ring PN 97450-12230	If fuel pump drive is not used, block off plates are available to cover this opening. PN 39195-00003 3 Bolt NO Notch PN 39195-00004 4 Bolt NO Notch PN 39195-00013 3 Bolt Notch PN 39195-00014 4 Bolt Notch
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Cast in Australia, Machined in Australia, Sold worldwide.

Unlike all of our competitors that I am aware of we provide the engine builder the opportunity to put a thrust bearing on the front of the camshaft to hold the camshaft in place which does two things. If your ignition system is still driven from the back of the camshaft this stops the ignition timing from moving around as it holds the camshaft in place. The other feature is that we have found too many cam driven fuel pumps have been damaged by the camshaft putting a thrust load on the pump shaft pushing the pump gears into the pump front cover thus killing the fuel pump. All of our covers come with seals installed and all bolts necessary to install.

On Small Block Chevy engines no front cover that has fins all the way down to the front seal area will fit with a harmonic balancer, so we made a bolt on product that does fit behind a harmonic balancers.

Cam Drive Fuel Pump Timing Chain - SBC

Caution on harmonic balancer clearances cover and fuel pump this cover does not make provisions for harmonic balancer clearance. Cover does not come with seal and bolts. There is no provision for camshaft thrust in this cover.



ENDERLE Cover and cam drive kit

Description	PN
Front Cover	39195-35050
Cam Hex Drive Kit	39195-00001
Cam Thrust Bearing Kit	39225-00002

Cam Drive Fuel Pump Timing Chain - BBC

Front cover does not come with mounting bolts and front seal installed. This cover does not provide for thrust bearing for camshaft.



ENDERLE Cover and cam drive kit

Description	PN
Front Cover	39195-42799
Cam Hex Drive Kit	39195-00001
Cam Thrust Bearing Kit	39225-00002

Fuel Pump Cam Drive JESEL

Fuel Pump Cam Drive JESEL

Engine	Cam Position	JESEL	Part Number
SBC	Standard	KBD31000 KBD31200	39225-31000
SBC	0.391 Raised	KBD31500 KBD31550	39225-31500
SBC	0.433 Raised	KBD31580	39225-31580
LS1	Standard	KBD31600 KBD31610	39225-31600
BBC Gen 4	Standard	KBD32000	39225-32000
BBC Gen 4	0.250 Raised	KBD32500	39225-32500
BBC Gen 4	0.400 Raised	KBD33500	39225-33500
BBC Gen 4	0.600 Raised	KBD36000	39225-36000
BBC Gen 4	1.000 Raised	KBD36100	39225-36100
BBC Gen 5	Standard	KBD32200	39225-32200
BBC Gen 6	Standard	KBD32300	39225-32300



Due to the distance from the crank centreline and the camshaft centreline on many engines the cam driven fuel pumps often suffer interference with the larger harmonic balancers. To mitigate this the typical solution is to use a fuel pump extension to move the pump forward as the diameter of the fuel pump extension housing body is much less than the diameter of the fuel injection pump. There is even an opportunity to machine the fuel pump extension on the bottom to gain extra clearance when needed whereas machineing the fuel pump for clearance is not an option.

We do have special timing pointers available to suit the JESEL with a 6.2" harmonic balancer as well. See IGNITION section.

On Normally Aspirated engines using a harmonic balancer to make your life easier we suggest the use of the 6.2"OD harmonic balancers for both the SBC and the BBC regardless if they are internal or externally balanced. We have available a 6.2" crank trigger wheel which will make your fitment of all this hardware much easier.

Timing Pointers



Timing Pointers

SBC Standard Cam Location 6.375 Timing Ring or Balancer works with JESEL Fuel Pump Drive PN 37752-65091

SBC Standard Cam Location 6.375 Timing Ring or Balancer PN 37752-65190

SBC Standard Cam Location with 7" crank trigger wheel PN 37752-65290

SBC Standard Cam Location with 7.25" crank trigger wheel PN 37752-65390

SBC Standard Cam Location with 8.00" crank trigger wheel PN 37752-65490

BBC Gen4 Standard Cam Location 6.375 Timing Ring works with JESEL Cam Drive Fuel Pump Drive Kit PN 37752-65591

BBC Gen4 Standard Cam Location 7.0 Crank Trigger Wheel PN 37752-65690

BBC Gen4 Standard Cam Location 7.25 Crank Trigger Wheel PN 37752-65790

BBC Gen4 Standard Cam Location 8.0 Crank Trigger Wheel PN 37752-65890

ENGINE LOCATORS

What is the heaviest bit of hardware in your race car? Obviously it is the engine, clutch or converter and the transmission. On some cars this makes up a substantial percentage of the total vehicle weight. By safety specifications all clutch cars are required to have what they call blow back bars which keep the bellhousing from blowing back should there be a clutch failure. These blow back bars also work to keep the engine from sliding back on a hard launch. What about the engine mounts one may ask? First most but not all modern center steer race cars use engine saddles instead of welded on mounts thus relying on the engine locator (blow back bars) to hold the engine in place. Those who do not use saddles but welded on mounts often rely on the ¼" aluminum engine plates to hold the engine in the chassis. Without an engine locator to hold the engine to keep it from moving rearward on a hard launch the engine plate will crack and fail. Just imagine what the engine and trans weighs and multiply that by the launch G forces to establish the weight that the engine plate has to resist on the starting line, with the forces reversed at the finish line when the parachute comes hits. There is a large range of options that cover engine types, transmission types, bellhousings and chassis types but we do stock of all of the different configurations to suit your combinations. The one thing we have learned is that spherical rod ends in these applications are a major failure concern. I have posted some photos here of some of the different configurations. Call me for solutions to your engine locator problems.

See page 159



Ford Cleveland Crank Support Kit and FUEL PUMP DRIVE

All crank support kits come with installation instructions.



Crank Support Kit ONLY

Fits all Small Block FORDS but the FRONT BASE PLATE will be different for each type of FORD engine

Suits Ford Cleveland Fontana and Windsor Chain and JESEL

This does not include FRONT BASE PLATE – see below

PN 39725-69351



Crank Support FRONT BASE PLATE

351C Cleveland – standard timing chain

The front of the small block Ford engine does not have any convenient mounting positions for the crank support to mount to. To resist the energy pulling up on the front of the crank by the blower belt on a supercharged engine requires a robust mounting on the front of the engine block and the “Front Base Plate” provides a place to mount the crank support to and a way to distribute that load back to the engine block. Water ports are Dash 8 SAE O-Ring thread (3/4”-16tpi)

Front base plate PN 39725-69990



351C Ford Cleveland - Timing Cover modified to suit Front Base Plate mounting.

Modify clients cover to suit PN 39725-69999

351C Ford Cleveland - Front base plate mounting kit

with bolts and special seal for HD blower drive hub

11ea 5/16” unc z 1 1/2” socket head cap screws

PN 39725-69992



351W Ford Cleveland / Windsor Chain

Fuel Pump Drive Kit (Chain Drive)

1ea Camshaft Adapter

1 ea Fuel Pump Hex Drive

3 ea 5/16” x 3/4” UNC Allen Bolts

PN 39225-00109



351WJ Ford Windsor Chain

Timing Pointer -

Fits KLRC FORD Windsor, Fontana and Cleveland

Crank Support Mounting Plate and Fuel Pump Drive/Front Engine Plate

Comes flat will have to be bent to suit the diameter of your balancer or timing ring. Includes timing pointer and two 1/4"unc x 3/4" bolts and flat washers PN 39725-69891



Ford Engine Mount Wings – SBF and BBF

Ford 351 Windsor-Cleveland-Fontana engine mount wings.

Bolts to LOWE front cover or LOWE crank support mounting plate and must be fitted to suit chassis application. Includes mounting bolts and washers PN 38090-67956



FORD - Front engine mount Kit – SBF and BBF

Use with LOWE Crank Support Kit or Fuel Pump Drive/Engine Plate Kit
Front engine mount Kit – SBF 1 3/8" top rail or 1 1/4" top rail with saddle PN 38090-67817



Crank Support Spindle LONG SBF

If you want to drive an external oil pump, dry sump pump or alternator off the front of the crank support this long spindle will provide a 0.875" drive spindle to put a 8mm pulley on or a 6V serpentine pulley on to drive an external accessory.
PN 39725-35105



Pulley 3.0" 4V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles PN 39725-99430

Pulley 3.0" 5V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles PN 39725-99530

Pulley 3.0" 6V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles PN 39725-99630

Pulley 3.5" 4V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles PN 39725-99435

Pulley 3.5" 5V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles PN 39725-99535

Pulley 3.5" 6V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles PN 39725-99635

Pulley 4.0"

4V- Serpentine Belt 1.1" wide x 0.875" bore
0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles
PN 39725-99440



Pulley 8mm 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles
16Tooth PN 39725-99816
18 Tooth PN 39725-99818



Pulley flange washer set (Alum Flange with 0.875 bore) (Steel Flange with 1/2" bore)
PN 39725-98500

Pulley flange washer set (Alum Flange with 0.875 bore) (Steel Flange with 5/8" bore)
PN 39725-98625

Pulley flange washer set (Alum Flange with 0.875 bore) (Steel Flange with 3/4" bore)
PN 39725-98750

Alternator Bracket
for RXA416 alternator
Diahatsu Charaide 45 amp.
Use 3"x4v pulley with 4PK590 belt
PN 83090-91208 10mm



83090-91201 Alternator Bracket Aluminum 6mm
83090-91202 Alternator Bracket Aluminum 10mm
83090-91203 Spacer 10.01 0.750 OD x 1.020 long (5/16" Hole)
83090-91204 Spacer 10.02 0.875 OD x 0.800 long (3/8" Hole)
83090-91207 Alternator Bracket Steel 6mm RDD
83090-91208 Alternator Bracket Steel 10mm RDD
Use applicable spacers for mounting when needed

Supercharger Crankshaft Hub - SBF

* 4140 Steel * Honed Bore Finish
* 1/4" keyway * Dual Pulley Bolt Pattern
* Internal Balance
* Requires special front oil seal to accommodate
heavy duty hub Seal PN 98625-19852 or 39625-19852

PN 36335-01511



Supercharger Crankshaft Hub - SBF

* 4140 Steel * Honed Bore Finish
* 1/4" keyway * External Balance
* Requires special front oil seal to accommodate
heavy duty hub Seal PN 98625-19852 or 39625-19852
Single Pulley Bolt Pattern PN 36335-01500
Dual Pulley Bolt Pattern PN 36335-01501



Special front oil seal is used to allow the hub to be much larger in a critical load area. Standard seals are too small to fit the HD blower hub.
Use KLRC PN 98625-19852 or PN 39625-19852

Timing Ring

Gives you a place to mark the TDC and other points used
in setting the timing.

Installed at no charge if ordered with crank hub.

PN 36600-63750



Crank Trigger Wheel / Timing Ring 6.375" OD with blower hub
ID PN 37785-30351



SBF Blower drive hub spacer.400 long spacer for blower drive hub to
move hub forward to clear in some applications

PN 36335-01504





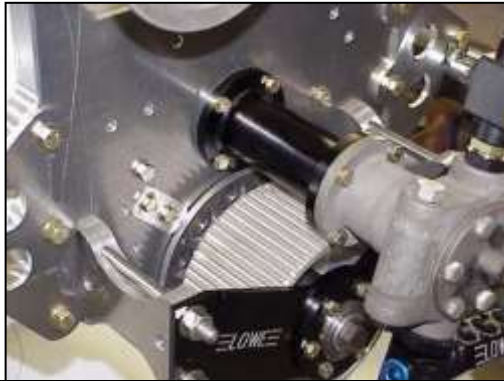
Ford WINDSOR Chain Drive Cam Crank Support Kit and FUEL PUMP DRIVE

All crank support kits come with installation instructions.

Crank Support Kit fits all Small Block FORDS but the mounting plate will be different for each type of FORD engine.

Suits Ford Cleveland Fontana and Windsor Chain and JESEL

PN 39725-69351



Crank Support Front Base Plate

351W Windsor / Fontana with standard timing chain

The front of the small block Ford engine does not have any convenient mounting positions for the crank support to mount to. To resist the energy pulling up on the front of the crank by the blower belt on a supercharged engine requires a robust mounting on the front of the engine block and the "Front Base Plate" provides a place to mount the crank support to and a way to distribute that load back to the engine block. Water ports are Dash 8 SAE O-Ring thread (3/4"-16tpi)

Front base plate PN 39725-69981



351W FORD Windsor / Fontana

Timing Chain Front Cover

Timing Cover "B" modified to suit Front Base Plate mounting on crank support mount plates and front engine plates.

Includes spacers as needed and special 2" crank hub seal Welded and machined to correct thickness for this application. Provides access for Ken Lowe Fuel Pump Camshaft Drive Kits and Crank Support Front Mounting Plates.

Fits 289-302-351 1965-1985 Standard Water pump – mechanical fuel pump. This is the recommended front



cover to be used. It does require the mechanical fuel pump port be filled and welded and the forward ear be machined off. It will require the fuel pump cam drive port be added to access the cam drive hex. This pump cover does have a dip stick port on the right side. It also has a small oil pan arc and two bolts on each side for the oil pan rail. Requires 4ea custom length spacers to suit specific cover
Includes 4 spacers **PN 39725-69989**

Replacement front Seal for HD LOWE blower drive hubs with 2"OD.
PN 39625-19852



351W Windsor – Chain
Front base plate mount bolt kit
Crank Support Front Plate mount Windsor – Timing Chain Cover “B”

Includes 5ea Plate mounting bolts 5/16"UNC x 1 1/4"
8ea Plate mounting bolts 5/16" UNC x 3 1/4"
2ea Plate mounting bolts 5/16" UNC x 3/4"

PN 39725-69982



351W Ford Windsor Chain
Fuel Pump Drive Kit (Chain Drive)

1ea Camshaft Adapter
1ea Fuel Pump Hex Drive
3ea 5/16" x 3/4" UNC Allen Bolts
PN 39225-00109



351WJ Ford Windsor Chain
Timing Pointer -

Fits KLRC FORD Windsor, Fontana and Cleveland

Crank Support Mounting Plate and Fuel Pump Drive/Front Engine Plate

Comes flat will have to be bent to suit the diameter of your balancer or timing ring. Includes timing pointer and two 1/4"unc x 3/4" bolts and flat washers **PN 39725-69891**



Ford Engine Mount Wings – SBF and BBF
Ford 351 Windsor-Cleveland-Fontana engine mount wings. Bolts to LOWE front cover or LOWE crank support mounting plate and must be fitted to suit chassis application. Includes mounting bolts and washers
PN 38090-67956



FORD - Front engine mount Kit – SBF and BBF
Use with LOWE Crank Support Kit or Fuel Pump Drive/Engine Plate Kit
Front engine mount Kit – SBF 1 3/8" top rail or 1 1/4" top rail with saddle chassis tube centers 20.250" c-c
PN 38090-67817



Crank Support Spindle LONG SBF

If you want to drive an external oil pump, dry sump pump or alternator off the front of the crank support this long spindle will provide a 0.875" drive spindle to put a 8mm pulley on or a 6V serpentine pulley on to drive an external accessory. **PN 39725-35141**



Pulley 3.0" 4V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles PN 39725-99430

Pulley 3.0" 5V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles PN 39725-99530

Pulley 3.0" 6V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles PN 39725-99630

Pulley 3.5" 4V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles PN 39725-99435

Pulley 3.5" 5V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles PN 39725-99535

Pulley 3.5" 6V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles PN 39725-99635

Pulley 4.0" 4V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles
PN 39725-99440



Pulley 8mm 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles
16 Tooth PN 39725-99816
18 Tooth PN 39725-99818
See belt section for selection of belts.



Pulley flange washer set (Alum Flange with 0.875 bore) (Steel Flange with 1/2" bore)
PN 39725-98500

Pulley flange washer set (Alum Flange with 0.875 bore) (Steel Flange with 5/8" bore)
PN 39725-98625

Pulley flange washer set (Alum Flange with 0.875 bore) (Steel Flange with 3/4" bore)
PN 39725-98750

Alternator Bracket

for RXA416 alternator
Daihatsu Charade 45 amp.
Use 3"x4v pulley with 4PK590 belt
PN 83090-91208 10mm



83090-91201 Alternator Bracket Aluminum 6mm
83090-91202 Alternator Bracket Aluminum 10mm
83090-91203 Spacer 10.01 0.750 OD x 1.020 long (5/16" Hole)
83090-91204 Spacer 10.02 0.875 OD x 0.800 long (3/8" Hole)
83090-91207 Alternator Bracket Steel 6mm RDD
83090-91208 Alternator Bracket Steel 10mm RDD
Use applicable spacers for mounting when needed

Supercharger Crankshaft Hub - SBF

- * 4140 Steel * Honed Bore Finish
- * 1/4" keyway * Dual Pulley Bolt Pattern
- * Internal Balance
- * Requires special front oil seal to accommodate heavy duty hub PN 98625-19852 or 39625-19852

PN 36335-01511



Supercharger Crankshaft Hub - SBF

- * 4140 Steel * Honed Bore Finish
- * 1/4" keyway * External Balance
- * Requires special front oil seal to accommodate heavy duty hub PN 98625-19852 or 39625-19852

Single Pulley Bolt Pattern PN 36335-01500

Dual Pulley Bolt Pattern PN 36335-01501

FORD Cleveland Windsor
4140 billet steel blower crank hub



Special front oil seal is used to allow the hub to be much larger in a critical load area. Standard seals are too small to fit the HD blower hub.
Use KLRC **PN 98625-19852** or **PN 39625-19852**

Timing Ring

Gives you a place to mark the TDC and other points used in setting the timing.
Installed at no charge if ordered with crank hub.
PN 36600-63750



Crank Trigger Wheel / Timing Ring 6.375"OD with blower hub ID

PN 37785-30359

SBF Blower drive hub spacer.400 long spacer for blower drive hub to move hub forward to clear in some applications

PN 36335-01504



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6-71 Blower

ENGINE SIZE (CID)	Drive Ratio (%)												
	-25	-20	-15	-10	-5	0	5	10	15	20	25	30	35
350	8.2	9.6	11.1	12.6	14.1	15.6	17.1	18.6	20.1	21.6	23.1	24.6	26.1
400	5.2	6.5	7.8	9.1	10.4	11.7	13.0	14.3	15.6	16.9	18.2	19.5	20.8
454	2.7	3.8	5.0	6.1	7.3	8.5	9.6	10.8	11.9	13.1	14.2	15.4	16.3
502	0.8	1.9	3.0	4.1	5.2	6.3	7.4	8.4	9.4	10.4	11.4	12.4	13.4

8-71 Blower

ENGINE SIZE (CID)	Drive Ratio (%)												
	-25	-20	-15	-10	-5	0	5	10	15	20	25	30	35
350	10.7	12.4	14.0	15.5	17.1	18.7	20.3	21.9	23.5	25.1	26.7	28.3	29.9
400	7.6	9.0	10.3	11.7	13.2	14.6	16.0	17.3	18.7	20.1	21.5	22.9	24.3
454	5.0	6.2	7.4	8.6	9.9	11.1	12.3	13.5	14.7	16.0	17.2	18.4	19.6
502	3.0	4.2	5.3	6.4	7.5	8.6	9.7	10.8	12.0	13.1	14.2	15.3	16.4
550	1.5	2.5	3.5	4.5	5.6	6.6	7.6	8.6	9.6	10.6	11.6	12.6	13.6

10-71 Blower

ENGINE SIZE (CID)	Drive Ratio (%)												
	-25	-20	-15	-10	-5	0	5	10	15	20	25	30	35
454	6.3	7.6	8.9	10.2	11.5	12.8	14.1	15.4	16.7	18.0	19.4	20.7	22.0
502	4.3	5.4	6.6	7.8	9.0	10.2	11.4	12.5	13.7	14.9	16.1	17.3	18.5
550	2.6	3.7	4.8	5.8	6.9	8.0	9.1	10.2	11.3	12.3	13.4	14.5	15.6
600	1.2	2.2	3.1	4.1	5.1	6.1	7.1	8.1	9.1	10.1	11.1	12.1	13.1
650	-	0.9	1.8	2.7	3.6	4.5	5.4	6.3	7.3	8.2	9.1	10.0	10.9

12-71 Blower

ENGINE SIZE (CID)	Drive Ratio (%)												
	-25	-20	-15	-10	-5	0	5	10	15	20	25	30	35
454	7.5	8.9	10.3	11.7	13.1	14.5	15.9	17.2	18.6	20.0	21.4	22.8	24.2
502	5.4	6.7	7.9	9.2	10.4	11.7	12.9	14.2	15.4	16.7	18.0	19.3	20.6
550	3.6	4.8	5.9	7.1	8.2	9.4	10.5	11.7	12.8	14.0	15.1	16.2	17.3
600	2.1	3.2	4.2	5.3	6.3	7.4	8.4	9.5	10.5	11.6	12.6	13.6	14.6
650	0.8	1.8	2.8	3.7	4.7	5.7	6.6	7.6	8.6	9.6	10.5	11.4	12.3

14-71 Blower

ENGINE SIZE (CID)	Drive Ratio (%)												
	-25	-20	-15	-10	-5	0	5	10	15	20	25	30	35
454	8.8	10.3	11.7	13.2	14.7	16.1	17.6	19.1	20.5	22.0	23.5	25.0	26.4
502	6.5	7.9	9.2	10.5	11.8	13.2	14.5	15.8	17.2	18.5	19.8	21.1	22.4
550	4.7	5.9	7.1	8.3	9.5	10.7	12.0	13.2	14.4	15.6	16.8	18.0	19.2
600	3.1	4.2	5.3	6.4	7.5	8.6	9.7	10.8	12.0	13.1	14.2	15.3	16.4
650	1.7	2.7	3.8	4.8	5.8	6.8	7.9	8.9	9.9	10.9	12.0	13.0	14.0



**Ford WINDSOR
JESEL KBD34170
Belt Drive Cam
Crank Support Kit
and FUEL PUMP
DRIVE**

All crank support kits come with installation instructions.

Crank Support Kit fits all Small Block FORDS but the mounting plate will be different for each type of FORD engine.

Suits Ford Cleveland Fontana and Windsor Chain Drive Cams and JESEL Belt Drive Cams
PN 39725-69351



Crank Support Front Base Plate

351WJ Ford Windsor JESEL Belt Drive

The front of the small block Ford engine does not have any convenient mounting positions for the crank support to mount to. To resist the energy pulling up on the front of the crank by the blower belt on a supercharged engine requires a robust mounting on the front of the engine block and the "Front Base Plate" provides a place to mount the crank support to and a way to distribute that load back to the engine block. Water ports are Dash 8 SAE O-Ring thread (3/4"-16tpi)



PN 39725-69950

The JESEL KBD34170 and the JESEL KBD34175 both take the same FRONT BASE PLATE but the spacers between the FRONT BASE PLATE and the JESEL belt drive kit are different.

Fuel Pump Drive Kit for FORD Windsor with JESEL Drive Includes

- 1ea 39225-00001 SBC/BBC fuel pump drive hex
 - 1ea 39225-00007 SBF cam adapter for fuel pump hex drive
 - 1ea 39225-00008 SBF fuel pump drive extension
 - 3ea Bolts 5/16"unc x 1 1/4"long
- PN 39225-00110**



351WJ Ford Windsor JESEL Spacer Kit and Bolt Kit to suit JESEL KBD34170

Suits 12mm plate (Fuel Pump Drive Front Engine Plate)

CNC machined billet alum water port spacers and round spacers to locate fuel pump drive plate to front of JESEL Drive (includes 2ea 568-215 O-Rings for water port spacers)

Kit includes

- 2ea water port spacers 6949mx2 0.675 thick (use 0.600 hex drive)
- 2ea O-Rings 568-215 1 1/16"ID X 1 5/16"OD x 1/8" cord
- 6ea Round Spacers 1.682 long x 5/16" ID x 5/8" OD
- 2ea Socket Head Cap Screws 5/16"UNC x 3.50" Long
- 6ea Socket Head Cap Screws 5/16"UNC x 3.00" Long (plated)
- 2ea Socket Head Cap Screws 5/16"UNC x 2.75" Long (plated)
- 8ea 5/16" Flat Washers with 5/8" OD

PN 39195-69482



351WJ Ford Windsor Chain Timing Pointer -

Fits KLRC FORD Windsor, Fontana and Cleveland Crank Support Mounting Plate and Fuel Pump Drive/Front Engine Plate

Comes flat will have to be bent to suit the diameter of your balancer or timing ring. Includes timing pointer and two 1/4"unc x 3/4" bolts and flat washers **PN 39725-69891**



Ford Engine Mount Wings – SBF and BBF

Ford 351 Windsor-Cleveland-Fontana engine mount wings.

Bolts to LOWE front cover or LOWE crank support mounting plate and must be fitted to suit chassis application. Includes mounting bolts and washers

PN 38090-67956



FORD - Front engine mount Kit – SBF and BBF

Use with LOWE Crank Support Kit or Fuel Pump Drive/Engine Plate Kit Front engine mount Kit – SBF 1 3/8" top rail or 1 1/4" top rail with saddle – chassis tube 20.250" center to center

PN 38090-67817



Crank Support Spindle LONG SBF

If you want to drive an external oil pump, dry sump pump or alternator off the front of the crank support this long spindle will provide a 0.875" drive spindle to put a 8mm pulley on or a 6V serpentine pulley on to drive an external accessory. **PN 39725-35141**



Pulley 3.0" 4V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum Fits SBC, BBC, SBF, BBF long spindles PN 39725-99430

Pulley 3.0" 5V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum Fits SBC, BBC, SBF, BBF long spindles PN 39725-99530

Pulley 3.0" 6V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum Fits SBC, BBC, SBF, BBF long spindles PN 39725-99630

Pulley 3.5" 4V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum Fits SBC, BBC, SBF, BBF long spindles PN 39725-99435

Pulley 3.5" 5V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum Fits SBC, BBC, SBF, BBF long spindles PN 39725-99535

Pulley 3.5" 6V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum Fits SBC, BBC, SBF, BBF long spindles PN 39725-99635

Pulley 4.0" 4V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles
PN 39725-99440



Pulley 8mm 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles

16 Tooth PN 39725-99816

18 Tooth PN 39725-99818

See belt section for selection of belts.



Pulley flange washer set (Alum Flange with 0.875 bore) (Steel Flange with 1/2" bore)
 PN 39725-98500

Pulley flange washer set (Alum Flange with 0.875 bore) (Steel Flange with 5/8" bore)
 PN 39725-98625

Pulley flange washer set (Alum Flange with 0.875 bore) (Steel Flange with 3/4" bore)
 PN 39725-98750

Alternator Bracket for RXA416 alternator
Daihatsu Charade 45 amp. Use 3"x4v pulley with 4PK590 belt
PN 83090-91208

- 83090-91201 Alternator Bracket Aluminum 6mm
 - 83090-91202 Alternator Bracket Aluminum 10mm
 - 83090-91203 Spacer 10.01 0.750 OD x 1.020 long (5/16" Hole)
 - 83090-91204 Spacer 10.02 0.875 OD x 0.800 long (3/8" Hole)
 - 83090-91207 Alternator Bracket Steel 6mm RDD
 - 83090-91208 Alternator Bracket Steel 10mm RDD
- Use applicable spacers for mounting when needed



Supercharger Crankshaft Hub - SBF

- * 4140 Steel * Honed Bore Finish
- * 1/4" keyway * Dual Pulley Bolt Pattern * Internal Balance
- * Requires special front oil seal to accommodate heavy duty hub PN 98625-19852 or 39625-19852

PN 36335-01511



Supercharger Crankshaft Hub - SBF

- * 4140 Steel * Honed Bore Finish
- * 1/4" keyway * External Balance
- * Requires special front oil seal to accommodate heavy duty hub PN 98625-19852 or 39625-19852

Single Pulley Bolt Pattern PN 36335-01500

Dual Pulley Bolt Pattern PN 36335-01501

FORD Cleveland Windsor
 4140 billet steel blower crank hub



Special front oil seal is used to allow the hub to be much larger in a critical load area. Standard seals are too small to fit the HD blower hub.
 Use KLRC **PN 98625-19852** or **PN 39625-19852**

Timing Ring

Gives you a place to mark the TDC and other points used in setting the timing. Installed at no charge if ordered with crank hub.

PN 36600-63750





Ford WINDSOR JESEL KBD34175 Belt Drive Cam Crank Support Kit and FUEL PUMP DRIVE

All crank support kits come with installation instructions.

Crank Support Kit fits all Small Block FORDS but the mounting plate will be different for each type of FORD engine.

Suits Ford Cleveland Fontana and Windsor Chain and JESEL

PN 39725-69351



Crank Support Front Base Plate

351WJ Ford Windsor JESEL Belt Drive Cam

The front of the small block Ford engine does not have any convenient mounting positions for the crank support to mount to. To resist the energy pulling up on the front of the crank by the blower belt on a supercharged engine requires a robust mounting on the front of the engine block and the "Front Base Plate" provides a place to mount the crank support to and a way to distribute that load back to the engine block. Water ports are Dash 8 SAE O-Ring thread (3/4"-16tpi) **PN 39725-69950**



The JESEL KBD34170 and the JESEL KBD34175 both take the same FRONT BASE PLATE but the spacers between the FRONT BASE PLATE and the JESEL belt drive kit are different.

Fuel Pump Drive Kit for FORD Windsor with JESEL Drive

Includes

- 1ea 39225-00001 SBC/BBC fuel pump drive hex
- 1ea 39225-00007 SBF cam adapter for fuel pump hex drive
- 1ea 39225-00008 SBF fuel pump drive extension
- 3ea Bolts 5/16"unc x 1 1/4"long

PN 39225-00110



351WJ Ford Windsor JESEL

Wet Block Spacer Kit to suit JESEL KBD34175

Suits both the 25mm Crank Support Mount Plate and the 12mm Fuel Pump Drive Front Engine Plate when used with a JESEL KBD34175

Spacer Kit PN 39725-69954

Includes 2ea Spacer SET Left and Right

Uses O-Rings (pair) PN 96450-12230

Bolt Kit PN 39195-69484

Includes 4ea O-Rings PN 96450-12230 1 1/16" ID x 1 5/16" OD x 1/8" cord

2ea Socket Head Cap Screws 5/16" UNC x 3.50" Long

6ea Socket Head Cap Screws 5/16" UNC x 3.00" Long (plated)

2ea Socket Head Cap Screws 5/16" UNC x 2.75" Long (plated)

8ea 5/16" Flat Washers with 5/8" OD)



351WJ Ford Windsor Chain

Timing Pointer -

Fits KLRC FORD Windsor, Fontana and Cleveland Crank Support Mounting Plate and Fuel Pump Drive/Front Engine Plate

Comes flat will have to bent to suit the diameter of

your balancer or timing ring. Includes timing pointer and two 1/4" unc x 3/4" bolts and flat washers **PN 39725-69891**



Ford Engine Mount Wings – SBF and BBF

Ford 351 Windsor-Cleveland-Fontana engine mount wings. Bolts to LOWE front cover or LOWE crank support mounting plate and must be fitted to suit chassis application. Includes mounting bolts and washers

PN 38090-67956



FORD - Front engine mount Kit – SBF and BBF

Use with LOWE Crank Support Kit or

Fuel Pump Drive/Engine Plate Kit

Front engine mount Kit – SBF 1 3/8" top rail or 1 1/4" top rail with saddle

PN 38090-67817



Crank Support Spindle LONG SBF

If you want to drive an external oil pump, dry sump pump or alternator off the front of the crank support this long spindle will provide a 0.875" drive spindle to put an 8mm pulley on or a 6V serpentine pulley on to drive an external accessory. **PN 39725-35141**



Pulley 3.0" 4V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles PN 39725-99430

Pulley 3.0" 5V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles PN 39725-99530

Pulley 3.0" 6V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles PN 39725-99630

Pulley 3.5" 4V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles PN 39725-99435

Pulley 3.5" 5V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles PN 39725-99535

Pulley 3.5" 6V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
Fits SBC, BBC, SBF, BBF long spindles PN 39725-99635

Pulley 4.0" 4V- Serpentine Belt 1.1" wide x 0.875" bore x 0.125" keyway - aluminum

Fits SBC, BBC, SBF, BBF long spindles

PN 39725-99440



Pulley 8mm 1.1" wide x 0.875" bore x 0.125" keyway - aluminum

Fits SBC, BBC, SBF, BBF long spindles

16 Tooth PN 39725-99816

18 Tooth PN 39725-99818

See belt section for selection of belts.



Pulley flange washer set (Alum Flange with 0.875 bore) (Steel Flange with 1/2" bore)

PN 39725-98500

Pulley flange washer set (Alum Flange with 0.875 bore) (Steel Flange with 5/8" bore)

PN 39725-98625

Pulley flange washer set (Alum Flange with 0.875 bore) (Steel Flange with 3/4" bore)

PN 39725-98750

Alternator Bracket for RXA416 alternator

Daihatsu Charade 45 amp.

Use 3"x4v pulley with 4PK590 belt

PN 83090-91208 10mm

83090-91201 Alternator Bracket Aluminum 6mm

83090-91202 Alternator Bracket Aluminum 10mm

83090-91203 Spacer 10.01 0.750 OD x 1.020 long (5/16" Hole)

83090-91204 Spacer 10.02 0.875 OD x 0.800 long (3/8" Hole)

83090-91207 Alternator Bracket Steel 6mm RDD

83090-91208 Alternator Bracket Steel 10mm RDD

Use applicable spacers for mounting when needed



Supercharger Crankshaft Hub - SBF

*** 4140 Steel * Honed Bore Finish**

*** 1/4" keyway * Dual Pulley Bolt Pattern * Internal Balance**

*** Requires special front oil seal to accommodate heavy duty hub PN 98625-19852 or 39625-19852**

PN 36335-01511



Supercharger Crankshaft Hub - SBF

*** 4140 Steel * Honed Bore Finish**

*** 1/4" keyway * External Balance**

*** Requires special front oil seal to accommodate heavy duty hub PN 98625-19852 or 39625-19852**

Single Pulley Bolt Pattern PN 36335-01500

Dual Pulley Bolt Pattern PN 36335-01501



Special front oil seal is used to allow the hub to be much larger in a critical load area. Standard seals are too small to fit the HD blower hub. Use KLRC PN 98625-19852 or PN 39625-19852

Timing Ring

Gives you a place to mark the TDC and other points used in setting the timing.

Installed at no charge if ordered with crank hub.

PN 36600-63750



Crank Trigger Wheel / Timing Ring 6.375"OD with blower hub ID PN 37785-30359

**Non supercharged
fuel pump drive
Ford
Cleveland/Fontana/Windsor**



FORD CLEVELAND FUEL PUMP DRIVE ENGINE MOUNT KIT

FORD Cleveland Fuel
Pump Drive

351C Ford Front plate only
PN 39195 69949
CNC machined billet alum-no fuel pump
mounting

351C Ford Fuel pump drive kit and engine
cover PN 39195 69940
CNC machined billet alum with engine
mount holes

351C Ford Timing cover seal plate only
with fuel pump mounting
PN 39195 69941
CNC machined billet alum with engine
mount holes



**351WJ FORD Cleveland Windsor
Timing Pointer -**

Fits KLRC FORD Windsor, Fontana and
Cleveland

Crank Support Mounting Plate and
Fuel Pump Drive/Front Engine Plate

Comes flat will have to bent to suit the diameter
of your balancer or timing ring. Includes timing pointer and two 1/4"unc x 3/4" bolts and flat
washers PN 39725-69891



Ford Engine Mount Wings – SBF and BBF

Ford 351 Windsor-Cleveland-Fontana engine mount wings.

Bolts to LOWE front cover or LOWE crank support
mounting plate and must be fitted to suit chassis
application. Includes mounting bolts and washers

PN 38090-67956



FORD - Front engine mount Kit – SBF and BBF

Front engine mount Kit – SBF 1 3/8" top rail or 1 1/4" top rail with
saddle with chassis tube centerline of 20.250"

Use with LOWE Crank Support Kit or Fuel Pump Drive/Engine Plate
Kits shown here **PN 38090-67817**



FORD WINDSOR Chain Drive FUEL PUMP DRIVE ENGINE MOUNT KIT

FORD WINDSOR Fontana Chain
Fuel Pump Drive

351 Fontana Ford Fuel front plate only
PN 39195 69979
CNC machined billet alum no fuel pump
drive

351 Fontana Ford Fuel pump drive kit and
engine cover PN 39195 69970
CNC machined billet alum with fuel pump
drive

351 Fontana Ford Timing cover only with
fuel pump mounting PN 39195 69971

351 Windsor Ford Front plate only
PN 39195 69979
CNC machined billet alum no fuel pump
drive kit

351 Windsor Ford Fuel pump drive kit and
engine cover PN 39195 69970
CNC machined billet alum with fuel pump
drive kit

351 Windsor Ford Timing special cover
only with fuel pump mounting
PN 39195 69971



See below for engine
mount wings



351WJ FORD Cleveland Windsor Timing Pointer -

Fits KLRC FORD Windsor, Fontana and
Cleveland

Crank Support Mounting Plate and
Fuel Pump Drive/Front Engine Plate

Comes flat will have to bent to suit the diameter
of your balancer or timing ring. Includes timing pointer and two 1/4"unc x 3/4" bolts and flat
washers PN 39725-69891



Ford Engine Mount Wings – SBF and BBF

Ford 351 Windsor-Cleveland-Fontana engine mount wings.
Bolts to LOWE front cover or LOWE crank support mounting
plate and must be fitted to suit chassis application. Includes
mounting bolts and washers

PN 38090-67956



FORD - Front engine mount Kit – SBF and BBF

Front engine mount Kit – SBF 1 3/8" top rail or 1 1/4" top rail with
saddle with chassis tube centerline of 20.250"

Use with LOWE Crank Support Kit or Fuel Pump Drive/Engine Plate
Kits shown here **PN 38090-67817**



FORD WINDSOR JESEL Belt Drive FUEL PUMP DRIVE ENGINE MOUNT KIT

FORD WINDSOR JESEL cam
Front Engine Plate, Fuel Pump Drive.

351 Windsor Ford JESEL Front plate only
CNC machined billet alum
PN 39195-69480

Fuel Pump Drive Kit
PN 39195-69483



JESEL KBD 34170
Spacer kit with bolts
PN 39195-69482



JESEL KBD 34175
Spacer kit with bolts
PN 39195-69484



Front pump drive engine plates for Windsor with JESEL do require spacers depending upon which JESEL kit you have



351WJ **FORD Cleveland Windsor** **Timing Pointer** -

Fits KLRC FORD Windsor, Fontana and Cleveland
Crank Support Mounting Plate and Fuel Pump Drive/Front Engine Plate
Comes flat will have to bent to suit the diameter of your balancer or timing ring. Includes timing pointer and two 1/4"unc x 3/4" bolts and flat washers PN 39725-69891



Ford Engine Mount Wings – SBF and BBF

Ford 351 Windsor-Cleveland-Fontana engine mount wings.
Bolts to LOWE front cover or LOWE crank support mounting plate and must be fitted to suit chassis application. Includes mounting bolts and washers
PN 38090-67956



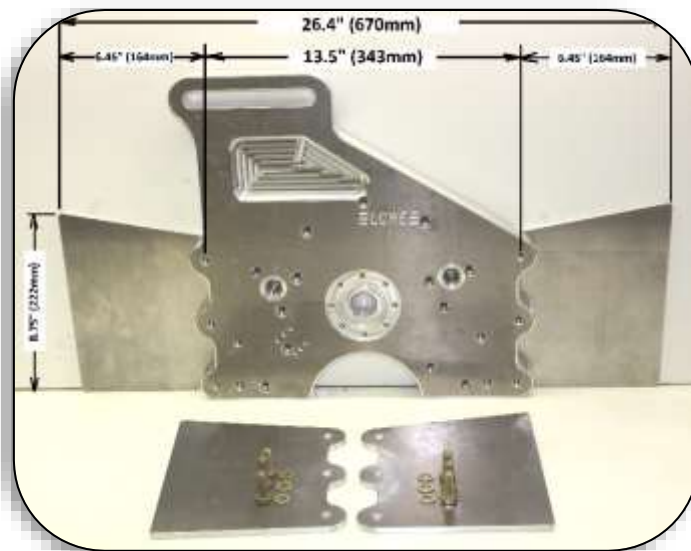
FORD - Front engine mount Kit – SBF and BBF

Front engine mount Kit – SBF 1 3/8" top rail or 1 1/4" top rail with saddle with chassis tube centerline of 20.250"
Use with LOWE Crank Support Kit or Fuel Pump Drive/Engine Plate Kits shown here **PN 38090-67817**



Engine Mounts for SBF with KLRC Front Cover or Crank Support Kit

Engine mount wings for the FORD Cleveland, Windsor engine plates and crank supports above.
PN 38090-67956



Ford Cleveland and Windsor engines have side engine mounts that are not popular with race car applications. Most race cars use a front engine plate to support the front of the engine as it does not load the cylinders causing them to go out of round when the engine makes a lot of power and tries to twist in the chassis of the car. We have solved this problem and a few others with our front cover plates. These plates are CNC machined for accurate fit to the front of the engine and provide a drilled and tapped mounting point for the front mounting plates to attach to. They can also provide a fuel pump drive mounting and on the supercharged version provide a mounting for the crank support and the idler pulley mounting.

Valve Cover Breathers Twist Lock

Valve Cover Breathers

Twist Lock - Twist Release 1 ¼" Tube

All billet aluminium. Anodized.

Includes two snorkels with O-ring flanges to seal to the valve covers. Includes two twist lock nipples with internal O-Ring seals and with 1 ¼" hose provisions.

Make it easy to service the valve train on your race engine with *LOWE* Twist Release Valve Cover Breathers.

Simply twist and pull and the vent hose is removed from the valve covers. O-ring seal on twist release nipple and on mounting flange.

2 Bolt Mount PN 39390-08002

2 Bolt Mount PN 39390-08012 One offset to clear the late HEMI mag

3 Bolt Mount PN 39390-08003



Valve Cover Breathers Latch Lock

Valve Cover Breathers Latch Release

Two Bolt Flange

Make it easy to service the valve train on your race engine with *LOWE*

Latch Lock Release Valve Cover Breathers. Simply twist the lock release knob and pull the hose loose from the valve covers.

O-ring seal on twist release nipple and on mounting flange.

Includes two mount bodies and two hose ends anodized black.

PN 39390-09002



Barrel Valve / Metering Valve Assemblies and Parts

ENDERLE "Billet" Barrel Valve

Application	PN
Normally Aspirated Gas	35060-20011
Normally Aspirated Methanol	35060-20012
Normally Aspirated Nitro	35060-20013
Supercharged Gas Roots	35060-20014
Supercharged Methanol Roots	35060-20015
Supercharged Methanol PSI	NR
Supercharged Nitro Roots	NR



ENDERLE "K" Barrel Valve Gas is Petrol

Size	Application	PN
Dash 8	Normally Aspirated Gas	35060-20021
Dash 8	Normally Aspirated Methanol	35060-20022
Dash 8	Normally Aspirated Nitro	35060-20023
Dash 8	Supercharged Gas Roots	35060-20024
Dash 8	Supercharged Methanol Roots	35060-20025
Dash 8	Supercharged Methanol PSI	35060-20026
Dash 8	Supercharged Nitro Roots	35060-20027
Dash 10	Normally Aspirated Gas	35060-20031
Dash 10	Normally Aspirated Methanol	35060-20032
Dash 10	Normally Aspirated Nitro	35060-20033
Dash 10	Supercharged Gas Roots	35060-20034
Dash 10	Supercharged Methanol Roots	35060-20035
Dash 10	Supercharged Methanol PSI	35060-20036
Dash 10	Supercharged Nitro	35060-20037



Custom Barrel Valve Assembly

Modified to split the idle volume from the stage volume adjustments

Modify Customers K valve PN 35060-30001
Supply New Dash 8 K valve PN 35060-30002
Supply New Dash 10 K valve PN 35060-30002



Barrel Valve Mount Adapter
Mounts K valve back and out
PN 35090-93971



Barrel Valve Stud
Kit
35720-70394
Barrel Valve Stud
Kit



Barrel Valve Mount Adapter
Mounts K valve to Pete
Jackson Vertical
PN 35090-93991



Barrel Valves suitable for Turbocharged applications

Barrel Valve Dash 6 IN
Dash x 6 Out
1 outlet ports with
secondary port
For one or two cylinder
engines
PN 35060-64101



Barrel Valve Dash 6
IN 8 outlet ports
4 on secondary
side and 4 on
one end, with
secondary port
PN 35060-64803



Barrel Valve Dash 8 IN
Dash x 8 Out
1 outlet ports with
secondary port
PN 35060-64102



Barrel Valve Dash 6 IN 8
outlet ports 4 on link
side and 4 on one end,
with secondary port
PN 35060-64804



Barrel Valve Dash 8 IN
Dash x 3 Dash 8 outlet
ports with secondary
port
PN 35060-64303



Barrel Valve Dash 6
IN 8 side outlet
ports with
secondary port
PN 35060-64805



Barrel Valve
Dash 6 IN 4 outlet ports
with secondary port
PN 35060-64401



Barrel Valve Dash 6 IN
8 outlet ports each
side and SAE O-Ring
Bottom, with
secondary port
PN 35060-64806



Barrel Valve Dash
6 IN 8 outlet
ports on one end,
with secondary
port
PN 35060-64801



Barrel Valve Dash 6 IN 8
outlet ports each END
and SAE O-Ring
Bottom, with
secondary port
PN 35060-64808



Barrel Valve Dash 6
IN 8 side outlet
ports with
secondary port
PN 35060-64802



Barrel Valve Dash 6 IN 8
outlet ports 4 on link side
and 4 on one end, with
secondary port
PN 35060-65810



Barrel Valve Dash
6 IN 16 outlet
ports 4 on link
side and 4 on one
end, with
secondary port
PN 35060-64164










Barrel Valve Dash 6 IN 8
outlet ports 4 on link side
and 4 on one end, with
secondary port
PN 35060-65812



Select HILBORN Barrel Valve above then select scroll type 54, 55, 56, 56A, 57, 60 and 63

Barrel Valve Spools

<p>Barrel Valve Spool ONLY Cube Type Billet BV norm aspirated methanol PN 35061-40180</p>	
<p>Barrel Valve Spool ONLY Cube Type BV Supercharged methanol PN 35061-40190</p>	
<p>Barrel Valve Spool ONLY Dash 8 K Type BV BLANK PN 35061-40200</p>	
<p>Barrel Valve Spool ONLY Dash 8 K Type BV Norm Aspirated PN 35061-40201</p>	
<p>Barrel Valve Spool ONLY Dash 8 K Type BV Supercharged Roots PN 35061-40202</p>	
<p>Barrel Valve Spool ONLY Dash 8 K Type BV Supercharged PSI PN 35061-40203</p>	
<p>ENDERLE K Valve - Barrel Valve Spool ONLY Dash 10 K Type BV Supercharged PSI PN 35061-40214</p>	
<p>HILBORN Spool (Metering Valve) Select HILBORN Barrel Valve above then select scroll type 54, 55, 56, 56A, 57, 60 and 63</p>	

Poppets Assemblies & Parts

Poppet Dash 6 JIC x JIC

2-250 psi (xxx=pressure)

PN 35562-60xxx



Poppet Dash 8 JIC x JIC

2-250 psi

Comes with exit end threaded to accept standard 7/16" jet
35562-70xxx (pressure)



Poppet Dash 8 JIC x SAE

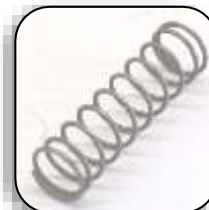
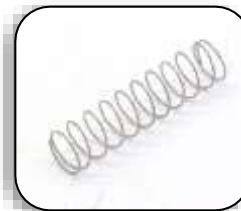
2-250 psi

Usually used as a port check valve in the port nozzle
distribution block PN 35562-80xxx (pressure)



Poppet Springs Dash 6 and Dash 8

Description - Dash 6 Springs	Part Number
0.020 Wire x 12 Turns 1.350" Long	35680-61000
0.021 Wire x 8 Turns 1.350" Long	35680-62000
0.024 Wire x 13 Turns 1.400" Long	35680-63000
0.028 Wire x 10 Turns 1.300" Long	35680-64000
0.034 Wire x 8 Turns 1.250" Long	35680-65000
0.036 Wire x 12 Turns 1.250" Long	35680-65500
0.042 Wire x 16 Turns 1.475" Long	35680-66000
0.048 Wire x 10 Turns 1.200" Long	35680-67000
0.051 Wire x 10 Turns 1.250" Long	35680-68000
Description - Dash 8 Springs	Part Number
0.020 Wire x 12 Turns 1.350" Long	35680-81000
0.024 Wire x 13 Turns 1.400" Long	35680-82000
0.028 Wire x 10 Turns 1.300" Long	35680-83000
0.036 Wire x 10 Turns 1.550" Long	35680-84000
0.036 Wire x 12 Turns 1.250" Long	35680-85000
0.042 Wire x 16 Turns 1.475" Long	35680-86000
0.048 Wire x 10 Turns 1.200" Long	35680-87000
0.051 Wire x 10 Turns 1.250" Long	35680-88000







Shim for Poppets both Dash 6 and Dash 8

Thick	Dash 6	Dash 8
0.020	35649-60020	35649-80020
0.042	35649-60042	35649-80042
0.094	35649-60094	35649-80094
0.187	35649-60187	35649-80187



Fuel Shut Off Valves

<p>Fuel Shut OFF valve Dash 6 Three Way PN 35775-00600</p>	<p>No Photo</p>
<p>Fuel Shut OFF valve Dash 8 Three Way PN 35775-00800</p>	
<p>Fuel Shut OFF valve Dash 10 Three Way PN 35775-01000</p>	
<p>Fuel Shut OFF valve With fittings (any config) Dash 6 - Three Way Dash 6 PN 35775-00601</p>	<p>NO Photo</p>
<p>Fuel Shut OFF valve With fittings (any Config) Dash 8 - Three Way Fitting Options Dash 6 PN 35775-00801 Dash 8 PN 35775-00802</p>	<p>Ken Lowe Race Cars -Dash 8 Fuel Shut Off with Dash 6 fittings PN 35775-00801 with Dash 8 fittings PN 35775-00802</p> 
<p>Fuel Shut OFF valve With fittings Dash 10 Three Way Fittings Options Dash 8 PN 35775-01001 Dash 10 PN 35775-01002</p>	<p>Ken Lowe Race Cars -Dash 10 Fuel Shut Off with Dash 8 fittings PN 35775-01001 with Dash 10 fittings PN 35775-01002</p> 

Fuel Shut Off Cable Pump Brackets

Fuel Shut Off Cable Pump Bracket ENDERLE 80A

Use with cable housing quick clip below.

PN 53090-35073



Fuel Shut Off Cable Pump Bracket LOWE 100

Use with cable housing quick clip below.

PN 53090-35083



Fuel Shut Off Cable Pump Bracket
ENDERLE 600-760-110-990-1100-1200

Use with cable housing quick clip below.

3mm PN 53090-35113

6mm PN 53090-35116



Fuel Shut Off Cable Pump Bracket
ENDERLE Small SG Pump

Use with cable housing quick clip below.

PN 53090-35146



Fuel Shut Off Cable Pump Bracket
ENDERLE Large SG Pump

Use with cable housing quick clip below.

PN 53090-35156



Fuel Shut Off Cable Pump Bracket
ENDERLE Wrap Around

Fits 600-760-110-990-1100-1200

Use with cable housing quick clip below.

PN 53090-35173



Fuel Shut Off Cable Pump Bracket
WATERMAN Little Bertha

PN 53090-35193

Fuel Shut Off Cable Pump Bracket Quick Clip

Use all the above brackets with a cable housing quick clip

PN 53155-01000



FUEL SHUT OFF Over Center Spring Mount Kit

Fuel Shut Off Size	Body Size	Part Number
Dash 6	1.010	53090-35204
Dash 8	1.295	53090-35205
Dash 10	1.495	53090-35206
Ball Joint PN 53347-10100		



For Push Pull Cables, Clips, Links, Springs, Levers of all kinds see the Motion Control Catalogue

Distribution Blocks

Distribution Block 4

Dash 6 SAE O-Ring IN
 4ea Dash 3 SAE O-Ring OUT
 PN 35216-00004



Distribution Block 4

Dash 6 SAE O-Ring IN
 4ea Dash 3 JIC OUT
 PN 35216-40271



Distribution Block 8

Dash 8 SAE O-Ring IN
 8ea Dash 3 JIC OUT
 Dash 8 Top Plug
 PN 35216-40272



Distribution Block 12

Dash 8 SAE O-Ring IN
 12ea Dash 3 JIC OUT
 Dash 8 Top Plug
 PN 35216-40273



Distribution Block 16

Dash 8 SAE O-Ring IN
 16ea Dash 3 JIC OUT
 Dash 8 Top Plug
 PN 35216-40274




Distribution Block Mount


PN 35216-95580




Mullins Blocks

“Mullins” blocks are used to collect fuel returning to the fuel tank from several sources and put it into a single return line. Often they mount on the outlet of the fuel shut off and collect the fuel from the barrel valve or other return poppets and then direct it back to the pump inlet nipple or back to the fuel tank as designated by the fuel system engineer that has designed the system. All threads are SAE O-Ring Dash 8. There are four 3/16 holes in each corner that can be used for mounting if desired. They can be tapped to 1/4”-20 UNC if so desired.

<p>Two Top Port – All Dash 8 across the TOP One on each end and one in the bottom PN 35216-10088</p>	<p>New PN 35216-10088</p>	
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<p>Three Top Ports - All Dash 8 across the TOP One on each end and one in the bottom PN 35216-10888</p>	<p>New PN 35216-10888</p>	
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<p>Four Top Ports - All Dash 8 across the TOP One on each end and one in the bottom PN 35216-18888</p>	<p>New PN 35216-18888</p>	
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<p>Plug PN 84247-814-0808</p>	
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<p>Port Adapter Dash 8 SAE O-Ring x Dash 4 JIC Flare PN 84247-920-0408</p>	
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<p>Port Adapter Dash 8 SAE O-Ring x Dash 6 JIC Flare PN 84247-920-0608</p>	
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<p>Port Adapter Dash 8 SAE O-Ring x Dash 8 JIC Flare PN 84247-920-0808</p>	
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<p>Port Adapter Dash 8 SAE O-Ring x Dash 10 JIC Flare PN 84247-920-1008</p>	
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FLOW Meter Y Adapters

Data loggers with fuel flow meters require that you put the flow meter in where it will measure all the fuel going into the engine. This means that now you have to split the flow from the hat nozzles to the port nozzles after the flow meter. A Y fitting like this is less restrictive than using a T fitting. Often the flow meter is installed on the outlet of the barrel valve with one of our



radii port adapter

PN 35216-98025 (shown below) if you have a Dash 10 Barrel Valve use PN 35216-98045. The Dash 10 flow meter will thread right into that port adapter then you use a PN 35216-98045

port adapter to thread right into this Y fitting. Select the Y fitting that suits your needs below. If you have any queries feel free to give us a call as we are happy to help.



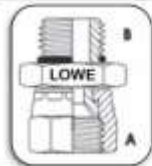
35216-42806 Fuel manifold block Y Female Dash 10 IN x 2 female Dash 10 OUT



35216-42300 Fuel manifold block Y Female Dash 8 IN x 2 female Dash 8 OUT

35216-42800 Fuel manifold block Y Female Dash 10 IN x 2 female Dash 8 OUT

PORT Adapter Swivel Fittings



**Port Adapter
High Flow
Swivel Fittings**
LOWE Fuel Systems



A	B	KLRC PN
3/4" Dash 8	3/4" Dash 8	35216-98015
3/4" Dash 8	7/8" Dash 10	35216-98025
7/8" Dash 10	3/4" Dash 8	35216-98035
7/8" Dash 10	7/8" Dash 10	35216-98045



**Big Radii
High Flow
Swivel Fittings**

Please understand why there are no prices on these pages, as much as I would like to assist you by putting the prices on here the logistics of keeping the prices current is staggering. If you are interested in some of the hardware listed here feel free to email me at Ken@KenLowe.com.au with a list of the items you wish to purchase. Be sure to ask for the Racer Decal Discount Price on your goods. We offer racers that run our stickers on their cars a discount to help us promote our products.

Pump Seals

ENDERLE Fuel Pump Shaft Seal

Application	Shaft OD	Seal Bore	PN
80A Series	11mm	Standard	35625-11411
Early 110 Series	15mm	0.787-0.790	35625-11415
Late 110 Series	15mm	0.827-0.830	35625-11416
Small SG	15mm	Standard	35625-11420
Large SB	15mm	Standard	35625-11421



ENDERLE Gertor Pump Bearings

Location	PN
Impeller Shaft	91045-00057
Main Shaft	91045-60021



Waterman "Mini Bertha" Fuel Pump Shaft Seal

PN 35350-22002

Waterman "Little Bertha" Fuel Pump Shaft Seal

PN 35350-22003

Waterman "Nostalgia" Fuel Pump Shaft Seal

PN 35350-22004

LOWE 100 Pump Seals PN 35625-00101
Front cover O-Ring BS 134
LOWE 100 Pump Shaft Bearings PN



Unions

UNION Description

Steel Body with Aluminium Lock nut and O-Ring seals



Union Dash 6 x Dash 6
PN 35247-10606



Union Dash 6 x Dash 8
PN 35247-10608



Union Dash 8 x Dash 8
PN 35247-10808








Union Dash 8 x Dash 10
PN 35247-10810



Union Dash 10 x Dash 10
PN 35247-11010

Dash 3 HOSE and HOSE Ends

	Hose end Dash 3 x straight swivel (Nut and Nipple) PN 35248-00010		
	Hose end Dash 3 SAE O-Ring hose barb PN 35248-00020		
Hose 3/16" Dash 3 high pressure rubber nozzle fuel line hose. PN 35320-18700			

Dash 3 HOSE Assemblies

<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="padding: 2px;">1 Hose PN 35350-11995 HOSE Up to 1.0m total length</td></tr> <tr><td style="padding: 2px;">2 Hoses PN 35350-11996 HOSE Up to 1.5m total length</td></tr> <tr><td style="padding: 2px;">4 Hoses PN 35350-11997 HOSE Up to 2.0m total length</td></tr> <tr><td style="padding: 2px;">6 Hoses PN 35350-11998 HOSE Up to 2.5m total length</td></tr> <tr><td style="padding: 2px;">8 Hoses PN 35350-11999 HOSE Up to 3.0m total length</td></tr> </table>	1 Hose PN 35350-11995 HOSE Up to 1.0m total length	2 Hoses PN 35350-11996 HOSE Up to 1.5m total length	4 Hoses PN 35350-11997 HOSE Up to 2.0m total length	6 Hoses PN 35350-11998 HOSE Up to 2.5m total length	8 Hoses PN 35350-11999 HOSE Up to 3.0m total length	 Provide hose lengths needed. A-A
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Measured from where the crimped collar starts next to the fitting on each end or from fitting tip to fitting tip. A-A						
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REHOSE – use your old fittings and put new hose on.

35350-13901 Hat/port nozzle replacement one hose only (spec length)

35350-13910 Port nozzle replacement hose kit (hose only)











35350-13911 Hat nozzle replacement hose kit (hose only)

Pneumatic or Hydraulic Hardware

Release Valve or Bleed Valve 1/8"NPT PN53071-00001	
Check Valve (One Way Flow) 1/8" BSP thread Application: Boost Pressure Check Valve Max Temp 70c (158F) * Max Pressure 142 psi Body is nickel plated brass * 13mm (0.511") Hex x 1.500" Long No internal spring-position sensitive PN 53776-10001	
Exhaust Muffler 1/8" NPT Used in CO2 control systems for keeping dirt out of exhaust ports of valves and cylinders PN 53387-00001	
Schrader Valve 1/8"NPT Male x 0.75" long PN 84775-00001	
	Schrader Valve 1/4"NPT Male x 1.00" long PN 84775-00002

Fuel Injection Tee's

Fuel Injection Tee Black Anodized Billet Aluminum Single Side Outlet (Dash 8) IN - Dash 8 SAE O-Ring OUT - Dash 8 JIC Male PN 35744-08108	
Fuel Injection Tee Black Anodized Billet Aluminum Double Side Outlet (Dash 8) IN - Dash 8 SAE O-Ring OUT - Dash 8 JIC Male PN 35744-08208	
Special "T" with one Dash 8 SAE O-Ring side port for jet holders. IN Dash 6 SAE O-Ring Male OUT Dash 6 JIC Male PN 35745-06106	
Special "T" with one Dash 8 SAE O-Ring side port for jet holders. IN Dash 6 SAE O-Ring Male OUT Dash 8 JIC Male PN 35745-06108	No photo
Special "T" with one Dash 8 SAE O-Ring side port for jet holders. IN Dash 8 SAE O-Ring Male OUT Dash 6 JIC Male PN 35745-08106	
Special "T" with one Dash 8 SAE O-Ring side port for jet holders. IN Dash 8 SAE O-Ring Male OUT Dash 8 JIC Male PN 35745-08108	

<p>Special "T" with one Dash 8 SAE O-Ring side port for jet holders. IN Dash 8 SAE O-Ring Male OUT Dash 10 JIC Male PN 35745-08110</p>	
<p>Special "T" with one Dash 8 SAE O-Ring side port for jet holders. IN Dash 8 SAE O-Ring Male OUT Dash 10 JIC Male PN 35745-10110</p>	
<p>Special "T" with two Dash 8 SAE O-Ring side port for jet holders. IN Dash 8 SAE O-Ring Male OUT Dash 8 JIC Male PN 35745-08208</p>	
<p>Special "T" with two Dash 8 SAE O-Ring side port for jet holders. IN Dash 8 SAE O-Ring Male OUT Dash 10 JIC Male PN 35745-08210</p>	
<p>Special "T" with two Dash 8 SAE O-Ring side port for jet holders. IN Dash 10 SAE O-Ring Male OUT Dash 10 JIC Male PN 35745-10210</p>	
<h3>Jets and Jet Holders</h3>	
<p>Jet Holder (7/16" jet thread) To suit Tee's in previous page. IN Dash 8 Male x OUT Dash 6 SAE O-Ring PN 35020-06081</p>	
<p>Jet Holder (7/16" jet thread-Standard ENDERLE) Use for in line application IN Dash 6 JIC MALE x OUT Dash SAE O-Ring F PN 35020-06062</p>	
<p>Jet Holder (7/16" jet thread) (In Line application) IN 1/4" NPT x OUT Dash 6 SAE O-Ring PN 35020-00050</p>	
<p>Jet Holder (7/16" jet thread) (In Line application) IN 1/4" BSP x OUT Dash 6 SAE O-Ring PN 35020-00051</p>	
<p>Jet Slotted Thread 7/16" -20 UNF Metering hole .000 - .180 STD PN 35345-00xxx (Jet Size) FLOWED PN 35345-10xxx (Jet Size)</p>	

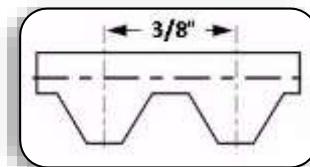
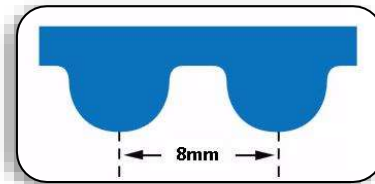
Belts for Fuel Pump Drives / Mag Drives / Supercharger Blower Drives

Application	KLRC PN	OEM#	Tooth Count
Fuel Pump Belt Drive 35225-80001 SBC	92070-43675	367	98
Fuel Pump Belt Drive 35225-80002 BBC	92070-43225	322	86
Fuel Pump Belt SPECIAL	92070-42855	285	76
Fuel Pump Belt Drive 35225-80003 SBF	92070-42555	255	68
Fuel Pump Belt Drive 35225-80004 BBF	92070-42555	255	68
KLRC 8.2 FPMD Black 3/8" Pitch x 1/2" wide	92070-42255	225	60
KLRC 7.5 FPMD Black 3/8" Pitch x 1/2" wide	92070-42105	210	56
KLRC 4.8 FPMD Gold 3/8" Pitch x 1/2" wide	92070-41505	150	40
KLRC 4.5 FPMD Black 3/8" Pitch x 1/2" wide	92070-41505	150	40
KLRC 3.2 Offset Mag Drive Black 3/8" Pitch	92070-41245	124	40
Blower Drive Belt 8mm HTD 1440 x 75mm wide	36070-08180	1440	180
Blower Drive Belt 8mm HTD 1520 x 75mm wide	36070-08190	1520	190
Blower Drive Belt 8mm HTD 1600 x 75mm wide	36070-08200	1600	200
Blower Drive Belt 8mm HTD 1680 x 75mm wide	36070-08210	1680	210
Blower Drive Belt 8mm HTD 1760 x 75mm wide	36070-08220	1760	220

A good idea is to keep a spare belt in the trailer for a race day emergency.

Belt Oil Pump Drive 8mm HTD Drive

Description	20mm wide KLRC PN	25mm wide KLRC PN	Tooth Count
Length 520mm long	92070-08065	92070-18065	65
Length 536mm long	92070-08067	92070-18067	67
Length 560mm long	92070-08070	92070-18070	70
Length 576mm long	92070-08072	92070-18072	72
Length 600mm long	92070-08075	92070-18075	75
Length 608mm long	92070-08076	92070-18076	76
Length 624mm long	92070-08078	92070-18078	78
Length 632mm long	92070-08079	92070-18079	79
Length 640mm long	92070-08080	92070-18080	80
Length 656mm long	92070-08082	92070-18082	82
Length 680mm long	92070-08085	92070-18085	85
Length 712mm long	92070-08089	92070-18089	89
Length 720mm long	92070-08090	92070-18090	90
Length 760mm long	92070-08095	92070-18095	95
Length 776mm long	92070-08097	92070-18097	97



Belt Fuel Pump Drive 3/8" pitch

Description	1/2" wide KLRC PN	Tooth Count	Description	1/2" wide KLRC PN	Tooth Count
Length 12.375" long	92070-41245	33	34.500" long	92070-43005	86
Length 13.500" long	92070-41335	36	34.500" long	92070-43455	92
Length 15.000" long	92070-41505	40	36.750" long	92070-43575	98
Length 16.500" long	92070-41655	44	39.000" long	92070-43905	104
Length 18.750" long	92070-41875	50	42.000" long	92070-44205	112
Length 19.500" long	92070-41955	52	45.000" long	92070-44505	120
Length 21.000" long	92070-42105	56	48.000" long	92070-44805	128
Length 22.500" long	92070-42255	60	51.000" long	92070-45105	136
Length 24.000" long	92070-42405	64	54.000" long	92070-42405	144
Length 25.500" long	92070-42555	68	60.000" long	92070-46005	160
Length 28.500" long	92070-42855	72	66.000" long	92070-46605	176
Length 30.000" long	92070-43005	76	91.75" long	92070-48175	218
Length 31.500" long	92070-43155	80	90.000" long	92070-49005	240
Length 32.250" long	92070-43225	84			



You can run GT belts on HTD pulleys, the other way around does not work. The GT profile is designed by Gates which their engineers claim is a stronger tooth profile, by distributing the load on the tooth providing more strength. The difference in size is .014 difference in height of the tooth. The GT is the shorter one. Some people believe that the HTD profile is a better way to go as it allows the air to escape from under the tooth as the belt goes around the pulley. We use the HTD belts for most blown applications except for the PSI supercharger equipped engines where we use a GT belt.

Supercharger Drive Hardware

Idler Pulley

3" (75mm) wide x 3.00" Diameter PN 36340-33739

3" (75mm) wide x 4.75" Diameter PN 36340-33759



Blower/Supercharger and Engine Pulleys.

8mm HTD tooth design. Center Hole is 2.001 ID Bolt Circle is 2.781" Bolt Holes are 0.375" (3/8")

Tooth	Part Number		Tooth	Part Number
43	36570-34300		64	36570-36400
44	36570-34400		65	36570-36500
45	36570-34500		66	36570-36600
46	36570-34600		67	36570-35700
47	36570-34700		68	36570-36800
48	36570-34800		69	36570-35900
49	36570-34900		70	36570-37000
50	36570-35000		71	36570-37100
51	36570-35100		72	36570-37200
52	36570-35200		73	36570-37300
53	36570-35300		74	36570-37400
54	36570-35400		75	36570-37500
55	36570-35500		76	36570-37600
56	36570-35600		77	36570-37700
57	36570-35700		78	36570-37800
58	36570-35800		79	36570-37900
59	36570-35900		80	36570-38000
60	36570-36000		81	36570-38100
61	36570-36100		82	36570-38200
62	36570-36200		83	36570-38300
63	36570-36300		84	36570-38400



Blower / Supercharger Drive Crankshaft Hubs

4140 Steel*Honed Finish for best fit*1/4"

Keyway * Dual Pulley pattern

SBC PN 36335-01101

BBC PN 36335-01201

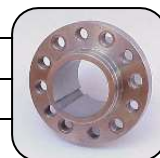
Chrysler 426-392 PN 36335-01300

SBF Internal Balance PN 36335-01511

* Requires special front oil seal to accommodate heavy duty hub PN 98625-19852 or 39625-19852

SBF External Balance PN 36335-01501

* Requires special front oil seal to accommodate heavy duty hub PN 98625-19852 or 39625-19852



Supercharger Drive (Blower Nose) with splined hub.

3 7/8" Long PN 36225-38750

5 1/8" Long PN 36225-51200

6" Long PN 36225-60000

7" Long PN 36225-70000

8 5/8" Long PN 36225-86750

Blower Crank Hub Timing Ring
Timing Ring OD 6.375" Suits 3.50"
Hub OD (fits all of our hubs)
PN 36600-63750



Nozzle ENDERLE

Nozzle Screw IN 0.000 to 0.100
 Dash 3 JIC Male x Dash 2 SAE O-Ring x 5/16UNF thread
 Standard PN 35400-00xxx (size)
 FLOWED PN 35400-10xxx (size)



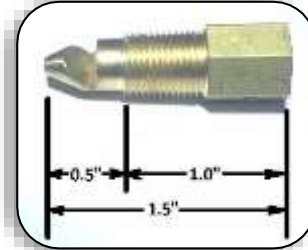
ENDERLE NOZZLE HOLDERS

ENDERLE Nozzle Holder (Nozzle Body) (1/8" NPT)

Description	Options	PN	Material
Non Vented	Standard	35307-11000	Brass
Vented	Standard	35307-12000	Brass
Non Vented	Streamline *	35307-11001	Brass
Vented	Streamline *	35307-12001	Brass
Non Vented	Standard	35307-11100	Aluminum
Vented	Standard	35307-12100	Aluminum
Non Vented	Streamline *	35307-11101	Aluminum
Vented	Streamline *	35307-12101	Aluminum

TYPE 01

Standard Nozzle Holder shown in photo. Streamline info is below.

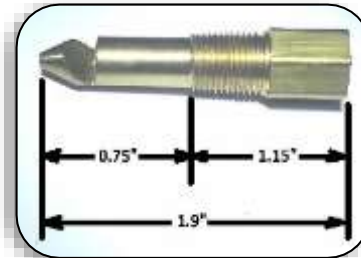


ENDERLE Nozzle Holder (Nozzle Body) (1/8" NPT)

Description	Options	PN	Material
Non Vented	Standard	35307-21000	Brass
Vented	Standard	35307-22000	Brass
Non Vented	Streamline *	35307-21001	Brass
Vented	Streamline *	35307-22001	Brass
Non Vented	Standard	35307-21100	Aluminum
Vented	Standard	35307-22100	Aluminum
Non Vented	Streamline *	35307-21101	Aluminum
Vented	Streamline *	35307-22101	Aluminum

TYPE 02

Standard Nozzle Holder shown in photo. Streamline info is below.

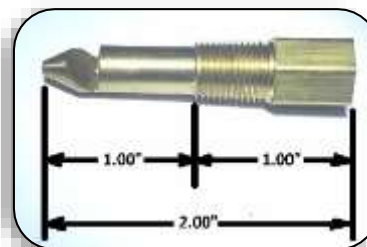


ENDERLE Nozzle Holder (Nozzle Body) (1/8" NPT)

Description	Options	PN	Material
Non Vented	Standard	35307-31000	Brass
Vented	Standard	35307-32000	Brass
Non Vented	Streamline *	35307-31001	Brass
Vented	Streamline *	35307-32001	Brass
Non Vented	Standard	35307-31100	Aluminum
Vented	Standard	35307-32100	Aluminum
Non Vented	Streamline *	35307-31101	Aluminum
Vented	Streamline *	35307-32101	Aluminum

TYPE 03

Standard Nozzle Holder shown in photo. Streamline info is below.

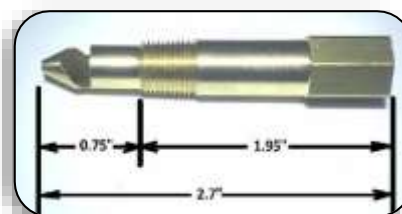


ENDERLE Nozzle Holder (Nozzle Body) (1/8" NPT)

Description	Options	PN	Material
Non Vented	Standard	35307-41000	Brass
Vented	Standard	35307-42000	Brass
Non Vented	Streamline *	35307-41001	Brass
Vented	Streamline *	35307-42001	Brass
Non Vented	Standard	35307-41100	Aluminum
Vented	Standard	35307-42100	Aluminum
Non Vented	Streamline *	35307-41101	Aluminum
Vented	Streamline *	35307-42101	Aluminum

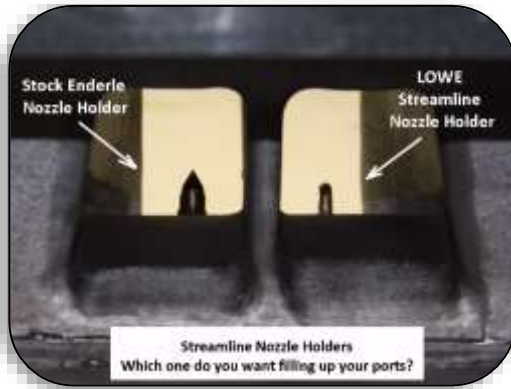
TYPE 04

Standard Nozzle Holder shown in photo. Streamline info is below.



Streamline Nozzle / Nozzle Holders

Streamline Nozzle / Nozzle Holders



It seems so simple, but why has no one considered it before. Fuel injection people, like me are concerned with putting the correct amount of fuel in at the right time. Air flow people are concerned about getting the maximum amount of air in the cylinder. With a carburettor you have a nice clean port for the air and fuel to arrive at the valve because the fuel is mixed in above the port. The downside of a carburettor is that the fuel mixed above the port displaces air that could be in the port. With fuel injection the upside is that the air already has a lot of velocity when the fuel is mixed with the air. The problem in the past is you have to screw

that big knob of a nozzle into the port which disturbs the air flow. Usually the nozzle is installed in the short turn of the port runner which will affect the air flow less, but it does still affect the air flow to a degree. Now with the new LOWE Streamline nozzles as you can see in the photo above our new nozzles DRAMATICLY reduce the air flow disturbance. We only just started making these a few months ago and have installed them on several clients engines with absolutely stunning results. It has been said that a photo is worth a thousand words Have a look at the photo above... which one do you want in your port runners.








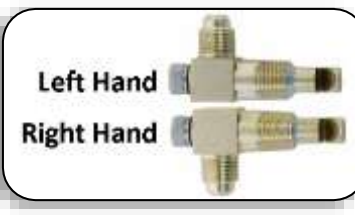
They have a benefit in supercharged and normally aspirated application but by far the biggest improvement is in the normally aspirated engines. One customer saw a tenth improvement in his cars performance by changing to the LFS Streamline nozzle holders.

Custom nozzle holders are available, all we need are the dimensions that you want and the application and we can design and fabricate you a custom set of nozzles holders.




* *Streamline nozzle holders prices are each in sets of eight, less than eight quantity is a custom order.*

Clean the nozzles before every race without exception. Normally aspirated fuel systems on smaller engines use very small nozzles which lend themselves to clogging. Caution must be exercised on all ENDERLE nozzles less than .040 and on all HILBORN or KINSLER nozzles for different reasons. Small ENDERLE nozzles will clog due to their size but they will clog with small bits of rust, metal slivers and hose chunks. This is the reason that I have a rule of keeping supercharged port nozzles larger than .040 to let the very small debris pass through. The biggest problem with HILBORN or KINSLER nozzles is the internal screen does prevent "chunks" from getting wedged in the nozzle (although the chunks will still impede and affect the fuel flow). **Lint** will pass through the ENDERLE nozzle will get wrapped around the screens on a HILBORN or KINSLER nozzle. Imagine if you will the size of the screen and the lint times 1000 and you then see short bits of rope hanging over the mesh. As the lint builds up it too affects the fuel flow. It is a very good idea to clean/check the nozzles before every race. You will never regret doing it, only regret not doing it.

Nozzle HILBORN (Nozzle and Body one piece)

<p>Hilborn Nozzle - 90 Degree Air Bleed 1/8"-27 Pipe thread Screen tip nozzle with standard tip lengths of 1/4 inch or 1/2 inch. Other lengths available upon request Specify size or application. PN 35401-100xx (Size)</p>	
<p>Hilborn Nozzle - 90 Degree NON Air Bleed 1/8"-27 Pipe thread Screen tip nozzle with standard tip lengths of 1/4 inch or 1/2 inch. Other lengths available upon request Specify size or application. PN 35401-101xx (size)</p>	
<p>Hilborn Nozzle - Straight Air Bleed 1/2-20 UNF thread – Specify size or application. This screen tip nozzle has an O-Ring (#3-5) installed on the hex end for sealing. The longer length nozzle body is designed for use in castings with an internal air bleed passage 1.375 Long PN 35401-210xx (size) 3.500 Long PN 35401-230xx (size) 5.500 Long PN 35401-250xx (size)</p>	
<p>Hilborn Nozzle - Straight Air Bleed 1/2-20 UNF thread This screen tip nozzle has an O-Ring (#3-5) installed on the hex end for sealing. 0.250 Long PN 35401-310xx (size) 0.500 Long PN 35401-330xx (size) 1.000 Long PN 35401-350xx (size)</p>	
<p>Hilborn Nozzle - Straight Air Bleed 1/8"-27 NPT thread Screen tip nozzle with standard tip lengths of 1/4 inch or 1/2 inch. Other lengths available upon request. 0.250 Long PN 35501-410xx (size) 0.500 Long PN 35501-430xx (size) 1.000 Long PN 35501-450xx (size)</p>	
<p>Hilborn Nozzle - Straight NON Air Bleed 1/8"-27 NPT thread Screen tip nozzle with standard tip lengths of 1/4 inch or 1/2 inch. Other lengths available upon request. 0.250 Long PN 35501-411xx (size) 0.500 Long PN 35501-431xx (size) 1.000 Long PN 35501-451xx (size)</p>	
<p>Hilborn Nozzle - 90 Degree Air Bleed 1/8"-27 NPT thread Air bleed nozzle with 90 degree body Either Right hand or Left hand style (see photo). Standard tip length of 1/2 inch. Other lengths available upon request. Right Hand PN 35401-510xx (Size) Left Hand PN 35401-520xx (Size)</p>	
<p>Hilborn Nozzle - NON Air Bleed 1/8"-27 NPT thread Nozzle with 90 degree body Either Right hand or Left hand style (see photo). Standard tip length of 1/2 inch. Other lengths available upon request. Right Hand PN 35401-511xx (Size) Left Hand PN 35401-521xx (Size)</p>	

Nozzle HILBORN (Nozzle and Body one piece)

<p>Hilborn Nozzle Straight Air Bleed 1/2-20 UNF thread This deflector tip nozzle has an O-ring (#3-5) installed on the hex end for sealing. The longer length nozzle body is designed for use in castings with an internal air bleed passage. Standard tip length of 1/2 inch PN 35401-600xx (size)</p>	
<p>Hilborn Nozzle Straight Air Bleed 1/8"-27 NPT thread Deflector Tip Air bleed nozzle with standard tip length of 1/2 inch. Other lengths available upon request PN 35401-700xx (size)</p>	
<p>Hilborn Nozzle Straight Air Bleed 1/8"-27 NPT thread Deflector Tip NON bleed nozzle with standard tip length of 1/2 inch. Other lengths available upon request PN 35401-701xx (size)</p>	

Turbocharging Nozzle Banjo's

Banjo Fittings to suit

- 35401-21000 series nozzles
- 35401-23000 series nozzles
- 35401-25000 series nozzles
- 35401-31000 series nozzles
- 35401-33000 series nozzles
- 35401-35000 series nozzles
- 35401-60000 series nozzles

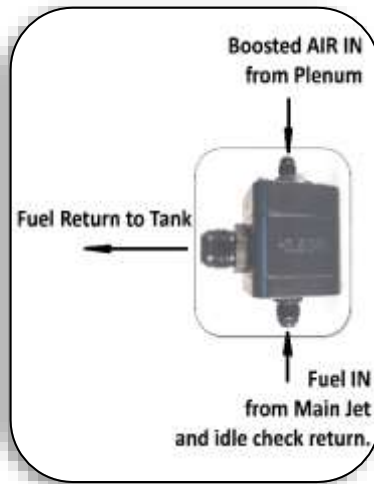
Banjo Kits include 8ea Banjo Fittings with Dash 3 JIC flare nipples- Does not include nozzles. PN 35052-00008



Boost Sensor Valve

Boost Sensor Valve

Constant flow fuel systems are tuned by changing how much fuel you send back to the tank. Since the pump flows 100% of the fuel the fuel either goes to the engine or back to the fuel tank. If you are sending 30% back to the fuel tank then you are putting 70% in the engine. If you reduce the fuel back to the fuel tank by 5% from 30% to 25% then you change the fuel to the engine by 5% from 70% to 75%. On turbo charged applications the engine must run at normally aspirated environment before the boost comes on as the turbo spools up. As the boost comes up you are pushing more air in the engine and need more fuel to match it. The **Boost Sensor Valve** does this by reading the boost pressure and through the diaphragm it pushes on the valve seat to restrict the fuel flow going back to the fuel tank. The more boost pressure through the air valve the more it restricts the fuel and the more fuel it puts in the engine. By changing the air jet in the air valve this changes the amount of pressure the diaphragm "sees" and thus how much fuel the diaphragm can pinch off to increase the fuel flow to the engine.



<p>Low Pressure Boost Sensor Valve fuel system pressure of less than 140 psi PN 35078-00001</p>	<p><i>Includes: Boost sensor valve, air valve and set of jets to tune the air valve.</i></p>
<p>High Pressure Boost Sensor Valve fuel system pressure of more than 140 psi PN 35078-00002</p>	

E Valve for small CID turbo systems
 PN 35562-61015



Air Bleeder Kits

Adjustable Air Bleeder

(Dash 8)

Spring loaded to hold adjustment, add air to the engine by simply turning the knurled knob to change the idle RPM without tinkering with the butterfly screws which also moves the barrel valve setting. Usually mounted in the back of the injector hat.

PN 35071-00008



Air Bleeder Kit

The good old standby system where removing or adding a 6mm push in plug allows the tuner to change the engine RPM by changing the amount of air the engine gets at idle. A cheap way of achieving your goal of tenability, problem is always losing the plugs. One Kit includes- 1ea push lock fitting + 1ea push lock plug + 1ea 6mm hose **PN 35350-00000**



Standard TEE's

INLINE Dash 6 Tee fitting
(Swivel Tee)

PN 35216-21061



INLINE Dash 6 Tee fitting
(Swivel Run Tee)

PN 35216-21062



Fuel Pump Inlet Nipples

Fuel Pump Inlet Nipple

Dash 12 SAE O-Ring thread x 1 1/4" nipple

Aluminum

PN 35247-05012



Fuel Pump Inlet Nipple

Dash 16 SAE O-Ring thread x 1 1/4" nipple

Aluminum

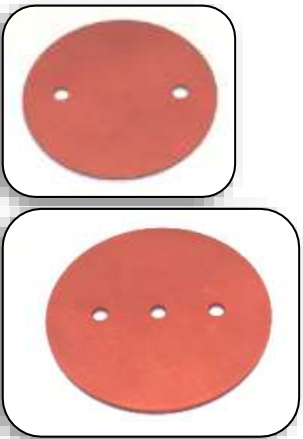
PN 35247-05016



Fuel Pump Inlet Nipples

<p>Fuel Pump Inlet Nipple Dash 8 SAE O-Ring x 1 1/4" hose nipple 2ea Dash 8 SAE O-Ring side ports PN 35247-04008</p>																	
<p>Fuel Pump Inlet Nipple Dash 12 SAE O-Ring x 1 1/4" hose nipple 2ea Dash 6 SAE O-Ring side ports PN 35247-04012</p>																	
<p>Fuel Pump Inlet Nipple Dash 16 SAE O-Ring x 1 1/4" hose nipple 2ea Dash 6 SAE O-Ring side ports PN 35247-04016</p>																	
<p>Fuel Pump Inlet Nipple Dash 12 SAE O-Ring x 1 1/4" hose nipple 2ea Dash 8 SAE O-Ring side ports</p> <table border="1" data-bbox="240 1032 887 1182"> <thead> <tr> <th>Color</th> <th>Part Number</th> <th>Color</th> <th>Part Number</th> </tr> </thead> <tbody> <tr> <td>Plain</td> <td>35247-01010</td> <td>Blue</td> <td>35247-01015</td> </tr> <tr> <td>Black</td> <td>35247-01013</td> <td>Purple</td> <td>35247-01016</td> </tr> <tr> <td>Red</td> <td>35247-01014</td> <td>Gold</td> <td>35247-01017</td> </tr> </tbody> </table>	Color	Part Number	Color	Part Number	Plain	35247-01010	Blue	35247-01015	Black	35247-01013	Purple	35247-01016	Red	35247-01014	Gold	35247-01017	
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Butterflies

<p>ENDERLE Throttle Butterflies</p>																																		
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ENDERLE Throttle Shafts

ENDERLE Throttle Shafts

Application	Main Shaft	Spline Shaft	Part Number
Bug	.375	.312	35640-40090
Single Small			35640-40191
Bird Early	.375	.312	35640-40091
Bird Late	.437	.437	35640-40092
Single Large			35640-40192
Buzzard	.437	.437	35640-40095
Buzzard V	.437	.437	35640-40089
Barn	.437	.437	35640-40096
BAU 3 Small	.437	.437	35640-40097
BAU 2 Med	.437	.437	35640-40098
BAU 1 Large	.437	.437	35640-40099



ENDERLE Throttle Shaft Screws

ENDERLE Throttle Shaft Screws

App	Size	Set	PN
Bug	8-32 x 3/8"	6	35132-40131
Bird Buzz	8-32 x 1/2"	9	35132-40141
BAU	10-24 x 1/2"	9	35132-40151

Screws come with special lock washers to fit the screw head



Throttle Shaft Stops

ENDERLE Throttle Shaft Stop
5/16" Serrated
PN **35708-00312**



ENDERLE Throttle Shaft Stop
3/8" Serrated
PN **35708-00375**






ENDERLE Throttle Shaft Stop
7/16" Serrated
PN **35708-00437**



HILBORN Throttle Shaft Stop
Smooth Bore
5/16" Shaft
PN**35030-06102**



Throttle Shaft Bearings

Throttle Shaft Bearing Bug and Early Bird 5/16" Shaft Diameter x 7/16" Wide PN 91045-00057	
Throttle Shaft Bearing Bird and Buzzard (Middle) 7/16" Shaft Diameter x 3/8" Wide PN 91045-00576	
Throttle Shaft Bearing Bird and Buzzard (Outer) 7/16" Shaft Diameter x 1/2" Wide PN 91045-00577	

Throttle Shaft Levers

ENDERLE Throttle Shaft Arm 5/16" Spline PN 35030-40110	
ENDERLE Throttle Shaft Arm 3/8" Spline PN 35030-40111	NO PHOTO
ENDERLE Throttle Shaft Arm 7/16" Spline PN 35030-40112	
ENDERLE Throttle Shaft Arm 7/16" Spline BILLET PN 35030-40113	
ENDERLE Throttle Shaft Arm +long 7/16" Spline PN 35030-40114	
ENDERLE Throttle Shaft Arm 5/16" Spline Throttle Shaft Arm * Fuel Shut Off Arm * Barrel Valve Arm PN 35030-40180	
HILBORN Throttle Shaft Arm 5/16" smooth bore PN 35030-40190	
HILBORN Throttle Shaft Arm 5/16" smooth bore QR ARM PN 35030-40191	

Note: ENDERLE arm/levers come with a 10-24 thread in them. The ball joints ONLY are available with a 10-32 thread. For over forty years we have been running a 10-32 tap through the 10-24 threaded hole and putting the 10-32 threaded ball in the arm with no problems what so ever. If you order your arms/levers from us and you want to use a 10-32 thread in your arms just let us know and we will retap it for you at no extra charge. If you don't ask you get the standard 10-24 thread.

HILBORN Special Fittings

HILBORN Distribution Block

Port adapters to HILBORN distribution block ports to suit Dash 3 JIC hose swivels

PN **35248-00001** Set of 8



FUEL Filters

Inline Fuel Filters-HIGH Pressure

Size	Length	PN		
Dash 6	80mm	35254-10006		
Dash 8	80mm	35254-10008		
Dash 10	120mm	35254-10010		

With reusable and cleanable stainless steel screen filter.



Surge Tank Float Bowl Kits

Surge Tank Float Valve

Surge tanks are used to put a small tank up front in the engine bay and still run a large tank in the back with an electric pump to keep the surge tank in the front full for the Constant Flow Fuel Injection. The Float Valve uses standard carb technology to shut the fuel off from the electric pump to keep Surge Tank from overflowing.

Surge Tank Float Valve Kits	
Description	Part Number
Complete Kit	35385-35989
Weld Plate ONLY	35385-35980

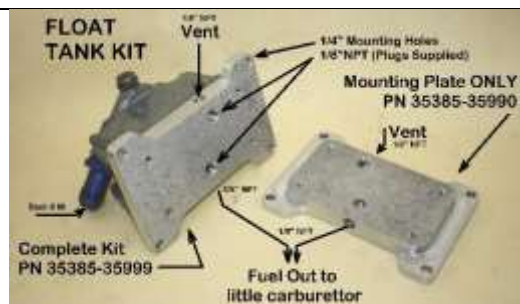


Race Car Trailer Float Tank Kit.

The carb on your generator will not take a lot of fuel pressure so therefore you cannot feed it with an electric fuel pump and use a large tank in the trailer to keep the generator running for a long time. Mount this float tank kit just above your generator and put the hose to the carb from the float body and connect to the large tank in the trailer and your little generator will run for days without having to refill.

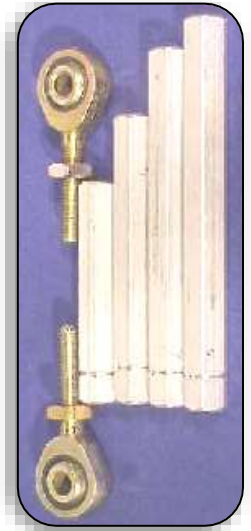
Kit Complete PN 35385-35999

Plate ONLY PN 35385-35990



HEX Links

HEX Link 10-32 Thread RH + LH	
Application	PN
Bug - Billet BV	35761-17001
Bug - K Valve	35761-22501
Bird - K Valve	35761-27001
Buzz - K Valve	35761-30001
Barn - K Valve	35761-15001
BAU Small BAU-3 4.375" K Valve	35761-27501
BAU Med BAU-2 5.0" K Valve	35761-35001
BAU Large BAU-1 5.56" K Valve	35761-35001
Special	35761-99999
ROD Ends with Lock Nuts	
Size	PN
3/16" RHT	53610-11110
3/16" LHT	53610-12110



Blower Case Bleed Off Valves

Blower Front Case Bleed Valve 1/8"NPT
PN53071-00001



Remote Mount Fuel Shut Off Bracket

Remote Fuel Shut Off Bracket
Provides an Over Center feature.
Can be used as a Hi Lo control valve for a two stage
idle system. Fits the ENDERLE Dash 8 fuel shut off with
the 1.295" body. Bracket ONLY
PN 53090-35506



Air and CO2 Hardware

Pressure Release / Bleed Valve 1/8" NPT
PN 53071-00001



CO2 Exhaust Muffler / Filter 1/8" NPT
PN 53387-00001



Check Valve 1/8" NPT
Use with Boost Pressure gauge or any application where you
want to trap the maximum pressure attained.
Max Temp 70c (158F) * Max Pressure 142 psi * Body is nickel plated brass
12mm (0.468") Hex x 1.500" Long * No internal spring- NOT position sensitive
PN 53776-10001



PSI Fuel Systems * Top System * Staged Hat Nozzle Kit

Complete Top System
Staged Hat Nozzle Kit
Includes
Distribution blocks, poppet valves, fittings,
piping and two additional hoses.

PSI 2 stage hat nozzle kit V2 PN 35216-00002

The Dash 6 poppet gives you the adjustability which allows you to adjust when the secondary poppets will open. This system uses existing primary nozzle hoses and nozzles. You can add two or four secondary nozzles to your hat so you can idle on the primary and have the additional fuel volume available to put through the supercharger once you step on the throttle. Some will use checked ball nozzles but they are not adjustable when they open.



Mounts to back of PSI hat.

PSI Fuel Systems *Bottom System* Two Staged Port Nozzle Kit

PSI Double Port Nozzle Kit

Includes all nozzle hoses, check valves and distribution block, all the nozzles and all the nozzle holders.

Dual Port Nozzle Kit Complete PN 35216-98001



Fuel Management System

LOWE Fuel Management System

- One Step 35216-00011
- Two Step 35216-00012
- Three Step 35216-00013
- Four Step 35216-00014
- Five Step 35216-00015
- Six Step 35216-00016

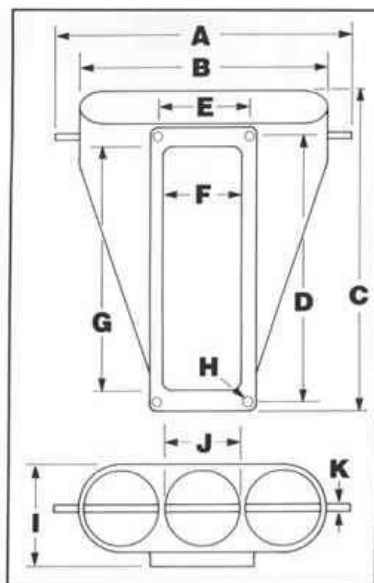


Timer 10 Channel PN 83751-10000

Computer programmed to operate fuel solenoids and other functions based on a trigger event.
New product soon available call us at 0448-006 012 for updates.

ENDERLE SPECIAL Fittings

ENDERLE Barrel Valve Inlet Nipple/Port Adapter Black Anodized Aluminum SAE O-Ring Thread is Dash 8 JIC Flare Thread is AN Dash 6 PN 35248-919-06-08		ENDERLE Barrel Valve Inlet Nipple/Port Adapter Black Anodized Aluminum SAE O-Ring Thread is Dash 8 JIC Flare Thread is AN Dash 8 PN 35248-919-08-08	
ENDERLE Barrel Valve Inlet Nipple/Port Adapter Black Anodized Aluminum SAE O-Ring Thread is Dash 8 JIC Flare Thread is AN Dash 10 PN 35248-919-10-08		ENDERLE Barrel Valve Inlet Nipple/Port Adapter Black Anodized Aluminum SAE O-Ring Thread is Dash 10 JIC Flare Thread is AN Dash 10 PN 35248-919-10-10	
ENDERLE Pump Inlet Connector/ Port Adapter Black Anodized Aluminum SAE O-Ring Thread is Dash 8 JIC Flare Thread is AN Dash 12 PN 35248-919-12-08		ENDERLE Port Adapter Black Anodized Aluminum SAE O-Ring Thread is Dash 8 JIC Flare Thread is AN Dash 6 PN 35248-920-06-08	
ENDERLE Port Adapter Black Anodized Aluminum SAE O-Ring Thread is Dash 8 JIC Flare Thread is AN Dash 8 PN 35248-920-08-08		ENDERLE Port Adapter Black Anodized Aluminum SAE O-Ring Thread is Dash 8 JIC Flare Thread is AN Dash 10 PN 35248-920-10-08	
Black Anodized Aluminum SAE O-Ring Thread is Dash 10 JIC Flare Thread is AN Dash 8 PN 35248-920-08-10		ENDERLE Port Adapter Black Anodized Aluminum SAE O-Ring Thread is Dash 10 JIC Flare Thread is AN Dash 10 PN 35248-920-10-10	



ENDERLE Dimensions

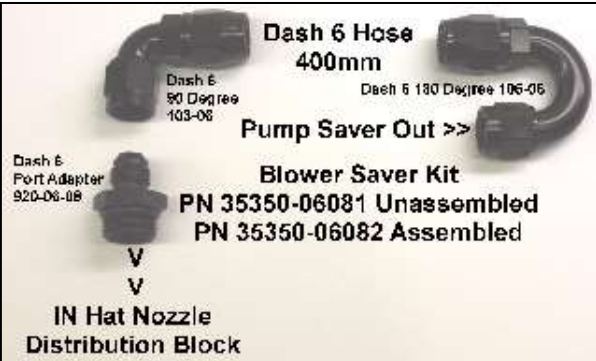
	A	B	C	D	E	F	G	H	I	J	K
	OVERALL WIDTH	CASTING WIDTH	LENGTH	BOLT CENTER LENGTH	BOLT CENTER WIDTH	OUTLET WIDTH	OUTLET LENGTH	BOLT HOLE DIAMETER	OVERALL HEIGHT	BUTTERFLY DIAMETER	BUTTERFLY SHAFT DIA.
<i>BUGCATCHER</i>	14.88	12.37	15.30	13.25	4.44	4.00	12.25	.40	5.20	3.69	.31
<i>BIRDCATCHER</i>	18.00	14.60	17.25	13.25	4.44	4.00	12.25	.40	5.80	4.38	.44
<i>BUZZARD-CATCHER</i>	20.50	16.50	20.00	15.31	4.44	4.43	15.06	.44	6.44	5.00	.44
<i>BARNDOOR</i>	-	-	-	15.31	4.44	4.43	15.06	.44	-	-	.31

Blower Saver Kit Pump Saver to Hat Nozzle Distribution Kit

Blower Saver Kit 001 (Pump saver to Hat Nozzle Distribution Block Kit)

Unassembled PN35350-06081

Assembled PN 35350-06082



Blower Saver Kit 002 (Pump saver to Back of Barrel Valve)

Unassembled PN35350-06083

Assembled PN 35350-06084



Blower Saver Kit 003 (Pump saver to Back of Barrel Valve)

Unassembled PN35350-06085

Assembled PN 35350-06086



Fuel Pump Extensions

Fuel Pump Extensions. Anodized One Piece Billet aluminium. Special cut out flange for Romac balancer clearance- Notched to clear the harmonic balancer or blower pulley usually for SBC.

Description	Lgth	Part Number
Assembly NO Notch	2.5"	35225-25100
Assembly Notched	2.5"	35225-25101
Driveshaft	2.5"	35225-00104
Assembly NO Notch	5.0"	35225-50100
Assembly Notched	5.0"	35225-50101
Driveshaft	5.0"	35225-00105
Seal		98625-00115
Bearing		91045-62030
Driveshaft	8.0"	35225-00107



EZ Start Valve

EZ Start Valve With on board starters simply priming the fuel system has become the normal way to start fuel injection cars unfortunately some fuel injection systems are hard to prime. Stack fuel injection requires a "drink" in each port stack just before starting the engine and sometimes it requires more than one "drink" to get the engine running normally. On hat type injection the problem is not as big but still there. Adding extra fuel with the start bottle or primer bottle to assist the engine until it get the fuel to the nozzles is easier because you can just squirt a bit on the throttle plate until the engine is running smoothly. Knowledgeable crew are required for this job as them must know how much to add and when to start and stop the bottle.

When you analyse the fuel system you see that the fuel pump picks up the fuel from the tank and pushes it up to the barrel valve and on to the nozzles. On non-supercharged fuel systems when you shut the engine off with the ignition, the fuel is stopped at the nozzles as soon as the engine stops turning. The fuel system is ready to push the fuel out again as soon as the fuel pump is turned by the engine.

What happens while the engine is sitting awaiting a restart is; gravity acts on the fuel in the fuel system and attempts to pull the fuel back to the fuel tank. How quickly it pulls the fuel back to the tank is dependent on the fit of the spool in the barrel valve and the fit of the gears in the fuel pump. Eventually it will pull the fuel back to the tank. Even if you have the fuel shutoff valve closed some of the fuel will be drawn back into the tank just by the action of closing the valve.

The simplest most reliable solution to the problem is to install a **LOWE Fuel System EZ Start Valve** in the line on top of the pump or if the fuel shut off is on top of the pump then install the **EZ Start Valve** on top of the fuel shut off. Select the -6 or -8 depending upon your application.

After each race meeting the normal procedure is to clean the methanol out of the fuel system and Triflo all the lines and valves to prevent corrosion. Check the one way action of the **EZ Start Valve** each time and spray the **EZ Start Valve** with lube. At the start of each race because the fuel system is dry of fuel you will still have to prime the fuel system with the start bottle when you first warm the engine up.

With the **EZ Start Valve** in you fuel system the normal starting procedures to crank the engine over with the butterflies closed until the engine starts. Opening the butterflies on a fuel injected engine while cranking to start the engine breaks the vacuum under the butterflies and thus stops the engine from assisting the fuel system from pulling the fuel into the ports with the manifold vacuum

The **EZ Start Valve** has a very low pressure opening point that does not restrict the fuel flow to the engine. Another feature of the **EZ Start Valve** is the positive seal the valve has that prevents the drain back of the fuel to the fuel tank. Made from CNC machined billet aluminium and blue anodised for appearance and corrosion resistance. Comes with O-Ring seal.

The **EZ Start Valve** must be installed in a **vertical or near vertical direction** with the arrow pointing up.

This means the inlet is on the bottom and the discharge is on the top. When held in the correct direction you will not be able to blow back through the valve from the top. It is this action that holds the fuel up in the system preventing it from draining back to the fuel tank. If you wish to install the **EZ Start Valve** in a position other than vertical you may use our 35774-10009 conical spring. With this spring there is an opening pressure of 1.5psi required but the spring insures the poppet stays seated. All EZ Start Valves are male thread SAE O-Ring seal

Description	Size	PN
EZ Start	Dash 6	35774-10006
EZ Start	Dash 8	35774-10008
Spring		35774-10009

thread. This valve comes with a Viton (brown) O-Ring installed for use in petrol (gasoline) applications. For methanol applications use the Nitrile (black) O-Ring on the check valve poppet. Also included is a Dash 8 SAE O-Ring.



Tank Hardware

Most fuel tanks for constant flow fuel injection need several ports to return the fuel back to the tank. There is usually a minimum of two ports required. As a racer you have several options. One you can weld on two separate bungs but for a tidy appearance you must be sure to keep them in line. Installing the minimum quantity will allow you to provide for your needs, today. Many times later there is a desire to add an extra port or two for more returns as your fuel system gets a little more complicated. If you install the minimum number required then you have no expansion room without removing the tank and adding more ports. If you add at least one more port than is necessary today and just plug it up until it is needed. We have made several different size billet weld bung blocks. We make both three and four hole and both dash 6 and dash 8 sizes plus blank threaded ones that allow you to drill and tap the sizes you want. For appearance sake we make both the profiled and the straight side billet weld bung blocks to suit any customers' needs. *Port holes are 1.25" on center.*

2 Hole Gang Bungs

Description	Part Number	
2 Hole Weld Bung ½" plain bore Square Shape	61122-85840	Photo not currently available
2 Hole Weld Bung Dash 6 SAE O-Ring Square Shape	61122-85846	Photo not currently available
2 Hole Weld Bung Dash 8 SAE O-Ring Square Shape	61122-85848	Photo not currently available
2 Hole Weld Bung ½" plain bore Profiled Shape	61122-85860	Photo not currently available
2 Hole Weld Bung Dash 6 SAE O-Ring Profiled Shape	61122-85866	Photo not currently available
2 Hole Weld Bung Dash 8 SAE O-Ring Profiled Shape	61122-85858	Photo not currently available

Valve Cover Breathers Twist Lock

Valve Cover Breathers

Twist Lock - Twist Release

1 ¼" Tube

All billet aluminium. Anodized.
Includes two snorkels with O-ring flanges to seal to the valve covers. Includes two twist lock nipples with internal O-Ring seals and with 1 ¼" hose provisions.

Make it easy to service the valve train on your race engine with *LOWE* Twist Release Valve Cover Breathers. Simply

twist and pull and the vent hose is removed from the valve covers. O-ring seal on twist release nipple and on mounting flange.

2 Bolt Mount PN 39390-08002

2 Bolt Mount PN 39390-08012 One offset to clear the late HEMI mag

3 Bolt Mount PN 39390-08003



Circular Tank End Caps or Top and Bottom

Build your own tank, we can supply the spun aluminum ends and roll you the side wraps.

234mm OD 9.21"

Tank Ends Type 2 PN 61779-20001



Tank Hardware

3 Hole Gang Bung

Description	Part Number	
3 Hole Weld Bung ½" plain bore Profiled Shape	61123-85870	Photo not currently available
3 Hole Weld Bung Dash 6 SAE O-Ring Square Shape	61123-85866	
3 Hole Weld Bung Dash86 SAE O-Ring Square Shape	61123-85868	
3 Hole Weld Bung Dash 6 SAE O-Ring Profiled Shape	61123-85876	
3 Hole Weld Bung Dash 8 SAE O-Ring Profiled Shape	61123-85878	


Tank Caps and Bungs

	Neck ID	Cap OD	Neck Material	Cap Material	Part Number
TYPE 4	25mm	44mm	Alum	Alum	61246-70004
Type 5	25mm	44mm	Steel	Alum	61246-70005
Type 6	38mm	57mm	Alum	Alum	61246-70006
Type 7	38mm	57mm	Steel	Alum	61246-70007

Tank Mounting Bushings

Mounting Bushings - Fuel Tank

Use with 5/8" (16mm) thru rod.
Tubing in the tank
1.262" (32mm) OD x 0.126" (3.2mm) wall
Spacer tubing between the bushings
0.787" (20mm) wall x 0.80" (2.0mm) wall
Use with PN 61090-86056 mounting brackets
that attach with weld on PN 58305-73193 tabs
Set of FOUR (4) PN 61130-86057



Tank Hardware

4 Hole Gang Bungs

Description	Part Number	
4 Hole Weld Bung ½" plain bore Square Shape	61124-85880	Photo not currently available
4 Hole Weld Bung Dash 6 SAE O-Ring Square Shape	61124-85886	
4 Hole Weld Bung Dash86 SAE O-Ring Square Shape	61124-85888	
4 Hole Weld Bung ½" plain bore Profiled Shape	61124-85890	
4 Hole Weld Bung Dash 6 SAE O-Ring Profiled Shape	61124-85896	
4 Hole Weld Bung Dash 8 SAE O-Ring Profiled Shape	61124-85898	

A lot of race car fuel tanks use the 1 ¼" supply hose. This size is used because it has flows that are adequate for everything up to Top Fuel and at 1 ¼" common radiator hose which is methanol compatible is inexpensive and readily available. Below is a weld nipple for your fuel tank that has an anti cavitation plate made into the top of the nipple. When this nipple is used in the tank it provides a certain amount of protection to prevent cavitation from when the pump draws the fuel from the tank it can also create a low pressure area in the fuel that can vortex into a path for the pump to draw air.



Tank Nipple with anti cavitation cover

1 ¼ inch diameter x 6" x 3" long with 3" cav cover PN 61390-12519

2 inch diameter x 6" x 3" long with 3" cav cover PN 61390-20009

Fuel Line Support Clamp

Fuel Line Clamp 1 1/4" for holding fuel line where it goes under the floor of a RED with a front mount fuel tank.
PN 61155-26938



Tank Hardware



Nipple – Joiner/Connector

Description	Part Numbers
Double bead one each end 1 ¼ inch diameter x 3"	61390-12521
Double bead one each end 1 ¼ inch diameter x 6"	61390-12522
Double bead one each end 1 ¼ inch diameter x 12"	61390-12523
Double bead one each end 1 ¼ inch diameter x 18"	61390-12524
Double bead one each end 1 ¼ inch diameter x 24"	61390-12525

Expansion Tank / Fill Tank

Expansion / Fill Tank Blower Mount

Aluminum
Small radiator cap
fitment
(Cap not included)
1/16 NPT overflow port
Dash 8 bottom port
PN 40740-20001



Expansion / Fill Tank

RED Safety Plate Mount

Small Radiator Cap fitment (Cap not included)
1/16" NPT overflow port
PN 40740-30001



Valve Cover Breathers Latch Lock

Valve Cover Breathers Latch Release Two Bolt Flange

Make it easy to service the valve train on your race engine with **LOWE Latch Lock** Release Valve Cover Breathers. Simply twist the lock release knob and pull the hose loose from the valve covers.

O-ring seal on twist release nipple and on mounting flange.

Includes two mount bodies and two hose ends anodized black. PN 39390-09002



SAE O-Rings by DASH Size (Lots of 10)



Dash	Tube	Thread	Drill for Tapping	O-Ring Required
Dash 2	1/8"	5/16-24	I (0.272)	97450-10100 97450-10101Viton
Dash 3	3/16"	3/8-24	Q (0.332)	97450-10110
Dash 4	1/4"	7/16-20	25/64 (0.390)	97450-10120
Dash 6	3/8"	9/16-18	33/64 (0.515)	Skinny 97451-01220 Normal 97451-01225 Fat 97451-01230
Dash 8	1/2"	3/4-16	11/16 (0.687)	Skinny 97451-01720 Normal 97451-01725 Fat 97451-01730
Dash 10	5/8"	7/8-14	13/16 (0.812)	97450-11160 97450-11161Viton
Dash 12	3/4"	1 1/16-12	31/32 (0.968)	97451-02430
Dash 16	1.0"	1 5/16-12	1 13/16 (1.203)	97450-12140

O-Ring Kits by Application

O-Ring Kit ENDERLE "K" Valve (Dash 8)

Complete O-Ring kit for ENDERLE K valve to include

- 1ea Spool shaft O-Ring
- 1ea Jet Cap O-Ring
- 1ea Spool Shaft End Cap O-Ring
- 1ea Spool Shaft Cover O-Ring
- 3ea Dash 8 Fitting O-Rings
- 2ea Dash 6 Poppet O-Rings
- 3ea Access Port O-Rings

PN 97350-35001



Why wouldn't everyone keep one of these kits in their tool box??

O-Ring Kit ENDERLE "K" Valve (Dash 10)

Complete O-Ring kit for ENDERLE K valve to include

- 1ea Spool shaft O-Ring
- 1ea Jet Cap O-Ring
- 1ea Spool Shaft End Cap O-Ring
- 1ea Spool Shaft Cover O-Ring
- 3ea Dash 8 Fitting O-Rings
- 2ea Dash 6 Poppet O-Rings
- 3ea Access Port O-Rings

PN 97350-35003



Why wouldn't everyone keep one of these kits in their tool box??

O-Ring Kit ENDERLE Billet Barrel Valve

Complete O-Ring kit for ENDERLE Billet Barrel Valve to include

- 1ea Spool shaft O-Ring
- 1ea Jet Cap O-Ring
- 1ea Spool Shaft End Cap O-Ring
- 1ea Spool Shaft Cover O-Ring
- 2ea Dash 8 Fitting O-Rings
- 2ea Dash 6 Poppet O-Rings
- 3ea Access Port O-Ring




PN 97350-35002



Why wouldn't everyone keep one of these kits in their tool box??









O-Ring Kits by Application

<p>O-Ring Kit ENDERLE Dash 6 Fuel Shutoff Valve Complete O-Ring kit for ENDERLE Dash 6 Fuel Shutoff Valve 1.095"OD body 1ea Spool shaft O-Ring 2ea Cap O-Rings PN 97350-35006</p>		
<p>O-Ring Kit ENDERLE Dash 8 Fuel Shutoff Valve Complete O-Ring kit for ENDERLE Dash 8 Fuel Shutoff Valve 1.295"OD body 1ea Spool shaft O-Ring 2ea Cap O-Rings PN 97350-35008</p>		<p>Why wouldn't everyone keep one of these kits in their tool box??</p> 
<p>O-Ring Kit ENDERLE Dash 10 Fuel Shutoff Valve Complete O-Ring kit for ENDERLE Dash 10 Fuel Shutoff Valve 1.495"OD body 1ea Spool shaft O-Ring 2ea Cap O-Rings PN 97350-35010</p>		<p>Why wouldn't everyone keep one of these kits in their tool box??</p> 

<p>ENDERLE 80A - Cover O-Rings - Pack of 2ea PN 97350-35501</p>		
<p>ENDERLE Pump110-1200 - Cover O-Rings - Pack of 2ea PN 97350-35510</p>		
<p>O-Ring Kit Valve Body Pressure Regulator Complete O-Ring kit for LOWE Transbrake Regulator to include 1ea base O-Ring + 1ea tip O-Ring PN 97350-45001</p>		
<p>Strange Axle Bearing O-Rings - Pack of 2ea PN 97350-50001</p>		
<p>BACMAN Intake Port O-Rings - Pack of 2ea PN 97350-12300</p>		
<p>System ONE Oil Filter O-Ring Kit 1ea Cap O-Ring + 1ea Case O-Ring (small) + 1ea Case O-Ring (large) PN 97350-41001</p>		
<p>O-Rings 2ea Fuel Pump Mount Fits fuel pump extensions, timing covers and crank support mounting plate PN 97350-12230</p>		
<p>O-Rings 2ea Lenco Shift Tower Cap PN 97350-22900</p>		
<p>O-Rings 2ea Lenco Shift Tower Piston PN 97350-22900</p>		
<p>O-Rings 2ea Lenco Shift Tower Lock Nut PN 97350-23900</p>		
<p>O-Rings 2ea Lenco Shift Tower Piston Rod PN97350-14000</p>		

Hose and Fittings – Available in Red Blue or Black

PN 84247-[PN Suffix] Braided Flex Hose Ends

							
0° Flex Hose End		30° Flex Hose End		45° Flex Hose End		60° Flex Hose End	
PN Suffix	AN Flare and Hose	PN Suffix	AN Flare and Hose	PN Suffix	AN Flare and Hose	PN Suffix	AN Flare and Hose
101-04	Dash 4	-	Dash 4	-	Dash 4	-	Dash 4
101-06	Dash 6	107-06	Dash 6	102-06	Dash 6	108-06	Dash 6
101-08	Dash 8	107-08	Dash 8	102-08	Dash 8	108-08	Dash 8
101-10	Dash 10	107-10	Dash 10	102-10	Dash 10	108-10	Dash 10
101-12	Dash 12	107-12	Dash 12	102-12	Dash 12	108-12	Dash 12
101-16	Dash 16	107-16	Dash 16	102-16	Dash 16	108-16	Dash 16
101-20	Dash 20	107-20	Dash 20	102-20	Dash 20	108-20	Dash 20
							
90° Flex Hose End		120° Flex Hose End		150° Flex Hose End		180° Flex Hose End	
PN Suffix	AN Flare and Hose	PN Suffix	AN Flare and Hose	PN Suffix	AN Flare and Hose	PN Suffix	AN Flare and Hose
103-04	Dash 4	-	Dash 4	-	Dash 4	-	Dash 4
103-06	Dash 6	104-06	Dash 6	105-06	Dash 6	106-06	Dash 6
103-08	Dash 8	104-08	Dash 8	105-08	Dash 8	106-08	Dash 8
103-10	Dash 10	104-10	Dash 10	105-10	Dash 10	106-10	Dash 10
103-12	Dash 12	104-12	Dash 12	105-12	Dash 12	106-12	Dash 12
103-16	Dash 16	104-16	Dash 16	105-16	Dash 16	106-16	Dash 16
103-20	Dash 20	104-20	Dash 20	105-20	Dash 20	106-20	Dash 20

PN 84247-[PN Suffix] AN Hose – SS Braided



Steel Braided

PN Suffix	AN Hose Size	Hose ID in (mm)	Hose OD in (mm)	Typical Pressure	Min. Bend Radius in (mm)
100-04	Dash 4	0.219" (5.56)	0.438" (11.13)	1000	2.00" (50.80)
100-06	Dash 6	0.344" (8.73)	0.547" (13.89)	1000	2.50" (63.50)
100-08	Dash 8	0.438" (11.12)	0.641" (16.28)	1000	3.50" (88.90)
100-10	Dash 10	0.562" (14.27)	0.797" (20.24)	1000	4.00" (101.60)
100-12	Dash 12	0.688" (17.47)	0.928" (23.82)	1000	4.50" (114.30)
100-16	Dash 16	0.875" (22.22)	1.156" (29.36)	750	5.50" (139.70)
100-20	Dash 20	1.125" (28.70)	1.437" (36.49)	500	8.00" (203.30)

AN Hose – Black Nomex PN 84247-[PN Suffix]



Black Nomex Braided

PN Suffix	AN Hose Size	Hose ID in (mm)	Hose OD in (mm)	Typical Pressure	Min. Bend Radius in (mm)
120-06	Dash 6	0.344" (8.73)	0.547" (13.89)	200	2.50" (63.50)
120-08	Dash 8	0.438" (11.12)	0.641" (16.28)	200	3.50" (88.90)
120-10	Dash 10	0.562" (14.27)	0.797" (20.24)	200	4.00" (101.60)
120-12	Dash 12	0.688" (17.47)	0.928" (23.82)	100	4.50" (114.30)
120-16	Dash 16	0.875" (22.22)	1.156" (29.36)	100	5.50" (139.70)

AN Stainless Steel Tubing PN 84247-[PN Suffix]



Stainless Steel Tubing

PN Suffix	AN Tubing Size	OD in
829-03	Dash 3	0.187"
829-04	Dash 4	0.250"
829-06	Dash 6	0.375"
829-08	Dash 8	0.500"
829-10	Dash 10	0.625"
829-12	Dash 12	0.750"
829-16	Dash 16	1.000"

Tube Nuts and Flare Collars PN 84247-[PN Suffix]













AN Flare Tube Nut






AN Flare Tube Collar

PN Suffix	AN Flare Size	PN Suffix	AN Flare Size	Tube Size OD
818-03	Dash 3 with 7/16" Nut	819-03	Dash 3	3/16"
318-03	Dash 3 with 1/2" Nut	819-04	Dash 4	1/4"
818-04	Dash 4	819-05	Dash 5	5/16"
818-05	Dash 5	819-06	Dash 6	3/8"
818-06	Dash 6	819-08	Dash 8	1/2"
818-08	Dash 8	819-10	Dash 10	5/8"
818-10	Dash 10	819-12	Dash 12	3/4"
818-12	Dash 12	819-16	Dash 16	1"
818-16	Dash 16			





PN 84247-[PN Suffix] AN Swivel Adapters

								
Female to Male with NPT Side Port - Straight			0° AN Flare Female to Female		45° AN Flare Female to Female		90° AN Flare Female to Female	
PN Suffix	AN Flare	NPT Port	PN Suffix	AN Flare	PN Suffix	AN Flare	PN Suffix	AN Flare
140-04	Dash 4	1/8"	131-03-S	Dash 3	132-06	Dash 6	133-04	Dash 4
140-06	Dash 6	1/8"	131-04	Dash 4	132-08	Dash 8	133-06	Dash 6
140-08	Dash 8	1/8"	131-06-08	Dash 6 to 8	132-10	Dash 10	133-08	Dash 8
140-10	Dash 10	1/8"	131-06	Dash 6	132-12	Dash 12	133-10	Dash 10
140-12	Dash 12	1/8"	131-08	Dash 8	132-16	Dash 16	133-12	Dash 12
			131-10	Dash 10			133-16	Dash 16
			131-12	Dash 12				
			131-16	Dash 16				
								
45° AN Flare Female to Male			90° AN Flare Female to Male		AN Flare Male TEE – Female on Branch		AN Flare Male TEE – Female on Run	
PN Suffix	AN Flare		PN Suffix	AN Flare	PN Suffix	AN Flare	PN Suffix	AN Flare
142-04	Dash 4		143-03-S	Dash 3	144-03-S	Dash 3	145-03-S	Dash 3
142-06	Dash 6		143-04	Dash 4	144-03	Dash 3	145-03	Dash 3
142-08	Dash 8		143-06	Dash 6	144-06	Dash 6	145-06	Dash 6
142-10	Dash 10		143-08	Dash 8	144-08	Dash 8	145-08	Dash 8
142-12	Dash 12		143-10	Dash 10	144-10	Dash 10	145-10	Dash 10
142-16	Dash 16		143-12	Dash 12	144-12	Dash 12	145-12	Dash 12
			143-14	Dash 16	144-16	Dash 16	145-16	Dash 16
								
AN Flare Female to Male Y - Step					AN Flare Female to Male Y			
PN Suffix	AN Flare Female	AN Flare Male			PN Suffix	AN Flare		
146-08-06	Dash 8	2 x Dash 6			147-06	Dash 6		
					147-08	Dash 8		
					147-10	Dash 10		
					147-12	Dash 12		




Caps and Plugs PN 84247-[PN Suffix]

									
AN Flare Cap		AN Flare Plug		AN SAE O-Ring Plug		NPT Plug		Metric O-Ring Plug	
PN Suffix	AN Flare Size	PN Suffix	AN Flare Size	PN Suffix	AN SAE Size	PN Suffix	NPT Size	PN Suffix	Metric Size
820-03	Dash 3	806-03	Dash 3	814-03	Dash 3	932-01	1/16"	814-M12	M12x1.5
820-04	Dash 4	806-04	Dash 4	814-04	Dash 4	932-02	1/8"	814-M14	M14x1.5
820-06	Dash 6	806-06	Dash 6	814-06	Dash 6	932-04	1/4"	814-M16	M16x1.5
820-08	Dash 8	806-08	Dash 8	814-08	Dash 8	932-06	3/8"		
820-10	Dash 10	806-10	Dash 10	814-10	Dash 10	932-08	1/2"		
820-12	Dash 12	806-12	Dash 12	814-12	Dash 12	932-12	3/4"		
820-14	Dash 16	806-16	Dash 16	814-16	Dash 16	932-16	1"		
820-16	Dash 20								







AN Flare Adapters PN 84247-[PN Suffix]

								
AN Flare Male Reducer			AN Flare Male Union		AN Flare 90°		AN Flare Male TEE	
PN Suffix	AN Flare	AN Flare	PN Suffix	AN Flare	PN Suffix	AN Flare	PN Suffix	AN Flare
815-06-04	Dash 6	Dash 4	815-04	Dash 4	821-06	Dash 6	824-03	Dash 3
815-06-05	Dash 6	Dash 5	815-06	Dash 6	821-08	Dash 8	824-04	Dash 4
815-08-06	Dash 8	Dash 6	815-08	Dash 8	821-10	Dash 10	824-06	Dash 6
815-10-06	Dash 10	Dash 6	815-10	Dash 10			824-08	Dash 8
815-10-08	Dash 10	Dash 8	815-12	Dash 12			824-10	Dash 10
815-12-08	Dash 12	Dash 8	815-14	Dash 16			824-12	Dash 12
815-12-10	Dash 12	Dash 10	815-16	Dash 20			824-16	Dash 16
815-16-12	Dash 16	Dash 12						







AN Flare Adapters PN 84247-[PN Suffix]

							
AN Flare Reducer			AN Flare Expander			AN Flare Extension	
PN Suffix	AN Flare Female	AN Flare Male	PN Suffix	AN Flare Female	AN Flare Male	PN Suffix	AN Flare
950-04-03	Dash 4	Dash 3	951-03-04	Dash 3	Dash 4	952-06	Dash 6
950-06-03	Dash 6	Dash 3	951-04-06	Dash 4	Dash 6	952-08	Dash 8
950-06-04	Dash 6	Dash 4	951-06-08	Dash 6	Dash 8	952-10	Dash 10
950-07-06	5/8" SAE	Dash 6	951-08-10	Dash 8	Dash 10	952-12	Dash 12
950-08-06	Dash 8	Dash 6	951-10-12	Dash 10	Dash 12		
950-10-06	Dash 10	Dash 6	951-12-16	Dash 12	Dash 16		
950-10-08	Dash 10	Dash 8					
950-12-08	Dash 12	Dash 8					
950-12-10	Dash 12	Dash 10					
950-16-12	Dash 16	Dash 12					










PN 84247-[PN Suffix] Bulkhead Fittings

							
0° Bulkhead		45° Bulkhead		90° Bulkhead		AN TEE Bulkhead on Run	
PN Suffix	AN Flare	PN Suffix	AN Flare	PN Suffix	AN Flare	PN Suffix	AN Flare
832-03	Dash 3	837-03	Dash 3	833-03	Dash 3	804-03	Dash 3
832-04	Dash 4	837-04	Dash 4	833-04	Dash 4	804-04	Dash 4
832-06	Dash 6	837-06	Dash 6	833-06	Dash 6	804-06	Dash 6
832-08	Dash 8	837-08	Dash 8	833-08	Dash 8	804-08	Dash 8
832-10	Dash 10	837-10	Dash 10	833-10	Dash 10		
832-12	Dash 12	837-12	Dash 12	833-12	Dash 12		
832-16	Dash 16			833-16	Dash 16		
832-16	Dash 20						
							
AN TEE Bulkhead on Branch				Bulkhead Nut			
PN Suffix		AN Flare		PN Suffix		AN Size	
834-03		Dash 3		924-03		Dash 3	
834-04		Dash 4		924-04		Dash 4	
834-06		Dash 6		924-06		Dash 6	
834-08		Dash 8		924-08		Dash 8	
834-10		Dash 10		924-10		Dash 10	
834-12		Dash 12		924-12		Dash 12	
834-16		Dash 16		924-14		Dash 16	







NPT Adapters PN 84247-[PN Suffix]

								
NPT Male to AN Flare Male Adapter 0°			NPT Male to AN Flare Male Adapter 45°			NPT Male to AN Flare Male Adapter 90°		
PN Suffix	AN Flare Size	NPT Size	PN Suffix	AN Flare Size	NPT Size	PN Suffix	AN Flare Size	NPT Size
816-03	Dash 3	1/8"	823-03	Dash 3	1/8"	822-03	Dash 3	1/8"
816-03-04	Dash 3	1/4"	823-04	Dash 4	1/8"	822-04	Dash 4	1/8"
816-04-01	Dash 4	1/16"	823-06-02	Dash 6	1/8"	822-04-04	Dash 4	1/4"
816-04	Dash 4	1/8"	823-06	Dash 6	1/4"	822-06-02	Dash 6	1/8"
816-04-04	Dash 4	1/4"	823-06-06	Dash 6	3/8"	822-06	Dash 6	1/4"
816-04-06	Dash 4	3/8"	823-08	Dash 8	3/8"	822-06-06	Dash 6	3/8"
816-06-02	Dash 6	1/8"	823-08-08	Dash 8	1/2"	822-06-08	Dash 6	1/2"
816-06	Dash 6	1/4"	823-10	Dash 10	1/2"	822-08-04	Dash 8	1/4"
816-06-06	Dash 6	3/8"	823-12-08	Dash 12	1/2"	822-08	Dash 8	3/8"
816-06-08	Dash 6	1/2"	823-12	Dash 12	3/4"	822-08-08	Dash 8	1/2"
816-08-04	Dash 8	1/4"				822-10-06	Dash 10	3/8"
816-08	Dash 8	3/8"				822-10	Dash 10	1/2"
816-08-08	Dash 8	1/2"				822-10-12	Dash 10	3/4"
816-08-12	Dash 8	3/4"				822-12-08	Dash 12	1/2"
816-10-06	Dash 10	3/8"				822-12	Dash 12	3/4"
816-10	Dash 10	1/2"				822-16-12	Dash 16	3/4"
816-10-12	Dash 10	3/4"				822-16	Dash 16	1"
816-12-08	Dash 12	1/2"				822-16	Dash 16	1"
816-12	Dash 12	3/4"						
816-12-16	Dash 12	1"						
816-16-12	Dash 16	3/4"						
816-16	Dash 16	1"						
								
NPT Reducer Bush			NPT Male to AN Flare Female Adapter			NPT Female to Male Extension		
PN Suffix	NPT Male	NPT Female	PN Suffix	AN Flare Female	NPT Male	PN Suffix	NPT Size	
912-04-02	1/4"	1/8"	906-03-02	Dash 3	1/8"	372-02	1/8"	
912-06-02	3/8"	1/8"	906-06-06	Dash 6	3/8"			
912-06-04	3/8"	1/4"	906-08-06	Dash 8	3/8"			
912-08-02	1/2"	1/8"	906-10-08	Dash 10	1/2"			
912-08-04	1/2"	1/4"						
912-08-06	1/2"	3/8"						
912-12-04	3/4"	1/4"						
912-12-06	3/4"	3/8"						
912-12-08	3/4"	1/2"						
912-16-08	1"	1/2"						
912-16-12	1"	3/4"						

PN 84247-[PN Suffix] NPT Adapters

								
NPT Female to Female Adapter – NPT Coupler		NPT Male to Male Adapter – NPT Nipple		NPT Female to Male Adapter 45°		NPT Female to Male Adapter 90°		
PN Suffix	NPT Size	PN Suffix	NPT Size	PN Suffix	NPT Size	PN Suffix	NPT Size	
910-02	1/8"	911-02	1/8"	915-02	1/8"	914-02	1/8"	
910-04	1/4"	911-04	1/4"			914-04	1/4"	
910-06	3/8"	911-06	3/8"			914-06	3/8"	
910-08	1/2"	911-08	1/2"			914-08	1/2"	
910-12	3/4"	911-12	3/4"					
								
AN Flare Male TEE – NPT Male on Branch			AN Flare Male TEE – NPT Male on Run			AN Flare Male Tee – NPT Female on Branch		
PN Suffix	AN Flare Size	NPT Size	PN Suffix	AN Flare Size	NPT Size	PN Suffix	AN Flare Size	NPT Size
825-03	Dash 3	1/8"	826-03	Dash 3	1/8"	918-04-02	Dash 4	1/8"
825-04	Dash 4	1/8"	826-04	Dash 4	1/8"			
825-06	Dash 6	1/4"	826-06	Dash 6	1/4"			
825-08	Dash 8	3/8"	826-08	Dash 8	3/8"			
825-10	Dash 10	1/2"	826-10	Dash 10	1/2"			
825-12	Dash 12	3/4"	826-12	Dash 12	3/4"			
								
NPT Female TEE				NPT Female TEE – NPT Male on Run				
PN Suffix	NPT Size	PN Suffix	NPT Size					
917-02	1/8"	916-02	1/8"					
917-04	1/4"							
917-06	3/8"							
917-08	1/2"							

AN SAE O-Ring Port Adapters PN 84247-[PN Suffix]

								
O-Ring Port Adapter 0° - LONG			AN SAE O-RING Female TEE		AN SAE O-Ring Male Union			
PN Suffix	AN Flare Male	AN SAE O-Ring Male	PN Suffix	AN Flare Size	PN Suffix	AN Flare Male	AN SAE O-Ring Male	
920-16-L	Dash 16	Dash 16	938-06	Dash 6	921-06-08	Dash 6	Dash 8	
			938-08	Dash 8	921-08-08	Dash 8	Dash 8	
			938-10	Dash 10	921-08-10	Dash 8	Dash 10	
			938-12	Dash 12	921-10-10	Dash 10	Dash 10	
								
O-Ring Port Adapter 0°			O-Ring Port Adapter 45°			O-Ring Port Adapter 90°		
PN Suffix	AN Flare Male	AN SAE O-Ring Male	PN Suffix	AN Flare Male	AN SAE O-Ring Male	PN Suffix	AN Flare Male	AN SAE O-Ring Male
920-04	Dash 4	Dash 4	920-04	Dash 4	Dash 4	922-04	Dash 4	Dash 4
920-04-08	Dash 4	Dash 8	920-06	Dash 6	Dash 6	922-06	Dash 6	Dash 6
920-06	Dash 6	Dash 6	920-08	Dash 8	Dash 8	922-08	Dash 8	Dash 8
920-06-08	Dash 6	Dash 8	920-10	Dash 10	Dash 10	922-08-06	Dash 8	Dash 6
920-06-10	Dash 6	Dash 10	920-12	Dash 12	Dash 12	922-08-10	Dash 8	Dash 10
920-08-06	Dash 8	Dash 6	923-12-10	Dash 12	Dash 10	922-10	Dash 10	Dash 10
920-08	Dash 8	Dash 8				922-10-08	Dash 10	Dash 8
920-08-10	Dash 8	Dash 10				922-12	Dash 12	Dash 12
920-10-08	Dash 10	Dash 8				922-12-10	Dash 12	Dash 10
920-10	Dash 10	Dash 10						
920-10-12	Dash 10	Dash 12						
920-10-16	Dash 10	Dash 16						
920-12-08	Dash 12	Dash 8						
920-12-10	Dash 12	Dash 10						
920-12	Dash 12	Dash 12						
920-12-16	Dash 12	Dash 16						
920-16-10	Dash 16	Dash 10						
920-16-12	Dash 16	Dash 12						
920-16	Dash 16	Dash 16						
920-20	Dash 20	Dash 20						

Add BK to the end of the part number to get BLACK fittings

Motion Control Catalogue



Cables Motion Control

Measured from tip to tip



Length	Length	Length	PN
39"	3.3'	1.00m	53140-00100
49"	4.1'	1.25m	53140-00125
59"	4'11"	1.50m	53140-00150
69"	5'9"	1.75m	53140-00175
79"	6'7"	2.00m	53140-00200
89"	7'5"	2.25m	53140-00225
101"	8'5"	2.50m	53140-00250
108"	9'	2.75m	53140-00275
118"	9'10"	3.00m	53140-00300
128"	10'8"	3.25m	53140-00325
138"	11'6"	3.50m	53140-00350
148"	12'4"	3.75m	53140-00375
158"	13'2"	4.00m	53140-00400
167"	13'11"	4.25m	53140-00425
177"	14'9"	4.50m	53140-00450
187"	15'7"	4.75m	53140-00475
197"	16'5"	5.00m	53140-00500

53140-50000 Parachute Release Cable Assembly five meters in length trim to suit. Custom manufactured for the application to put two cables together in a very small space.

Sold in Pairs ONLY 53140-50000

Housing OD 0.200" - Ilet ID 0.250"

For a cheaper but more bulky solution use two standard cables PN 53140-00500



Parachute Release Cable Clamp

Dual Cable used with cables above.

Use with hard wire inserts. Includes 10-24 x 3/4" flathead stainless bolt and nylon lock nut.

0.187 housing PN 53155-32720

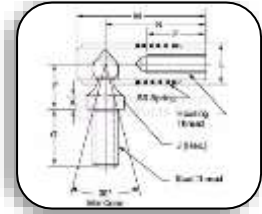
0.200 housing PN 53155-32721



Quick Release Ball Joints



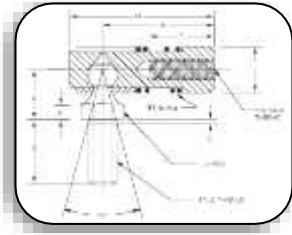
Ball Joint Cable Ends Quick Release Internal Spring



Joint Thread	Ball Thread	Material	Part Number		
10-32 Female	10-32 Male	Zinc Steel	53347-10100		
10-32 Female	10-32 Male	Anodized Red	53347-10110		
10-32 Female	¼-20 Male	Zinc Steel	53347-10200		
¼-20 Female	¼-20 Male	Zinc Steel	53347-20200		



Ball Joint Cable Ends Quick Release External Spring



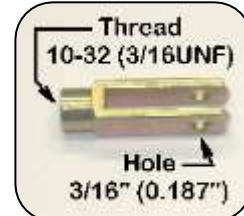
Joint Thread	Ball Thread	Material	Part Number		
10-32 Female	10-32 Male	Zinc Steel	53347-10101		
¼-20 Female	¼-20 Male	Zinc Steel	53347-20201		

Clevis Cable Ends

Threaded Clevises Chrome-Moly Steel
 10-32 UNF RH Female Thread 0.187" slot x 0.187" hole
 0.187" is 3/16"
 PN 53167-22214



Threaded Clevis – Billet Steel
 10-32 UNF RH Female Thread 0.187" Slot x 0.187" Hole
 0.187" is 3/16"
 PN 53167-22211



Threaded Clevis with snap lock pin
 10-32 UNF RH Female Thread 0.187" Slot x 0.187" Hole
 Billet Steel
 PN 53167-22219



Female Rod End (Spherical Ball Joint)
 10-32 UNF RH Female Thread
 PN 53610-01110



Cable Shaft Extensions

**Cable Shaft Extensions 3/16" Steel Shaft - All threads are Male 10-32 on each end
Connectors Aluminum Hex 2" Long Female 10-32 thread each end**



For use when your *cable housing mounting* is just too far away from where you need it to connect to.

3/16" Steel Shaft Extensions comes with a lock nut.

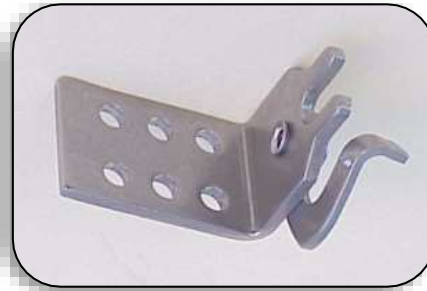
Length Tip to Tip	Part Number
2.0"	53245-10020
4.0"	53245-10040
6.0"	53245-10060
8.0"	53245-10080
10.0"	53245-10010
12.0"	53245-10012
14.0"	53245-10014

Cable Shaft Connector * Aluminum Hex
Female thread 10-32 each end
PN 53245-10020 shown here >>>



Cable HOUSING Retention Methods

Stainless Steel Quick Release Clamp for our cables does a great job of holding the cable and provides a quick and easy release for the race car disassembly and maintenance.
PN 53155-01000 *The one shortcoming is that they are a little bit bulky and don't fit well in confined spaces like inside the drivers compartment. For that application use the billet cable clamps below as they take up a minimum of space and are used in a location on the car where rapid removal and disconnect is not necessary.*



Billet Aluminum Cable Housing Clamps

Billet Aluminum Cable Housing Clamp
FULL Clamp
Comes with Stainless Socket Head Cap Screw and Nylon Lock Nut
PN 53155-32620
Use two or three FULL Clamps to achieve multiple cable clamping.



For absolute minimum cable clamping use the HALF Clamp
Cable Half Clamp
Part number 53155-32621



Double UP
Cable Housing Billet Clamp (with screw)
You won't get two cables into a smaller space than this. Use a half clamp above and this double up clamp for the full kit.
Double UP Clamp PN 53155-32622



Motion Control LEVERS

Fuel Shut Off LEVER

Length from Pivot to end of LEVER 5"
Distance from Pivot to Cable mount 2 1/4"

3mm (0.120") Thick Body

3mm Plain 53360-22120
3mm Gold 53360-22121
3mm Blue 53360-22122
3mm Red 53360-22123
3mm Purple 53360-22124

6mm (0.240") Thick Body

6mm Plain 53360-22125
6mm Gold 53360-22126
6mm Blue 53360-22127
6mm Red 53360-22128
6mm Purple 53360-22129



LEVER Pivot Mounting

Weld Stud Kit

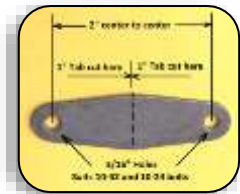
Weld to chassis or convenient location to make a pivot point to mount fuel shut off levers, parachute levers or any other control lever.

PN 53360-22139



Tab Mount Kit SHORT - Weld on 3/16" hole tab. Split to make two 1" tabs. Tab provides an alternative to a weld stud where it allows you to mount the pivot point at a location that is more convenient to the driver to operate. Excellent for mounting fuel shut off and parachute levers, also good for mounting the billet cable clamps.

2mm Thick PN 11735-21702 3mm Thick PN 11735-21703



Tab Mount Kit LONG - Weld on 3/16" hole tab. Split to make two 1" tabs. Same as above except 3" long. Makes 2ea 1 1/2" tabs.

2mm Thick PN 11735-21502 3mm Thick PN 11735-21503

Parachute LEVER – Chassis Mounted

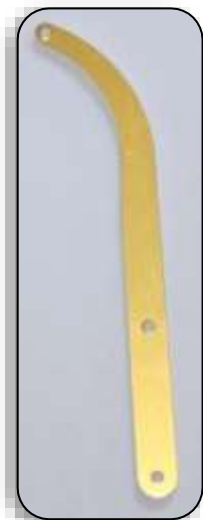
Length from Pivot to end of LEVER 7"
Distance from Pivot to Cable mount 2 1/4"

3mm (0.120") Thick Body

3mm Plain 53360-22140
3mm Gold 53360-22141
3mm Blue 53360-22142
3mm Red 53360-22143
3mm Purple 53360-22144

6mm (0.240") Thick Body

6mm Plain 53360-22145
6mm Gold 53360-22146
6mm Blue 53360-22147
6mm Red 53360-22148
6mm Purple 53360-22149



Parachute LEVER – Roof Mounted

Length from Pivot to end of LEVER 7"

Distance from Pivot to Cable mount 2 1/4"

3mm (0.120") Thick Body

3mm Plain 53360-22170

3mm Gold 53360-22171

3mm Blue 53360-22172

3mm Red 53360-22173

3mm Purple 53360-22174

6mm (0.240") Thick Body8887

6mm Plain 53360-22175

6mm Gold 53360-22176

6mm Blue 53360-22177

6mm Red 53360-22178

6mm Purple 53360-22179

For mounting use the studs or tabs listed on previous page.



Brake Handle Accessory Lever

45 Degree Handle Funny Car / Altered

Assembly & Mount Kit

*Includes the hinge mechanism and the nuts and bolts to attach to the brake lever.

*Excellent for use as a parachute lever, fuel shut off lever or a fire bottle activator lever.

PN 53360-22326



Brake Handle Accessory Lever

25 Degree Handle Rear Engine Dragster and Front Engine Dragster

Assembly & Mount Kit

*Includes the hinge mechanism and the nuts and bolts to attach to the brake lever.

*Excellent for use as a parachute lever, fuel shut off lever or a fire bottle activator lever. PN 53360-22566



Brake Handle Accessory Lever Hinge Kit

Make your own accessory lever with this hinge kit.

Includes:

2 ea Side Plates

3ea 10-24 x 3/4 Threaded screws

3ea 10-24 Nylon Lock Nuts

PN 53385-13022



Accessory Lever Hinge Assembly
PN 53385-13022

Springs and Spring Mounts

Throttle Spring

Often a trip to the hardware store is time consuming and gets you a spring that is too short, too strong or too weak. Here is a spring that works on most throttle return applications, and it is stainless so rust is never a problem.

4" (100mm) long PN 53680-12390



Spring Mount - ENDERLE Throttle Lever

Includes:

2ea 10-24 threaded screws

1ea spring mount plate

PN 53385-13020



DUAL Parachute Cable

DUAL Parachute Cable Assemblies

Housing 0.200" OD

Islet Diameter 0.250" ID

Length 5 meters (trim to suit)

Used with dual clamps below

Sold in Pairs ONLY PN 53140-50000



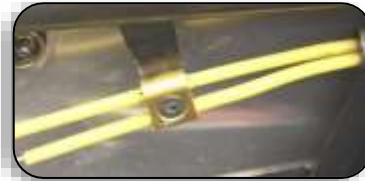
Parachute Release Cable Clamp

Dual Cable used with cables above.

Use with hard wire inserts. Includes 10-24 x 3/4" flathead stainless bolt and nylon lock nut.

0.187 PN 53155-32720

0.200 PN 53155-32721



SINGLE Parachute Cable

Housing Tip for Parachute Cables

Comes with two Allen head locking screws to retain tip on housing. When parachute cable disappears inside the cable tip the parachute will always deploy.

Used with KLRC red cables.

PN 53240-90001



Bellcrank 1.75" Pivot bearing ¼" id

Linkage holes are 1.75" and 1.25" from the pivot center and threaded to 10-32 thread.
 Same thread as the Quick Release Ball Joint Cable Ends.
 CNC billet aluminum with sealed ball bearings.
 PN 53065-89331



Throttle cable mount – ROOTS Supercharger / Supercharger Mounting

Cable housing Quick Release Clip
 (Stainless Steel) PN 53155-01000



Quick Release Ball Joint
 Male thread 10-32
 Female 10-32 for Cable End
 PN 53347-10100



ENDERLE throttle arm Return Spring Mount
 Comes with 2ea 10-24 thread domed head stainless steel bolts
 PN 53385-13020



Spring, Throttle Return
 3/8" x 4" (100mm)
 PN 53680-12390



Supercharger throttle cables, brackets, clips and linkage

For injector hat throttle cable mounting see below.

TIP: All ENDERLE throttle arms are drilled for 10-24 thread. That is why we send the 10-24 domed head screws with the spring mount. A problem you will encounter is that the ball joints, all manufacturers ONLY come with 10-32 thread on the ball joint. The problem is solved by using a 10-32 tap and running it through where the 10-24 thread is. I know it sounds dodgy but it works as every car you see with a ball joint on the linkage arm and that is 98% of them all have done this with great success. If you order your ENDERLE throttle arm from us and ask us to we will happily thread the cable end of the linkage arm for you to the 10-32 thread at NO Charge.

Throttle cable mount, Roots supercharger-ENDERLE Bug hat
 (use with 53155-01000 stainless steel clip) PN 53090-13336

Throttle cable mount, Roots supercharger-ENDERLE Bird hat
 (use with 53155-01000 stainless steel clip) PN 53090-13349

Throttle cable mount, Roots supercharger-ENDERLE Buzzard hat
 (use with 53155-01000 stainless steel clip) PN 53090-13356

Throttle cable mount adapter kit ENDERLE Bug/Bird/Buzzard and roots blower with a **426 Chrysler** spacer bolt kit 1.5" long - This allows the throttle cable to clear the magneto.
 PN 53130-13330 (NOT SHOWN IN PHOTO)

Throttle Cable Mount – Bolts to Injector Body Housing.

Not all injector body housings have a provision to mount this bracket to. The list of those that do fit are the PSI hat, ENDERLE BAU and other aftermarket specialty hats. They mount on the opposite side to where the injector barrel valve mounts.

Throttle Cable Mount Bracket suits PSI hat and BAU
 Shown with quick release cable clip (supplied separately)
 Use with quick release cable clip PN 53155-01000 shown here >>>>>>>>>
 Billet Aluminum CNC and TIG welded
 PN 53090-13526



Throttle Pedal – Fabricated Tubular Steel

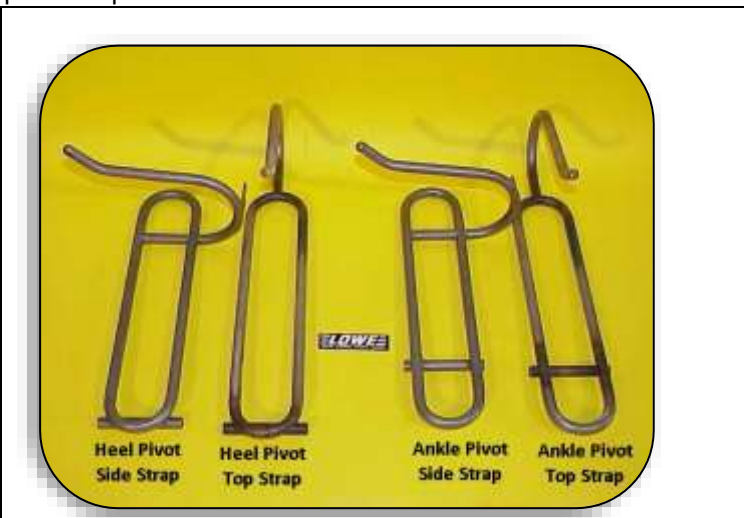
The difference between a heel pivot and an ankle pivot is the difference between where and how the driver sits in the car. In a rear engine dragster we recommend the heel pivot for the best comfort and performance. The ankle pivot is usually used in applications where the drivers feet are alongside the transmission like a front engine dragster or an Altered or Funny Car. The Toe strap is a personal choice but often dictated by space as the Toe strap takes up less room.

Throttle pedal, tubular, 1/4" mount, heel pivot, side toe strap
 PN 53535-01101

Throttle pedal, tubular, 1/4" mount, ankle pivot, side toe strap
 PN 53535-01102

Throttle pedal, tubular, 1/4" mount, heel pivot, top toe strap
 PN 53535-01111

Throttle pedal, tubular, 1/4" mount, ankle pivot, top toe strap
 PN 53535-01112



Throttle Pedal Mounting Brackets

Throttle Pedal Pivot Brackets
 Steel – Use 1/4" x 3" bolt and lock nut as a hinge pin. (TYPE 1) (Sold in pairs only)
 PN 11735-31202



Fuel Shut Off Cable Mount at PUMP

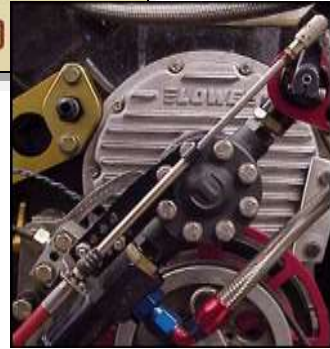
Cable housing Quick Release Clip
(Stainless Steel) PN 53155-01000



Quick Release Ball Joint
Male thread 10-32
Female 10-32 for Cable End
PN 53347-10100



TIP: All ENDERLE fuel shut off arms are drilled for 10-24 thread. A problem you will encounter is that the ball joints, all manufacturers ONLY come with 10-32 thread on the ball joint. The problem is solved by using a 10-32 tap and running it through where the 10-24 thread is. I know it sounds dodgy but it works as every car you see with a ball joint on the linkage arm and that is 98% of them all have done this with great success. If you order your ENDERLE arms from us and ask us to we will happily thread the cable end of the linkage arm for you to the 10-32 thread at NO Charge.



Fuel Pump Mounting Brackets for the Cable Housing Mount

Cable Mount Bracket – Pump Mount
ENDERLE 80A and HILBORN 150A

Color options are Plain or Gold
Includes 2ea 10-24 x 5/8" stainless steel dome head cap screws with stainless steel nylon lock nuts for mounting the QR clip (not included)
PN 53090-35073

Use with
PN 53155-01000
QR clip



Cable Mount Bracket – Pump Mount
v1 Standard
ENDERLE 110, 990, 1100, 1200

Color options are Plain or Gold
Includes 2ea 10-24 x 5/8" stainless steel dome head cap screws with stainless steel nylon lock nuts for mounting the QR clip (not included)
3mm Thick PN 53090-35113
6mm Thick PN 53090-35113

Use with
PN 53155-01000
QR clip



Cable Mount Bracket – Pump Mount
v2 Side Mount Option
ENDERLE 110, 990, 1100, 1200

Color options are Plain or Gold
Includes 2ea 10-24 x 5/8" stainless steel dome head cap screws with stainless steel nylon lock nuts for mounting the QR clip (not included)
3mm Thick PN 53090-35173

Use with
PN 53155-01000
QR clip



Cable Mount Bracket – Pump Mount
HILBORN 175-2, 175-3 175-4

This pump uses a slightly modified standard QR Clip
PN 53090-35113



Fuel Pump Mounting Brackets for the Cable Housing Mount

Cable Mount Bracket – Pump Mount

LOWE 100 series pumps

Color options are Plain or Gold
Includes 2ea 10-24 x 5/8" stainless steel dome head cap screws with stainless steel nylon lock nuts for mounting the QR clip (not included)
PN 53090-35113

Use with
PN 53155-01000
QR clip



Cable Mount Bracket – Pump Mount

ENDERLE SG Pump Small

SG0,SG.5,SG1

Color options are Plain only
Includes 2ea 10-24 x 5/8" stainless steel dome head cap screws with stainless steel nylon lock nuts for mounting the QR clip (not included)
PN 53090-35146

Use with
PN 53155-01000
QR clip



Cable Mount Bracket – Pump Mount

ENDERLE SG Pump Large

SG110,SG990,SG1100,SG1200,SG1270

Color options are Plain only
Includes 2ea 10-24 x 5/8" stainless steel dome head cap screws with stainless steel nylon lock nuts for mounting the QR clip (not included)
PN 53090-35156

Use with
PN 53155-01000
QR clip



Cable Mount Bracket – Pump Mount

Waterman Little Bertha

Includes 2ea 10-24 x 5/8" stainless steel dome head cap screws with stainless steel nylon lock nuts for mounting the QR clip (not included)
Shown in photo with bracket (not included) attached for demonstration only.

Use with
PN 53155-01000
QR clip



ENDERLE Fuel Shut OFF OVERCENTER Kits

It is well documented that there have been well over hundreds of racers who have burnt all the pistons out and killed the crankshaft and even the block when the fuel shut off jiggled open during a run. The Over Center Kit solves this problem. The cheapest insurance you will every buy. Many will buy it after they have killed their engine, smart ones will buy it before they kill an engine.

ENDERLE fuel shut off over center spring mount

List Price \$ 115.00 + RDD \$ 99.00 +

Dash 6 fuel shut off body - 1.010" dia
BLUE PN 53090-35204

Dash 8 fuel shut off body - 1.295" dia
RED PN 53090-35205

Dash 10 fuel shut off body - 1.480" dia
GOLD PN 53090-35206

(Does not include quick release ball joint or fuel shut off)

Quick Release Ball Joint

Male thread 10-32
Female 10-32 for Cable End
PN 53347-10100



Brake Handles Funny Car or Altered 45 Degree Grip

Cars that have clutches use hand brakes. Our hand brake levers are CNC machined from billet aluminum and may be fitted with grips if you so desire.

Brake handles are available in UNIVERAL and can be cut and fitted to the application. Depending upon if the master cylinder is mounted under the seat or by the transmission will determine if it is a pull or a push application. A handle with the boss welded to the bottom of the handle is a SAME direction handle, a handle with a boss welded in to allow the motion to go the opposite way is called OPPOSITE. Length of the handle is measured from the top to the bottom of the handle.

Dragsters use a 25 degree handle and Funny Cars and Altered use a 45 degree handle. The difference is the drivers body position in relation to the handle. Handles with no boss welded on may be cut to length you desire.

Universal

Handle FC/A 45 degree brake lever 24"
(no boss welded on)
PN 53360-22316

SAME Handle FC/A 45 degree brake lever 24"
with boss welded at the bottom.
PN 53360-22326

OPPOSITE Handle FC/A 45 degree brake lever 24" with boss. Boss is 3" from the bottom connection point for the master cylinder push rod. Advise if you want a different location as they are made to suit.
PN 53360-22336



At this time there are no grips for the 45 degree handles. This is a product we will make in the future.

Accessory Lever - Brake lever accessory lever assembly & mount kit includes the hinge mechanism and the nuts and bolts to attach to the brake lever. Excellent for use as a parachute lever, fuel shut off lever or a fire bottle activator lever. Fits 45 degree FC/A levers. Use with motion control cables above. PN 53360-22326



Brake Handles Dragster 25 Degree Grip

Can be used as a standard rear engine dragster shifter lever or Lenco reverser lever. We supply the brake handles undrilled so they can be fitted to the car in either push or pull brake levers as the customer desires. If you want a boss welded on please specify the boss position from the top and from the bottom. Brake Handles have a 25 degree handle tilt and pivot point is not drilled so it can be fitted to your application. Brake handle grips are supplied separately. The grips come in a range of colors see below.

20" Lever PN 53360-22601

22" Lever PN 53360-22621

24" Lever PN 53360-22641

25" Lever PN 53360-22651

If you want a boss welded on for a pivot point please provide the length from the tip of the handle to the center of the boss. If you want the boss mid point please advise of the length below the boss required. Bosses supplied fitted and welded on if needed.



Grip Set, with stainless screws – Anodized Fits all 25 degree brake handle/levers

Black PN 53360-22613

Red PN 53360-22614

Blue PN 53360-22615

Purple PN 53360-22616

Gold PN 53360-22616

Accessory Lever for Rear Engine Dragster 25 degree brake lever

Accessory Lever kit comes with lever and hinge assembly.

PN 53360-22566

Quick release ball joint and billet cable housing clamp sold separately.

Cable Shaft Quick Release Clip
Thread 10-32 on stud and body
PN 53347-10100



Recommend the billet cable housing clamp to mount the housing to the lever.
Cable Housing Billet Clamp
PN 53155-32621



Handles continue on next page

Rear Engine Dragster Front Brake Handle

Brake Handle 25 degree – Rear engine dragster front brake lever 14" long

The 25 degree grips fit this brake handle.

PN 53360-22696 List Price \$109.00+ RDD \$90.00+

Crotch Dash Mount Pivot Point for Rear Engine Dragster Front Brake Lever Mounting

PN 53360-00001 List Price \$109.00+ RDD \$90.00+

LENCO and B&J Reverser Handles

Reverser lever for LENCO and B&J (Weld on) Funny car/Altered

Use the handles on previous page and cut to suit application.

Aluminum 25 degree handle lever cut to desired length and then drill and bolt to the factory supplied lever. Will accept standard 25 degree hand grip listed above.

PN 53360-22641

Reverser lever for Dragster CNC milled aluminum – no boss

Aluminum 25 degree handle lever cut to desired length and then drill and fit to the chassis to connect the reverser cable to.

Will accept standard 25 degree hand grip listed above. PN 53360-22641

LENCO Reverser Cable Bracket – Fits CS1 and CS2

Reverser Cable Mounting Bracket. Some LENCO housing come drilled for this and some do not. IF not drill the mounting pad on 1" centers and tap to 3/8"unf and install a 1" long bolt through from the inside and lock tight in place. This provides a stud arraignment for the

bracket and allows it to be removed without disassembling the transmission. Use with Cable Housing Quick Release Clip PN53155-01000.

LENCO Reverse Cable Mount Bracket PN 53090-22986



Clutch Controls Funny Car / Altered

Crowerglide Clutch.

Some bellhousings designed to be used with a Crowerglide type of clutch put the cross shaft across the top of the bellhousing and since the clutch pedal is used in a different way than it is on a Crower Pedal Clutch it does not need the high ratio linkage so the pedal can mount directly on to the cross shaft.

Clutch pedal ONLY FC/A for top of bellhousing
PN 33535-29658



Crower Pedal Clutch

Clutch Pedal Kit -

Funny Car / Altered

Bellhousing Mount can fit some FED's (fitting and welding required)

Clutch pedal KIT FC/A for top of bellhousing
PN 33535-29659

Includes Pedal assembly, Weld on Pivot assembly with bearing, Turnbuckle rod assembly, cross shaft lever arm and weld on mounting donut.

*Includes 33535-00001 weld on pivot assembly with bearing and lock nut

*Includes 33535-29657 pedal arm

*includes 33535-29671 pedal pad with bolts

*Includes 33030-29751 Clutch Bellhousing Arm

*Includes 33030-29740 Clutch Bellhousing Arm Weld Ring



84648-20008 LOCK NUT - KLRC Clutch Lock UP cylinder

84648-21000 CYLINDER - KLRC Clutch Lock UP cylinder



REAR ENGINE DRAGSTER Clutch Controls at the Bellhousing

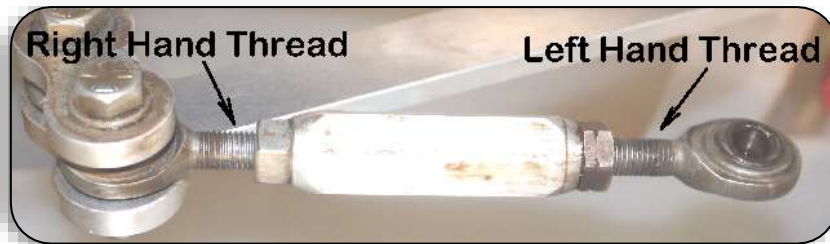
Clutch Idler Arms for Rear Engine Dragsters



Clutch Adjustment Turnbuckle

1/2" Hex Aluminium with 5/16" Left and Right Hand threaded ends with rod ends
Comes with high quality big arc rod ends. Left Hand threaded end is marked with ring.
Size is based on minimum adjustment length if both rod ends were wound all the way in.

- 4.0" PN 33022-00400
- 4.5" PN 33022-00450 RED
- 5.0" PN 33022-00500
- 5.5" PN 33022-00550
- 6.0" PN 33022-00600
- 6.5" PN 33022-00650
- 7.0" PN 33022-00700
- 7.5" PN 33022-00750 FCA
- 8.0" PN 33022-00800
- 8.5" PN 33022-00850



Clutch chassis pivot assembly for RED chassis.

Comes with lock screw.
PN 33090-27109



Threaded 1/2" hex link with left and right hand threads

2.625" long to facilitate clutch air gap setting on REDs.
Hex Link ONLY PN 33022-26250
Hex Link with Heim Ends PN 33022-26259



Clutch idler arm 1 Hole

Length 7" c-c PN 33030-27176

Length 8" c-c PN 33030-27186



Clutch idler arm 2 Hole

7" c-c PN 33030-27276

8" c-c PN 33030-27286



Clutch idler arm 2 Hole support plate

PN 33030-27206



Clutch idler arm 4 Hole

7" c-c PN 33030-27476

8" c-c PN 33030-27486



Clutch idler arm 4 Hole support plate

PN 33030-27406



Clutch bellhousing arm

2", 2.5" & 3" long (6mm standard) PN 33030-29750

2", 2.5" & 3" long (10mm heavy duty) PN 33030-29751 Recommended



Clutch Arm Mount Ring Bellhousing Cross Shaft Steel Weld On

7/8" ID mounting hole 8mm thick Threaded 1/4-20

PN 33030-29740



Clutch Control - Rear Engine Dragster

Clutch Pedal - Rear Engine Dragster

Can be used as a foot brake pedal

Model 0091 - Billet Aluminum with ribbed foot pad and three holes for adjustable pedal travel – 6mm lightweight version with no welded boss 9" PN 33535-29521

Model 0092 - Billet Aluminum with ribbed foot pad and three holes for adjustable pedal travel -10mm heavy duty version with no welded boss 9" PN 33535-29522

Model 0093 - Billet Aluminum with ribbed foot pad and three holes for adjustable pedal travel – 6mm lightweight version with welded boss 9" PN 33535-29523

Model 0094 - Billet Aluminum with ribbed foot pad and three holes for adjustable pedal travel – 10mm heavy duty version with welded boss 9" PN 33535-29524

Model 1051 - Billet Aluminum with ribbed foot pad and three holes for adjustable pedal travel – 6mm lightweight version with no welded boss 10.5" PN 33535-29501

Model 1052 - Billet Aluminum with ribbed foot pad and three holes for adjustable pedal travel – 10mm heavy duty version with no welded boss 10.5" PN 33535-29502

Model 1053 - Billet Aluminum with ribbed foot pad and three holes for adjustable pedal travel – 6mm lightweight version with welded boss 10.5" PN 33535-29503

Model 1054 - Billet Aluminum with ribbed foot pad and three holes for adjustable pedal travel – 10mm heavy duty version with welded boss 10.5" PN 33535-29504



Chassis weld tab for clutch pedal

Weld Tab 05 3/8" Hole Steel
PN 11735-59905



Clutch pedal for RED for Adjust A Rail System

Clutch Pedal for Adjust-a-rail pedal 10" c-c
Chrom moly steel construction with stream line foot pad.
Fitted to a cmoly tube with bushings for the Adjust A Rail system.
Includes custom reinforcing back brace.
Can be used as a brake pedal.
PN 33535-10001




Pneumatic and CO2 Hardware

PUSH Lock Fittings and HOSE

Push Lock Fittings and Hose (rated for 145psi)

Simply cut the hose to length and push in to install, to remove, depress the lock collar and pull out. CO2 or compressed air rated

Hose and Fittings 4mm		
Description	Photo of product	KLRC PN
Male Connector 4mm x 1/8" BSP Male		84656-40801
Male Connector 4mm x 1/4" BSP Male		84656-40802
Male Elbow 4mm x 1/8" BSP Male		84656-41201
Male Elbow 4mm x 1/4" BSP Male		84656-41202
Female Elbow 4mm x 1/8" BSP Female		84656-40601
Female Elbow 4mm x 1/4" BSP Female		84656-40602
Male Run Tee 4mm x 4mm x 1/8" BSP Male		84656-42401
Male Run Tee 4mm x 4mm x 1/4" BSP Male		84656-42402
Branch Tee 4mm x 4mm x 1/8" BSP Male		84656-42001
Branch Tee 4mm x 4mm x 1/4" BSP Male		84656-42002
Plug 4mm		84656-41600
Tube Cap 4mm		84656-40300
Bulkhead Union Connects 4mm x 4mm hose		84656-40500
Straight Union Connects 4mm x 4mm hose		84656-40401
Bulkhead Connector 4mm x 1/8" BSP		84656-40501
Hose-Poly 4mm Black	Per Meter	84656-40001
Hose-Poly 4mm Blue	Per Meter	84656-40002
Hose-Poly 4mm Red	Per Meter	84656-40003
Hose-Poly 4mm Yellow	Per Meter	84656-40004
Hose-Poly 4mm Green	Per Meter	84656-40005
Hose-Poly 4mm Neutral	Per Meter	84656-40006













NOTE: It must be noted that these push lock hose and fittings are all metric. There is some imperial in use as well but being in Australia the prevalence of metric makes imperial hose difficult to use. All race cars that were plumbed in the USA will be in imperial and mixing the two will have unwelcome results.

1/4" imperial measures 0.250" on the outside of the tube * 6mm metric will measure 0.240" on the outside of the tube.

The metric hose will slide into the imperial fittings and it may seem tight enough to work but the 0.010" smaller OD on the metric hose will not hold pressure, it may at first but will blow out at the worst possible time for you. Do not mix them up. Use all of one kind or all of the other to prevent this.

PUSH Lock Fittings and HOSE

Hose and Fittings 6mm

Description	Photo of product	KLRC PN
Male Connector 6mm x 1/8" BSP Male		84656-60801
Male Connector 6mm x 1/4" BSP Male		84656-60802
Male Elbow 6mm x 1/8" BSP Male		84656-61201
Male Elbow 6mm x 1/4" BSP Male		84656-61202
Female Elbow 6mm x 1/8" BSP Female		84656-60601
Female Elbow 6mm x 1/4" BSP Female		84656-60602
Male Run Tee 6mm x 6mm x 1/8" BSP Male		84656-62401
Male Run Tee 6mm x 6mm x 1/4" BSP Male		84656-62402
Branch Tee 6mm x 6mm x 1/8" BSP Male		84656-62001
Branch Tee 6mm x 6mm x 1/4" BSP Male		84656-62002
Plug 6mm		84656-61600
Tube Cap 6mm		84656-60300
Bulkhead Union Connects 6mm x 6mm hose		84656-60600
Straight Union Connects 6mm x 6mm hose		84656-60601
Bulkhead Connector 6mm x 1/8" BSP		84656-60601
Bulkhead Connector 6mm x 1/4" BSP		84656-60602
Hose-Poly 6mm Black	Per Meter	84656-60001
Hose-Poly 6mm Blue	Per Meter	84656-60002
Hose-Poly 6mm Red	Per Meter	84656-60003
Hose-Poly 6mm Yellow	Per Meter	84656-60004
Hose-Poly 6mm Green	Per Meter	84656-60005
Hose-Poly 6mm Neutral	Per Meter	84656-60006

Recommend the use of 6mm hose for all LENCO shift lines, Start Line Control and shift lines. Do not use this product with B&J shift applications as it is not rated high enough pressure for the application.

NOTE: It must be noted that these push lock hose and fittings are all metric. There is some imperial in use as well but being in Australia the prevalence of metric makes imperial hose difficult to use. All race cars that were plumbed in the USA will be in imperial and mixing the two will have unwelcome results.

1/4" imperial measures 0.250" on the outside of the tube * 6mm metric will measure 0.240" on the outside of the tube.

The metric hose will slide into the imperial fittings and it may seem tight enough to work but the 0.010" smaller OD on the metric hose will not hold pressure, it may at first but will blow out at the worst possible time for you. Do not mix them up. Use all of one kind or all of the other to prevent this.

CO2 Bottles

The reason to use CO2 (carbon dioxide) is that under pressure it becomes a liquid. When the bottle is filled it is filled with liquid CO2 and as the pressure drops it becomes a gas to maintain the desired pressure in the bottle. A thousand pounds (pressure) of CO2 will take a lot longer to consume because most of it is a liquid in the bottom and as the pressure in the bottle drops it evaporates into a vapor to maintain that pressure. A thousand pounds of air pressure will not form a liquid in the bottom and as you start consuming the pressure to perform functions on the car the pressure will drop, rapidly. The CO2 does not as it maintains the pressure much longer because of the liquid in the bottom.

CO2 Bottle 2" Outside Diameter
10 ounce comes with safety valve
 PN 53105-20000



CO2 Bottle 4 3/8" Outside Diameter
2.5 pound comes with safety valve
 PN 53105-43750



CO2 Bottle Regulator

Regulator for CO2 bottle to step the pressure down from over 1200 psi to a preset pressure of 145 psi (10 bar), comes with nipple and nut to connect to CO2 bottle. PN 53702-00018

LENCO Shift pressure is 145psi and B&J Shift Pressure is 450psi



CO2 Bottle Mounting Brackets 2.0"

Bottle Mounting Bracket for 2" CO2 bottle
 Billet Aluminum with side clamp locking screw.
 Flat back mount allows mounting to any flat surface with two 1/4" unc bolts provided. One screw opens the bracket allowing the bottle to slide into place quickly and easily.
 PN 84090-82001



Steel Weld ON Brackets
 Weld on Brackets to suit the billet aluminium 2" CO2 bottle mount shown above.
 Welds to chassis tube 1 1/8" upright tube or cut off and weld to flat plate. PN 84090-20000



CO2 Bottle Mounting Brackets 4.375"








Bottle Mounting Bracket for 4.375" CO2 bottle
 Billet Aluminum with side clamp locking screw.
 Flat back mount allows mounting to any flat surface with two 1/4" unc bolts provided.
 CO2 Bottle Bracket (suits large LENCO bottle)
 4.375" PN 84090-43752



CO2 Bottle Mount Weld ON Bracket
 Fits 1 1/8" vertical tube – comes with mounting bolts for 84090-43750 clamps - May be welded to saddles for clamp on situations.
 PN 84090-43750 SOLD in Pairs ONLY



Solenoids / Pinch Valves

<p>CO2 Controlled Pinch Valve Normally OPEN NO CO2 powered high flow rate same as a .175 main jet Good to use as a LGLO (low gear lean out) Single Acting 145psi control pressure rated. 250psi operational rated. Gasoline, Methanol or Nitro Compatible PN 35775-00000</p>	 <p>Normally open Flows like a .175 jet >></p>
<p>Pinch Valve - Brass Body Single Acting NC 12VDC 1/4" BSP female ports 2.5mm (0.098") orifice 145psi rating Gasoline or Methanol Compatible PN 35775-00098</p>	
<p>Pinch Valve NC 12VDC 1/4" BSP female ports Flows like 0.066 jet Aluminum Body Use for air or CO2 operational use. 1/4" NPT female thread 115PSI rated Normally Closed PN 35775-00099</p>	
<p>Pinch Valve 12volts DC Normally Closed 145 psi rated 0.312 orifice 1/4BSP Female Ports Air Water Oil Gasoline Methanol PN 35775-00127 Use 35020-00050 -6 female x 1/4" NPT male jet holder</p>	 <p>LOWE FUEL INJECTION SYSTEMS Phone 0411 699 535 www.KenLowe.com.au</p> <p>To RPM trigger Evis Electric High Speed Battery ignition use MSD 8926 Magneto ignition use MSD 8927</p> <p>LOWE Fuel Systems - Electric High Speed PN 35775-00127 Normally Closed Opens with you feed 12volts to it. Flows like a .175 jet - use up to a .150 jet Use 1/4" ports in and out</p>
<p>Pinch Valve 12volts DC Normally CLOSED 145psi rated 0.094 orifice 1/4BSP Female ports Air Water Oil Gasoline Methanol PN 35775-00262 Use 35020-00050 -6 female x 1/4" NPT male jet holder adapter</p>	
<p>Pinch Valve 12volts DC Normally OPEN 80 psi rated 0.125 orifice 1/4BSP Female Ports Air Water Oil Gasoline Methanol PN 35775-10262</p>	
<p>Pinch Valve 12volts DC Normally OPEN 188 psi rated 0.094 orifice 1/4BSP Female Ports Air Water Oil Gasoline Methanol PN 35775-10261</p>	

Solenoids / Pinch Valves

Solenoid valve 1/4" ports 12 volt normally open or normally closed
 PN 35773-00001
 Use jet holder PN 35020-00050 -6 female x 1/4" NPT male jet holder adapter



Solenoid Valve * Air or CO2 only
 SINGLE Acting with Exhaust

Normally CLOSED	Normally OPEN
1 IN	1 OUT
2 OUT	2 IN
3 Exhaust	3 Exhaust

Used on CO2 Auto Shift and clutch LOCK UP Kits
 PN 84656-00001



Solenoid Valve – Dual Acting
 PN 84656-00010 Used on SLC (Start Line Control)



Fuel Management Modules

Fuel Management Modules

- 1 Step System PN 35216-00011
- 2 Step System PN 35216-00012
- 3 Step System PN 35216-00013
- 4 Step System PN 35216-00014
- 6 Step System PN 35216-00016



Hardware Shaft Collars


Twin screw collars are more expensive because they are a lot more work to make but the advantage is that they can be installed and removed without having to slide them off the end of the shaft they are on often saving a lot of time. All sizes up to 1.250 use the twin screws both facing the same direction. Sizes 1.375 and larger use twin screws facing opposite directions for balance reasons.

Size Fractional	Size Decimal	Description Application		Part Number
3/16"	0.187"	Twin Screw Same Direction		96175-00187
1/4"	0.250"	Twin Screw Same Direction		96175-00250
5/16"	0.312"	Twin Screw Same Direction - SLC Cylinder Stop Collar		96175-00312
3/8"	0.375"	Twin Screw Same Direction - RED Clutch Rod Stop Collar		96175-00375
7/16"	0.437"	Twin Screw Same Direction		96175-00437
1/2"	0.500"	Twin Screw Same Direction		96175-00500
5/8"	0.625"	Twin Screw Same Direction - Steering Stop Collar		96175-00625
3/4"	0.750"	Twin Screw Same Direction - Steering Stop Collar		96175-00750
7/8"	0.875"	Twin Screw Same Direction		96175-00875
1"	1.00"	Twin Screw Same Direction		96175-01000
1 1/4"	1.250"	Twin Screw Same Direction		96175-01250
1 3/8"	1.375"	Twin Screw Same Direction - Driveshaft Coupler Stop Collar		96175-01375
1 1/2"	1.500"	Twin Screw Same Direction - Driveshaft Coupler Stop Collar		96175-01500
1 1/4"	1.250"	Twin Screw Opposite Direction		96175-11250
1 3/8"	1.375"	Twin Screw Opposite Direction - Driveshaft Coupler Stop Collar		96175-11375
1 1/2"	1.500"	Twin Screw Opposite Direction - Driveshaft Coupler Stop Collar		96175-11500

SINGLE *Side* SCREW LOCK COLLARS

Size Fractional	Size Decimal	Description Application		Part Number
5/16"	0.312"	Single Side Screw Lock Collar		96175-30312
1 5/16"	1.312"	Single Side Screw Lock Collar		96175-31312
1 3/8"	1.375"	Single Side Screw Lock Collar		96175-31375
1 7/16"	1.437"	Single Side Screw Lock Collar		96175-31437
1 1/2 "	1.500"	Single Side Screw Lock Collar		96175-31500

SINGLE *Center* SCREW LOCK COLLARS

Size Fractional	Size Decimal	Description Application		Part Number
5/16"	0.312	Single Center Screw Lock Collar - Start Line Control		96175-20312
3/4"	0.750"	Single Center Screw Lock Collar		96175-20750
7/8"	0.875"	Single Center Screw Lock Collar		96175-20875
1"	1.00"	Single Center Screw Lock Collar		96175-21000
1 1/8"	1.125"	Single Center Screw Lock Collar		96175-21125
1 1/4"	1.250"	Single Center Screw Lock Collar		96175-21250
1 5/16"	1.312"	Single Center Screw Lock Collar		96175-21312
1 3/8"	1.375"	Single Center Screw Lock Collar		96175-21375
1 7/16"	1.437"	Single Center Screw Lock Collar		96175-21437
1 1/2"	1.500"	Single Center Screw Lock Collar		96175-21500
1 5/8"	1.625"	Single Center Screw Lock Collar		96175-21625

Starters and Starter Parts



Blower Nose Starter Dog
6 Bolt
PN 85344-10006



Blower Nose Starter Dog
3 Bolt
PN 85344-10003



RCD Starter Dog
PN 85344-00001



RCD blower mount starter

48v capable
PN 83703-48001

Chevrolet Starter BBC or SBC

153 or 168 tooth flywheel.
3.0 HP 11 tooth pinion.
Flat out the best engine mount starter available anywhere in the world.
PN 83703-42711



AIR SHIFT Kits for Lenco CS1

AIR SHIFT Kits for Lenco CS1

Includes shift buttons and shift towers necessary for each application.
CO2 bottles and regulators are elsewhere in the brochure.

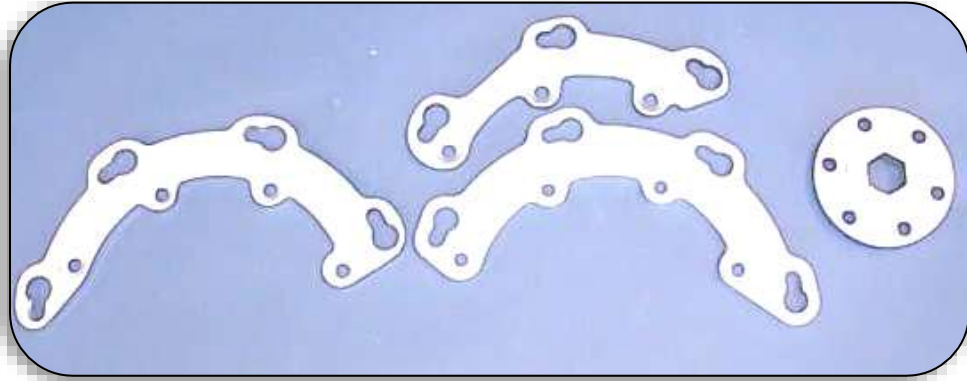


2 speed Kit PN 84350-00200
3 speed Kit PN 84350-00300
4 speed Kit PN 84350-00400
5 speed Kit PN 84350-00500

2 speed Line Kit PN 84650-00210
3 speed Line Kit PN 84650-00310
4 speed Line Kit PN 84650-00410
5 speed Line Kit PN 84650-00510

Shift Button PN 84350-10000
CS1 Shift Tower PN 84350-20000

Remote Starter assemblies and parts or accessories



Supercharger Drive Starter Stand Kits include Crescent, stands, studs, bolts, shims

Three Hole Crescent Kits

Kit for 3.915 nose x 3 hole crescent PN 82350-39003

Kit for 5.120 nose x 3 hole crescent PN 82350-51003

Kit for 6.020 nose x 3 hole crescent PN 82350-60003

Kit for 7.065 nose x 3 hole crescent PN 82350-70003

Kit for 8.675 nose x 3 hole crescent PN 82350-86003

Four Hole Crescent Kits

Kit for 3.915 nose x 4 hole crescent PN 82350-39004

Kit for 5.120 nose x 4 hole crescent PN 82350-51004

Kit for 6.020 nose x 4 hole crescent PN 82350-60004

Kit for 7.065 nose x 4 hole crescent PN 82350-70004

Kit for 8.675 nose x 4 hole crescent PN 82350-86004

Four Hole Crescent Kits **WITH Belt Guard**

Kit for 3.915 nose x 4 hole crescent PN 82350-39014

Kit for 5.120 nose x 4 hole crescent PN 82350-51014

Kit for 6.020 nose x 4 hole crescent PN 82350-60014

Kit for 7.065 nose x 4 hole crescent PN 82350-70014

Kit for 8.675 nose x 4 hole crescent PN 82350-86014

Starter crescent only (3 hole) select stands by length below PN 82197-23001

Starter crescent only (4 hole) style 1 select stands by length below PN 82197-23011

Starter crescent only (4 hole) style 2 select stands by length below PN 82197-23021

Starter drive dog 1" hex Suits SPE Starters PN 82225-00001

Starter crescent stand set-3 stands and studs PN 82700-00003

Starter crescent stand set-4 stands and studs PN 82700-00004

Starter crescent stand Grade 8 STUDS only (Set of 3) PN 82700-00013

Starter crescent stand Grade 8 STUDS only (Set of 3) PN 82700-00014

Bolt 3/8"UNC x 4 1/2" Socket Head Cap RCD Starter Banana Brace PN 82075-45000

Bolt Kit for three hole crescent kits PN 82075-00003 RDD

Bolt Kit for four hole crescent kits PN 82075-00004

Remote Battery Connections for block mount Starters



Cable QD engine mount on fuel pump cover bracket only
PN 83090-34256



Cable QD Kit complete
Engine mount on fuel pump cover. Stock Fuel Pump Cover Mount for SBC / BBC / 383-426 Chrysler Wedge and Hemi
PN 83090-34259



Crank Support battery quick disconnect mount brackets only. Without cable quick disconnect or starter switch and cables. Suits SBC crank support side plates
PN 83090-34262



Battery quick disconnect mount brackets only. Without cable quick disconnect or starter switch and cables. Suits BBC/SBF crank support side plates
PN 83090-34263



Battery quick disconnect mount to BBC/SBF crank support side plate. PN 83090-34266



Spacer for 83090-34266 bracket above when used with BBC/SBF crank support side plates
6mm 83090-34271
8mm 83090-34272
10mm 83090-34273
12mm 83090-34275
18mm 83090-34276
20mm 83090-34277
25mm 83090-34278



Push button switch mount to fit 83090-34256 or 83090-34266 above
Bracket ONLY PN 83090-34303
With Switch PN 83090-34309
Switch ONLY PN 83730-96301

Battery quick disconnect Crank Support mount

SBC crank support side plate ASSEMBLY used with crank support. PN 83090-34268

BBC/SBF crank support side plate ASSEMBLY used with crank support. PN 83090-34269



Battery Cable QD

CHEVY MOUNT and Chrysler 426-440 WIRED & READY COMPLETE KIT

Includes PN 83090-34356 bracket, PN83190-17500 battery cable quick disconnect and PN83090-34309 starter button bracket with starter button. With battery cables installed in the QD and terminals for the starter and the



ground. With starter button wiring installed both ready to connect to the starter. PN 83090-34259

Driveshaft Hardware

Driveshaft Coupler Hardware



On most close coupled dragsters to connect the transmission to the differential you need only a transmission coupler (A) and a diff coupler (F).

“A” – Trans coupler (male)

Description - Application	Length	Part Number
POWERGLIDE - 27 spline	3.875"	28190-40800
DEDENBEAR POWERGLIDE - 27 spline	3.875"	28190-40801
POWERGLIDE - 27 spline	6.750"	28190-40810
POWERGLIDE - 27 spline	8.000"	28190-40820
TH 350 - 27 spline	3.875"	28190-40800
TH 350 - 27 spline	6.750"	28190-40810
TH 350 - 27 spline	8.000"	28190-40820
Turbo 400 - 32 spline	3.875"	28190-40700
Turbo 400 - 32 spline	6.750"	28190-40711
TORQUEGLIGHT, JERICO, Liberty - 30 spline	5.750"	28190-40160
LENCO - 1 3/8" x 16 spline	2.500"	28190-40600
LENCO - 1 3/8" x 16 spline	2.875"	28190-40601
LENCO - 1 3/8" x 16 spline	3.500"	28190-40610
LENCO - 1 3/8" x 32 spline	2.500"	28190-40780
LENCO - 1 3/8" x 32 spline	3.875"	28190-40781
LENCO - 1 1/2" x 35 spline	2.500"	28190-40660
LENCO - 1 1/2" x 35 spline	6.000"	28190-40661
B&J - 1 3/8" x 32 spline	2.500"	28190-40780
B&J - 1 3/8" x 32 spline	6.750"	28190-40711
Liberty twin countershaft 1 3/8" x 16 spline	2.500"	28190-40600
Liberty twin countershaft 1 3/8" x 16 spline	3.875"	28190-40610
Ford C4 - 28 spline	5.750"	28190-40340
Ford C6 - 31 spline	5.750"	28190-40350

The coupler must be long enough that the exterior ground surface that the seal inside diameter rides on is completely through the bushing in the transmission tail case housing. If it is not, then it will be necessary to use four couplers and a drive shaft as show below. To keep the coupler properly engaged in the differential coupler you must have a spacer inserted in the coupler behind the transmission output shaft. This spacer must allow approximately 1/8" of coupler movement to allow for chassis movement. The spacer can be made of aluminum, plastic or hardwood. Often a broom handle is called into action for this cause. The alignment of the engine centerline to the differential is critical, as misalignment will cause premature wear on the transmission tail case bushing and the couplers. Couplers are not designed to compensate for misalignment. Install some anti seize on the coupler teeth before installation.

Close Coupled Three Piece Coupler Kit

This unique coupler require only 1" of clearance between the pinion and the back shaft of the transmission to allow you room to slide the coupler together and remove the transmission without moving the engine or diff assembly.

Short (requires 4" from trans seal to face of diff coupler)
 Long requires 4-6" from trans seal to face of diff coupler



Kit includes POWERGLIDE adapter, coupler slide coupling and lock collar. *Does not include diff coupler – see below for diff coupler.*

SHORT 4"

Short-requires 4" from trans seal to pinion coupler face

Bushing Application PN 28190-10000

BEARING Application PN 28190-10001

LONG 4" -6"

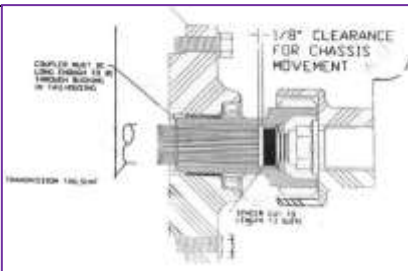
Long-requires 4" to 6" from trans seal to pinion coupler face

Bushing Application PN 28190-10010

BEARING Application PN 28190-10011

Extra Long

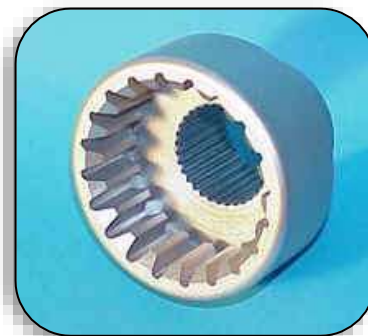
6"-8" from trans seal to pinion coupler face PN 28190-10012



Pinion Coupler FORD 28 Spline	PN 28190-48328
Pinion Coupler FORD 35 Spline	PN 28190-48335
Pinion Coupler FORD 40 Spline	PN 28190-48340
Pinion Coupler DANA 60	PN 28190-48400
Pinion Coupler Chrysler 8 3/4"	PN 28190-48500
Pinion Coupler OLDS 49-56	PN 28190-48200
Pinion Coupler OLDS 57-64	PN 28190-48250
Pinion Coupler PLAIN NO	PN 28190-40050

"F" Diff coupler (female)

Description	Part Number
GM 12 bolt 30 spline	28190-48600
Standard Ford 28 spline pinion	28190-48328
Special Ford 35 spline pinion	28190-48335
Special Ford 40 spline pinion	28190-48340
Chrysler Dana 60 coupler 29 spline	28190-48400
Chrysler 8 3/4 coupler	28190-48500
Oldsmobile 49-56 10 spline	28190-48200
Oldsmobile 57-64 13 spline	28190-48250
Custom diff couplers are often available upon request.	

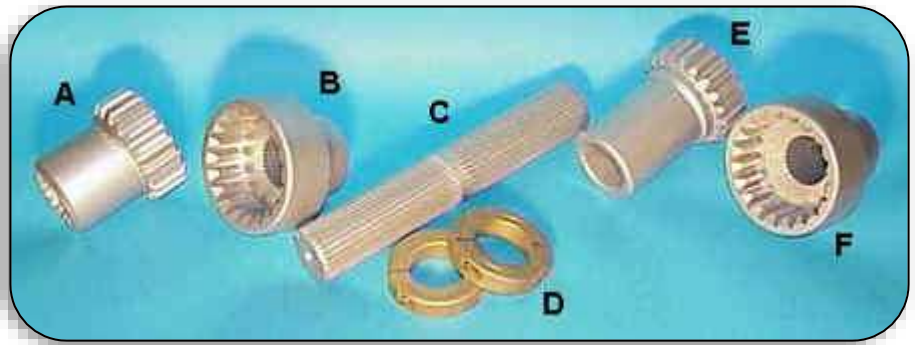


Driveshaft Couplers for Altered, Funny Car, and long coupled Dragsters

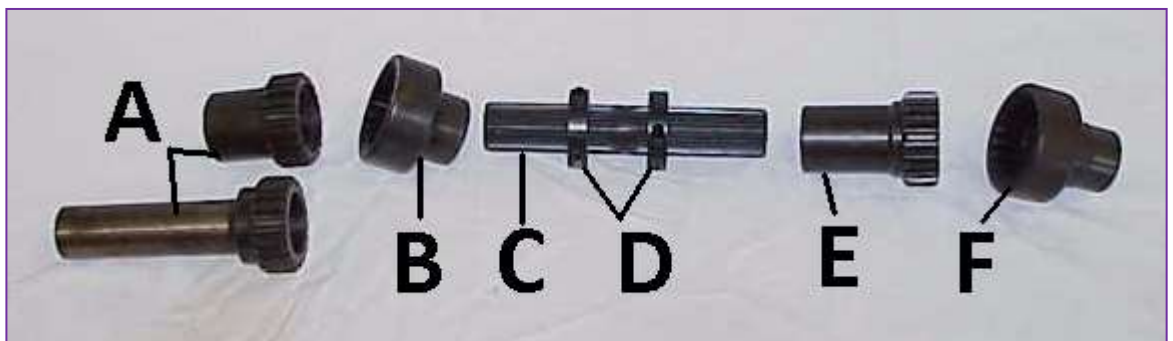
Coupler driveshafts for solid mount differential assemblies

On some cars where the distance is too great to make the trans coupler (A) reach the diff coupler (F) you need to use a driveshaft and slide couplers. This also applies to Altered,

Funny Cars and some long coupled Dragsters as well.



Funny Cars, Altered and some dragsters you need one each from the above photo except for the lock collars (D) and you will need two of them. Select the correct ones for your application from the list below. Send an email to get prices. ken@kenlowe.com.au



A = Trans coupler – has a female internal spline to suit the transmission output shaft on one end and with a “male coupler” spline on the other.

B = Driveshaft coupler – has a “female coupler” spline on one end to suit the “A” trans coupler and has a female internal spline to suit the drive shaft either 1 3/8” or 1 1/2”.

C = Driveshaft in either 1 3/8” or 1 1/2” diameter. Measure maximum length to clear the trans and diff couplers so the driveshaft may be removed by loosening the lock collars “D” and sliding the driveshaft couplers “B” and “E” together. Driveshaft may be up to 2 1/2” shorter than the maximum and will still function properly.

D = Lock collars diameter to suit diameter of driveshaft

E = Driveshaft Coupler – has a female internal spline to suit the spline on the driveshaft and has a “male coupler” spline on other end to suit the diff coupler “F”.

F = Diff coupler – has a “female coupler” spline to suit either the “A” coupler in close coupled cars or the “E” coupler in driveshaft cars, the female internal spline on the other end is to suit the pinion on the diff.

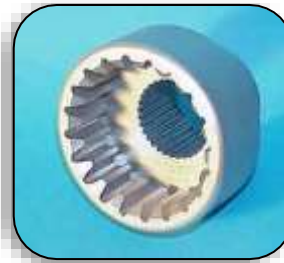
"A" – Trans coupler (male)



Description	Length	Part Number
POWERGLIDE & TH350 - 27 spline	3.875"	28190-40800
DEDENBEAR POWERGLIDE - 27 spline	3.875"	28190-40801
POWERGLIDE & TH350 - 27 spline	6.750"	28190-40810
POWERGLIDE - 27 spline	8.000"	28190-40820
TH 350 - 27 spline	3.875"	28190-40800
TH 350 - 27 spline	6.750"	28190-40810
TH 350 - 27 spline	8.000"	28190-40820
Turbo 400 - 32 spline	3.875"	28190-40700
Turbo 400 - 32 spline	6.750"	28190-40711
TORQUEFLIGHT, JERICO, Liberty - 30 spline	5.750"	28190-40160
LENCO - 1 3/8" x 16 spline	2.500"	28190-40600
LENCO - 1 3/8" x 16 spline	2.875"	28190-40601
LENCO - 1 3/8" x 16 spline	3.500"	28190-40610
LENCO - 1 3/8" x 32 spline	2.500"	28190-40780
LENCO - 1 3/8" x 32 spline	3.875"	28190-40781
LENCO - 1 1/2" x 35 spline	2.500"	28190-40660
LENCO - 1 1/2" x 35 spline	6.000"	28190-40661
B&J - 1 3/8" x 32 spline	2.500"	28190-40700
B&J - 1 3/8" x 32 spline	3.875"	28190-40705
B&J - 1 3/8" x 32 spline	6.750"	28190-40711
Liberty twin countershaft 1 3/8" x 16 spline	2.500"	28190-40600
Liberty twin countershaft 1 3/8" x 16 spline	3.875"	28190-40610
Ford C4 - 28 spline	5.750"	28190-40340
Ford C6 - 31 spline	5.750"	28190-40350

"B" Driveshaft coupler (female)

Shaft Diameter	Spline	Length	Part Number	Status
1 3/8"	16	2.800"	28190-41620	
1 3/8"	16	4.375"	28190-41621	NCA
1 3/8"	32	2.800"	28190-41640	
1 3/8"	32	4.375"	28190-41641	NCA
1 1/2"	35	2.800"	28190-41660	
1 1/2"	35	4.375"	28190-41661	NCA



"C" Driveshaft 1 3/8" diameter SOLID Shaft

Spline	Length	Part Number	Spline	Length	Part Number
16	6"	28190-16060	32	6	28190-32060
16	8"	28190-16080	32	8	28190-32080
16	10"	28190-16100	32	10	28190-32100
16	12"	28190-16120	32	12	28190-32120
16	14"	28190-16140	32	14	28190-32140
16	16"	28190-16160	32	16	28190-32160
16	20"	28190-16200	32	20	28190-32200
16	24"	28190-16240	32	24	28190-32240
16	28"	28190-16280	32	28	28190-32280
16	30"	28190-16300	32	30	28190-32300



"C" Driveshaft 1 1/2" diameter SOLID Shaft

Spline	Length	Part Number
35	6"	28190-35060
35	8"	28190-35080
35	10"	28190-35100
35	12"	28190-35120
35	14"	28190-35140
35	16"	28190-35160
35	20"	28190-35200
35	24"	28190-35240
35	28"	28190-35280
35	30"	28190-35300



"D" - Lock rings

1 3/8" inside diameter with full split dual screw lock – PN 28190-43602
 1 1/2" inside diameter with full split dual screw lock – PN 28190-43605



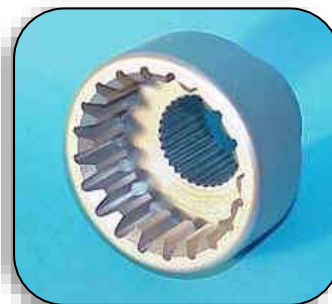
"E" Driveshaft coupler (male)

Shaft Diameter	Spline	Length	Part Number	Status
1 3/8"	16	2.50"	28190-40600	
1 3/8"	16	2.875	28190-40610	
1 3/8"	16	3.50"	28190-40610	
1 3/8"	32	2.50"	28190-40780	
1 3/8"	32	3.87"	28190-40781	
1 1/2"	35	2.50"	28190-40660	
1 1/2"	35	6.00"	28190-40661	NCA



"F" Diff coupler (female)

Description	PN
Standard Ford 28 spline pinion	28190-48328
Special Ford 35 spline pinion Pro Gear	28190-48335
Special Ford 40 spline pinion Pro Gear	28190-48340
Chrysler Dana 60 coupler 29 spline	28190-40400
Chrysler 8 3/4 coupler	28190-40500
Oldsmobile 49-56 10 spline	28190-40200
Oldsmobile 57-64 13 spline	28190-40250
Blank not splined not hardened	28190-40050



Splined Driveshaft Coupler – Thru Lock Bolt

LENCO 1 3/8" x 16 spline	28190-41622
LENCO 1 3/8" x 32 spline	28190-41644
B&J 1 3/8" x 32 spline	28190-41645
LENCO 1 1/2" x 35 spline	28190-41664



Male Coupler Ring Gear

20 tooth gear with 1.650 bore (for making special application trans couplers) or to make tools to hold coupler while tightening and torquing the pinion nut.
 PN 28190-40650



Coupler driveshaft covers for Altered and Funny Cars with solid driveshafts

Standard Length POWERGLIDE	28195-79159
SHORTY POWERGLIDE	28195-79189
LENCO CS1 Reverser	28195-79209
LENCO CS2 Reverser	28195-79219
B&J Reverser	28195-79229



Fiberglass – Composite Components NOSES

Dragster noses

Type 1 nose

Most popular nose is PN 58395-11611 as show here >>>

We also make these front wheels.....



Type 1 is 5005 body material radii with sharp edge original nose
PN 58395-11611 Type 1 - 161" front- dragster nose (fiberglass)

Type 1A is 6061 body material radii with sharp edge original nose
PN 58395-11614 Type 1A - 161" front- dragster nose (fiberglass)

Type 1 is 5005 body material radii with sharp edge original nose
PN 58395-11781 Type 1 - 178" front- dragster nose (fiberglass)

Type 1A is 6061 body material radii with sharp edge original nose
PN 58395-11784 Type 1A - 178" front- dragster nose (fiberglass)

Type 2 nose is same dimensions as Type 1 except the front edges are rounded

Type 2 is for 5005 body material radii with rounded edge

PN 58395-21611 Type 2 - 161" front- dragster nose (fiberglass)

Nose types

Type 1 is for 5005 body as it will have a slightly different roll than the 6061 body. Select the taper you desire. We have available both a 161 and a 178 front section. This dimension is based on the distance from the back of the driver's compartment to the centerline of the front axle.

Type 1A is the same front shape as the Type 1 except 1A is for the 6061 bodies and has a different top radii.

Type 2 is the same body roll as a Type 1 except Type 2 has a rounded front section for a smooth rounded look.

Type 11 is a completely different nose as seen in the photo below.

Type 11 nose

PN 58395-11001 Type 11 dragster nose (fiberglass)



Altered nose to suit chassis width 21.5" (550mm)

PN 58111-23031

Add coremat for stiffening if required PN 58111-23032



Seats * Rear engine dragster seat

Fiberglass seat 21" inside dragster chassis black gel coat
PN 58630-00021

Fiberglass seat 23" inside dragster chassis black gel coat
PN 58630-00023



Constructing a race car around an existing seat often makes a lot of sense and saves a ton of work and time. If you build the car and then try to get a seat to fit your options are to construct a seat from scratch or take an existing seat and cut it to fit both of which are a lot of work and it would have been much easier just to start with an existing seat.

Seats * Funny Car / Altered

Fiberglass seat for 21" inside FC/A chassis black gel coat PN 58630-01021

Fiberglass seat for 23" inside FC/A chassis black gel coat PN 58630-01023

Seats * Front Engine Dragster

Fiberglass seat for 20" inside FED chassis black gel coat
SMOOTH INSIDE PN 58630-02021

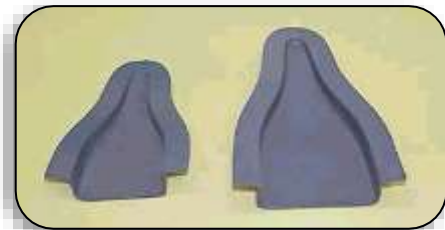
Fiberglass seat for 20" inside FED chassis black gel coat
SMOOTH OUTSIDE PN 58630-02021



NACA ducts

NACA Duct 3" wide x 6.5" long x .9" deep inlet-fiberglass
PN 58220-00013

NACA Duct 4" wide x 9" long x 1" deep inlet-fiberglass
PN 58220-00014



Dashboard Cover

Smooth molded cover to hide the unsightly wiring behind the dash and instruments. Mount kit comes with all hardware.

Fiberglass cover ONLY PN 48195-24161



Dashboard Cover and Cover Mount Kit

Includes two mounting brackets, 4 Dzus fasteners, 4 springs and the mounting bolts.

PN 48385-24529



Fiberglass – Composite Components AIR SCOOPS

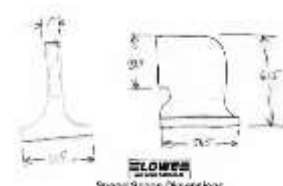
Scoops are meant to “grab” the fresh air and direct it to the engine. On rear engine dragsters the air coming off the windscreen is pushed up and over the roll cage by a distance of 10”-12”. In order to “grab” fresh clean air the scoop must be high enough to reach over the boundary layer of “dirty” or turbulent air coming off the windscreen.

"Speed" Air Scoop

PN 58622-10001

All tray mount scoops use the same size tray if you want to try a different scoop it all mounts to the same tray.

Trays and tray mount systems for 4150 Carbs and 4500 Carb Scoop Mounts are a few pages further



"M-1" Bubble Air Scoop

Flat tray mount type PN 58622-10006

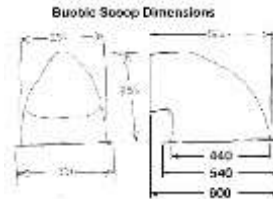
*shown here >>>>>

Standard tray mount type (not yet avail)

PN 58622-10007

Currently the M1 Bubble Scoop is only flange mounted as the tray mount version is not yet ready.

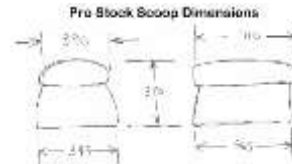
Call to check the progress on the tray mount version.



"Pro-Stock" Air Scoop

Pro Stock Scoop Tray Mount Type

PN 58622-10002

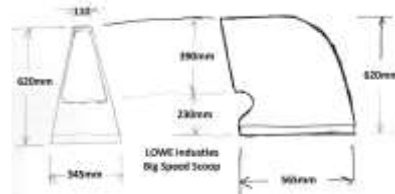


"Big Speed" Air Scoop

Tray mount type

PN 58622-10003

All tray mount scoops use the same size tray if you want to try a different scoop it all mounts to the same tray. Trays and tray mount systems for 4150 Carbs and 4500 Carbs are a few pages further on.



"SOH" Air Scoop

Tray mount type

PN 58622-10004

Currently the SOH Scoop is not yet available. Call to check the progress on the tray mount version.



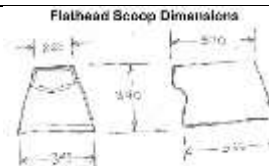
"Flat head" Air Scoop



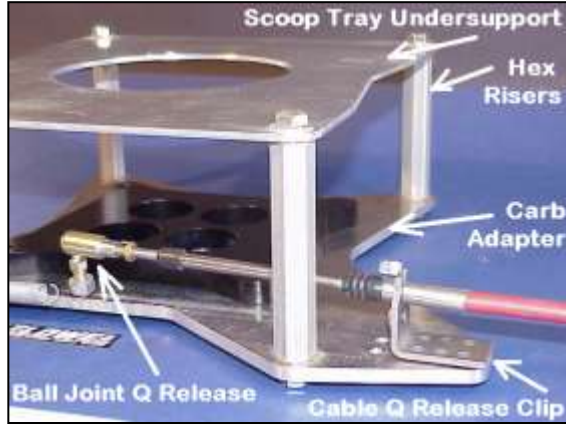
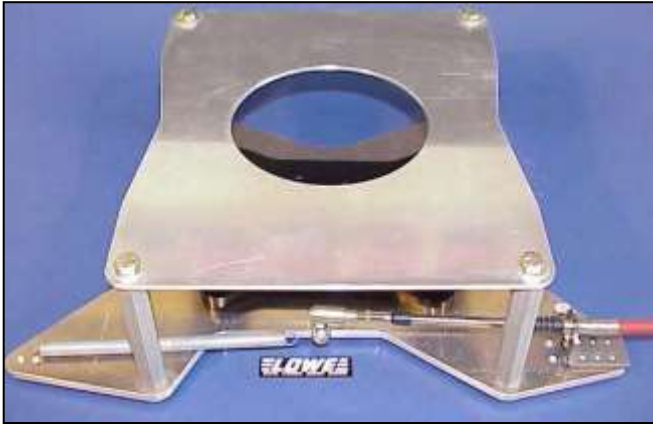
Tray mount type

PN 58622-10005

My personal favorite as it gives me some place to lay my tools while I am adjusting valves.



AIR SCOOPS mounting SYSTEMS (includes throttle actuation) 4150 Carb

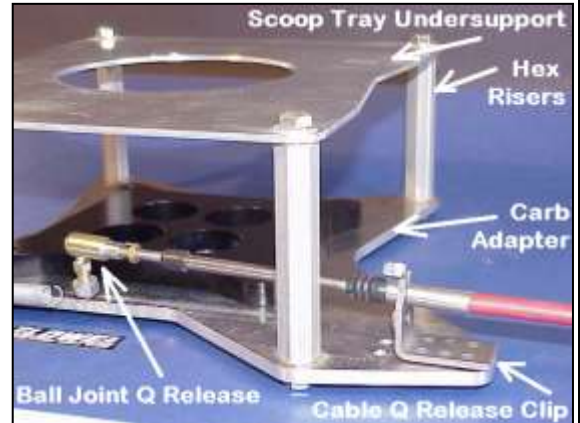
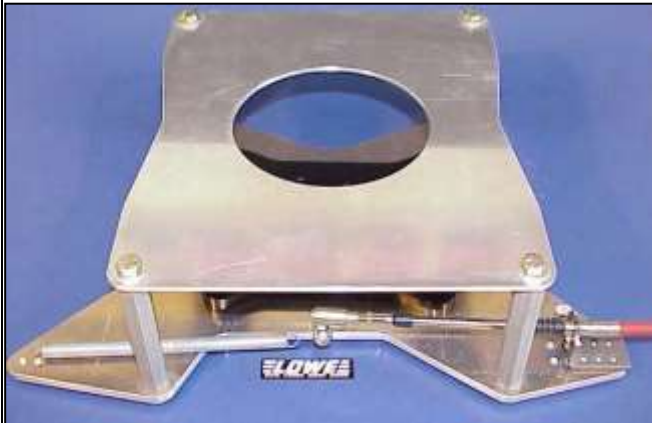


The carb adapter and carb spacer have several different options and you have to select the one that suits your application.

4150 Scoop Tray Carb Adapter		
	Fits 1 9/16" (1.562") butterfly	PN 56385-38540
	Fits 1 5/8" (1.625") butterfly	PN 56385-38550
	Fits 1 11/16" (1.687") butterfly	PN 56385-38560
	Fits 1 3/4" (1.750") butterfly	PN 56385-38570
	Fits OPEN Plenum	PN 56385-38586
4150 Carb Spacer		
All 4150 carbs need a spacer underneath as the throttle linkage swings below the bottom level of the mounting base plate. Our spacer is 12mm and suits our hex spacers for the scoop tray support plate.		
	Fits 1 9/16" (1.562") butterfly	PN 56385-38940
	Fits 1 5/8" (1.625") butterfly	PN 56385-38950
	Fits 1 11/16" (1.687") butterfly	PN 56385-38960
	Fits 1 3/4" (1.750") butterfly	PN 56385-38970
	Fits OPEN Plenum	PN 56385-38980
	Set of 4 PN 56385-37500	4150 Hex Risers 5/8" Hex Standard 3.75" long Suits standard 12mm spacer Set of 4 PN 56385-37500
	PN 56385-38500	4150 Scoop Tray Under support with 5" hole for 4150 Use as template as to where to cut the center hole in the scoop tray. PN 56385-38500
Scoop Tray * Outside 553mm x 336 mm (21 3/4" x 13 1/4")		
Blank Tray Un cut with NO Fastners PN 58622-56351		
Blank Tray UN Cut but with Dzus Fasteners Installed PN 58622-56352		
Complete Tray with Dzus Fastners and cut to suit 4150 with carb location in center of tray and drilled to bolt directly to scoop tray mounting system above. PN 58622-41509		
Throttle cable connections, return springs clips and clamps are all in Motion Control Section		

AIR SCOOPS mounting SYSTEMS (includes throttle actuation) 4500 Carb

The carb adapter and carb spacer have several different options and you have to select the one that suits your application.



4500 Scoop Tray Carb Adapter

	Fits 2.00" butterfly	PN 56385-38610
	Fits 2.125" butterfly	PN 56385-38620
	Fits OPEN Plenum	PN 56385-38636

4500 Carb Spacer

4500 carbs DO NOT REQUIRE a spacer between the carb and the Scoop Tray Adapter (above). These spacers are meant to go underneath the Scoop Tray Adapter. Our spacer is 12mm.

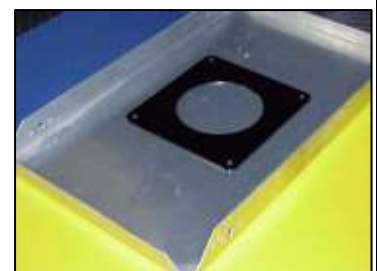
	Fits 2.00" butterfly	PN 56385-38910
	Fits 2.125" butterfly	PN 56385-38920
	Fits OPEN Plenum	PN 56385-38930

	Set of 4 PN 56385-32500	4500 Hex Risers 5/8" Hex Standard 3.25" long Suits standard 12mm spacer Set of 4 PN 56385-32500
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	PN 56385-38600	4500 Scoop Tray Under support with 7.25" hole for 4500 Use as template as to where to cut the center hole in the scoop tray. PN 56385-38600
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Scoop Tray * Outside 553mm x 336 mm (21 3/4" x 13 1/4")

Blank Tray Un cut with NO Fastners PN 58622-56351
Blank Tray UN Cut but with Dzus Fasteners Installed PN 58622-56352
Complete Tray with Dzus Fastners and cut to suit 4500 with carb location in center of tray and drilled to bolt directly to scoop tray mounting system above. PN 58622-45009



Throttle cable connections, return springs clips and clamps are all in Motion Control Section

Fiberglass / Composite Components

Composite body information

KLRC fiberglass and composite bodies, seats and scoops are all hand laid. Now what does this mean to the consumer? Most fiberglass manufacturers use a chopper gun to spray the mat and resin into the mold. This is a very fast way to make a product but it adds a lot of resin to the final product. Excess resin does not make the product any stronger, only heavier. We don't build spas, swimming pools or boats so to us a light strong product is important. By hand laying the mat and rolling the excess resin out you can get the correct amount of resin to mat ratio therefore not adding any excess weight to the finished product. Hand laying over triples the amount of time to lay up a part dramatically increasing the cost but making a much better race car product.

At KLRC we spray the gel coating into the mold ensuring a smooth uniform coating of gel coat for easier finishing for paint preparation. Not everyone will spray the gel coat- some will just brush it on making thin spots with the brush marks. This is why spraying the gel coat is a much better way of applying the gel coat. Usually just a light sand will prepare the surface for a professional paint job. Some cheap fiberglass products do not come with a gel coat finish and the mat will start to show through your new expensive paint job before too long. You do want a gel coat finish if you want your paint to last. If you want to save \$100.00 on a cheap body but spend \$400.00 more on paint supplies and an extra 50 hours on body prep go ahead. Saving \$100.00 on a cheap body won't save you any money.

A plug is the original shape that the mold is made from. All of our plugs are finished very straight and smooth. This allows us to use them for high quality carbon and Kevlar lay ups. Some fiberglass manufacturers don't use high quality molds because they figure why spend the extra time making a high quality plug when the customer can just bog it up to finish off the product. We build race cars and the less bog you have the less weight you have. Why add bog to a product when the product should have been made correctly in the first place? If you are going to use your molds to make a carbon or Kevlar part the mold has to be in very good condition and shape. After we spend many hours making the plug correctly we make a mold off the plug using a tooling product. Once the mold is separated from the plug it is sanded to a 2000 grit finish and then power polished. After polishing, the mold is waxed 6 times. We use wax as a release agent as it makes a smoother surface finish and a better product. We won't be the cheapest price bodes but they will cost you less in the end and you will have a better product. I'd rather explain the price than apologize for the quality.

Fiberglass – Composite Components Race Car Body 1948 Fiat Topolino

1948 Fiat Topolino race car body

PN58111-48001

Includes the hood and nose all molded into one piece.

The body has filled wheel openings and extended sides so the bottom and the wheel openings can be cut to suit. The top is filled so it can be cut to suit. The windows and windscreen are filled so the customer can cut the openings to suit windows or not.

We give the customer the greatest selection of choices for his finished race car.

Heavier Layup are usually for street applications. Heavy lay up is available.

1 extra layer Body 58111-48002

2 extra layer Body 58111-48003

Wooden frame to support body until installation PN58111-48009

Wooden frame for shipping is PN 58111-48010



ABOVE: The late Jumpy Joe Pruonto's Altered ran in Modified at the 1975 Winternationals.



Fiberglass – Composite Components Race Car Body 1923 Ford

1923 Ford Roadster Race Car body (Altered Class Car)



Includes body, molded in Tonneau cover with windscreen molded in, extended cowl section molded in, wheel tubs molded in with wind cheating lip, rear edge of body has aerodynamic lip to kick the air up. PN 58111-23001

Add coremat under front and top panel for stiffening if required PN 58111-23002

Add coremat on inside of sides for stiffening if required PN 58111-23003

Turtle deck for new body shape with parachute pack mount pad PN58111-23021

Add coremat for stiffening if required PN 58111-23022

Altered nose to suit chassis width 21.5" (550mm)

PN 58111-23031

Add coremat for stiffening if required PN 58111-23032



Wooden frame for shipping is PN 58111-23099



Fiberglass – Composite Race Car Body Mounting

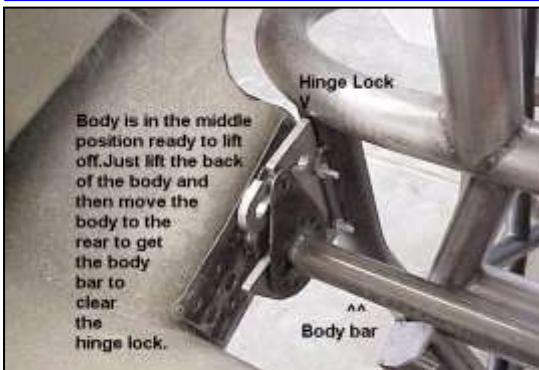
Altered Body Mounts FRONT



Front Body Mounts using a mounting flange off the engine plate.

Altered Body - Rear Mounts

This mount allows the body to be hinged up and down locking the hinge in place with the body up or down. To remove the body lift the body part way until the lock pin will clear the slot and then lift the body to remove it.



Altered Body Rear Hinge Kit PN 58305-73180 - Includes
2ea Billet Aluminum hinge lock assembly PN 58305-73186
4ea Steel weld tabs to attach the hinge to the chassis PN 58305-73193
4ea Steel lock plates that weld on either side of the billet aluminum hinge lock assembly on to the 1" steel tube. PN 58305 73192

Dragster Body – One Piece Composite

Standard Dimensions

Chassis outside to outside of shoulder hoop 24"

Chassis shoulder Hoop top to bottom of lower chassis rail 24"

Chassis distance from back of shoulder hoop to front axle centerline 161"

Width of chassis outside to outside at front axle centerline 12"

Height of chassis from top of top chassis rail to bottom of bottom chassis rail at front axle "

Wide Dimensions are same as above except 26" at shoulder hoop.

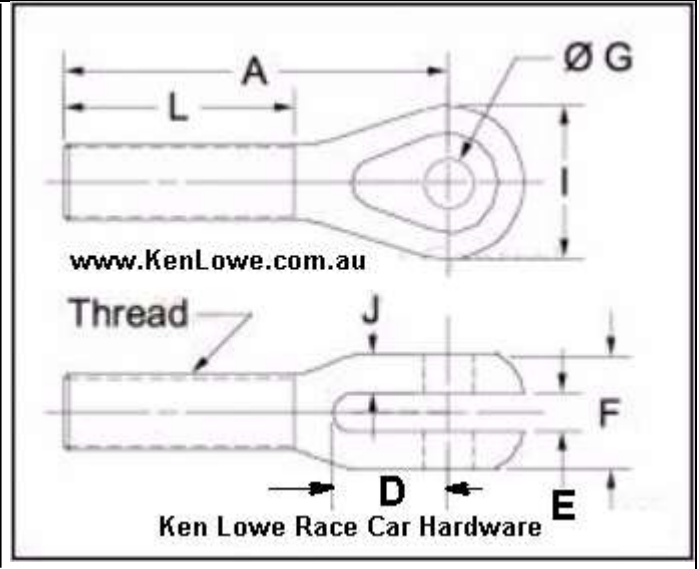
Body with nose comes complete

Boxing for shipping \$

Composite configuration	Part Number
White Gel coat – Fiberglass hand lay up	58111-16100
White Gel coat – Fiberglass hand lay up with core mat	58111-16101
White Gel coat – Fiberglass hand lay up with Divinicele	58111-16102
<i>All products below are all Vac Bag</i>	
Clear Gel coat – Carbon Fibre	58111-16110
Clear Gel coat – Carbon Fibre with core mat	58111-16111
Clear Gel coat – Carbon Fibre with Divinicele	58111-16112
Clear Gel coat – Kevlar Fibre	58111-16120
Clear Gel coat – Kevlar Fibre with core mat	58111-16121
Clear Gel coat – Kevlar Fibre with Divinicele	58111-16122
Clear Gel coat – Aramed Fibre	58111-16130
Clear Gel coat – Aramed Fibre with core mat	58111-16131
Clear Gel coat – Aramed Fibre with Divinicele	58111-16132



Threaded Clevises – Chrome Moly Steel



	RIGHT Hand Thread	Length	SLOT Length	SLOT Width	BODY	HOLE	OD	Thread Length
PN	Thread	A	D	E	F	G	I	L
53166-01010	10-32	2.00"	0.750"	0.125"	0.438"	0.1875"	0.375"	1.00"
53166-02010	1/4"-28 UNF	2.250"	0.750"	0.125"	0.438"	0.1875"	0.500"	1.250"
53166-03130	5/16"-24 UNF	2.250"	0.750"	0.188"	0.750"	0.312"	0.875"	1.250"
53166-03120	5/16"-24 UNF	2.250"	0.750"	0.188"	0.625"	0.250"	0.875"	1.250"
53166-04220	3/8"-24 UNF	2.000"	0.750"	0.250"	0.625"	0.250"	0.875"	1.000"
53166-04130	3/8"-24 UNF	2.250"	0.750"	0.188"	0.750"	0.312"	0.875"	1.250"
53166-06240	1/2"-20 UNF	2.500"	0.750"	0.250"	0.875"	0.375"	1.00"	1.500"
53166-06340	1/2"-20 UNF	2.750"	1.000"	0.312"	0.875"	0.375"	1.00"	1.500"
53166-07440	5/8"-18 UNF	3.375"	1.125"	0.375"	0.875"	0.375"	1.125"	2.000"
53166-07450	5/8"-18 UNF	3.375"	1.125"	0.375"	1.000"	0.4375"	1.125"	2.000"
53166-07460	5/8"-18 UNF	3.375"	1.125"	0.375"	1.125"	0.500"	1.300"	2.000"

	LEFT Hand Thread	Length	SLOT Length	SLOT Width	BODY	HOLE	OD	Thread Length
PN	Thread	A	D	E	F	G	I	L
53166-11010	10-32	2.00"	0.750"	0.125"	0.438"	0.1875"	0.375"	1.00"
53166-12010	1/4"-28 UNF	2.250"	0.750"	0.125"	0.438"	0.1875"	0.500"	1.250"
53166-13130	5/16"-24 UNF	2.250"	0.750"	0.188"	0.750"	0.312"	0.875"	1.250"
53166-13120	5/16"-24 UNF	2.250"	0.750"	0.188"	0.625"	0.250"	0.875"	1.250"
53166-14220	3/8"-24 UNF	2.000"	0.750"	0.250"	0.625"	0.250"	0.875"	1.000"
53166-14130	3/8"-24 UNF	2.250"	0.750"	0.188"	0.750"	0.312"	0.875"	1.250"
53166-16240	1/2"-20 UNF	2.500"	0.750"	0.250"	0.875"	0.375"	1.00"	1.500"
53166-16340	1/2"-20 UNF	2.750"	1.000"	0.312"	0.875"	0.375"	1.00"	1.500"
53166-17440	5/8"-18 UNF	3.375"	1.125"	0.375"	0.875"	0.375"	1.125"	2.000"
53166-17450	5/8"-18 UNF	3.375"	1.125"	0.375"	1.000"	0.4375"	1.125"	2.000"
53166-17460	5/8"-18 UNF	3.375"	1.125"	0.375"	1.125"	0.500"	1.300"	2.000"

Seals - Transmission, Rear Axle and Front Wheel

Application	OD	ID	Width	Part Number
LENCO Front Seal Flanged	2.625"	1.687"	0.375"	98625-85160
LENCO Rear Seal No Flange	2.835"	1.375"	0.375"	98625-13920
B&J Front Seal No Flange	2.062"	1.375"	0.375"	98625-47077
B&J Rear Seal No Flange	"	"	"	98625-
POWERGLIDE Front Seal Flanged	2.750"	1.875"	0.500"	98625-30280
POWERGLIDE Shifter Shaft Seal	0.875"	0.625"	0.250"	98625-61200
POWERGLIDE Rear Seal Flanged	2.375"	1.500"	0.375"	98625-06321
FORD Pinion Seal 28 Spline	3.00"	1.812"	0.375"	98625-70440
FORD Pinion Seal 35 Spline	3.00"	2.125"	0.375"	98625-21163
FORD Axle Seal (OEM)	2.50"	1.500"	0.312"	98625-25144
KLRC Floater Axle Seal V1	"	"	"	98625-
KLRC Floater Axle Seal V2	2.090"	1.810"	0.312"	98625-
MW Floater Axle Seal V2	"	"	"	98625-
ROMAC Axle Seal	"	"	"	98625-
Anglia Spindle Front Wheel Seal	2.125"	1.250"	0.250"	98625-12545

Seals – Engine

Application	OD	ID	Width	Part Number
SBC Front Crank Seal	2.407"	1.783"	0.375"	98625-06263
SBC Front Crank Seal with BBC Seal OD	3.00"	1.783"	0.375"	98625-17678
BBC Front Crank Seal Standard	3.00"	2.338"	0.375"	98625-23300
BBC Front Crank Seal NITRO	3.00"	2.338"	0.375"	98625-23301
SBF Front Crank Seal – Stock	2.566"	1.875"	0.375"	98625-06350
SBF Front Crank Seal - KLRC HUB	2.566"	2.000"	0.375"	98625-19852

Seals – Supercharger Shaft

Application	OD	ID	Width	Part Number
Blower Nose Seal HIGH Pressure TEFLON OVERSIZE Littlefield	2.500"	1.375"	0.500"	98625-45007
Blower Shaft Rotor Seal HIGH Pressure TEFLON OVERSIZE Littlefield	1.830"	1.250"	0.350"	98625-45008
Blower Shaft Rotor Seal Ground OD Rubber Standard Littlefield	1.830"	1.187"	0.375"	98625-45009
Blower Shaft Rotor Seal HIGH Pressure TEFLON Littlefield	1.830"	1.125"	0.375"	98625-45010

Seals – Supercharger Drive Nose

Application	OD	ID	Width	Part Number
Blower Nose Seal – SSI	2.500"	1.375"	0.500"	98625-13725
Blower Nose Seal –	2.500"	1.375"	0.375"	98625-12081
Blower Nose Seal –	2.500"	1.500"	0.312"	98625-12095
Blower Nose Seal – Standard	2.500"	1.500"	0.375"	98625-25144
Blower Nose Seal – Standard	2.500"	1.500"	0.500"	98625-25155
Blower Nose Seal – SSI Blower	2.500"	1.625"	0.500"	98625-25165
Blower Nose Seal – SSI Blower HD	2.500"	1.625"	0.500"	98625-25175
Blower Nose Seal -	2.375"	1.437"	0.312"	98625-45005
Blower Nose Seal – Heavy Duty	2.500"	1.500"	0.500"	98625-45006
Blower Nose Seal – High Pressure	2.500"	1.375"	0.500"	98625-45007
Blower Nose Seal –WEIAND	2.437"	1.375"	0.312"	98625-35625

Seals – Fuel Pump

Application	OD	ID	Width	Part Number
Fuel Pump Extension Seal	1.259"	1.261"	0.312"	98625-00115
FPMD Seal	1.125"	0.500"	0.312"	98625-00001
LOWE 100	0.866"	0.433"	0.312"	35625-00101
ENDRLE 80A 11mm shaft	"	0.433"	0.200"	35625-11411
ENDRLE 80A 15mm shaft	0.787"	0.590"	0.200"	35625-11415
ENDRLE Early 110 15mm x 0.787-0.790	0.787"	0.590"	0.200"	35625-11415
ENDRLE Late 110 15mm x 0.827-0.830	0.827"	0.590"	0.200"	35625-11416
ENDRLE Small SG 15mm	0.827"	0.590"	0.200"	35625-11420
ENDRLE Large SG 15mm	0.827"	0.590"	0.200"	35625-11421
Waterman Lil Bertha				35625-22003

POWERGLIDE Shifter

The Lowe Powerglide shifter is designed for center steer cars to mount on the right side where the brake handle would go if the car had a clutch. Ultra slim design takes up very little cockpit space. Also, the reverse lock out and neutral gate is located near the shifter handle and in the driver's peripheral vision area making the shifter easier to see and operate. On some other types of shifters the reverse lock out is located near the pivot and often this puts the reverse lock out adjacent to the drivers legs and in a crowded cockpit this can often make it difficult to select reverse gear after the burnout.



See video here <http://www.youtube.com/watch?v=qAzDztKwZZA>

If you go to YouTube and search Powerglide Shifter with over 45,000 views it is a very popular shifter.

Low gear - Pulling the shift lever handle all the way to the back puts the transmission in low gear.

High gear - Clicking the shift lever handle one notch forward to put transmission in high gear.

Neutral - Selecting neutral is done by simply pulling the cockpit shift lever handle to the left and forward one notch against the neutral gate stop.

Park -To place the transmission in reverse or park, pull the cockpit shift lever handle back to the rear position (low gear) with the right hand and use the left hand to raise the lock out gate. Then push the cockpit shift lever handle straight forward with the right hand to the desired position. If the shifter is in park or reverse, forward is selected by just pulling the cockpit shift lever handle all the way to the rear.

Note: The shift handle only moves straight forward and backwards except for neutral gear selection.



KLRC Kit Complete PN 32648-10009

- Includes 1ea Powerglide Shifter with cable and mounting kit PN 32648-10001
- Includes 1ea Lever Kit PN 32648-10008
- Includes 1ea Grip Set – Choice of color
- Includes 2ea 3/16" ball joint PN 53347-10100
- Includes 1ea QD cable assembly – specify length
- Includes 1ea QD cable housing clamp mounts to trans shield PN 53155-01000
- Includes 1ea Cable housing clamp (half clamp) with screw and nut PN53155-32621
- Includes 1ea Chassis weld tab for half clamp mounting (11735-21500)
- Includes 1ea Powerglide shifter park start switch kit PN 32090-31040
- Includes 1ea Powerglide shifter trans weld on lever 32648-31125

32648-10000 KLRC kit 1ea POWERGLIDE Shifter Kit –

Includes: Shifter body assembly, shifter body weld tabs, shift lever and shift lever weld tab.
PN 32648-10000

32648-10001 KLRC kit 1ea POWERGLIDE Shifter Kit –

Includes: Shifter body assembly, shifter body weld tabs. PN 32648-10001

32648-10002 KLRC kit 1ea POWERGLIDE Shifter Kit –

Includes: Shifter body assembly, shifter body weld tabs with Park Start Switch Kit. PN 32648-10002

32648-10008 KLRC kit 1ea POWERGLIDE Shifter Lever with weld on pivot bracket – Includes mounting bolt PN 32648-10008

Drilled lever pivot position provided may be redrilled to correct length to suit installed application

Includes Lever PN 53360-22651 25" long

Includes Brake Handle Rear Engine

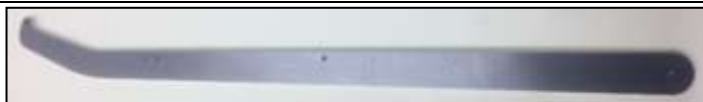
Dragster 25" Long x 25 Degree

6mm Aluminum

May be shortened for different applications.

Can be used as a KLRC Powerglide Shifter Lever.

Grips not included Suits 25 degree handles



Includes Weld Tab 3/8" Hole Steel

PN 11735-59905



Shift Lever Grips

LOWE Powerglide shifter accessories Shifter handle grips-anodized

53360-22611 Grip set with screws, 25 degree brake lever plain

53360-22612 Grip set with screws, 25 degree brake lever polished

53360-22613 Grip set with screws, 25 degree brake lever black anodized

53360-22614 Grip set with screws, 25 degree brake lever red anodized

53360-22615 Grip set with screws, 25 degree brake lever blue anodized

53360-22616 Grip set with screws, 25 degree brake lever purple anodized

53360-22617 Grip set with screws, 25 degree brake lever gold anodized



32648-30001 Powerglide CO2 shift kit

Includes actuator cylinder, solenoid and line kit and weld on tab.



Powerglide shifter weld on lever. PN 32648-31125

In many situations the cable can attach directly to the OEM transmission lever, but where it can't we provide a suitable lever.

This welds to Powerglide shift shaft to connect the shift cable ball joint to. If you get a spare lever and weld it to your spare transmission then the transmission becomes a "drop in" at the race track making the trans change quicker.



Powerglide shifter park start switch kit. PN 32090-31040 Includes switch, switch mounting bracket, switch spacer and all mounting screws

Wings and Wing Hardware

11" Wings

Assembly Part Numbers	11" Wing Kits
11"x22" PN 63790-11221 11"x24" PN 63790-11241 11"x22" PN 63790-11221 11"x24" PN 63790-11241 11"x26" PN 63790-11261 11"x28" PN 63790-11281 11"x30" PN 63790-11301 11"x32" PN 63790-11321 11"x34" PN 63790-11341 11"x36" PN 63790-11361 11"x40" PN 63790-11401 11"x44" PN 63790-11441 11"x48" PN 63790-11481 11"x52" PN 63790-11521 11"x56" PN 63790-11561 11"x60" PN 63790-11601	<div data-bbox="635 277 951 501"> <p>Ken Lowe Race Cars 11" Wing Kit PN 63790-11001</p> </div> <div data-bbox="986 304 1273 394"> <p>11" Wing Kit PN 63790-11001</p> </div> <div data-bbox="635 546 951 837"> <p>Ken Lowe Race Cars Canard Wing Kit PN 63790-11011</p> </div> <div data-bbox="986 564 1273 654"> <p>Canard Wing Kit. PN 63790-11011</p> </div>

Wing Strut FED Front Axle

Use with KLRC 11" wing
 Fits KLRC standard FED Front Axle
 10.5" Tall PN 63385-99449
 10.5" Slide Adjustment PN 63385-99460



Standard 13.5" Tall PN 63385-99459
 Lightened 13.5" Tall PN 63385-99458
 13.5" Slide Adjustment PN 63385-99430
 Spacer Bushings PN 63385-99470



Front Wing Mount Type 2

Rear Engine Dragster
 Sold IN Pairs PN 63385-99500



Front Wing Chassis Mounts (weld on)

Front Wing Mount Bosses
 7/8" Diameter
 5/16" Thread
 Set of 4
PN 63385-99509



Ken Lowe Race Cars Wings Information**15" Wings** on standard 15" mounting centers (custom spacing available)

NACA profile BE153-155 * Cord thickness of 2 5/8"

Add \$100.00 for polished aluminum skin.

Mounting brackets are .240" thick Mounting brackets on 15.00" centers

Mount holes are 3/8"

Back brace adjustment holes are 5/16"

15"x36" PN 63790-15361

15"x39" PN 63790-15390

15"x39" PN 63790-15391

15"x40" PN 63790-15401

15"x44" PN 63790-15441

15"x47" PN 63790-15471

15"x48" PN 63790-15481

15"x52" PN 63790-15520

15"x52" PN 63790-15521

15"x56" PN 63790-15561

15"x60" PN 63790-15601

15"x62" PN 63790-15621

15"x63" PN 63790-15631

15"x64" PN 63790-15641

15"x66" PN 63790-15661

15"x68" PN 63790-15681

15"x70" PN 63790-15701



This rear wing downforce/drag data is calculated on a KLRC single element 40" x 15" wing using a NACA profile BE135-155 with a 2 5/8 cord in 29.92bp, 30c and a "clean air" environment and correct spill plates.

Attack angle		50 MPH	100 MPH	150 MPH	200 MPH	250 MPH
Zero	Downforce	13.5 lbs	60.7 lbs	136.75 lbs	243.4 lbs	345.6 lbs
	Drag	0.1 lbs	0.4 lbs	1.5 lbs	2.4 lbs	3.9 lbs
2 degrees	Downforce	16.0 lbs	70.6 lbs	159.0 lbs	283.0 lbs	401.8 lbs
	Drag	0.2 lbs	0.4 lbs	1.7 lbs	2.8 lbs	4.0 lbs
4 degrees	Downforce	19.13 lbs	82.1 lbs	184.9 lbs	329.1 lbs	467.3 lbs
	Drag	0.2 lbs	0.8 lbs	1.9 lbs	3.2 lbs	4.5 lbs
6 degrees	Downforce	22.8 lbs	95.5 lbs	215.0 lbs	382.7 lbs	543.4 lbs
	Drag	0.3 lbs	0.8 lbs	2.1 lbs	3.6 lbs	5.0 lbs
8 degrees	Downforce	27.8 lbs	111.3 lbs	250.4 lbs	445.1 lbs	640.8 lbs
	Degrees	0.3 lbs	1.0 lbs	2.3 lbs	4.1 lbs	6.0 lbs
10 degrees	Downforce	32.4 lbs	129.5 lbs	291.3 lbs	517.9 lbs	734.1 lbs
	Degrees	0.4 lbs	1.2 lbs	2.7 lbs	4.9 lbs	7.0 lbs

A 36" wing is 4" narrower and thus is 9% narrower than the 40" wing in the chart above so reduce the calculations above by 9%.

A 48" wing is 8" wider thus is 20% wider than the 40" wing in the chart above so calculate an additional 20% into the factors above.

Adding a 1/2" NACA lip to the rear of the wing and pointing vertically will double the downforce but does not double the drag.

KLRC 15" Wing Information

The shape of a KLRC wing has been selected from years of testing using standard NACA designs. The NACA number for the KLRC wing is BE135-155 with a cord thickness of 2 5/8". In exchange minimal aerodynamic drag this wing will create maximum down force for you. A good wing design gives you the best ratio of drag to down force ratio. A close look at our wing design will show you the slight depression in the top leading up to the upswept rear tip. The top of the wing from the front back to the rear tip is 3.9cm while the bottom is 4.2cm. If two molecules of air were standing next to each other when the wing comes by one molecule has to go over the top and the other has to go under the wing. The one that goes under tries to meet his brother molecule of air at the end of the wing. Because the one that has to go under has further to go the molecules are slightly pulled apart and this action creates the vacuum that pulls the wing down on a racecar and up on an airplane.

A fuel car wing and an alcohol car wing must be very different. A fuel car can pull a wing with a lot of drag and they need massive amounts of down force at speed. A methanol car (alcohol) is quite different. The wing needs to work but create an absolute minimum amount of drag. How methanol and fuel respond at the 1000' mark on the racetrack is quite different and because of that the wing needs are quite different.

The KLRC wing is designed to give the best performance from 180 mph up to 275 mph. Under that speed or over that speed a slightly different wing design will give you a better drag to down force ratio. Usually cars running less than 180 mph do not use or need a wing and over 275 mph a different wing profile design is needed. All our wings are rated in down force at 200 mph. Our wings have a "sweet spot" of high efficiency between 200 mph and 250 mph in that range no wing profile will give you a better drag to down force ratio. If you have a close look at the end of our wing with the spill plate removed, you will see the billet spar. This spar is CNC milled to a specific profile. The form tool we use to make the formed spars uses the same program to duplicate the billet spar profile. A close look will reveal to you the top of the wing is not flat and the relationship between the concave top of the wing and the vacuum side of the wing. The relationship between the top to bottom skin ratio is one factor in the wing's efficiency. You will notice the concave area in the top of the wing allows the air to speed up over the top of the wing. Therefore, not only does the air have to further (top to bottom skin ratio) when it travels underneath the wing, but the top air is moving faster when it rejoins the air behind the wing. This also increases the power of the wing.

You probably have noticed that when you are sitting in an airliner before takeoff the pilot moves the back edge of the wing back and down to increase the lift at low take off speed. When the airliner lifts off the ground and starts to pick up speed the pilot will tuck the back edge of the wing, back up into place. This creates two different wing shapes (or more) for the pilot to use. The airliner cruises at the speed that uses the least amount of fuel (most efficient ratio of drag to lift) because that is the speed the shape the wings were made to be efficient. Your racecar is no different you too have to have a wing shape that gives you the best ratio of aerodynamic drag to down force.

In drag racing the rules state you cannot have wings that can be adjusted during the race. This prevents the racer from having a low speed wing and a high-speed wing on the car at the same time. One of the options we have on our wings is a wing that will react different from one speed to another. It still falls within the rules but gives you the best of a low speed wing and a high-speed wing. We do not build this feature into all our wings as it is done only on request. Some applications do not see the benefit of the option, so we do not incorporate this feature in all wings.

If you notice some racers using other brands of wings have to run very high "attack angles" on their wings to get the down force, they need. The result of the excessive "attack angle" the racer gets the down force needed but the drag coefficient is very high which will result in a loss of performance. I have seen situations where the KLRC wing is on a TAD car set at 2 degrees and another brand of wing will not only be larger but also have the "attack angle" jacked all the way up to 15 degrees. With that much "attack angle" you might as well have a piece of plywood up there acting just like an air brake. Obviously, their wing is not working as well as ours is.

The KLRC wing is designed to operate with an “attack angle” of zero. This gives the absolute best drag to down force ratio for this wing profile. As you increase the “attack angle” of the wing by lengthening the rear adjuster bars you change the drag to down force ratio. At first the drag to down force ratio changes very little and we recommend not setting the “attack angle” at more than 10 degrees. After 10 degrees of “attack angle” the ratio can get excessive and other solutions are recommended. If you still need more down force, there are two solutions. The first and easiest to try is adding a NACA lip to the back of the wing to stick straight up at 90 degrees to the wind direction. This lip should not be taller than ½”. Take a 1” wide strip of aluminum the length of the width of the wing and bend it in the middle so that half of the strip attaches with small screws to the back edge of the wing and the other half stick straight up at 90 degrees to the wind passing over the wing. This has the effect of doubling the down force of the wing without doubling the aerodynamic drag. The other and better solution is to get a wing that is slightly longer to create more down force without adding all the extra drag.

Wing mounting, and location will affect the wing performance. The wing must run in “clean” air, as turbulence across the surface of the wing will reduce the performance of the wing. Often raising the wing so it has a clean shot at the air will improve the performance as much as 50%. On sedan cars when the wing is mounted directly behind the cabin of the car the performance can drop off as much as 80% since so much of the air is going over the top of the wing. You must remember it is the air going under the wing that makes the wing perform. A device that attaches to the back of the car and does not allow the air to pass under the device is not called a wing but a “spoiler” and as such the result will be drastically different. For a rear wing to have a decent shot at good performance the wing must be mounted at least 30” taller than anything else on the car. This will ensure the wing has clean air to operate in. In some applications the wing can be lowered if the wing can see clean non-turbulent air.

Spill plates instructions

The spill plates are the caps that cover the ends of the wing. There are a lot of racers who think they are nothing more than a convenient place to put the driver’s number. Although they are good for that their use is a lot more important than that. An incorrectly designed spill plate will reduce the effectiveness of the wing as much as 50% depending upon the length of the wing. The shorter the wing the more a bad spill plate hurts the performance of the wing. The purpose of the spill plate is to keep the air from “spilling” over from the high-pressure side to the low-pressure side. On a racecar the wing creates a low-pressure area under the wing to use the vacuum to load the wing in a downward position just the opposite from an airplane wing. Allowing the air to be drawn from the top of the wing to the bottom of the wing reduces the effectiveness of the wing. The shape of the KLRC spill plate is not based upon looks as it is function. The idea is to keep the pocket of low-pressure air on the bottom protected from the high-pressure air on the top. If the top air can dilute the bottom air then the wing becomes less effective.



On our spill plates the top edge is made parallel to the neutral angle of the wing. In other words, if the top edge is at zero degrees then the wing is set at neutral. This gives the absolute best drag to down force ratio for this wing profile. As you increase the “attack angle” of the wing by lengthening the rear adjuster bars you change the drag to down force ratio. At first the drag to down force ratio changes very little and we recommend not setting the “attack angle” at more than 10 degrees. After 10 degrees of “attack angle” the ratio can get excessive and other solutions are recommended. If you still need more down force, there are two solutions. The first and easiest to try is adding a NACA lip to the back of the wing. The other and better solution is to get a wing that is slightly longer to create more down force without adding all the extra drag.

Wing Kit 15" NACA Profile BE153-155 2 5/8" Cord

Includes

2ea Billet End Spars * 2ea Formed Center Spars LH * 2ea Formed Center Spars RH
 2ea Mounting Plates * 2ea Billet End Spar Reinforcing Plates 1.250"ID
 2ea Formed Spar Reinforcing Plates 1.250"ID * 2ea Spill Plates to suit the BE153-155 shape
 All bolt together hardware included. * 70" x 1.250"x.058 cmoly center bar included
 Everything but the skin

PN 63790-15001 Rear WING KIT



Tools Tools for serious racers

Ultimate Brush Kit 001

Every racer needs to clean the parts before assembly. Often it is the hard to clean parts and spaces are most important to clean. Here is a brush kit that allows the racer to get to those hard to clean places. This 7 brush set has to be the biggest bargain of all time.

1ea brush - 1/4" diameter x 20" long

1ea brush - 3/8" diameter x 6" long

1ea brush - 3/8" diameter x 20" long

1ea brush - 1/2" diameter x 11" long

1ea brush - 1/2" diameter x 20" long

1ea brush - 3/4" diameter x 11" long

1ea heavy duty nylon parts washing brush for the heavy duty cleaning.



Ultimate
Brush Set 001

Complete Set PN 89099-00001

Jet Tool

"A must have, for a serious racer"

ENDERLE jets have a straight side slot in them to allow them to be removed and installed. Using a screwdriver on an ENDERLE jet can damage the jet as the sides of a screw driver are tapered. This tool has a specially made tip to suit this application as the very end tip of the slot driver is parallel not tapered like a screwdriver.

The wooden handle provides maximum grip in situations where the users' hands may be greasy or wet.

A 9/16" hex is on the other end for removing and installing the ENDERLE jet cap. This makes changing the main jet a one tool job. Since this cap is sealed with an O-ring, excessive tightening is not necessary or desired, the maximum that someone can tighten the jet cap with this tool eliminates the possibility of damage to the jet cap or its threads. **PN 89800-14500**



Jet Tool - Enderle Jets



JET Boards and JET Sets

Jet Board for 20 jets PN 89110 -16820

Jet Board for 40 jets PN 89110 -16840

Jet Board for 80 jets PN PN 89110 -16880

Jet Kits – Includes all jets in the range, jet board and jet install tool.

20 jets in .005 increments from .040 to .135 – PN 89110-16824

20 jets in .005 increments from .060 to .155 – PN 89110-16826

26 jets (40 jet holder) in .005 increments from .040 to .165 PM 89110-16841

40 jets in .001 increments from .090 to .130 – PN 89110-16843

40 jets in .001 increments from .095 to .135 – PN 89110-16845

80 jets in .001 increments from .060 to .140 – PN 89110-16886



Tool – Nozzle Board Keep your ENDERLE nozzles organized with a Nozzle Board.

24 Nozzle Board PN 89110-32401

30 Nozzle Board PN 89110-33001

60 Nozzle Board PN 89110-36001



Weather Station - Model 5100

The only thing it doesn't do for you is change the jet or dial in.....



The Kestrel Meter 5100 Racing Weather Meter

- Moisture Content (Water Grains)
- Air density
- Relative air density (RAD)
- Pressure trend
- Waterproof (sealed to IP67 standards)
- Time and date
- Easy-to-read backlit display
- Data Logger (automatic and manual)
- Customizable data storage - 2900 data points
- Minimum, Maximum and Average values
- Multi-Function 3-line display
- Exterior temperature, humidity, and pressure sensors for fast and accurate readings
- Customize screens to display user-selected measurements
- Graph and recall trends
- User-replaceable impeller
- Flip-top impeller cover allows use of other functions while protecting the impeller
- Data charting
- Upload to a computer (with optional interface) Mac or PC
- Works with Android and iPhone Apps!
- Five languages (English, French, Spanish, German, and Italian)
- Rugged (drop tested to MIL-STD-810G standards) and waterproof (sealed to IP67 standards).
- Assembled in the USA



The Kestrel Meter 5100 Includes

- Soft carry pouch + Neck lanyard + Batteries – 1 AA

PN 89781-42501

Real-Time Data

The Kestrel 5100 Racing Weather Meter is Kestrel's Racing pit meter for Bracket Racing and other forms of drag racing. Kestrel has been trusted for years for last minute tuning decisions. Get readings where it counts, on the track, not the trailer. With the new LINK technology, you can get readings right to your smartphone up to 100 feet away! The Kestrel 5100 Racing Weather Meter gives you immediate, on-spot measurements including moisture content in grains, air density, relative air density, humidity, and other critical factors. Count on it for the information you need to make perfect ET predictions and performance-maximizing tuning and jetting decisions.

The Kestrel 5100 upgraded from the Kestrel 4250 in November of 2015. Functionally, you're getting the same environmental features with some overall big improvements to the meter itself.

Tools for serious racers

Kestrel USB Data Transfer Cable for 5000 Series

The Kestrel 5000 USB Data Transfer cable is new and improved from the USB cradle that came with the 4000 series. There is no need for a cradle but rather just a cord. With the easy-to-use software, you are able to view the data in a text editor, spreadsheet or database.

Low profile, lightweight, waterproof cable provides wired connectivity to Windows and Mac computers for fast data uploads and firmware updates. Compatible with every model in the Kestrel 5000, Kestrel 5100, Kestrel 5200, Kestrel 5400, Kestrel 5500, Kestrel 5700, and Applied Ballistic Kestrel Meters.

Simply connect the interface cable to the USB port on your Mac** or PC, and connect the other end to your Kestrel. It is not a USB connection on the Kestrel Meter, as this is a waterproof meter and requires the appropriate connection. The free downloadable software is easy to use and saves the data in a comma delimited text file for use in your choice of applications: text editor, spreadsheet or database.

** Applied Ballistics software is only available for PC.

Download Stored Data

Download your data, chart it, and export it to save or use in other applications.

Included in Box:

- Simply connect the interface cable
- 54" USB cable

Computer Requirements:

- Compatibility: PC / MAC
- Connectivity: USB



Filter Wrench for System One Filter Canisters

PN 89800-00825



Tie Down Loop

Want to tie the car down in the trailer but don't want to damage the paint on the chassis, or the chassis itself for that matter. Protect it with a Tie Down Loop which allow you to loop this around a chassis member and attach a ratchet tie.

300mm long end to end

PN 89372-00300





Cam Degree Tools

All racers have seen a degree wheel, many have used one, often with great frustration. Not so much with the degree wheel itself but the lack of support tooling to go with it.

If you are new to engine building and have not struggled with degreeing a cam in, you may not know the frustration it can cause. If you are experienced with degreeing a cam in you know we have all struggled with this. A long time common practice is to use a bit of wire under a bolt to make a pointer for the degree wheel. Once you find the TDC to start degreeing the cam in you must exercise extreme caution not to touch the flimsy wire you are using for the pointer. Each time you do, you run the risk of "losing" your TDC mark. Each time you do accidentally touch it, how do you

KNOW when the wire quits wiggling if it has returned to where you set it. In fact you don't. And if you REALLY want accuracy now you have to go back and re-check the TDC. This is very frustrating. How good would it be to have a solid robust degree wheel pointer that was fully adjustable and once in position can be locked so it cannot easily lose the adjustment. We have this and now you can too.

With the pointer problem solved the next challenge was holding the degree wheel in position. For years we just used the crank center bolt to hold the degree wheel in position. If you do that then how do you turn the crank to cycle the camshaft through its degrees. If you use the center bolt you run the risk of it moving and again losing your TDC – frustrating. How good would it be if you had a socket that would slide up on the crankshaft with a 1/2" square hole so you could use a tool to turn the crank and this socket would hold the degree wheel with a separate adjustment that you could lock the degree wheel in position. Now once you check the cam degrees you can slide the socket off and move the camshaft and slide the socket back on with the confidence that the TDC is still correct and re-check your camshaft position.

The next frustration with degreeing a camshaft is holding the dial indicator on the lifter. Although with magnetic bases and flex heads, this is not as big a frustration. But if you could just slide a tool directly in the lifter bore that the dial indicator is in to read directly off the cam how good would that be? Guess what... we have felt your frustration and now we have it all for you. Everybody sells a degree wheel and you can find a bit of wire for the TDC pointer but this is a tool system that makes the job of degreeing a cam not only easy, but accurate as well.

How to use the LOWE Cam Check Tool

This tool is for use on most Ford and GM engines with 7/8" (.875) or 27/32" (.843") diameter lifter bores with either Flat or Roller lifter cam and Chrysler 383-440 and 426 Hemi engines, This tool is 1.00" and has an extender feature for high deck applications.

Fast, Convenient and Accurate way to:

- Check total cam lobe lift
- Check base circle run out
- Measure lifter travel when degreeing a cam to manufactures specifications

Save Time:

- Eliminate problems associated with rigging up a dial indicator at end of push rod or lifter
- In many cases, every lobe of the cam can be checked with the LOWE CAM-CHECK in less time than it would take to rig up an indicator to check one lobe using the old method.

Top Dead Center Whistle

As shown PN 89788-10022

With extension hose PN 89788-10023



Tools for serious racers

The LOWE CAM-CHECK features all stainless steel construction, and consists of a hollow lifter bore tool, one Flat Tappet cam follower, one Roller Lifter cam follower (hemispherical), hex wrench, and all necessary set screws and O-rings. On one end of the lifter bore tool one end is machined to 7/8" diameter (Ford), while the other end is 27/32" (GM), another is machined to 1.00" for Chrysler and HEMI applications.. In use, a cam follower (Flat tappet or roller lifter tool) is selected and inserted and fastened into lifter bore tool, a standard 1.0" travel dial indicator is attached to the other end, and the entire tool is slipped into lifter bore, where an O-ring retains the tool firmly in place during measurement readings.

Insert proper cam follower (Flat or Radius) for particular application into desired end of sleeve. Tighten middle set screw until it touches cam follower shank, and then back off one quarter turn. Cam follower will now be free to move up and down, but is retained in lifter bore tool so that it cannot fall out.

Hold cam follower (flat tappet or roller lifter tool) against the end of the lifter bore tool while installing dial indicator in opposite end. Slide in indicator, allowing sweep hand to rotate until indicator is nearly out of travel, then tighten set screw. (It is important that the cam follower be bottom out against the end of the sleeve before the indicator runs out of travel, in order to prevent over-travel damage to the dial indicator).

Make sure lifter bore is clean, free of grit, and lightly oiled. Grasp the LOWE CAM-CHECK lifter bore tool, insert into lifter bore, and push the tool against the cam and rotate the cam to find the cam maximum lift full lift, stopping at cams lowest point (base circle). Then pull tool up (out of bore) and additional .040" to .060" and set indicator to zero.

Do not bump tool when in use and always check to see that indicator will zero when passing over low point (base circle) of cam.

If LOWE CAM-CHECK lifter bore tool, after extended use, loses some of its gripping force in lifter bore, check for worn or damaged O-rings. Replace as needed with standard O-rings, as follows;

- 7/8" diameter (Ford) end –
3/32" thick X 11/16" I.D. X 7/8" O.D.
- 27/32" diameter (GM) end –
3/32" thick X 5/8" I.D. X 13/16" O.D.



Tool List

Dial Indicator PN 89145- 0001
Allen wrench PN 89145- 0007
Degree wheel PN 89145- 0008
Timing pointer kit with 1/4unc, 5/16unc
and 3/8" unc threads PN 89145-0009



Tappet Tools

Flat tappet tool PN 89145-0005
Roller tappet tool PN 89145-0006

Lifter Bore Tools

Lifter bore tool - Chevy/Ford (.875"+.843") PN 89145-10001
Lifter bore tool - Chrysler (1.00") PN 89145-10002
Lifter bore extension - Chrysler - for high deck engines PN 89145-10003

Crank Sockets – one keyway

Crank socket BBC 1.60" one 3/16" keyway PN 89145- 00011
Crank socket SBC 1.250" one 3/16 keyway PN 89145- 00021
Crank socket SBF 1.375" one 3/16" keyway PN 89145- 00031
Crank socket Chrysler 383-440+HEMI 1.560" one 3/16" keyway PN 89145- 00041

Crank Sockets – two keyways

Crank socket BBC 1.60" one 3/16" keyway + one 1/4" keyway PN 89145- 00012
Crank socket SBC 1.250" one 3/16 keyway + one 1/4" keyway PN 89145- 00022
Crank socket SBF 1.375" one 3/16" keyway + one 1/4" keyway PN 89145- 00032
Crank socket Chrysler 383-440+HEMI 1.560" one 3/16" keyway+ one 1/4" keyway PN 89145- 00042

Complete Cam Check Tool Kits

BBC cam degree tool kit complete (double keyway socket)

Includes dial indicator, lifter bore tool for this engine, flat tappet and roller lifter tool, crank hub tool with double keyways for engine listed and a degree wheel and timing pointer with 1/4unc, 5/16unc and 3/8" unc threads. PN 89145-90001

SBC cam degree tool kit complete (double keyway socket)

Includes dial indicator, lifter bore tool for this engine, flat tappet and roller lifter tool, crank hub tool with double keyways for engine listed and a degree wheel and timing pointer with 1/4unc, 5/16unc and 3/8" unc threads. PN 89145-90002

SBF cam degree tool kit complete (double keyway socket)

Includes dial indicator, lifter bore tool for this engine, flat tappet and roller lifter tool, crank hub tool with double keyways for engine listed and a degree wheel and timing pointer with 1/4unc, 5/16unc and 3/8" unc threads. PN 89145-90003

Chrysler cam degree tool kit complete (double keyway socket)

Includes dial indicator, lifter bore tool for this engine with HEMI extension, flat tappet and roller lifter tool, crank hub tool with double keyways for engine listed and a degree wheel and timing pointer with 1/4unc, 5/16unc and 3/8" unc threads.
PN 89145-90004

Tools for serious racers

BBC/SBC/SBF/Chrysler - Cam degree tool kit complete (double keyway socket) Includes dial indicator, lifter bore tool for all engines listed plus the HEMI extension, flat tappet and roller lifter tool, crank hub tools with double keyways for all engines listed and a degree wheel and timing pointer with 1/4unc, 5/16unc and 3/8" unc threads. PN 89145-91000

Cam Check Tool Operating Instructions

1. Insert proper cam follower (flat or radius) for particular application into desired end of sleeve.
2. Tighten middle set screw until it touches the cam follower shank – then back off one-quarter turn. The cam follower will now be free to move up and down, but it is retained in the sleeve so it cannot fall out.
3. Hold the cam follower against the end of the sleeve while installing the dial indicator in the opposite end.
4. Slide in indicator, allowing the sweep hand to rotate until indicator is nearly out of travel, then tighten set screw. (It is important that the cam follower be bottomed out against the end of the sleeve before the indicator runs out of travel. This will prevent over-travel damage to the indicator.)
5. Make sure lifter bore is clean, free from grit and lightly oiled.
6. Grasp cam check sleeve insert into bore, and push tool firmly into the bore using a slight twisting motion.
7. Rotate cam one full turn, allowing tool to be pushed up as lobe rolls over on full lift, stopping at cams lowest point (base circle).
8. Pull tool up (out of bore) an additional .040" to .060" and set indicator to zero.

NOTE: Do not bump tool when in use and always check to see that indicator will zero when passing over the low point (base circle) of cam.

If after extended use the cam check sleeve loses some of its gripping force in lifter bore, check for worn or damaged O-rings. Replace as needed with standard O-rings as follows:

7/8" diameter (Ford) end – 3/32" thick x 11/16" I.D. x 7/8" O.D.
27/32" diameter (GM) end – 3/32" thick x 5/8" I.D. x 13/18" O.D.

Don't forget you will need to ensure that TDC is correct and if it has not been checked it will need to be verified. If the heads are on the engine you will need a spark plug tool to be your TDC stop, if the heads are off the engine using a standard strap type piston stop will do nicely, but you MUST know that the TDC is accurate.

With the tools on previous page you can accurately measure the crankshaft degrees with the cylinder head removed.

If the cylinder heads are on the engine you don't have the room necessary to use the tools above. For this situation you use the lifters and pushrod normally used in the engine. We make a dial indicator



holder that screws on to the 7/16" thread rocker stud of a Chevrolet engine.
BBC Rocker Stud Dial Indicator Holder tool
PN 89307-00001
Screws right on your rocker stud.



If you are unsure how-to degree in your camshaft consult the www.KenLowe.com.au and there will be instructions there on the different ways to dial in your camshaft.

Valve Spring Hite Mike

Accurately check the valve spring installed heights

Hite Mike 1.300"-1.850" PN 89145-10001

Hite Mike 1.500"-2.100" PN 89145-10002

Hite Mike 1.700"-2.300" PN 89145-10003

Hite Mike 1.800"-2.700" PN 89145-10004



Start UP Stand

Much safer than a set of jack stands as when the Start UP Stand is placed on a sturdy surface it will hold the car to prevent it from falling while the engine is running or while the car is being serviced.

Due to the custom nature of the different chassis and jack configurations we construct these to suit each application.

We need to know the width at the top and the height of the stand needed. Include the width of the jack across the front wheels as well.

PN 89700-00100



Spark Plug Wrench

Custom made to suit your application.

Tell us the length you need, and the spark plug hex you require. Stainless Steel.

PN89666-00001



Tool Box Handle

2 pieces - one side threaded one side countersunk.

Inner and outer is one set.

CNC billet aluminium, anodized gold.

Outside dimensions 2.5" x 5.00"

Inside dimensions 1.5" x 4.00"

Plain PN 89290-16900

Gold Anodized PN 89290-16906



Hat Tool Tray

The perfect place to lay tools in arms reach anywhere around the top of the engine.

All aluminum construction.

PN 89755-00850



Tools for serious racers

Tire Pressure Gauge

PN 89275-00001

In racing accuracy is everything. In Drag Racing, races are won and lost often by thousands of a second. Do you want to use a tire pressure gauge that you use on your truck and trailer tires where a pound or two one way or the other makes no difference is this good enough for your race car tires. I don't think so. I want something that reads in tenths of a pound of pressure. I want to know exactly what my tire pressure is and the only way to do this is to have an accurate calibrated instrument. Something from the auto parts store is just not good enough for this job. Even cheap low pressure "race gauges" just aren't accurate enough.



We have a instrument quality, laboratory grade digital tire pressure tool that gives information in tenths of a pound. Unfortunately, it is not as cheap as the auto parts store gauges, but it is accurate. Add to this the back lit screen for seeing in the dark and this tool is in a league of its own and finally it is small enough to fit in your pocket.

How many racers re-zero their tire pressure gauge as the air pressure changes, not many. They will adjust their fuel system to suit but the atmospheric pressure or change their dial in but most do not know their tire pressure gauge and tire pressures will be affected as well. This gauge can be recalibrated each time it is turned on by simple holding the on button down for six seconds. Then releasing the POWER button, the gauge has been recalibrated to zero and is ready to use.

We have incorporated a release valve into the gauge to allow you to keep the nozzle on the valve stem and if you want to release some air from the tire just release the button to let some escape.

If no pressure is applied the unit will turn itself off after one minute thus saving the battery. Holding the POWER button down for three seconds will also turn the gauge off.

For use at night the LCD screen can be back lit with the light button. The light also turns itself off after one minute thus saving the battery.

When you get the gauge from us it will be programmed to read in PSI but can be reprogrammed to read in BAR as well. In PSI the unit reads in tenths of a pound and has an operating range of up to 14.5 psi. This low-pressure operating range provides the maximum opportunity for accuracy.

Tool Box

Drawer Labels

34 Tool Box Drawer Labels, black plastic with white lettering 20mm high x 100mm long. Complete Set includes one of each of the labels listed below.

**Tool Box Drawer Label Set
PN 10352-00001**



DRAWER LABELS

SOCKET SET 1/4" * SOCKET SET 3/8" * SOCKET SET 1/2"
CHANNEL LOCK PLIERS * STANDARD PLIERS * SIDE CUTTERS * SNAP RING PLIERS

WRENCHES - OPEN - IMP * WRENCHES - COMBO - IMP * WRENCHES - BOXED - IMP
WRENCHES - OPEN - METRIC * WRENCHES - COMBO - METRIC * WRENCHES - BOXED - METRIC
WRENCHES - ADJUSTABLE * WRENCHES - IGNITION * ALLEN WRENCHES * PIPE WRENCH * TORQUE WRENCH
SCREWDRIVER - STRAIGHT * SCREWDRIVER - PHILLIPS
HAMMERS * PRY BARS * PUNCHES * CHISELS
PULLERS AND PUSHERS * FILES * HACK SAW * TORX DRIVE * AWLS
SPECIALTY TOOLS * ENGINE TOOLS * AIR TOOLS
WRITING TOOLS * PENS - MARKERS

Pressure Sprayer

This is a very handy tool for the racer. Unscrew the top and remove and pour in the liquid that you want to spray, put the lid back on and pressurize with air. Good for any liquid with a viscosity of 10 weight oil or less. Buy in liquid bulk and save, save, save.

Water, Kerosene, Diesel, Cutting Oil, Lubricating Oil, Inox, WD40, Triflow, Antifreeze, Soapy water, brake cleaner, degreaser, only limited by your imagination.

Great tool for lubricating the fuel system and blower after a race.

Good for cleaning up the chassis.

Lubricate the hard to reach spots.

Spray degreaser to clean up oily places.

Holds 16oz (470ml) of liquid and comes with 9 spray nozzles, 2 fine, 2 standard, 2 medium, 2 coarse and one with a tube nozzle for reaching those hard spots and a spare valve and pick up tube and O-ring.

Body is a nickel plated aluminium tank and a chemical resistant plastic body assembly.

Part Number 89677-47001



Tools for serious racers



Exhaust Port Cover Plates

Cover Plates for Engine Storage BBC suits standard ports with studs and nuts as well as high port heads. PN 89195-14540

Rod Vise

Heavy duty steel with return springs
PN 89605-00705



Rod Bolt Checker

An often overlooked item of inspection during maintenance is the rod bolts. Due to the heavy loads at high RPM they carry it is not uncommon to see bending of the rod bolts which is a prelude to a bolt failure. Failure to see the rod bolt bending will result in catastrophic failure and major engine damage.

Rod Bolt Checker With OUT Dial Gauge PN 89608-00001

Rod Bolt Checker With Dial Gauge PN 89608-00002

Wrist Pin Checker

An often overlooked item of inspection during maintenance is the wrist pins. Due to the heavy loads they carry it is not uncommon to see bending of the wrist pin. Failure to see the pin bending will result in catastrophic failure and major engine damage.

Wrist Pin Checker With OUT Dial Gauge
PN 89810-00001

Wrist Pin Checker With Dial Gauge
PN 89810-00002



MSD Chip Tray

Keep your MSD chips organized and protected.

PN 89755-60000

Engine Turner – Chevy

fits Harmonic Balancer

1/2" square ratchet hole
3/8" mounting holes – Use unc/unf bolt to suit the mounting application and spacers if necessary
PN 89560-16706



Engine Turner – Chevy

Mounting Kit

Includes:
3 ea countersunk Allen bolts 3/8"unc x 2 1/2"
30 ea 3/8" ID spacers
PN 89560-16707



Engine Rack (Cradle)

Set your engine in a rack so it easier to move around.
Great storage for spare engines.
Rack is built with 1.250" top rail in the front and 1.375" top rail in the rear, just like our race cars. The rail center to center is 20.5", just like our race cars. Distance from top rail center to the bottom of the cradle is 13 inches.

Wheels are robust 6" diameter nylon wheels.
Two are swivel castor and two are non swivel
With out wheels PN 89196-00001
With the wheels PN 89196-00002
Use standard KLRC engine mount to go between engine block and engine cradle. Pull the engine out of any KLRC car and it will sit right in the cradle.



Engine Sling

Engine Sling under headers w/o intake
6 meters long PN 89655-00006

Engine Sling under headers with intake
9 meters long PN 89655-00006



Tools for serious racers

Leak Checker

The KLRC leak checker is the most accurate leak checker available with laboratory grade gauges and regulator. The unit is calibrated to the world standard of 80 @ 80. The leak percentage gauge reads in percentage of leak. We selected the **best** components available because you need your leak checker to be as accurate as possible. If you were checking your bearing clearances, you would use a micrometer not a tape measure. The components are available separately if you want to assemble your own tool.



The quick disconnects are all high flow so as to not distort the leak checker readings. There are other leak checkers on the market that are better looking but none more accurate than this one. As you can see in the photo if you were to skimp on quality and make a cheaper unit the only place you could do that is by using cheaper regulators or gauges. If you do that then you are compromising accuracy and if that is OK with you then purchase the cheaper units. Just don't complain when you do not get the results you need.

Leak checker Assembly includes calibrated (80% @ .080) leak checker with regulator, supply gauge, percentage of leak gauge, quick disconnects, and connector hose with quick disconnects from leak checker to accessory and calibration tool which can be used to flow check ENDERLE main jets. See below for accessories.
89164-10000 Leak checker assembly



Accessories for the 89164-10000 KLRC Leak Checker

Quick disconnect connection to **-3 adapter** (for flowing nozzles) PN 89164-10011

Quick disconnect connection to **-6 adapter** (for leak checking small barrel valves and air popping -6 fuel system poppet cans. PN 89164-10012

Quick disconnect connection to **-8 adapter** (for leaking large barrel valves and air popping -8 fuel system poppet cans. PN 89164-10014

Quick disconnect connection to **-10 adapter** (for leaking large barrel valves and air popping -8 fuel system poppet cans. PN 89164-10015

Quick disconnect connection to **Calibration Tool and Jet Checker** PN 89164-10050 (included with leak checker assembly PN 89164-10000)

Select the correct cylinder leak check tool by selecting the type of spark plug your engine takes

Racer Decal Discount (RDD) prices apply to any racer who will run our sticker on their race car, that is all we ask to



get for our discount in price. This is our way of sponsoring you and helping the racers get to the start line.

To leak check your engine - use one of the following: Spark plug adapters – short direct connection

Quick disconnect to spark plug adapter "A" PN 89164-10021

Quick disconnect to spark plug adapter "B" PN 89164-10022

Quick disconnect to spark plug adapter "C" PN 89164-10023

Quick disconnect to spark plug adapter "D" PN 89164-10024

Spark plug adapters – with flex hose connection 250mm long

Flexible hose connection allows easy access through the headers in some applications and provides the length needed for Hemi applications. Recommended

Select spark plug adapter to suit the threaded section of your spark plugs like pictured above.

Quick disconnect to spark plug adapter "A" Part number 89164-10031
Quick disconnect to spark plug adapter "B" Part number 89164-10032
Quick disconnect to spark plug adapter "C" Part number 89164-10033
Quick disconnect to spark plug adapter "D" Part number 89164-10034
Special spark plug adapters available – please ask and we can make almost anything for you.

JET HOLDER / Calibration Tool - Quick disconnect to ENDERLE jet thread. Allow the flowing of main jets to check the flow rate of the jet. Install a .080 jet and it becomes a calibration checking tool for the standard of .080 jet must flow 80% leak as a standard. PN 89164-10050 (included with leak checker assembly PN 89164-10000)

Hose – Leak Checker Connection Male and Female High Flow Quick Release Fittings and 2 meters of hose
PN 89164-10006 (included with leak checker assembly PN 89164-10000)

Leak checker components – sold separately if you want to build your own leak checker.

89164-10003 Regulator (laboratory quality instrument regulator) 1/4"

89164-10004 Gauge - inlet pressure

89164-10005 Gauge - master gauge (laboratory quality)

89164-10006 Hose – Leak Checker Connection Male and Female High Flow Quick Release Fittings and 2 meters of hose

Leak testers A leak tester, or leak checker, is a way of measuring the size of a hole or an orifice, regardless of the shape of the hole. As long as the size of the hole is within the operating parameters of the leak checker tool, the hole could be any shape, and a calibrated leak checker device would measure the amount of air that it can flow. Then this flowed information can be compared with a percentage of leak, of a known diameter or another hole.

With the calibrated leak checker, you measure the amount of flow the hole has, not just the size. Some holes of the same size will flow different amounts of air, or liquid, based on the inlet and outlet shape or the internal finish of the hole.

There are a lot of poor-quality leak testers in nice shiny boxes in use today, because most are a commercial product made to suit a price range. They are not made for optimum data resolution, which is something a good racer needs. The first place many manufactures scrimp is on the most expensive component, the regulator. With a regulator you get what you pay for. Inexpensive general application regulators cannot supply the accuracy needed. Cheap regulators are just fine for your spray paint gun, or similar application, but not for use in a high-quality leak checker. Also, many packaged leak checkers has poor calibration, or worse, no calibration. Most of the best leak checkers are "homemade" as the builder understands what he wants and is not willing to compromise accuracy for a shiny box. This how we got started and as more people saw what we were doing more started asking for one of ours, now you can have one as well. Racers who just buy a "name branded" tool with a shiny box, usually don't really understand how importance of a high-quality regulator.

There is two ways to check the accuracy of a leak checker.

One way is to check the calibration (80% leak @ .080 orifice). This will read 20% with a .080 orifice on the end of the leak checker hose.

The second way to check the accuracy of a leak checker is by looking for the dead band. With the leak checker connected to an adequate air supply, zero the gauge on the leak checker, and then move the knob on the regulator. **ANY** movement of the knob **MUST** result in movement on the gauge needle. If the knob can be moved **any** amount, then this is a "dead band" in the leak checker indicating the leak checker has a cheap regulator which will result in inaccurate percentage readings even if it is calibrated to (80@ 80). The larger the dead band the less accurate the leak checker is. Any movement of the adjustment knob without a response on the gauge is not good. The larger the dead band the less accurate the tool is. Our leak checker has no dead band.

In racing, in order to go quicker or be more consistent in our performance, we continually look at smaller and smaller bits of data and time and more detail. It is *imperative* to have accurate information on what we are doing. If you check the clearances inside the engine you do so with a micrometer not a tape measure. You do this, so you have very accurate information, why you not do this for your "tune up" as well. Cheap regulators and gauges are not accurate and as such they give you information that is not accurate. Just because you paid a heap of money for a branded tool does not insure accuracy.

Ask yourself how much inaccuracy you are willing to live with. Again, do you check the clearances in the engine with a tape measure or a micrometer? Manufacturers who make leak

checkers for commercial resale are trying to make a product at a price and as such don't usually use the highest quality components. Simply purchasing a name brand and expensive leak checker is no guarantee of accuracy, your purchasing a high-quality regulator and gauges will give you this guarantee. The "brains" of a leak tester is the regulator the gauge and the calibration. Cheap gauges and regulator will not give you good, quality repeatable information.

Our leak checkers have the highest quality components available. We use an instrument quality gauge with a easy to read five inch dial, and an laboratory grade instrument quality regulator. Then after assembly we calibrate the leak checker to the industry standard of eighty at eighty, and of course our leak checkers have no dead band.



We do provide alternative calibrations where applicable.

Once you have a calibrated leak checker, you will find a lot of uses for the device.

It is a good idea to "leak" your jets and nozzles when you change them if you are making small changes because a lot of the time you will find a bigger (or smaller) jet will not flow more (or less) fuel giving you a result you did not anticipate, or in some cases, desire. For orifices smaller than .090 your 80@80 calibrated leak checker will work very well, for orifices larger you will need a leak checker with a different calibration (See info at end of this document). Another application for a standard calibration leak checker is checking the condition of the cylinders on the engine to evaluate the ring and valve seal.

Once you have a leak checker it can be used to analyze the condition of the piston rings. It can be used to compare nozzles and jets to ensure that the .075 nozzle or jet is larger than the .074 that is in the fuel system.... (they aren't always!) You can use them to set the barrel valve spool rotation position to measure how much fuel the engine is getting at idle and at prelaunch position.

As far as the hoses and quick disconnects go, use of commonly available hardware is preferable, so interchange ability with other racers is good. Make sure the quick disconnects are reasonably high flow so they do not interfere with the leak readings at high flow situations. I do recommend using a pressure gauge, even a cheap one, on the inlet side just to ensure that you have a minimum of 120 psi on the inlet. If the pressure drops below 120 psi the accuracy of the leak checker drops off and if the pressure drops below 100 psi on the inlet, then you have lost your zero calibration and will get even more inaccurate leak percentages. Personally, I adjust the air pressure switch on my air compressors to kick off at 145 psi, and kick back on at 125 psi, insuring the pressure never drops below 125 psi. Then I use a pressure regulator between the leak checker and the air compressor set to

	
<p>Supply pressure minimum of 120 psi Set gauge at the zero band</p>	<p>Leak check gauge unit calibrated at 80% leak with .080 jet (80 @ 80)</p>

120 psi, to insure a constant air supply of 120 psi to my leak checker, at all times. This provides the most accurate supply of air and the most accurate information for you. For my personal leak checker, I purchased a complete range of every type of air quick connect available and made adapters to connect to my air connections so I can hook up to anyone's airline to do a leak check.

Alternative Calibration Parameters

The 80 @ 80 leak checkers are the standard of the industry and when someone asks what your barrel valve leaks he expects to hear a number from a 80 @ 80 leak checker. This calibration can be used to leak check nozzles and jets up to about .085 or so much above that it runs out of range. I have made some special calibration leak checkers for checking main jets up to .145 but that takes a leak checker calibrated to 50 @ 100 and it works well but it does use a lot of air and requires an air compressor that can keep up with it (at least 3HP) but it is a terrific way of checking to insure a .124 main jet is actually smaller than a .126 as many times, it is not.

Buzz Box PN 89138-19519

Great tool for putting the mag in the engine and setting the timing without the engine running. Turn the engine in correct rotation to the timing point where you want the mag to fire the spark plug with. Set the mag in the engine approximately where it should go.

Hook up the buzz box to the two wires that go to the coil for the mag (but not connected to the coil) the buzz box will make a tone indicating it is functional. Now slowly turn the magneto in the direction of advance until the tone changes and the light comes on this indicates the points have just opened which is the point the coil would have sent a high voltage impulse down the coil wire to fire the spark plug. This will get you VERY close to where you want it, sometimes even perfectly all depending upon the operators feel. Check the actual timing with a light once the engine is started and adjust if necessary. Any minor corrections can be eliminated by developing a "feel" for the operation of the buzz box to the point where you will get it spot on the first time. A great tip is to put some restive force on the rotor button holding it back while slowly turning the mag advancing it to the point the points open. This force duplicateds the natural action the rotor button would see in operation thus giving a more accurate buzz in setting.

ENGINE COOLER

Most Top Alcohol or Doorslammers and some DYO or Bracket Racers with Supercharged Engines do not use cooling systems on their engines. After you win first round the amount of time you have between first and second round often does give you enough time to cool the engine naturally in most weather conditions. Although hot day can be a real problem though.

The problem arises as you keep winning rounds the amount of time between each round decreases as the number of racers left decrease by 50% with each round. The amount of time between the semi's and the finals can be quite short.

The racer going into the final round with the same engine temperature as they did the first round stands a much a much better chance of winning as heat soak can change the cars performance which is death to a DYO racers.

So how do you cool your engine if you don't have a cooling system? There are a few options but here is one that some of our customers prefer.

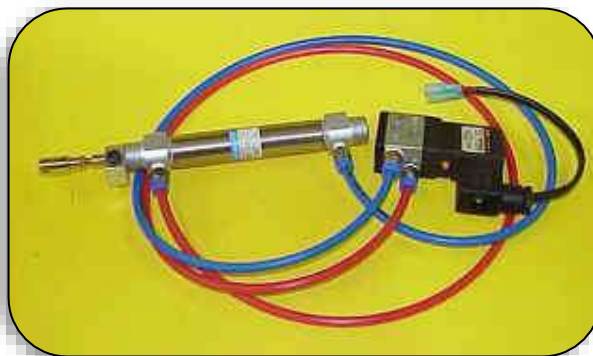
We designed this with a squirrel cage blower to increase the amount of air pressure it could build to help push the air across the cylinder head on this side, through the center of the engine and across the rods and across the cylinder head on the other side (with that valve cover off).

This also extracts the excess methanol fumes as well.
240v BBC PN 89189-16230 other available soon.



Start Line Control

What does SLC (Start Line Control) do for a racer? The SLC will guarantee the same start line rpm every time. The racer never looks away from the tree, the racer does not get distracted and this helps in cutting better lights and it drastically reduces converter temperature insuring not only that the parts will last longer but the car will be more consistent as the converter temperature will the same every time.



This is a must have for every DYO racer. The SLC can be configured and used different ways.

SLC Method 1 is with a delay box.

Slowly idle into "stage", once the front wheel breaks the start line beam and lights the stage light you press the transbrake button to set the transbrake and the SLC. The throttle pedal goes to the floor telling the driver that the system is armed, but the engine continues to idle because the butterflies are still closed. Once you release the transbrake button it takes the engine to wide open throttle and then the start line rpm is regulated by the converter or the two step chip in the ignition controller, depending upon how you have your car configured. This insures that the engine stays revved to the same rpm every time for the same amount of time.



SLC Method 2 is without a delay box.

Slowly idle into "stage", once the front wheel breaks the start line beam and lights the stage light you press the transbrake button to set the transbrake and the SLC. The throttle pedal goes as far as you have it adjusted for. This is usually 80%-90% of the full travel to the throttle stop under the throttle pedal. This is adjusted before you get to the starting line. The engine continues to idle and will idle until the driver pushes the throttle all the way to the stop. This is done only after both drivers are fully staged. Once the driver pushes the pedal to the stop the engine revs up the amount that you have it adjusted for with the throttle linkage. Now when the driver releases the transbrake button it releases the transbrake and activates the SLC opening the throttle to wide open. The driver never has to look away

from the tree to get the stage rpm right. The engine spends the least amount of time at the stage rpm which limits the converter heat.

We built our first SLC in response to a discovery. We had a temperature gauge in the oil pan of our



transmission to monitor the trans temperature but every time we wanted to remove the transmission you had to drain the pan and remove the temperature gauge probe. We made a block to put the temperature probe into and used the oil coming from the converter (bottom port on the Powerglide) to measure the temperature. We were shocked to see how fast the heat rose at stage rpm. We saw almost 100F per second of heat rise. There is no way this could be good for the converter or the consistency of the car. By limiting the time spent at stage rpm it not

only made the car more consistent but the driver better as well as now they never have to look away from the tree and they have confidence that the start line rpm will always be right.

**You can win races without one of these,
but you will win *more* races with a **LOWE** Start Line Control unit.**

Complete kit (less CO2 bottle and regulator – available separately) **PN 53702-00001**

Cylinder (10-32 thread on body) Cylinder travel stop – adjustable

Heavy duty quick release cable end with 10-32 thread to suit most injector arms.

Solenoid Valve – dual acting

Hose and Fitting Kit

4 ea - Straight hose ends (quick disconnect)

4 ea - 90 degree hose ends (quick disconnect)

4 meters of 6mm Polyethylene tube Green

4 meters of 6mm Polyethylene tube Black

4 meters of 6mm Polyethylene tube White

All prices are plus gst and shipping if applicable You will need a source of CO2 to operate this system. Either a 2 pound or a 5 pound bottle system will work and the regulator needs to be set at 150 psi. Compressed air could be used but it would have to be recharged before each run.

CO2 Tanks and Mounts / Brackets

CO2 Bottle and Accessories

This CO2 bottle is 2 inches in diameter and is used to power control devices on your race car. It can be used for shifting gears, Start Line Control, Trans Brakes, parachute release and fuel management systems. The only limits of use are your imagination. PN 84105-01011

Regulator for CO2 bottle to step the pressure down from over 1200 psi to a preset pressure of 145 psi (10 bar), comes with nipple and nut to connect to CO2 bottle. PN 53702-00018

Bottle bracket to mount the 2" CO2 bottle in your car. Flat back mount allows mounting to any flat surface with two 1/4" unc bolts provided. One screw opens the bracket allowing the bottle to slide into place quickly and easily.

PN 84090-82000

CO2 Bottle 4.375" PN 53105-43750

Use the same regulator as on the 2" bottle above.



CO2 Bottle Mount Weld ON Bracket

Fits 1 1/8" vertical tube – comes with mounting bolts for 84090-43750 clamps - May be welded to

saddles for clamp on situations. PN 84090-43750 SOLD in Pairs ONLY



PN 84090-43752

Billet Aluminum CO2 bottle mount bracket 2 required for mounting



Installation Notes:

The LOWE SLC (Start Line Control) can be installed in a push or pull cable application. In either case you must insure that the throttle pedal has a travel stop as you do not want the rotation stop on the injector or carburetor being the travel stop for the system as you will inflict damage to the injector, carburetor or the linkage if you do not have a pedal travel stop. Since all small diameter controls have many times the strength if you place them in tension versus compression it is highly recommended that your throttle linkage is engineered to put the cable and all the hardware in a tension environment. This means you should have a pull throttle cable and as noted above it should have a pedal stop so the only load the cable, levers or cylinders see are the loads imposed by the throttle return spring.

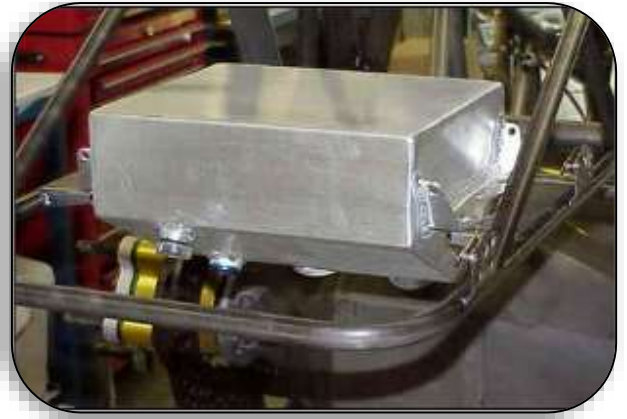
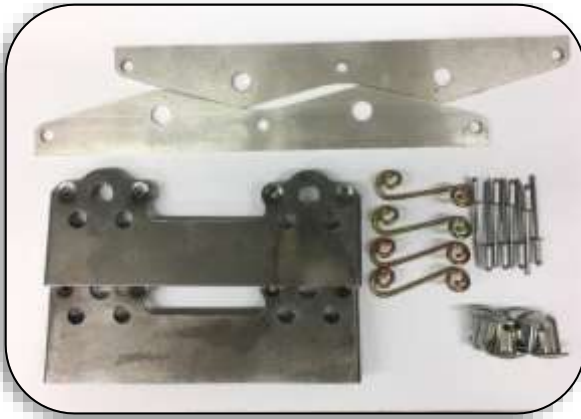
Not all race cars have the same amount of cable travel to achieve the transition from idle to wide open throttle. Since they can all be different the LOWE SLC launch cylinder has a travel stop provided to assist you in calibrating your system to suit your application. Set the travel stop to the amount of travel needed.

The LOWE SLC launch cylinder has a 10-32 thread provided for those who want to just thread the throttle cable into the bottom of the cylinder as it works well in many situations this way. This is pictured in the photo above. Some clients prefer to put the launch cylinder out by the injector others prefer to put it down by the throttle pedal. Each situation must be engineered to suit your application.

Some clients will make a bracket and run the cable parallel to the cylinder. This will shorten the overall length and it can create a side load situation on the cable.

Each SLC kit comes with a comprehensive installation instructions, with complete wiring, configuration and calibration information.

Puke Tank and Mounting Kit Type 001



61385-86012 Puke tank steel chassis mount (weldment)

61385-86023 Puke tank alum tank mount (weldment)

61385-86030 KIT Puke Tank Mount complete with steel chassis tabs and aluminum tank tabs, Dzus springs, Dzus buttons and pop rivets.

2ea Steel Weld on Tabs 2ea 61385-86012

2ea Aluminum Mount Tabs 2ea 61385-86023

4ea Dzus Buttons 58135-11554 Dzus (Pack of 4)

4ea Springs PN 58680-10104 (Pack of 4)

Vent tank (puke tank) for Altered/FC complete with mounting brackets

All you have to do is measure from the inside of the mounting tube to the inside of the other mounting tube, give us that number and we can make a tank for you and all you have to do is weld the steel tabs to the chassis.

PN 61779-10002



Overflow Tank Type 1

700ml volume

65mm diameter x 365mm long.

2 ea 1/8" pipe thread in the side

1 ea 1/4" pipe thread in the bottom for a drain

Bracket welded to the side for mounting to any flat surface.

Plain PN 61740-10001

Polished PN 61740-10002

Anodized PN 61740-10003

Tabs and Brackets and Chassis Hardware

<p>Weld-Tab 3/8" hole x 1/4" thick Bellhousing blow back bars, Engine locator tabs PN 11735-51606</p>	 	<p>Weld-Tab 3/8" hole x 1/4" thick Chassis Mount Tab Bellhousing blow back bars, Engine locator tabs PN 11735-52706</p>	 
<p>Weld-Tab 1/4" hole .375" tall x 1.47" wide PN 11735-32003</p>			
<p>Weld-Wheelie Bar Diff Mount PN 68735-37366</p>			<p style="text-align: center;">Lower</p> 
<p>Weld-Tab – Double Flange 3/8" hole PN 11735-20000 (Sold In Pairs)</p>		<p>Weld-Tab – Single Flange 3/8" hole PN 11735-20300 (Sold In Pairs left and right)</p>	
<p>Weld-Tab – Accessory Mount 1/4"hole PN 11735-20700 (Sold in Pairs)</p>		<p>Weld-Tab Parachute Shroud Line Chassis Mount PN 11735-20500 (Sold in Pairs only)</p>	
<p>Weld-Tab (Bellcrank Tab) 3/8" hole - Single Tab PN 11735-20600</p>		<p>Weld-Tab Universal 3/8" hole - Short 5/8" from center of hole to top of arc - (Sold in packs of 4) PN 11735-20900</p>	
<p>Weld-Tab Universal 3/8" hole – Tall 7/8" from center of hole to top of arc - (Sold in packs of 4) PN 11735-21400</p>		<p>Weld-Tab - Radius rod frame bracket PN 11735-21200</p>	
<p>Weld-Hiem Joint Clevis 3/4" tube x 3/8" hole PN 11735-21175 (Sold in packs of 2)</p>		<p>Weld-Hiem Joint Clevis 7/8" tube x 3/8" hole PN 11735-21187 (Sold in packs of 2)</p>	

Tabs and Brackets and Chassis Hardware

Weld-Anti Rotate and Twin Chute Shroud Line Mount

Chrome-moly steel brackets CNC cut with $\frac{1}{2}$ " inside diameter bosses welded on. Ready to mount to your diff housing.
PN 11090-26309



Steering Bellcrank

Funny Car, Altered and Front Engine Dragster
Lever arm length from pivot
Drag link side 6" long center to center
Tie Rod side 5" long center to center
 $\frac{3}{8}$ " steer holes – $\frac{1}{2}$ " pivot hole
Includes: Bellcrank, Chassis weld boss, roller bearings and races, pivot bolt, washers and nylon lock nut.
PN 23065-21400



Drag Link Slide Bracket Kit

for use with $\frac{3}{4}$ " diameter drag link.
To fit 1 $\frac{1}{8}$ " chassis rails PN 23090-21679
To fit 1 $\frac{1}{4}$ " chassis rails PN 23090-21699



Chassis – Tow Hook FOLD Away

Rear Engine Dragster
Complete kit fits to $\frac{7}{8}$ " crossmember.
PN 90310-25859 Kit complete with tabs and bolts



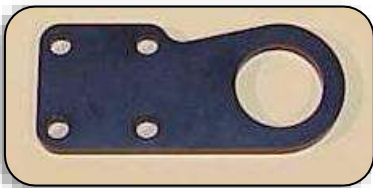
Tabs and Brackets and Chassis Hardware



Center Chassis Tow Hook Point

Kit Includes:

- Includes 2ea 11735-89603 trimmable tabs
 - Includes 1ea 1.25" x 0.125 wall cmoly tube for tow point
 - Includes 2ea 3/8" cmoly stay tubes
 - Includes 1ea 1" solid steel tow post.
 - We welded a standard D shackle to ours.
- 3mm Tab Kit PN 11735-89613
5mm Tab Kit PN 11735-896153



Spindle tow hooks (pair) (SPE) PN 23670-00270

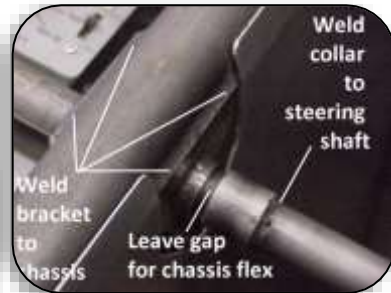
Spindle tow hooks (pair) (Stiletto, P&S) PN 23670-00280

Spindle tow hooks (pair) (Strange) PN 23670-00290

Mounts to the top of the front spindles.

Chassis - Steering shaft "crash stop"

This device is mandated by all sanctioning bodies to prevent the steering shaft on a rear engine dragster from impaling the driver in the event of a crash. Fits standard 5/8 inch steering shafts
PN 23035-21813



Chassis – Skid Pad Kit Have you ever bottomed your chassis out driving or towing through the pits. Have you ever had a bounce after the finish line and heard the chassis or engine plate hit the asphalt? Have you ever been under your car to see a shiny new metal where the chassis has bottomed out? Have you ever dragged the bottom of the chassis while unloading the car? Often unwanted damage can happen to your car if it is not protected. I have had these things happen to me but now my car chassis and body is protected with these skid pads. Weld on the steel tabs to the chassis and install the replaceable skid pads and you are protected. They only weight a few ounces yet provide piece of mind and cheap insurance against damage. On rear engine dragster they are usually mounted under the engine plate area and under the driver's seat area. On Altereds, Funny Cars and Front Engine Dragsters they are usually mounted just under the engine plate area although some FED's, because of chassis flex could use additional protection halfway between the engine plate and the front axle.



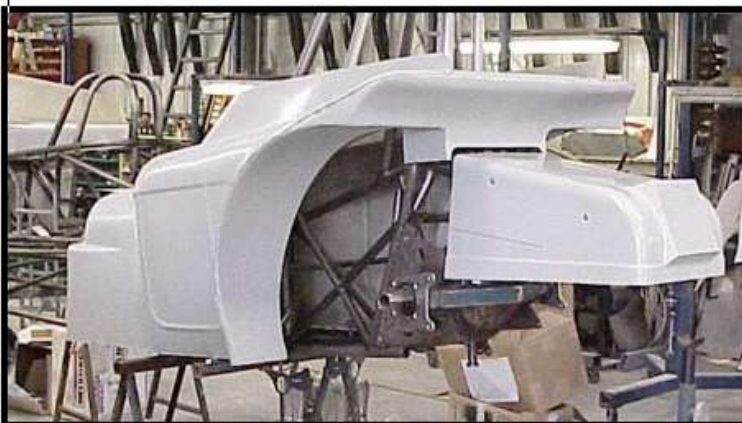
Skid Pad Kit includes two replaceable skid pads, four weld on tabs and installation bolts and nuts. Kit PN 12510-84019

Instructions on mounting an Altered Body

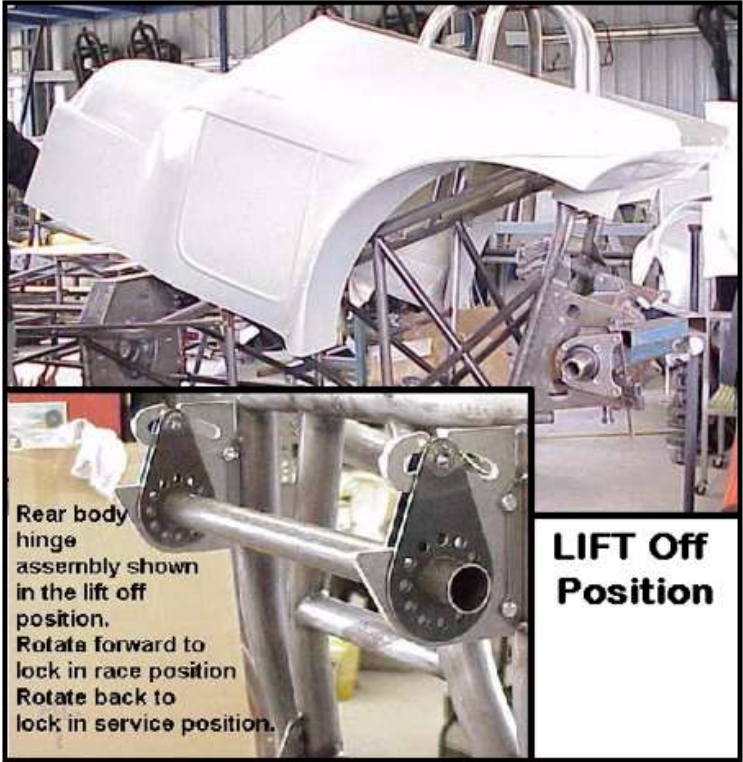
Instructions on mounting an Altered body

These instructions show you how to mount our hardware on your body so the body can pivot for easy access to the clutch and transmission or any hardware inside the car.

With this system you simply remove the four Dzus fasteners on the front firewall and raise the body to just tilt or fully remove the body. It only takes seconds to tilt or remove the body. Tilting it can be done with one person and two can remove the body. All this works better if you have no instruments mounted to the body to remove or disconnect. With our body we have moved the windscreen further forward to allow clearance of the instruments without having to mount them to the body. Our bodies come with the windscreen filled in but if you decided you want a clear windscreen cutting some Lexan to shape and then cutting the fiberglass back to just a flange to bolt the windscreen to is easily done.

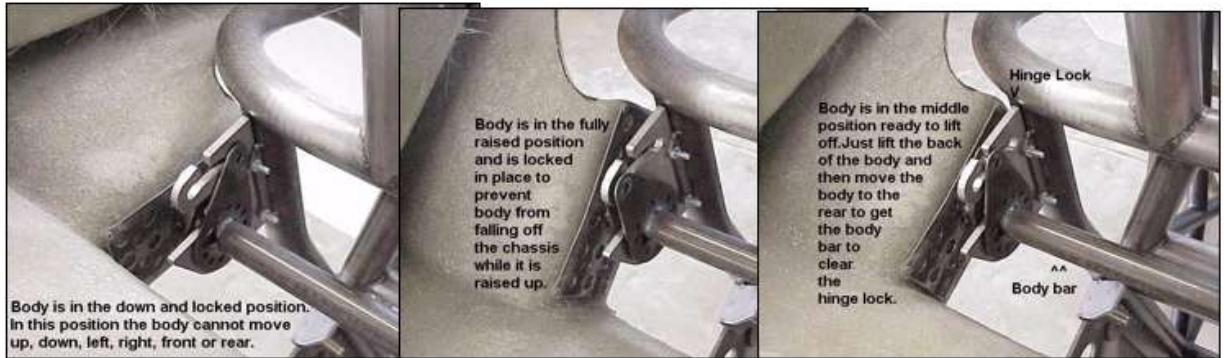
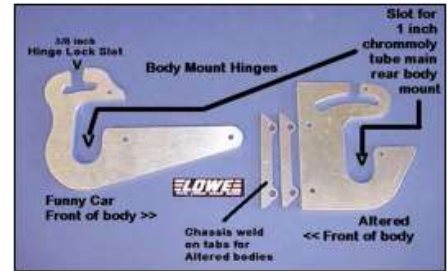
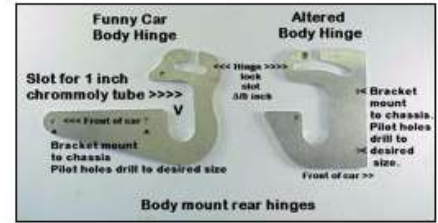


Here is the body in the down position. You should notice the hinge photo on the left showing the down and locked position. As you raise the body in the front the back pivots around the 1" chrommoly tube and the lock pin travels from the lock position to the mid position (lift off position) back to the fully raised or travel position. This position is useful to keep the body from falling off the car if it is being towed or serviced in a windy environment. The photo on the upper right shows the front of the body being retained by Dzus fasteners over the engine plate / firewall bracket.



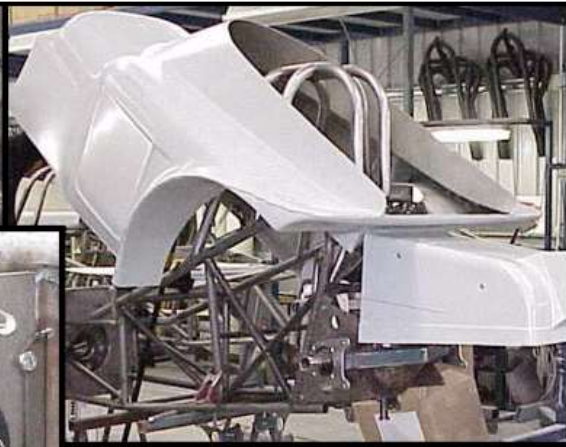
Rear body hinge assembly shown in the lift off position. Rotate forward to lock in race position. Rotate back to lock in service position.

LIFT OFF Position





Body is in the fully raised position and is locked in place to prevent body from falling off the chassis while it is raised up.



In this photo the hinge is rotated all the way back to the Service Position. In this position the body is locked in place to prevent the body from falling off the car while servicing, towing or in a windy environment.

This position provides easy and quick access to components under the body and behind the engine. If you have nothing to disconnect and just four Dzus fasteners to remove tilting the body up takes only a few seconds. This can be done by an individual with no assistance. Should extensive work need be done then removal of the body only requires two people and to lower the body to the midpoint and lift to remove the body, again only taking a few seconds.



This photo shows the central or mid position where the body is ready to be lifted off the chassis. Here the body is neither down and ready to be locked in position or fully raised for service. Here at the lift off or mid position two people can easily lift the body off the car fully removing it making the car much easier to work on.



This photo shows the position of the rear hinge in the down and locked position. Here the body is down and locked in position on the rear hinge. Latching the front of the body in the front is the only thing left to do.



Here the body is in the fully raised position. This locks the hinge on the back of the body in place to keep the body from slipping or falling off while the car is being worked on, towed or if the wind catches the body.



Chassis Tabs and Brackets

11735-20000 Double fold tab 3/8" hole KLRC	
11735-20100 Left fold tab 3/8" hole KLRC	
11735-20200 Right fold tab 3/8" hole KLRC	
11735-20500 3/8" hole / Parachute tab Multitpal use tab KLRC	
11735-20600 3/8" hole / Double fold tab Bellcrank tab / multitpal use tab KLRC	
11735-20700 Double fold tab 1/4" hole / Multitpal use KLRC	

11735-21100 3/8" Rod end clevis for 3/4" tube KLRC	
11735-21300 3/8" Rod end clevis for 7/8" tube KLRC	
11735-21800 Arc tab -1/2" from center of 1/4" hole to the top of the arc KLRC	
11735-20900 Arc tab -5/8" from center of 3/8" hole to the top of the arc KLRC	
11735-21800 Arc tab -7/8" from center of 3/8" hole to the top of the arc KLRC	
11735-21200 3/8" Rod end clevis for Radii rod mounting KLRC	

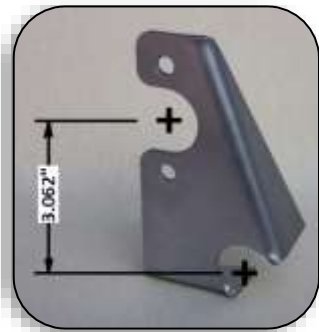
Mounting Bracket * Brake Master Cylinder Cross member mount



1.125" dia chassis rail mount
2 3/8" from top of mount tube to centerline of master cylinder bore
(Supercar Front Brake MC Bracket)
PN 18090-63573

Mounting Bracket * Brake Master Cylinder Side rail mount

1.125" dia chassis rail mount
3.062" center line of mount tube to center line of master cylinder
2.5" from top of mount tube to centerline of master cylinder bore
PN 18090-63543



Mounting Bracket * Brake Master Cylinder Cross member mount



1.125" dia chassis rail mount
1 5/8" from top of mount tube to centerline of master cylinder bore
PN 18090-63563

Mounting Bracket * Brake Master Cylinder Side rail mount

1.125" dia chassis rail mount
2.188" center line of mount tube to center line of master cylinder
1.75" from top of mount tube to centerline of master cylinder bore
PN 18090-63553



Chassis Tabs 0.187"

Tab – Weldment

3/16" Hole x 1.50" Tall x 1.50" Wide x .125 thick steel
 Designed to be cut in two to make two tabs each 1.50" tall.
 3/16" hole can be drilled out to suit larger applications – see
 sample photo

PN 11735-21603



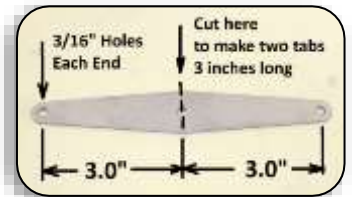
Tab - Weldment

3/16" Hole x 1" tall x 3/4" flat bottom
 2ea (cut supplied tab in center)
 3mm PN 11735-21703



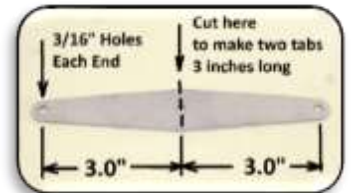
Tab – Weldment

3/16" Hole x 3.0" Long x 0.750" wide
 Material 0.078" Thick
 PN 11735-21902



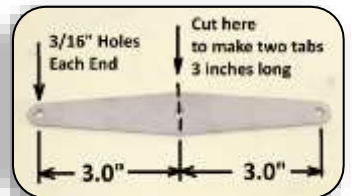
Tab – Weldment

3/16" Hole x 3.0" Long x 0.750" wide
 Material 0.110" Thick
 PN 11735-21903



Tab – Weldment

3/16" Hole x 3.0" Long x 1.0" wide
 Material 0.110" Thick
 PN 11735-22003



Throttle Cable Mount Bracket for Adjust-A-Rail throttle cable mount

PN 11735-25002
 PN 53535-01101



Adjust-A-Rail Mounting Bracket

PN 11735-45003
 PN 53535-01102



Tab – Weldment 3/16" Hole – FLAT Mount

Holes are 2.25" apart
 PN 58305-73193
 Application
 Skid Pad Mount – Altered Body Hinge Mount



Chassis Tabs 0.250" Hole

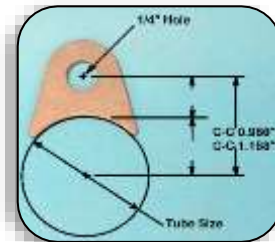
ARC Tabs 0.250" Hole 0.960 C-C Distance Prefix PN 11735-xxxxx

Tube Size	2mm Material Thickness	3mm Material Thickness	0.060 Material Thickness	0.090 Material Thickness	0.125 Material Thickness
0.500	34012	34013	34014	34015	34016
0.625	34112	34113	34114	34115	34116
0.750	34212	34213	34214	34215	34216
0.875	34312	34313	34314	34315	34316
1.000	34412	34413	34414	34415	34416
1.125	34512	34513	34514	34515	34516
1.250	34612	34613	34614	34615	34616
1.375	34712	34713	34714	34715	34716
1.500	34812	34813	34814	34815	34816
1.625	34912	34913	34914	34915	34916



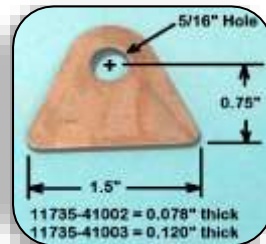
ARC Tabs 0.250" Hole 1.188 C-C Distance Prefix PN 11735-xxxxx

Tube Size	2mm Material Thickness	3mm Material Thickness	0.060 Material Thickness	0.090 Material Thickness	0.125 Material Thickness
0.500	34022	34023	34024	34025	34026
0.625	34122	34123	34124	34125	34126
0.750	34222	34223	34224	34225	34226
0.875	34322	34323	34324	34325	34326
1.000	34422	34423	34424	34425	34426
1.125	34522	34523	34524	34525	34526
1.250	34622	34623	34624	34625	34626
1.375	34722	34723	34724	34725	34726
1.500	34822	34823	34824	34825	34826
1.625	34922	34923	34924	34925	34926



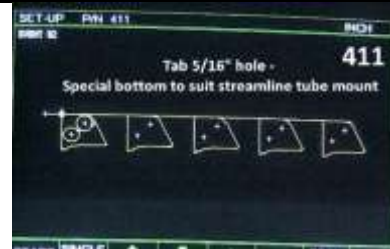
Tab - Weldment
5/16" Hole – FLAT Mount
 Flat Bottom 1.1" wide x .55 tall

2mm (0.078" thick) 1ea PN 11735-40012
3mm (0.120" thick) 1ea PN 11735-40013
2mm (0.078" thick) Pack of 3ea PN 11735-40032
3mm (0.120" thick) Pack of 3ea PN 11735-40033



Tab – Weldment
5/16" Hole – FLAT Mount
 Flat Bottom 1.4" wide x .75 tall

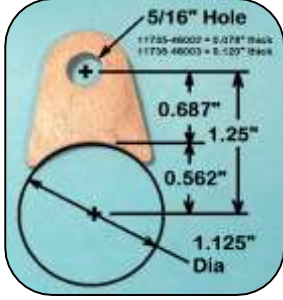
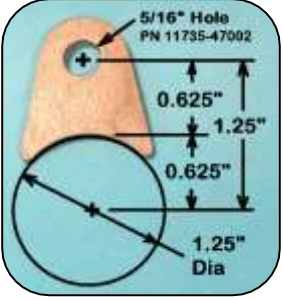
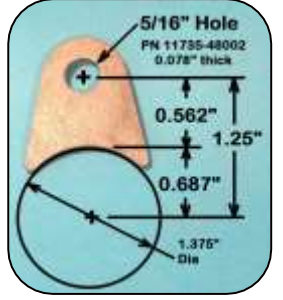
2mm (0.078" thick) 1ea PN 11735-41012
3mm (0.120" thick) 1ea PN 11735-41013
2mm (0.078" thick) Pack of 3ea PN 11735-41032
3mm (0.120" thick) Pack of 3ea PN 11735-41033



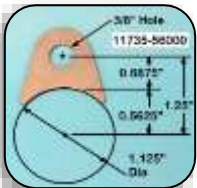
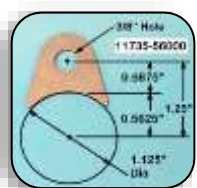
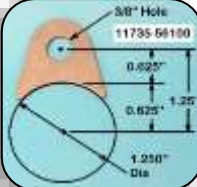

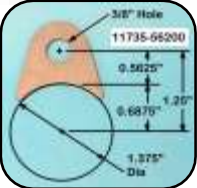
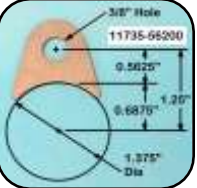
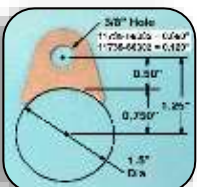
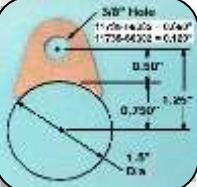


Tab – Weldment
5/16" Hole STREAMLINE Mount

2mm (0.078" thick) 1ea PN 11735-41112
3mm (0.120" thick) 1ea PN 11735-41113
2mm (0.078" thick) Pack of 4ea PN 11735-41142
3mm (0.120" thick) Pack of 4ea PN 11735-41143

Chassis Tabs 0.312" Hole

		
<p>Tab - Weldment 5/16" hole - ARC Mount 1.125 Arc Mount (suits 1.1250 or 1 1/8" tube) 0.078" thick PN 11735-46002 0.120" thick PN 11735-46003 Pack of 3 tabs 0.078" PN 11735-46032 Pack of 3 tabs 0.078" PN 11735-46033</p>	<p>Tab - Weldment 5/16" hole - ARC Mount 1.250 Arc Mount (suits 1.250 or 1 1/4" tube) 0.078" thick PN 11735-46102 0.120" thick PN 11735-46103 Pack of 3 tabs 0.078" PN 11735-46132 Pack of 3 tabs 0.078" PN 11735-46133</p>	<p>Tab - Weldment 5/16" hole - ARC Mount 1.375 Arc Mount (suits 1.375 or 1 3/8" tube) 0.078" thick PN 11735-46203 0.120" thick PN 11735-46203 Pack of 3 tabs 0.078" PN 11735-46232 Pack of 3 tabs 0.078" PN 11735-46233</p>

Chassis Tabs 0.375" Hole

<p>Tab - Weldment Steel 3/8" Hole x 0.078" thick (suits 1.1250" or 1 1/8" tube) PN 11735-56002 EACH PN 11735-56052 Pack of 5 PN 11735-56092 Pack of 10</p>		<p>Tab - Weldment Steel 3/8" Hole x 0.120" thick (suits 1.1250" or 1 1/8" tube) PN 11735-56003 EACH PN 11735-56053 Pack of 5 PN 11735-56093 Pack of 10</p>	
<p>Tab - Weldment Steel 3/8" Hole x 0.078" (suits 1.250" or 1 1/4" tube) PN 11735-56102 EACH PN 11735-56152 Pack of 5 PN 11735-56192 Pack of 10</p>		<p>Tab - Weldment Steel 3/8" Hole x 0.120" (suits 1.250" or 1 1/4" tube) PN 11735-56103 EACH PN 11735-56153 Pack of 5 PN 11735-56193 Pack of 10</p>	
<p>Tab - Weldment Steel 3/8" Hole x 0.078" (suits 1.375" or 1 3/8" tube) PN 11735-56202 EACH PN 11735-56252 Pack of 5 PN 11735-56292 Pack of 10</p>		<p>Tab - Weldment Steel 3/8" Hole x 0.120" (suits 1.375" or 1 3/8" tube) PN 11735-56203 EACH PN 11735-56253 Pack of 5 PN 11735-56293 Pack of 10</p>	
<p>Tab - Weldment Steel 3/8" Hole x 0.078" (suits 1.500" or 1 1/2" tube) PN 11735-56302 EACH PN 11735-56352 Pack of 5 PN 11735-56392 Pack of 10</p>		<p>Tab - Weldment Steel 3/8" Hole x 0.120" (suits 1.500" or 1 1/2" tube) PN 11735-56303 EACH PN 11735-56353 Pack of 5 PN 11735-56393 Pack of 10</p>	
<p>Tab - Weldment Steel 3/8" Hole x 0.078" (suits 1.625" or 1 5/8" tube) PN 11735-56402 EACH PN 11735-56452 Pack of 5 PN 11735-56492 Pack of 10</p>		<p>Tab - Weldment Steel 3/8" Hole x 0.120" (suits 1.625" or 1 5/8" tube) PN 11735-56403 EACH PN 11735-56453 Pack of 5 PN 11735-56493 Pack of 10</p>	

Chassis Tabs

Tab – Weldment 5/16" Hole – FLAT Mount

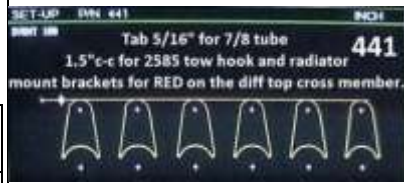
Flat Bottom 1.5" wide x 1.5 tall

2mm (0.078" thick)
1ea PN 11735-41502

3mm (0.120" thick)
1ea PN 11735-41502

2mm (0.078" thick)
Pack of 3ea PN 11735-41532

3mm (0.120" thick) Pack of 3ea
PN 11735-41532



Tab – Weldment 5/16" Hole – ARC Mount

5/16 " Tabs with arc bottom for 7/8"rail
Suits Center tow hook Tab or Radiator
Mount Tab
0.120" Thick PN 11735-44103



Tab – Weldment 5/16" Hole

5/16 " Tabs for dragster pedal
assembly 3mm thick
PN11735-45003

Tab – Weldment - 3/8" Hole – FLAT Mount

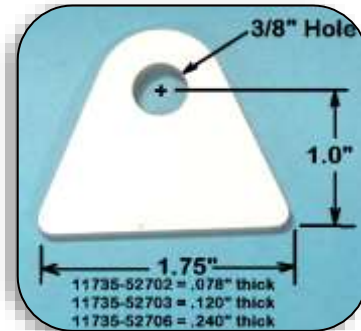
1" from base to hole

1.75" across the base

0.078" thick – Each PN 11735-52702
Pack of 3 tabs PN 11735-52732

0.120" thick – Each PN 11735-52703
Pack of 3 tabs PN 11735-52733

0.240" thick – Each PN 11735-52706
Pack of 3 tabs PN 11735-52736



Chassis Ports

Inside = 1.1" long x .5" wide

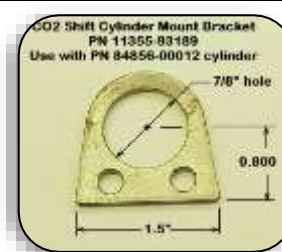
Weld ON

Allows the use of the chassis
rails as a conduit for wires tubes
and hoses which not only tidys
up the car but protects the
wires and hoses.

PN 11563-00500



Bracket for Powerglide CO2 Shift Cylinder Mount PN 11735-93189



Chassis Saddles – Engine Mounts



Chassis Saddles Chart



Saddle to fit TUBE SIZE	Saddle ONLY BLANK	Saddle with Tabs EACH Plain	Saddle with Tabs (Pair) Plain	Saddle with Tabs (Pair) CHROME
7/8"	11615-00300	38090-61008		
1.0"	11615-10300	38090-61009		
1 1/8"	11615-11300	38090-61560	38090-62560	38090-64560
1 1/4"	11615-12300	38090-61561	38090-62561	38090-64561
1 3/8"	11615-13300	38090-61562	38090-62562	38090-64562
1 1/2"	11615-14300	38090-61563	38090-62563	38090-64563
1 5/8"	11615-15300	38090-61564	38090-62564	38090-64564
1 3/4"	11615-16300	38090-61565	38090-62565	38090-64565

All saddle tabs for 1 1/8" or larger have 3/8" bolt holes. 7/8" and 1" saddle tabs have 5/16" holes

Saddle Clamps



Chassis Rail Size + Saddle	Part Number Each
7/8"	12155-00300
1"	12155-00400
1 1/8"	12155-00500
1 1/4"	12155-00600
1 3/8"	12155-00700
1 1/2"	12155-00800
1 5/8"	12155-00900
1 3/4"	12155-01000

Chassis Tabs

**Tab – Weldment Steel
3/8” Holes x 0.240”
thick**

PN 11735-53208
Tab Bellhousing mount
blow back bars-engine
locator Type 5v1
0.240” thick tab each is PN 11735-53216
Pack of 2 tabs is PN 11735-53226



**Tab – Weldment
Steel 3/8” Holes**

Tab Bellhousing mount
blow back bars-engine
locator
Type 5v2
PN 11735-53308



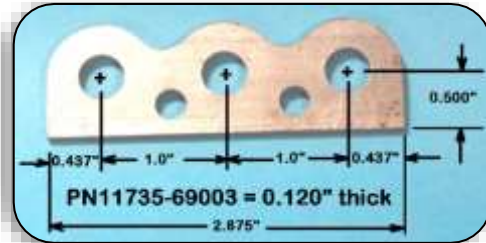
**Tab, Weldment Steel 3/8” Holes
Used as PG / Engine Locator**

2” from base to hole CL
1.5” across the base
1.0” notch for angle mount on
Pair 0.240” thick PN 11735-53526
Pair 0.385” thick PN 11735-53528



**Tab – Weldment Steel
3/8” Holes 3ea**

LENCO / B&J air shift line mount
to use Dash 3 Bulkhead fittings
for connections
PN 11735-69003
(11735-59503)



**Engine Locator Kit
Rear ENGINE Dragster with Powerglide
With Diff Mounting Bolt mounting**

Kit includes
Semi Welded Trans mounts (tabs not welded on but bars and bushings welded)
Weld Clevises + Threaded Clevises
Lock Nuts and Diff Mounting Nuts
PN 10350-00100



**Engine Locator Kit
Rear ENGINE Dragster with Powerglide With Diff Tab mounting**

Kit includes
Semi Welded Trans mounts (tabs not welded on but bars and bushings welded)
Chassis Tabs 2ea + Weld Clevises + Threaded Clevises + Lock Nuts
PN 10350-00200

**Engine Locator Kit
Funny Car / Altered and FED with Powerglide**

Kit includes
Semi Welded Trans mounts (tabs not welded on but bars and bushings welded)
Chassis Tabs 2ea + Weld Clevises
Threaded Clevises + Lock Nuts
PN 10350-00500



Parachute Mounts

Anti Rotate and Chute Mount Bracket

Single Parachute Shroud Line Top Mount and Anti Rotate Mount
Use with 85530-36503 parachute mount kit
Sold in Pairs PN 11090-26119



Single Chute Shroud Line Mount Kit PN 11090-53408

Anti Rotate and DUAL Parachute shroud line mount

Reinforcing bushes welded on.
Can be installed on the top or bottom of the diff housing

Kit PN 11090-26309



Diff Mounts

Diff Mounting Plates (Pair)

Steel Plates * (Lightened) 6mm thick
Suits Rear Engine Dragster, Funny Car, Altered
Includes 1ea PN 13555-18316 (Small Hole)
Includes 1ea PN 13555-18416 (Large Hole)
Sold in pairs 1ea PN 13555-18356 (Pair)
Installation on your housing is available.



Chassis Diff Mounts suits FC/A and RED



Diff mounting plates, steel, drilled set of(4) PN 11555-18200

Diff mounting plates, steel, drilled, profiled set of(4) PN 11555-18204



Diff mounting plates **RED**, chrom moly, drilled, profiled (scalloped) without reinforce rings (4) PN 11555-18205

Diff mtg plates **FC-A**, chrom moly, drilled, profiled (scalloped) w/out reinforce rings (4) PN 11555-18206

Diff mtg plates **RED**, chrom moly, drilled, profiled (scalloped) **with** reinforce rings (4) PN 11555-18207

Diff mtg plates **FC-A**, chrom moly, drilled, profiled (scalloped) **with** reinforce rings (4) PN 11555-18208

Weld On Reinforce Ring sold in sets of 16ea (not installed) PN 11555-18210

PLAIN DIFF PLATES NOT Scalloped - chrom moly, drilled, Plain

Diff mounting plates **RED**, w/out reinforce rings (4) PN 11555-18215

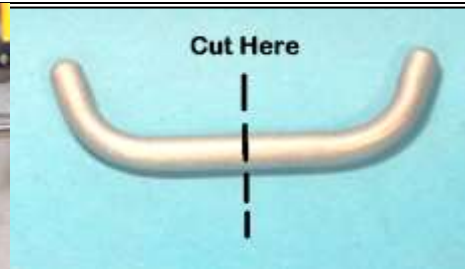
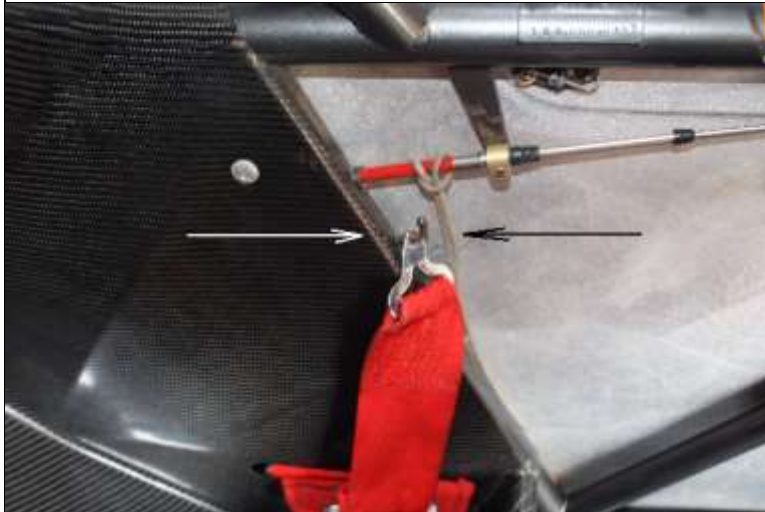
Diff mounting plates **FC-A**, w/out reinforce rings (4) PN 11555-18216

Diff mounting plates **RED**, **with** reinforce rings (4) PN 11555-18217

Diff mounting plates **FC-A**, **with** reinforce rings (4) PN 11555-18218

Seat Belt Hooks

Seat Belt Hook (cut in half and weld each end to chassis to hang the seat belts on.



PN 11310-00001

(CO2 Bottles are in stock) CO2 Bottle Mounting Brackets 2.0"

Bottle Mounting Bracket for 2" CO2 bottle
 Billet Aluminum with side clamp locking screw.
 Flat back mount allows mounting to any flat surface with two 1/4" unc bolts provided. One screw opens the bracket allowing the bottle to slide into place quickly and easily.
 PN 84090-82001



Steel Weld ON Brackets
 Weld on Brackets to suit the billet aluminium 2" CO2 bottle mount shown above.
 Welds to chassis tube 1 1/8" upright tube or cut off and weld to flat plate. PN 84090-20000



(CO2 Bottles are in stock) CO2 Bottle Mounting Brackets 4.375"

Bottle Mounting Bracket for 4.375" CO2 bottle
 Billet Aluminum with side clamp locking screw.
 Flat back mount allows mounting to any flat surface with two 1/4" unc bolts provided.
 CO2 Bottle Bracket (suits large Lenco bottle) 4.375" PN 84090-43752



CO2 Bottle Mount Weld ON Bracket
 Fits 1 1/8" vertical tube – comes with mounting bolts for 84090-43750 clamps - May be welded to saddles for clamp on situations.
 PN 84090-43750 SOLD in Pairs ONLY



Spherical Rod Ends

Rod End Washers

3/8" ID x 0.930" OD

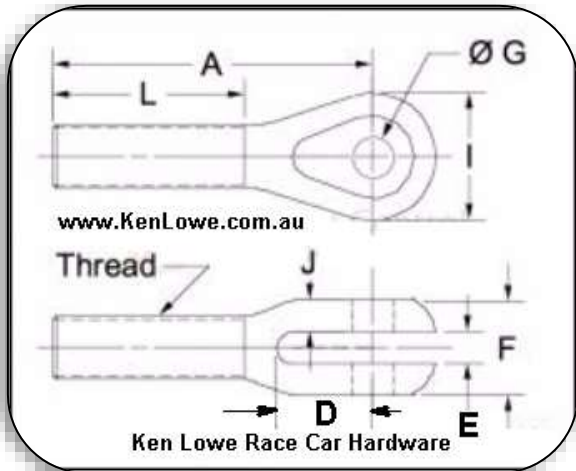
Steel

PN 53611-37500



PN	Description	Thread	Hole"	Width"	Material / Bearing
53610-01110	Female	10-32 RH	0.187	0.312	Steel / Steel
53610-01210	Female	1/4-28 RH	0.250	0.375	Steel / Steel
53610-01310	Female	5/16-24RH	0.312	0.437	Steel / Steel
53610-01410	Female	3/8-24 RH	0.375	0.500	Steel / Steel
53610-11110	Male	10-32 RH	0.187	0.312	Steel / Steel
53610-11210	Male	1/4-28 RH	0.250	0.375	Steel / Steel
53610-11310	Male	5/16-24RH	0.312	0.437	Steel / Steel
53610-11410	Male	3/8-24 RH	0.375	0.500	Steel / Steel
53610-11430	Male	3/8-24 RH	0.375	0.500	Steel / Brass
53610-11610	Male	1/2-20 RH	0.500	0.625	Steel / Steel
53610-11640	Male	1/2-20 RH	0.500	0.625	Cmoly / Teflon
53610-11840	Male	3/4-16 RH	0.750	0.750	Cmoly / Teflon
53610-11940	Male	3/4-16 RH	0.750	0.625	Cmoly / Teflon
53610-11941	Male	3/4-16 RH	0.750	0.625	Cmoly / Teflon
53610-11940	Male	3/4-16 RH	0.750	0.625	Cmoly / Teflon
53610-12110	Male	10-32 LH	10-32	5/16"	Steel / Steel
53610-12210	Male	1/4-28 LH	0.250	0.375	Steel / Steel
53610-12310	Male	5/16-24 LH	0.312	0.437	Steel / Steel
53610-12410	Male	3/8-24 LH	0.375	0.500	Steel / Steel
53610-12610	Male	1/2-20 LH	0.500	0.625	Steel / Steel
53610-12640	Male	1/2-20 LH	0.500	0.625	Cmoly / Teflon
53610-12840	Male	3/4-16 LH	0.750	0.625	Cmoly / Teflon
53610-12940	Male	3/4-16 LH	0.750	0.625	Cmoly / Teflon
53610-12941	Male	3/4-16 LH	0.750	0.625	Cmoly / Teflon

Threaded Clevises



	RIGHT Hand Thread	Length	SLOT Length	SLOT Width	BODY	HOLE	OD	Thread Length
Part Number	Thread	A	D	E	F	G	I	L
53166-21211	10-32	2.00"	0.750"	0.125"	0.438"	0.1875"	0.375"	1.00"
53166-31211	1/4"-28 UNF	2.250"	0.750"	0.125"	0.438"	0.1875"	0.500"	1.250"
53166-42411	5/16"-24 UNF	2.250"	0.750"	0.188"	0.750"	0.312"	0.875"	1.250"
53166-42311	5/16"-24 UNF	2.250"	0.750"	0.188"	0.625"	0.250"	0.875"	1.250"
53166-52311	3/8"-24 UNF	2.000"	0.750"	0.250"	0.625"	0.250"	0.875"	1.000"
53166-52411	3/8"-24 UNF	2.250"	0.750"	0.188"	0.750"	0.312"	0.875"	1.250"
53166-73511	1/2"-20 UNF	2.500"	0.750"	0.250"	0.875"	0.375"	1.00"	1.500"
53166-74511	1/2"-20 UNF	2.750"	1.000"	0.3125"	0.875"	0.375"	1.00"	1.500"
53166-85511	5/8"-18 UNF	3.375"	1.125"	0.375"	0.875"	0.375"	1.125"	2.000"
53166-85611	5/8"-18 UNF	3.375"	1.125"	0.375"	1.000"	0.4375"	1.125"	2.000"
53166-85711	5/8"-18 UNF	3.375"	1.125"	0.375"	1.125"	0.500"	1.300"	2.000"
	Left Hand Thread	Length	SLOT Length	SLOT Width	BODY	HOLE	OD	Thread Length
Part Number	Thread	A	D	E	F	G	I	L
53166-21221	10-32	2.00"	0.750"	0.125"	0.438"	0.1875"	0.375"	1.00"
53166-31221	1/4"-28 UNF	2.250"	0.750"	0.125"	0.438"	0.1875"	0.500"	1.250"
53166-42421	5/16"-24 UNF	2.250"	0.750"	0.188"	0.750"	0.312"	0.875"	1.250"
53166-42321	5/16"-24 UNF	2.250"	0.750"	0.188"	0.625"	0.250"	0.875"	1.250"
53166-52321	3/8"-24 UNF	2.000"	0.750"	0.250"	0.625"	0.250"	0.875"	1.000"
53166-52421	3/8"-24 UNF	2.250"	0.750"	0.188"	0.750"	0.312"	0.875"	1.250"
53166-73521	1/2"-20 UNF	2.500"	0.750"	0.250"	0.875"	0.375"	1.00"	1.500"
53166-74521	1/2"-20 UNF	2.750"	1.000"	0.3125"	0.875"	0.375"	1.00"	1.500"
53166-85521	5/8"-18 UNF	3.375"	1.125"	0.375"	0.875"	0.375"	1.125"	2.000"
53166-85621	5/8"-18 UNF	3.375"	1.125"	0.375"	1.000"	0.4375"	1.125"	2.000"
53166-85721	5/8"-18 UNF	3.375"	1.125"	0.375"	1.125"	0.500"	1.300"	2.000"



Threaded Tube Ends – Weld IN

Thread	Tube	Wall	Part Number
1/4"-20 RH UNF	0.500"	0.065"	53762-31210
1/4"-20 LH UNF	0.500"	0.065"	53762-31220
5/16"-24 RH UNF	0.500"	0.058"	53762-40110
5/16"-24 LH UNF	0.500"	0.058"	53762-40120
5/16"-24 RH UNF	0.500"	0.065"	53762-40210
5/16"-24 LH UNF	0.500"	0.065"	53762-40220
3/8"-24 RH UNF	0.625"	0.058"	53762-51110
3/8"-24 RH UNF	0.625"	0.065"	53762-51210
3/8"-24 LH UNF	0.625"	0.058"	53762-51120
3/8"-24 LH UNF	0.625"	0.065"	53762-51220
3/8"-24 RH UNF	0.750"	0.058"	53762-52110
3/8"-24 RH UNF	0.750"	0.065"	53762-52210
3/8"-24 LH UNF	0.750"	0.058"	53762-52120
3/8"-24 LH UNF	0.750"	0.065"	53762-52220
3/8"-24 RH UNF	0.875"	0.065"	53762-53210
3/8"-24 LH UNF	0.875"	0.065"	53762-53220
7/16"-20 RH UNF	0.625"	0.058"	53762-61110
1/2"-20 RH UNF	0.875"	0.065"	53762-73210
1/2"-20 LH UNF	0.875"	0.065"	53762-73220
1/2"-20 RH UNF	0.875"	0.083"	53762-73310
1/2"-20 LH UNF	0.875"	0.083"	53762-73320
1/2"-20 RH UNF	1.000"	0.065"	53762-74210
1/2"-20 LH UNF	1.000"	0.065"	53762-74220
1/2"-20 RH UNF	1.000"	0.083"	53762-74310
1/2"-20 LH UNF	1.000"	0.083"	53762-74320
5/8"-18 RH UNF	1.000"	0.058"	53762-84110
5/8"-18 LH UNF	1.000"	0.058"	53762-84120
5/8"-18 RH UNF	1.000"	0.065"	53762-84110
5/8"-18 LH UNF	1.000"	0.065"	53762-84120
5/8"-18 RH UNF	1.000"	0.082"	53762-84310
5/8"-18 LH UNF	1.000"	0.082"	53762-84320
5/8"-18 RH UNF	1.125"	0.109"	53762-85510
5/8"-18 LH UNF	1.125"	0.109"	53762-85520
3/4"-16 RH UNF	1.125"	0.109"	53762-95510
3/4"-16 LH UNF	1.125"	0.109"	53762-95520
3/4"-16 RH UNF	1.125"	0.090"	53762-95410
3/4"-16 LH UNF	1.125"	0.090"	53762-95420
3/4"-16 RH UNF	1.250"	0.120"	53762-96610
3/4"-16 LH UNF	1.250"	0.120"	53762-96620
3/4"-16 RH UNF	1.375"	0.090"	53762-97610
3/4"-16 LH UNF	1.375"	0.090"	53762-97620
3/4"-16 RH UNF	1.500"	0.120"	53762-98610
3/4"-16 LH UNF	1.500"	0.120"	53762-98620
3/4"-16 RH UNF	1.500"	0.250"	53762-98610
3/4"-16 LH UNF	1.500"	0.250"	53762-98620



NUTS - Jam (Half Nuts) 53609

10-32 UNF Thread RH	PN 53609-18700
10-32 UNF Thread LH	PN 53609-18701
1/4" UNF Thread RH	PN 53609-25000
1/4" UNF Thread LH	PN 53609-25001
5/16" UNF Thread RH	PN 53609-31200
5/16" UNF Thread LH	PN 53609-31201
3/8" UNF Thread RH	PN 53609-37500
3/8" UNF Thread LH	PN 53609-37501
7/16" UNF Thread RH	PN 53609-43700
7/16" UNF Thread LH	PN 53609-43701
1/2" UNF Thread RH	PN 53609-50000
1/2" UNF Thread LH	PN 53609-50001
5/8" UNF Thread RH	PN 53609-62500
5/8" UNF Thread LH	PN 53609-62501
3/4" UNF Thread RH	PN 53609-75000
3/4" UNF Thread LH	PN 53609-75001
7/8" UNF Thread RH	PN 53609-87500
7/8" UNF Thread LH	PN 53609-87501



NUTS - Special Jam Nuts 53607 Castelated

10-32 UNF Thread RH	PN 53607-18700
10-32 UNF Thread LH	PN 53607-18701
1/4" UNF Thread RH	PN 53607-25000
1/4" UNF Thread LH	PN 53607-25001
5/16" UNF Thread RH	PN 53607-31200
5/16" UNF Thread LH	PN 53607-31201
3/8" UNF Thread RH	PN 53607-37500
3/8" UNF Thread LH	PN 53607-37501
7/16" UNF Thread RH	PN 53607-43700
7/16" UNF Thread LH	PN 53607-43701
1/2" UNF Thread RH	PN 53607-50000
1/2" UNF Thread LH	PN 53607-50001
5/8" UNF Thread RH	PN 53607-62500
5/8" UNF Thread LH	PN 53607-62501
3/4" UNF Thread RH	PN 53607-75000
3/4" UNF Thread LH	PN 53607-75001
7/8" UNF Thread RH	PN 53607-87500
7/8" UNF Thread LH	PN 53607-87501



NUTS - Special Jam Nuts 53608 Nylon Locking

10-32 UNF Thread RH	PN 53608-18700
10-32 UNF Thread LH	PN 53608-18701
1/4" UNF Thread RH	PN 53608-25000
1/4" UNF Thread LH	PN 53608-25001
5/16" UNF Thread RH	PN 53608-31200
5/16" UNF Thread LH	PN 53608-31201
3/8" UNF Thread RH	PN 53608-37500
3/8" UNF Thread LH	PN 53608-37501
7/16" UNF Thread RH	PN 53608-43700
7/16" UNF Thread LH	PN 53608-43701
1/2" UNF Thread RH	PN 53608-50000
1/2" UNF Thread LH	PN 53608-50001
5/8" UNF Thread RH	PN 53608-62500
5/8" UNF Thread LH	PN 53608-62501
3/4" UNF Thread RH	PN 53608-75000
3/4" UNF Thread LH	PN 53608-75001
7/8" UNF Thread RH	PN 53608-87500
7/8" UNF Thread LH	PN 53608-87501

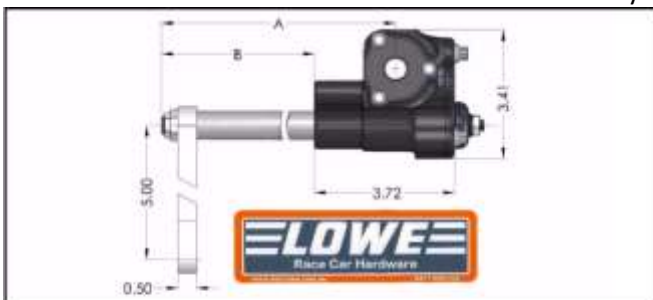


Steering Box FC/A and FED

Steering Box Assembly Complete



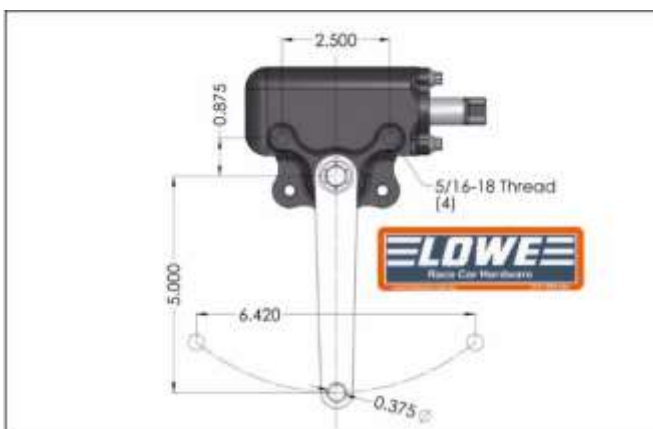
Over the years, decades now, people have used a whole range of different steering boxes to connect the steering wheel and the front wheels. For a long time all that was available was used stuff from the wrecking yard there it was your luck if you got a good one. For front engine dragsters and altered and funny cars most steering boxes out of a street car are too slow for the application. This often results in a poor handling car and seldom is the steering box found to blame when in fact it is. This box has been developed over the years (decades) to replace the slow acting, wrecking



Steering Box Dimensions and Applications

Part Number	A	B	Sector Shaft Length	Applications
23825-03013	13"	10.875"	14.625"	Alcohol FC
23825-03014	14"	11.875"	15.625"	Fuel FC
23825-03015	15"	12.875"	16.625"	Nostalgia FC

- Black anodized aluminum body
- Pocket milled pitman arm
- CNC Profiled, nitrided, and REM polished worm gear for maximum wear resistance and minimal "play"
- 3 Different sector shaft lengths for alcohol, fuel and nostalgia funny cars
- Set screw to adjust sector shaft end play
- Mounting holes on both sides of the steering box for rigid mounting
- 3/4" Dia. stainless steel sector shaft
- 10:1 Steering ratio (number of turns of input shaft / number of turns of output shaft)
- Total weight of 5.25 lbs.
- Two full turns of steering wheel lock to lock



yard street steering boxes. The dimensions of this steering box follow the most common steering boxes used in front engine dragsters, Funny Cars and Altered. We offer a whole range of mounting brackets for different applications listed below. This is the right box for your race car.

Steering box complete with pitman arm and splined weld hub

Steering Box Mounting- Instructions and Hardware

Building the car with the Pittman arm shaft over the chassis rail on a FED is OK as the drag link will pass by the engine easily, but on a Funny Car or Altered since the seating position is higher the shoulder hoop is higher and thus it raises the steering box Pittman arm shaft potentially causing a drag link interference problem with the engine exhaust or cylinder head. It is less of a problem with a small block Chevy but both Big Block Chevys and Chryslers will have interference problems. Your two options are to put a "dog leg" kink in the drag link with will make the drag link more flexible and thus the steering less responsive or you can mount the Pittman arm shaft under the chassis rail thus lowering the Pittman arm and giving the drag link a straight shot to the steering bell crank assembly.

If you are going to run the steering box Pittman arm shaft over the chassis there are three steering box mounting brackets that are offered. Each mounting bracket has a Pittman arm support bracket that is engineered to work with it. By attaching the Pittman arm support bracket to the removable

steering cross member it makes it much easier to service the transmission or clutch since with just a couple of bolts you can remove the complete steering assembly giving you free and easy access to the transmission area.



Steering Box FC/A and FED MOUNTING Kits

High mount Kit – Recommended for Altereds if you will have drag link clearance under the headers.

Steering box mounting bracket PN 23090-21593
Pittman arm support bracket PN 23090-21586
Pittman arm support bracket weld on tabs 2ea PN 23735-21683

Kit PN 23090-21599



Mid Mount Recommended for most FED's – allows body clearance for cowl.



Steering box mounting bracket PN 23090-21553
Pittman arm support bracket PN 23090-21566
Pittman arm support bracket weld on tabs 2ea PN 23735-21683

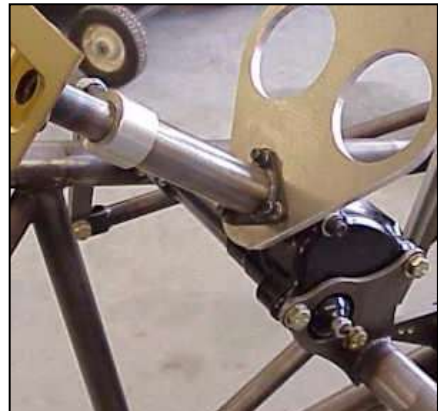
Kit PN 23090-21559

Low Mount Kit

Good for Altereds if you want to have your steering wheel setting more vertical as this bracket set rotates the steering box down allowing you to raise the steering wheel.

Steering box mounting bracket
PN 23090-21603
Pittman arm support bracket
PN 23090-21566
Pittman arm support bracket weld on tabs 2ea PN 23735-21683

Kit PN 23090-21609



Under Mount - Straight Drag Link

Recommended for all Funny Car applications

To mount the Pittman arm shaft under the chassis rail on your FC/A use the Under Mount Kit below.

Steering box mounting bracket PN 23090-21613



Pittman arm support bracket PN 23090-21576
Pittman arm support bracket weld on tabs 2ea pn 23735-21683

Kit PN 23090-21619

Steering Column Fitment and Accessories

Steering Column Mounting Flange

Steering Column Mounting Flange
Straight Side 3mm (0.120") thick PN 23090-21503



Straight Side 4mm (0.155") thick PN 23090-21504

Steering Column Mounting Flange
Profiled Side
PN 23090-21514

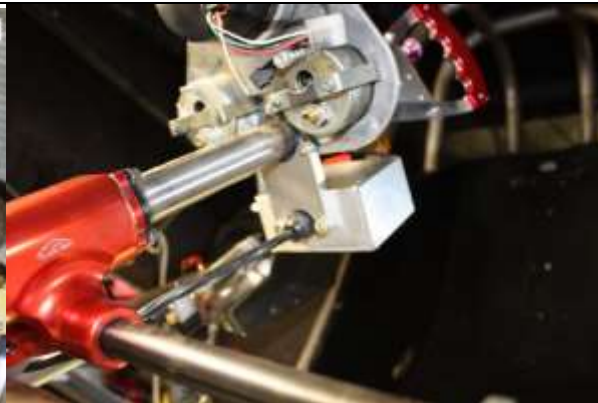


Steering Column Top Bushing
For Front Engine Dragsters, Funny Cars and Altered.
Plain PN 23090-1000
Anodized PN 23090-1001



Steering Column bottom mounting flange bolts to top of steering box to mount steering. ID is 1.125" to suit 1 1/8" .058 Cmoly tube. Make the steering column 3" shorter than the steering shaft length.

Use 7/8" (0.875") x .058 cmoly steering shaft.



Instrument Panel Steering Column Mounting Bracket

This is for the top of the steering column just under the steering column bushing, it is not the same as the bracket on the bottom where the steering column mounts to the steering box.

1 1/8" Steering Column PN 48090-24964

1 1/4" Steering Column PN 48090-24965



Steering Box Mounting Brackets

- Overview of all four available brackets overlaid on each other.
- High Mount (Car 53 - Slapp)**
2159.ms2 (pn23090-21503)
2.095 pathy
Use 2158.ms2 support bracket with 2ea 2168.ms2 weld tabs
 - Mid Mount (Car 45 Roly Leahy)**
2155.ms2 (pn23090-21553)
2.407 pathy
Use 2156.ms2 support bracket with 2ea 2168.ms2 weld tabs
 - Low Mount (Car 48 Harvey)**
2160.ms2 (pn23090-21603)
2.407 pathy
Use 2156.ms2 support bracket with 2ea 2168.ms2 weld tabs
 - Under Mount (Car 55 Clayton)**
2163.ms2 (pn23090-21603)
Use 2157.ms2 support bracket with 2ea 2168.ms2 weld tabs

Drag Link Support Brackets

Drag Link Support Kit for 1 1/8" chassis tube



Includes –
1ea aluminum bracket PN 23090-21676
2ea steel weld on brackets 23090-21663
KIT PN 23090-21679



Drag Link Support Kit for 1 1/4" chassis tube



Includes
1ea aluminum bracket PN 23090-21696
2ea steel weld on brackets 23090-21683
KIT PN 23090-21699



Steering Splined Hub for steering boxes

5/8" (0.625") internal bore
7/8" (0.875") OD
Steel
PN 23825-03002

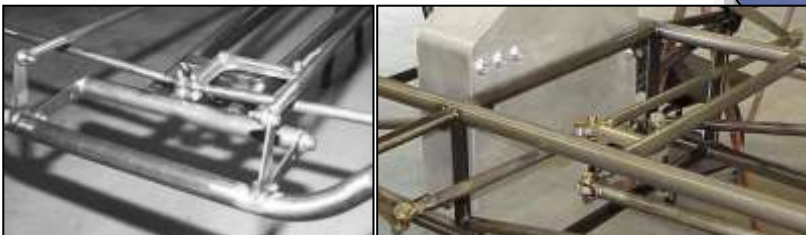
Steering Bellcrank Kit

Steering Bellcrank

Altered or Funny Car * Front Engine Dragster

Lever arm length from pivot
Drag link side 6" long center to center
Tie Rod side 5" long center to center
3/8" steer holes – 1/2" pivot hole
Includes: Bellcrank, 1" Chassis weld boss, roller bearings and races, pivot bolt, washers and nylon lock nut.

Complete Kit PN 23065-21410



Steering Rack and Pinion

Dragster Rack and Pinion Steering Box
12-1 Ratio
PN 23575-01000



Dragster

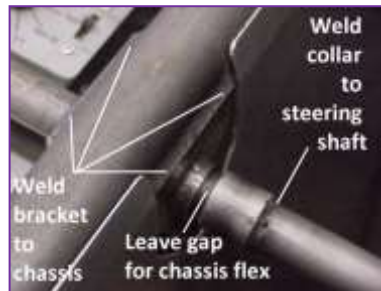
Rack and Pinion Mounting Bracket PN 23090-21926
10.155" center to center (suits Super Car chassis w/161 and others)



Rear Engine Dragster Steering Shaft Crash Stop
Chassis -

Steering shaft "crash stop"

This device is **mandated by all sanctioning bodies** to prevent the steering shaft on a rear engine dragster from impaling the driver in the



event of a crash. Fits standard 5/8 inch steering shafts.
PN 23035-21813



Rear Engine Dragster
Tie Rod Set RED

Includes:
Tie rods, rod ends and bolts
PN 23747-00001



Sedan Steering Rack
24.75" wide at tie rod mount ends
(Centerline)
PN 23825-02000

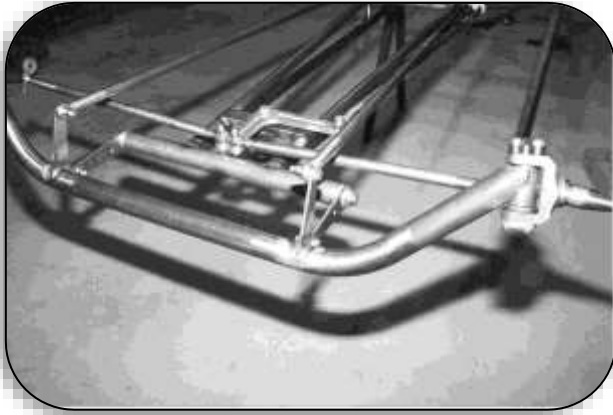


Front Spindles and Suspension Hardware

Steering Spindle Kit

Suits Anglia direct mount wheels

PN 23670-00102



Front Engine Dragster

Front Axle Radium Rod Bracket Kit

4" Kit PN 88090-21449

4" Brackets only PN 88090-21444

5" Kit PN 88090-21459

5" Brackets only PN 88090-21454

Back UP brackets PN 88090-21464

FED front axle with 5" Drop PN88043-5000

FED front axle with 6" Drop PN88043-6000

Front axles supplied only if you purchase the spindle kits from us.

Wing kits have brackets that mount to this axle for a front wing for your new FED.

Butterfly Steering Wheels

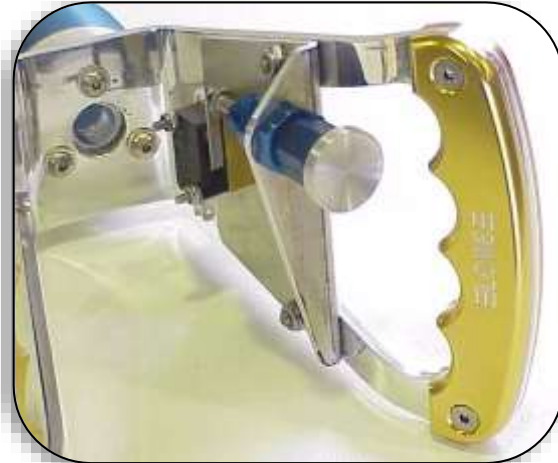
Butterfly Steering Wheels

All of our products are fully CNC machined to the highest quality aerospace standards.

All anodized products are polished and then bright dipped for maximum luster.



All steering wheels have been lightened under the grips to remove excess material and weight.



Steering Wheel with No Grips PN 23707-01100

Steering Wheel with Black Grips PN 23707-01103

Steering Wheel with RED Grips PN 23707-01104

Steering Wheel with BLUE Grips PN 23707-01105

Steering Wheel with PURPLE Grips PN 23707-01106

Steering Wheel with GOLD Grips PN 23707-01107

Steering wheel control panel, bolts to steering wheel to mount transbrake switches, ignition switches or shift buttons to. PN 23525-00200



Adapter from 1" hex quick release to KLRC steering wheel

Adapter to allow you to bolt our standard KLRC steering wheel to a large sedan type quick release hub (1" hex). Just bolt the adapter to your hub and then directly bolt your KLRC steering wheel to the adapter. PN 23335-96500

Steering Wheel Shaft CO2 Swivel

Steering Shaft CO2 Swivel

Put your controls at your fingertips. On some cars like Funny Cars and Alteredes there is no "dashboard" that you can reach with your fingers to activate certain controls. Many racers will put the shift buttons on the steering wheel and wrap the plastic hoses around the steer column. It makes an unsightly mess and is easily tangled.



This is a complete steering column assembly for a Funny Car or Altered with the CO2 Swivel built in.

This provides for up to three controls on your steering wheel without the twisting pile of hoses and wires going to the steering wheel. The three connections allow for two gear changes, a steering wheel mounted CO2 activated ignition switch or a CO2 activated parachute and or fuel shut off as well. This way you don't have to take your hands off the steering wheel while the car is moving. Replaces steering shaft and bolts to top of steering box and to the steering wheel. Provide length you need for your car and we can make one up for you.

Tested to 600psi

Steering swivel kit 3 port PN 23732-10003

Steering swivel kit 4 port PN 23732-10004

Gauge Mounts for Funny Cars and Altered



Steering Column Bushing
PN 23090-10000
Steering Column Mounting Flange
PN 23090-21504 or
PN 23090-21514

PN 48385-24939 Gauge mount kit - Single 2 5/8"
PN 48385-24949 Gauge mount kit - Dual 2 5/8"
Crossmember Mount



Steering Box Mount

Bottom of Steering Column Mounting

Use 23090-21503 or 23090-21514 mounting flange

Steering box mount (Straight) two gauge holes PN 48205-24816

Steering box mount (5 Degree) two gauge holes PN 48205-24846

Steering box mount (Straight) Tach hole plus two gauge holes PN 48205-24826

Steering box mount (5 Degree) Tach hole plus two gauge holes PN 48205-24856

Steering Cross Bar or Crossmember Mount

Gauge mount kit single 2 5/8" includes tabs and bolts PN 48385-24939

Gauge mount kit dual 2 5/8" includes tabs and bolts PN 48385-24949

Gauge mounts above are for mounting at the bottom of the steering column directly on to the steer box which is OK if the driver does not have to physically touch the gauges, if the driver needs to physically touch the gauges (reset tach or boost gauges) best to mount the gauges at the top of the steering column to let the driver be able to reach them.



Gauge Mount for 2ea 2 5/8" Gauges

Top of Steering Column Mounting

150129

Use 48090-24964 or 48090-24965 mounting flange below

PN 48205-24817

You may notice that we prefer to NOT mount gauges, switches or any controls to the body because all those things have to be disconnected with you want to remove the body to service the car thus slowing you down to disconnect them and then have to re-connect them to race the car. By mounting everything on the steering column they are not mounted on the body, they are all within your reach and if you route the wire and hoses correctly they all swing away to remove the transmission and service the clutch or converter. This flange welds to the steering column at the top to mount the gauge panel and switch mount bracket with.



Dashboard mount for 1 1/8" Column PN 48090-24964

Dashboard mount for 1 1/4" Column PN 48090-24965

Gauge Mounts for Funny Cars and Altered



**Instrument Panel
Funny Car / Altered
Tach and Two 2 5/8"
Gauges
Top of Steering Column
Mounting**

150129
Use 48090-24964 or 48090-24965
mounting flange below
PN 48205-24827

**Instrument Panel
Funny Car / Altered
Tach and
Two 2 5/8" Gauges
Top of Steering
Column Mounting**

150129
PN 48205-24831
Use 48090-24964 or 48090-24965 mounting flange below



**Switch Box Mounting
with Two Side Button
Shift provisions**

Mount TWO buttons on
the RIGHT Side Lenco or
B&J Shift buttons.

PN 83731-24728

Top of Steering Column Mounting

Use 48090-24964 or 48090-24965 mounting flange



**Switch Box Mounting with
Two Under Button Shift
provisions.**

WITH LENCO shift button
provisions under the switch
box PN 83731-24988

Top of Steering Column Mounting

Use 48090-24964 or 48090-
24965 mounting flange

Switch Box Mounting only PN 83731-24978

Top of Steering Column Mounting

Use 48090-24964 or 48090-24965 mounting flange



Steering Column Top Bushing

**For Front Engine Dragsters, Funny Cars
and Altered.**

Steering Column TOP Bushing slides over the 1 1/8" Cmoly steering column housing and is secured by a 1/8" pop rivet located at the bottom and out of sight. OD is 1 3/8" with a 7/8" bore for the steering shaft. Steering column 1 1/8" .058 Cmoly tube. Make the steering column ~ 3" shorter than the steering shaft length. Use 7/8" (0.875") x .058 cmoly steering shaft.

Plain PN 23090-1000 * Anodized PN 23090-1001

Use with steering column mounting flange at the steering box

PN 23090-21504 or 23090-21514



DZUS Buttons and Hardware and Body Accessories

DZUS Mounting Hardware 1.375" Countersunk

1.375" Hardware - Flat Head Dzus

(1.375" is the distance between the pop rivets on the wire spring)









Photo	Description	Part Number
	Flat head - Dzus Fastener Steel - Grip Length .550 Suits 1.375" spring	58135-11554 Pack of 4 58135-11555 Pack of 10
	Flat head - Dzus Fastener Steel - Grip Length .600 Suits 1.375" spring	58135-11604 Pack of 4 58135-11605 Pack of 10
	Flat head - Dzus Fastener Aluminum Grip Length .550 Suits 1.375" spring	58135-11554 Pack of 4 58135-11555 Pack of 10
	Flat head - Dzus Fastener Aluminum Grip Length .600 Suits 1.375" spring	58135-11604 Pack of 4 58135-11605 Pack of 10
	Dzus fastener (Large self ejecting) Steel - Suits 1.375" spring	58135-40002 Pack of 2 58135-40005 Pack of 5
	Large Dzus spring 1.375" Works with both Flat and Domed Dzus	58680-10104 Pack of 4 58680-10110 Pack of 10
 <p>Dzus Tab 7/16" x 1.375" Dimpled * Steel Scalloped+Lightened PN 58555-18000</p>	Large Dzus Mounting Bracket (extra light weight) Suits 1.375" spring	58555-18004 Pack of 4 58555-18010 Pack of 10
	Large Dzus Mounting Bracket (light weight) Suits 1.375" spring	58555-12000
	Large Dzus Mounting Bracket (standard) Suits 1.375" spring	58555-13000
 <p>(attaches to engine plate with 3/16" screws/10-24 or 10-32)</p>	Dzus mounting steel bracket (dual) can be used for mounting the cover over the bellhousing on a funny car or altered by bolting this bracket to the engine plate. Suits 1.375" spring	58555-73061

Photo	Description	Part Number
	Non dimpled shown Dzus mounting bracket (dual) if dimpled to be used where two top panels come together on the top chassis rail of a dragster. Suits 1.375" spring	Non dimpled (full fiberglass panels) PN 58555-73861
		Full dimpled (full aluminum panels) PN 58555-73861
		Left dimpled (one side where alum and fiberglass panels meet) PN 58555-73861
		Right dimpled (one side where alum and fiberglass panels meet) PN 58555-73861
	Panel doubler for flat head Dzus buttons. Reinforces thin aluminum body panels on dragsters, altered and funny cars. Recommended for use in supercharged applications or where car will get a lot of use. Use aircraft rivets to install to body panel.	Panel doubler for flat head Dzus PN 58555-19000 Panel doubler for domed head Dzus PN 58555-29000

DZUS Mounting Hardware 1.375" Dome Head

Photo	Description	Part Number
	Large Domed Head Dzus Fastener Steel .550 long	58135-13554 pack of 4 58135-13555 pack of 10
	Large Domed Head Dzus Fastener Steel .600 long	58135-13604 pack of 4 58135-13605 pack of 10
	Large Domed Head Dzus Fastener Aluminum .550 long	58135-12554 pack of 4 58135-12555 pack of 10
	Large Domed Head Dzus Fastener Aluminum .600 long	58135-12604 pack of 4 58135-12605 pack of 10
	Dzus Button Flat – Aluminum 1.00" Head Grip Length .600"	58135-14600 each 58135-14603 pack of 3
	Large Dzus spring 1.375" Works with both Flat and Domed Dzus	58680-10100
	Large Domed Head Dzus Single Mount Bracket	58555-13000

DZUS Mounting Hardware 1.00"

Small Dzus hardware (1" center to center spring mount)



Small self ejecting Dzus button - non wing
PN 58135-4000



Small self ejecting Dzus button - wing
PN 58135-41000

Small Dzus spring
1.0"
PN 58555-40100



Small Dzus mounting plate 1.0"
PN 58680-47000

Bulkhead Port Kit

Bulkhead Port Kit – used to allow electric and data cables to pass through firewall into engine compartments and seal the passageway.

PN 58563-73601



Dashboard Cover Kit for RED

Dashboard cover mounting hardware (large domed Dzus fasteners)



Dashboard cover hides all the unsightly wires and the back of the switches yet offers easy access to the back of the panel for maintenance. For dashboard covers Anodizing optional



Dzus dual mount bracket only - aluminum (use dome head Dzus) ... PN 48385-24521

Dzus dual mount bracket kit. PN 48385-24529 Includes brackets, Dzus, springs, bolts, nuts & pop rivets

Race Car Polycarbonate Windscreen



Dragster windscreen polycarbonate material PN 58795-00001

Altered windscreen polycarbonate material PN 58795-00002

Funny Car windscreen polycarbonate material PN 58795-00003

Funny Car Body Mounting Hardware

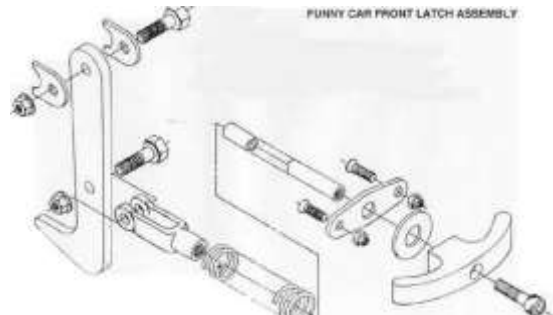


Funny car body hinge

PN 58305-73206



Body latch hardware



Body latch hardware for front of funny car bodies.
 Latch to clip to 1" chrom-moly tube ... PN 58355-73106
 Latch Pivot Tabs PN 11735-35002 2 required
 Handle to provide connection to latch. PN 58355-73110
 Clevis to connect to latch PN 53167-02220

Funny Car Body Mount Pads

Large 4.5" x 4.5" 1.375" between mount tabs

1/4" Mount Holes Pack of 10ea Steel PN 58279-74110

5/16" Mount Holes Pack of 10ea Steel PN 58279-74210

1/4" Mount Holes Pack of 10ea Aluminum PN 58279-74111

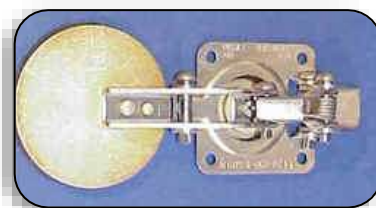
5/16" Mount Holes Pack of 10ea Aluminum PN 58279-74211



Funny Car Fire Windows

Used in the firewall just behind the headers a window is a useful tool to know if your engine is on fire to allow the driver to activate the fire extinguisher as early as possible. We supply the window assembly with Lexan ready to install.

1.25" x 4.375" Sold as a pair PN 58791-16909

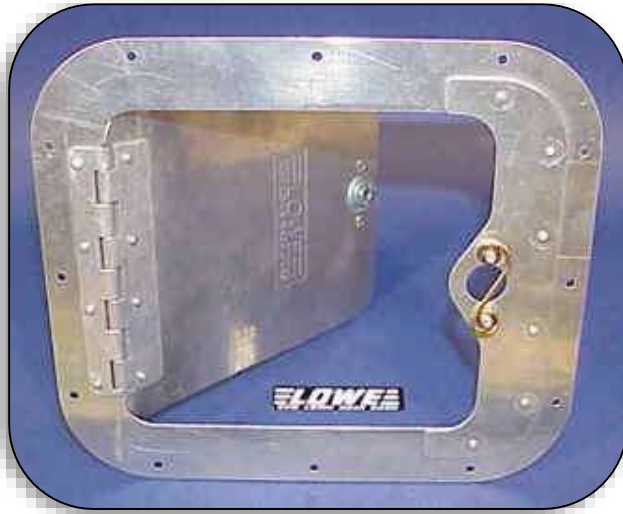


Cover latch PN 58355-00100

Access Door

Computer & battery access panel door assembly

Dragster panel access door assembly Door is 5" x 6" / Door frame is 7" x 8"
with flat head (non wing) self ejecting Dzus PN 58218-73500
with wing head self ejecting Dzus PN 58218-73501



Driver Exit Assist Bars

Driver exit assist bars

Prebent and you trim to fit chassis. Install level with top edge of windscreen (pair)

PN 58055-00001



Ignition Hardware



Magneto Lock Clamp
PN 37155-35000
Magneto SUPPORT Clamps
MSD Mag Support
Clamp Ring MSD44

Fits MSD44 main body and provides several mounting holes where a support bracket can be attached. This is necessary to support the weight of the 44 during tire shake to prevent breaking the mag drive where it goes in the engine. Unused mount holes can be trimmed if desired.

(Top of MSD44 4.0" dia) PN 37090-84000

(Bottom of MSD44 3.975" dia) PN 37090-83975

Super Mag Support Clamp PN 37090-84060

Can be used as a mag "handle" when used with grip part number 37090-16270 as it will give you grip to move the mag with and keep your hands away from the high voltage source when doing so.

Mag turning handle used with mag clamps.

1" centers PN 37090-16260

1.3537" centers PN 37090-16270



Adapter from a two or four pin drive to a DUNN drive.
 PN 37020-29951



Bronze Gear BBC / SBC
Mag or Distributor
 Must use a bronze gear on a steel billet cam core like a roller cam.
 PN 37260-35001

Coil Nuts – Tall Brass
Sold in Sets of 2ea



Great for use with alligator clips. PN 37409-00001
 Use with banana jacks PN 37409-00002
 Complete Kit supplied with Banana Jacks and KILL wire
 PN 37409-00003



Spark Plug Wires
Separator Kit
PN 37637-00008

Ignition Hardware

Magneto Switch
12v Normally ON
(grounded)
 PN 37730-24420



Distributor Clamp Chevy –
Billet Aluminum

with adjustable pivot height
 Plain PN 37090-30190
 Gold Anodized PN 37090-30197
 Oversized slot Plain PN 37090-301979



Mag Drive (FPMD)

Fuel Pump Mag Drive 4.8" Offset center to center

Fits any engine with a cam driven fuel pump. Uses CW rotation Chevy mags. Takes MSD mags with a DUNN Drive and Supermags with a DUNN Drive or a two pin or four pin drive.

Gold Anodized PN 39225-30408



BIG Supermag Coil
Mount

fits Chevy bellhousing

PN 37090-30166



Supermag Coil Mount fits
Chevy bellhousing

Anodized Gold PN 37090-30157
 Plain PN 37090-30150



Standard Round Coil
Mount

PN 37090-30210

Can be used with
 Supermag Coil Mount to
 suit Chevy bell housing mounting.



Coil Mount HEMI Chassis
Side Mount

1 1/4" x 8 1/8" C-C
 PN 37090-30010



MSD Dzus Mount

6AL PN 37350-30976

7AL PN 37350-30987



Buzz Box PN 89138-19519

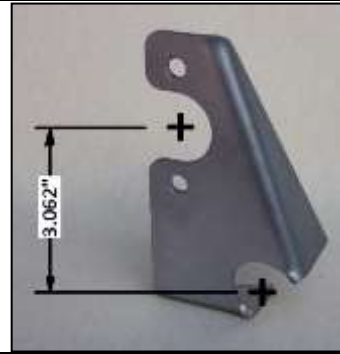
Great tool for putting the mag in the engine and setting the timing without the engine running. Turn the engine in correct rotation to the timing point where you want the mag to fire the spark plug with. Set the mag in the engine approximately where it should go.

Hook up the buzz box to the two wires that go to the coil for the mag (but not connected to the coil) the buzz box will make a tone indicating it is functional. Now slowly turn the magneto in the direction of advance until the tone changes and the light comes on this indicates the points have just opened which is the point the coil would have sent a high voltage impulse down the coil wire to fire the spark plug. This will get you VERY close to where you want it, sometimes even perfectly all depending upon the operators feel. Check the actual timing with a light once the engine is started and adjust if necessary. Any minor corrections can be eliminated by developing a "feel" for the operation of the buzz box to the point where you will get it spot on the first time. A great tip is to put some restive force on the rotor button holding it back while slowly turning the mag advancing it to the point the points open. This force duplicateds the natural action the rotor button would see in operation thus giving a more accurate buzz in setting.

Brakes

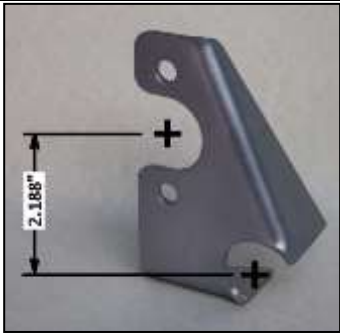
Brake master cylinder mount - side rail mount

1.125" dia chassis rail mount
3.062" center line of mount tube to center line of master cylinder
2.5" from top of mount tube to centerline of master cylinder bore
PN 18090-63543



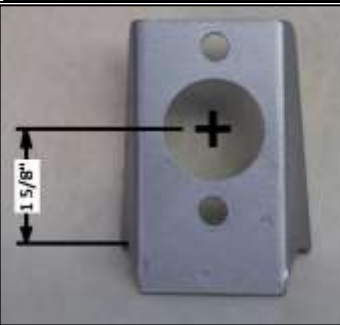
Brake master cylinder side rail mount

1.125" dia chassis rail mount
2.188" center line of mount tube to center line of master cylinder
1.75" from top of mount tube to centerline of master cylinder bore
PN 18090-63553



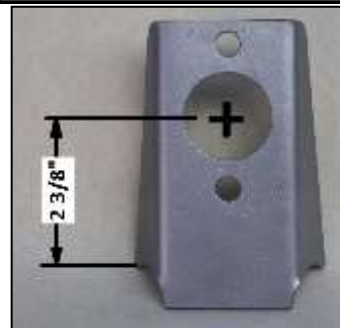
Brake master cylinder crossmember mount

1.125" dia chassis rail mount
1 5/8" from top of mount tube to centerline of master cylinder bore
PN 18090-63573



Brake master cylinder crossmember mount

1.125" dia chassis rail mount
2 3/8" from top of mount tube to centerline of master cylinder bore
PN 18090-63573



Brake Handles and Pedals see Motion Control Section

Strange Flanged Axle Disk Brake Rotors Rear

Disk Brake Rotor LEFT SIDE PN 18142-63253
Disk Brake Rotor RIGHT SIDE PN 18142-63254



Brakes

Strange Disk Brake Kit REAR for flanged axle PN 18350-17089



Strange Front Brake Kit for Spindle Mount wheels

Application Funny Car, Altered, Dragster or Sedan.

Same ones we use on the front of our Drag Race School car.

Does not include the wheel hubs

PN 18350-45959



Dragster Master Cylinder

0.625 Bore PN 18380-06250

0.750 Bore PN 18380-07500

1.00 Bore PN 18380-10000

Can be used on front or rear brakes



Dragster Master Cylinder Large Reservoir

8.2oz Reservoir 1.43" piston stroke.

0.750 Bore PN 18380-07501

0.875 Bore PN 18380-08751

1.00 Bore PN 18380-10001

Can be used on front or rear brakes



Strange Master Cylinder with remote reservoir

0.777 Bore

Can be used on front or rear brakes

PN 18380-33620

MC ONLY PN 18380-33621

Repair Kit PN 18380-33622



Strange Dual Master Cylinder with remote reservoir

Works with front / rear combo brakes

0.875 Bore

PN 18380-33700

MC ONLY PN 18380-33701

Repair Kit PN 18380-33702



Dual Master Cylinder

Works with front / rear combo brakes

Natural finished aluminum housing 1.0" Bore PN 18380-85550

Black finished aluminum housing 1.0" Bore PN 18380-85551

Burnished finished aluminum housing 1.0" Bore PN 18380-85552

Natural finished aluminum housing 1.125" Bore PN 18380-85553

Black finished aluminum housing 1.125" Bore PN 18380-85554

Burnished finished aluminum housing 1.125" Bore PN 18380-85555



Brakes

Brake Pad

Wilwood, JFZ Caliper - Hard Pad

Rear axle only for cars over 150 mph

PN 18510-83326



Brake Pad

Strange Caliper - Hard Pad

Rear axle only for cars over 150 mph

PN 18510-83336



Brake Pad

Strange Caliper Large Bolt Hole – Soft Pad

18510-85010



Brake pedal 3/8" thick with pad and boss PN 18535-00006



www.KenLowe.com.au

0411-699 535

Floater Kits for Full Floating Rear Axles

Strange Floater Kit 5.5" wheel stud pattern - 40 spline.

Steel Brake Rotors
PN 14255-22060

Carbon Brake Rotors
PN 14255-22060



Flanged Axle Set FORD 9" 35 Spline 26" wheel flange to wheel flange-Suits Dragsters and Altered

Drilled for 4.5" small FORD Wheel Pattern
Axle Set PN 14255-10260

Flanged Axle Bearing for Strange HD Flanged Axle PN 91045-01021



Front Wheels for Dragsters and Altered 2.75 x 17

All the front wheels have to do is to hold the front of the car off the ground and steer the car. Well, yes, that and more. The front wheels are the point of contact with the timing system on the starting line. While it is true that almost all modern race tracks have the timing beam set at about 40mm or 1 3/4" off the ground some tracks do not and set the beam higher. Back when spoke wire wheels were the rage on all the front engine dragsters the savvy racers would install a metal ring round the spokes to prevent the light from the photo cell from getting through and thus increasing his "roll out" on the starting line.

Today many racers have forgotten this and use wheels that have holes in the center, this is not a problem as most of them race on tracks that only have modern electronics and the laser beam of today is set quite low and this beam does run along the tire and not the wheel. On older timing systems this is not the case and our front wheels insure you the maximum roll out in all situations.

Funny Car front brakes will fit to the wheels. On our auto trans cars we use and recommend a foot brake for control of the rear brakes. We use the front brakes with a short lever operated with your hand allowing the independent use of the front brakes for use in assisting with the burn out as well as a redundant braking system in the braking area. In testing we have stopped our rear engine dragster from over a 150mph using ONLY the front brakes.

2.5 x 17 Wheels, KLRC front runners

Complete Polished and Assembled PN70595-02170.

Wheels, unpolished, unassembled, no bearings PN70595-02171

See the brake section for the front brakes.



Blower Manifolds

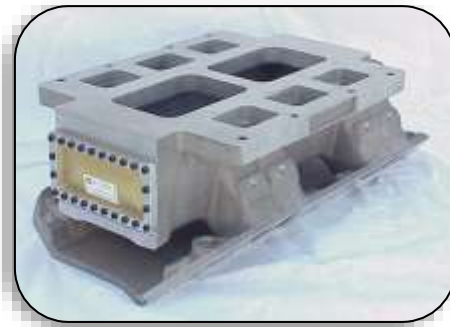
SBC Street PN 36375-35001

SBC Race PN 36375-35002

BBC Standard Deck 9.8" Block PN 36375-42702

BBC High Deck 10.2" Block PN 36375-42703

Machine for Burst Panel Add PN 36375-00002



Blower Mounting Stud Set Aluminum studs are strong enough to hold the supercharger to the manifold yet can possibly save major damage to the manifold should you have a engine back fire.

Lubricate with anti-seize and torque to 140 *inch* pounds.

Roots Blower / Hex Top / Alum Nuts

For Individual Studs: PN 36720-12438

Full set of 8 studs and nuts: PN 36720-12437

PSI Blower / Hex Top / Alum Nuts

For Individual Studs: PN 36720-13438

Full set of 8 studs and nuts: PN 36720-13437

Aluminum Stud Nuts Blower mounting 7/16" UNF

Lubricate with anti-seize and torque to 140 inch pounds.

Sold in sets of two PN 36720-00437

Custom length blower studs are available.



Burst Panel Kits

Burst Panel Kits come complete with front clamp ring, all the bolts necessary, the burst panel, the mid-support panel and pressure screw, and the weld ring.

PN 36525-19000

Individual components available separately.



Burst Panel ONLY

Replacement burst panel Standard Size 6 1/8" x 3 1/8" PN 36525-19010

Always keep a spare in the race trailer.

Supercharger/Blower Hardware

Blowers (Superchargers)

- 6-71 GMC Case (Petrol) PN 36074-06005
- 6-71 GMC Case (Fuel) PN 36074-06010
- 6-71 Littlefield Case Petrol Standard (cast case) PN 36074-06105
- 6-71 Littlefield Case Comp Elim Cast Rotors PN 36074-06146
- 6-71 Littlefield Case Billet Rotor (Std or High Helix) PN 36074-06154
- 6-71 Littlefield Case Full Retro PN 36074-06156
- 6-71 Littlefield Case LB20 PN 36074-06122
- 8-71 Littlefield Case LB20 PN 36074-08122
- 10-71 Littlefield Case Petrol Standard Cast Rotors PN 36074-10141
- 10-71 Littlefield Case Comp Elim Cast Rotors PN 36074-10144
- 10-71 Littlefield Case Billet Rotor (Standard or High Helix) PN 36074-10154
- 14-71 Littlefield Case Petrol Standard Cast Rotors PN 36074-14142
- 14-71 Littlefield Case Comp Elim Cast Rotors PN 36074-14144
- 14-71 Littlefield Case High Helix Billet Rotors PN 36074-14150
- 14-71 Littlefield Case LB22-1 PN 36074-14221



Blower Parts

Front Cover Billet	PN 36074-10100
Front Cover Billet Anodized	PN 36074-10200
Front Cover Billet Polished	PN 36074-10300
Standard Billet Front Bearing Case	PN 36074 -20100
Standard Billet Front Bearing Case Anodized	PN 36074 -20200
Standard Billet Front Bearing Case Polished	PN 36074 -20300
Retro Billet Front Bearing Case	PN 36074 -30100
Retro Billet Front Bearing Case Anodized	PN 36074 -30200
Retro Billet Front Bearing Case Polished	PN 36074 -30300
Standard Billet Rear Bearing Case	PN 36074 -40100
Standard Billet Rear Bearing Case Anodized	PN 36074 -40200
Standard Billet Rear Bearing Case Polished	PN 36074 -40300
Billet Rear Bearing Cap	PN 36074 -50100
Billet Rear Bearing Cap Anodized	PN 36074 -50200
Billet Rear Bearing Cap Polished	PN 36074 -50300
0.187 Teflon Split Per Meter	PN 36715-18700
0.250 Teflon Split Per Meter	PN 36715-25000
Teflon Round Per Meter	PN 36715-25300
Nylatron Per Meter	PN 36715-30000
Rotor Shaft Seal Standard Rubber	PN 36625-14000
Rotor Shaft Seal Standard Teflon	PN 36625-11000
Rotor Shaft Seal Oversize Teflon	PN 36625-12000
Front Bearings Standard Shaft	PN 36067-19000
Drive Snout Bearings	PN 36067-19100

Blower Drives (Noses or Snouts) Supercharger Drive with splined hub.



- 3 7/8" Long PN 36225-38750
- 5 1/8" Long PN 36225-51200
- 6" Long PN 36225-60000
- 7" Long PN 36225-70000
- 8 5/8" Long PN 36225-86750

Made in Oz 3 7/8" Long PN 36225-38751

Blower Belt Idler Pulley Brackets

Front of blower Idler Bracket for street use only PN 36090-00000

SBC Idler bracket Plain PN 36090-70110

SBC Idler bracket Anodized PN 36090-70117

SBC Water Port Spacer 6mm thick PN40020-40141

SBC Water Port Spacer 10mm thick PN40020-40142

SBC Water Port Spacer 12mm thick PN40020-40143

SBC Water Port Spacer 16mm thick PN40020-40144

SBC Water Port Spacer 20mm thick PN40020-40145

SBC Water Port Spacer 25mm thick PN40020-40146

BBC Idler bracket Plain PN 36090-70120

BBC Idler bracket Anodized PN 36090-70127

BBC Water Port Spacer 6mm thick PN40020-40151

BBC Water Port Spacer 10mm thick PN40020-40152

BBC Water Port Spacer 12mm thick PN40020-40153

BBC Water Port Spacer 16mm thick PN40020-40154

BBC Water Port Spacer 20mm thick PN40020-40155

BBC Water Port Spacer 25mm thick PN40020-40156

Chrysler 426 Idler bracket Plain PN 36090-70130

Chrysler 426 Idler bracket Anodized PN 36090-70137

Chrysler 426 Idler bracket SPACER with side water port PN



Idler Pulley 3" (75mm) wide x 3.00" Diameter PN 36340-33739

Idler Pulley 3" (75mm) wide x 4.75" Diameter PN 36340-33759

Blower / Supercharger Pulleys

8mm HTD tooth design. Center Hole is 2.001 ID

Bolt Circle is 2.781" Bolt Holes are 0.375" (3/8")

Tooth	Part Number	Tooth	Part Number
43	36570-34300	64	36570-36400
44	36570-34400	65	36570-36500
45	36570-34500	66	36570-36600
46	36570-34600	67	36570-35700
47	36570-34700	68	36570-36800
48	36570-34800	69	36570-35900
49	36570-34900	70	36570-37000
50	36570-35000	71	36570-37100
51	36570-35100	72	36570-37200
52	36570-35200	73	36570-37300
53	36570-35300	74	36570-37400
54	36570-35400	75	36570-37500
55	36570-35500	76	36570-37600
56	36570-35600	77	36570-37700
57	36570-35700	78	36570-37800
58	36570-35800	79	36570-37900
59	36570-35900	80	36570-38000
60	36570-36000	81	36570-38100
61	36570-36100	82	36570-38200
62	36570-36200	83	36570-38300
63	36570-36300	84	36570-38400



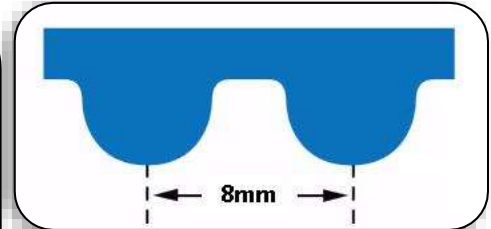
Supercharging

Blower Pulley Spacers

.850" thick x 2.76" PCD
 3/8" holes
 Offset slot for pulleys and hubs with offset bolt holes
 and symmetrical bolt circle
 PN 36570-00850



Blower Belts



Application	KLRC PN	OEM#	Tooth Count
Blower Drive Belt 8mm HTD 1440	36070-08180	1440	180
Blower Drive Belt 8mm HTD 1520	36070-08190	1520	190
Blower Drive Belt 8mm HTD 1600	36070-08200	1600	200
Blower Drive Belt 8mm HTD 1680	36070-08210	1680	210
Blower Drive Belt 8mm HTD 1760	36070-08220	1760	220

A good idea is to keep a spare belt in the trailer for a race day emergency.

You can run GT belts on HTD pulleys, the other way around does not work. The GT profile is designed by Gates which their engineers claim is a stronger tooth profile, by distributing the load on the tooth providing more strength. The difference in size is .014 difference in height of the tooth. The GT is the shorter one. Some people believe that the HTD profile is a better way to go as it allows the air to escape from under the tooth as the belt goes around the pulley. We use the HTD belts for most blown applications except for the PSI supercharger equipped engines where we use a GT belt.

Crank Hubs - 4140 Steel-Honed Finish

Application	Part Number
SBC SINGLE Bolt Pattern	PN 36335-01100
SBC DUAL Bolt Pattern	PN 36335-01101
BBC SINGLE Bolt Pattern	PN 36335-01200
BBC DUAL Bolt Pattern	PN 36335-01201
392/426 SINGLE Bolt Pattern	PN 36335-01300
392/426 DUAL Bolt Pattern	PN 36335-01301
302,351 Windsor, 351 Cleveland Internal balance-Dual Bolt Pattern	PN 36335-01511
302,351 Windsor, 351 Cleveland Counterweighted – External balance Dual bolt pattern	PN 36335-01501



Standard is single 1/4" Keyway. SBF requires special oversized front seal.

Supercharging

Crank Supports

SBC PN 39725-35000

BBC PN 39725-42700

SBF Cleveland - see page

SBF Windsor / Chain Drive Cam - see index

SBF Windsor / JESEL Belt Drive Cam - see index



Blower Restraints

Blower restraint - standard 6,8-71 blower PN 36585-00001

Blower restraint - 12,14,16-71 blower PN 36585-00002

Blower restraint - 12,14,16-71 blower, 8/10 top adapter
PN 36585-00003

Blower restraint - PSI PN 36585-00004

Blower restraint – Custom POR

Blower Restraint Mounting Brackets ONLY PN 36585-10001



Lubrication

BBC Oil Pump Pick up for 8 1/8" Oil Pans.

Mounts far to the rear of the oil pan.

PN40543-92041



Billet Chevy Oil Filter Block Adapter.

Replaces the weak stock cast adapters.

PN 39020-92051

PN 41090-92051



Chevy Oil Pump Port Adapter

Allows the use of larger inside diameter tubing

Between the pump and the inlet screen thus

Reducing the restriction often encountered there.

PN 41020-00001



Oil Filter Adapter

Massy Ferguson TE-A20

Petrol Engine (Gasoline)

Uses standard FORD screw
on oil filters.

PN 41350-00001



Exhaust

SBC Header Flange Kit for 23 degree heads with our billet aluminum port adapter that allow easier installation of larger OD exhaust pipes.

Complete Kit PN 34250-14200



SBC Brodex -11 spread port exhaust flanges with steel adapter plates for Brodex heads with 7 bolt mounting
PN 34250-14400



SBC, 18 degree, header flange kit for 2.00" pipes –
(Fully CNC machined)

Includes aluminum adapters, 8mm steel flanges and all the mounting bolts

Complete Kit 2.00" Pipes PN 34250 14414

Complete Kit 2.125" Pipes PN 34250-14416

Complete Kit 2.250" Pipes PN 34250-14418

Aluminum Adapter Set ONLY PN 34250-14420

Steel Flanges Set ONLY PN 2.00" Pipes PN 34250 14444

Steel Flanges Set ONLY PN 2.125" Pipes PN 34250 14446

Steel Flanges Set ONLY PN 2.250" Pipes PN 34250 14448



SBC Header Zoomie Sets.

SBC Chev Zoomie headers 25degree 1 5/8" standard flanges PN 34301-20100

SBC Chev Zoomie headers 25degree 1 3/4" with billet aluminum adapter flanges PN 34301-21200

SBC Chev Zoomie headers 25degree 1 7/8" with billet aluminum adapter flanges PN 34301-21300

SBC Chev Zoomie headers 25degree 2" with billet aluminum adapter flanges PN 34301-21400

SBC Chev Zoomie headers 45degree 1 5/8" standard flanges PN 34301-40100

SBC Chev Zoomie headers 45degree 1 3/4" with billet aluminum adapter flanges PN 34301-41200

SBC Chev Zoomie headers 45degree 1 7/8" with billet aluminum adapter flanges PN 34301-41300

SBC Chev Zoomie headers 45degree 2" with billet aluminum adapter flanges PN 34301-41400

SBC Chev 1 7/8" primary tubes with cylinder head adapters and removable, tuneable 4" collectors PN 34301-21300

SBC Zoomie Header Covers – specify tube diameter.

SBC Chev 25 degree header covers 2mm aluminum PN 34195-12502

SBC Chev 45 degree header covers 2mm aluminum PN 34195-14502

BBC Header Flange

10mm thick steel

2.125 Pipe diameter PN 34195-14553

2.250 Pipe diameter PN 34195-14554

May require grinding to clear head studs

on some cylinder heads. Raised ports are less of a problem.



BBC Header Flange

Individual port flanges.

10mm thick steel

2.125 Pipe diameter PN 34195-14673

2.250 Pipe diameter PN 34195-14674

May require grinding to clear head studs

on some cylinder heads. Raised ports are less of a problem.




BBC Header Flange

Works with OEM heads as well as Brodex Dash 4 and most aftermarket heads. Will take 2.5" Pipes. Has provisions for blower retrain bushings. 5 bolt mounting for easier removal and install. 12mm thick steel. May require notching to clear head bolt studs on come cylinder heads.
 Not counterbored for pipe PN 34195-14600
 Counterbored for 2.250" pipe PN 34195-14604
 Counterbored for 2.375" pipe PN 34195-14606
 Counterbored for 2.500" pipe PN 34195-14608



BBC Zoomie Header Covers – specify tube diameter.
 BBC Chev 25 degree header covers 2mm aluminum PN 34195-12502
 BBC Chev 45 degree header covers 2mm aluminum PN 34195-14502

Without EGT bungs	
BBC Chev Zoomie headers 25degree 2.125" with 5 bolt flanges PN 34301-51220	
BBC Chev Zoomie headers 25degree 2.25" with 5 bolt flanges PN 34301-51320	
BBC Chev Zoomie headers 25degree 2.50" with 5 bolt flanges PN 34301-51420	
BBC Chev Zoomie headers 45degree 2.125 with 5 bolt flanges PN 34301-51240	
BBC Chev Zoomie headers 45degree 2.25" with 5 bolt flanges PN 34301-51340	
BBC Chev Zoomie headers 45degree 2.50" with 5 bolt flanges PN 34301-51440	

With EGT bungs
BBC Chev Zoomie headers 25degree 2.125" with 5 bolt flanges PN 34301-51221
BBC Chev Zoomie headers 25degree 2.25" with 5 bolt flanges PN 34301-51321
BBC Chev Zoomie headers 25degree 2.50" with 5 bolt flanges PN 34301-51421
BBC Chev Zoomie headers 45degree 2.125 with 5 bolt flanges PN 34301-51241
BBC Chev Zoomie headers 45degree 2.25" with 5 bolt flanges PN 34301-51341
BBC Chev Zoomie headers 45degree 2.50" with 5 bolt flanges PN 34301-51441

Funny Car Header Set

W/O Burn Down Tubes without EGT provisions PN 34301-40000
 With Burn Down Tubes without EGT provisions PN 34301-41000
 W/O Burn Down Tubes with EGT provisions PN 34301-40100
 With Burn Down Tubes with EGT provisions PN 34301-41100



EGT Weld In Bungs

EGT Weld Couplers (SHORT) (Set of 8)
 Will suit Standard Exhaust Headers
 1/8" NPT thread PN 34190-00028



EGT Bung Adapters Stainless

Each PN 34090-50025



EGT Bung Adapters Brass

1/8" NPT Thread x 1/4" Wedding Band
 1/2" Hex Cap Brass
 Set of 8ea PN 34090-00108



Exhaust Port Cover Plates

Cover Plates for Engine Storage BBC suits standard ports with studs and nuts as well as high port heads.
 PN 89195-14540



Header Exhaust Tubing – Steel

Material – steel Material thickness 1.2 (.048")

Outside Diameter	Bend Degree	Leg 1 Length	Leg 2 Length	Radii from center of bend to center of pipe	Part Number
1 7/8"	90	300mm 12" long	300mm 12" long	63.5 mm (2.5")	34760-01312
				71.43 mm(2 13/16")	34760-01332
2"	90	300mm 12" long	300mm 12" long	63.5 mm (2.5")	34760-02312
				76.2 mm (3.0")	34760-02342
2 1/8"	90	300mm	300mm	67.5 mm (2 5/8")	34760-03322
2 1/4"	90	300mm	300mm	85.72 mm (3 3/4")	34760-04352
2 3/8"	90	300mm	300mm	90.45 mm (3.5")	34760-05362
2 1/2"	90	300mm	300mm	95.25 mm (3 3/4")	34760-06372
2 3/4"	90	300mm	300mm	105 mm (4 1/8")	34760-07382
1 7/8"	180	300mm 12" long	300mm 12" long	63.5 mm (2.5")	34760-01412
				71.43 mm(2 13/16")	34760-01432
2"	180	300mm 12" long	300mm 12" long	63.5 mm (2.5")	34760-02412
				76.2 mm (3.0")	34760-02442
2 1/8"	180	300mm	300mm	67.5 mm (2 5/8")	34760-03422
2 1/4"	180	300mm	300mm	85.72 mm (3 3/4")	34760-04452
2 3/8"	180	300mm	300mm	90.45 mm (3.5")	34760-05462
2 1/2"	180	300mm	300mm	95.25 mm (3 3/4")	34760-06472
2 3/4"	180	300mm	300mm	105 mm (4 1/8")	34760-07482

Material – steel Material thickness 1.6 (.063")

Outside Diameter	Bend Degree	Leg 1 Length	Leg 2 Length	Radii from center of bend to center of pipe	Part Number
1 7/8"	90	300mm 12" long	300mm 12" long	63.5 mm (2.5")	34760-01313
				71.43 mm(2 13/16")	34760-01333
2"	90	300mm 12" long	300mm 12" long	63.5 mm (2.5")	34760-02313
				76.2 mm (3.0")	34760-02343
2 1/8"	90	300mm	300mm	67.5 mm (2 5/8")	34760-03323
2 1/4"	90	300mm	300mm	85.72 mm (3 3/4")	34760-04353
2 3/8"	90	300mm	300mm	90.45 mm (3.5")	34760-05363
2 1/2"	90	300mm	300mm	95.25 mm (3 3/4")	34760-06373
2 3/4"	90	300mm	300mm	105 mm (4 1/8")	34760-07383
1 7/8"	180	300mm 12" long	300mm 12" long	63.5 mm (2.5")	34760-01413
				71.43 mm(2 13/16")	34760-01433
2"	180	300mm 12" long	300mm 12" long	63.5 mm (2.5")	34760-02413
				76.2 mm (3.0")	34760-02443
2 1/8"	180	300mm	300mm	67.5 mm (2 5/8")	34760-03423
2 1/4"	180	300mm	300mm	85.72 mm (3 3/4")	34760-04453
2 3/8"	180	300mm	300mm	90.45 mm (3.5")	34760-05463
2 1/2"	180	300mm	300mm	95.25 mm (3 3/4")	34760-06473
2 3/4"	180	300mm	300mm	105 mm (4 1/8")	34760-07483

All prices subject to change, price must be verified at time of purchase.

Header Exhaust Tubing – Stainless Steel

Material – Stainless Steel

Material thickness 1.2 (.048")

Outside Diameter	Bend Degree	Leg 1 Length	Leg 2 Length	Radii from center of bend to center of pipe	Part Number
1 7/8"	90	300mm 12" long	300mm 12" long	63.5 mm (2.5")	34760-11312
				71.43 mm(2 13/16")	34760-11332
2"	90	300mm 12" long	300mm 12" long	63.5 mm (2.5")	34760-12312
				76.2 mm (3.0")	34760-12342
2 1/8"	90	300mm	300mm	67.5 mm (2 5/8")	34760-13322
2 1/4"	90	300mm	300mm	85.72 mm (3 3/4")	34760-14352
2 3/8"	90	300mm	300mm	90.45 mm (3.5")	34760-15362
2 1/2"	90	300mm	300mm	95.25 mm (3 3/4")	34760-16372
2 3/4"	90	300mm	300mm	105 mm (4 1/8")	34760-17382
1 7/8"	180	300mm 12" long	300mm 12" long	63.5 mm (2.5")	34760-11412
				71.43 mm(2 13/16")	34760-11432
2"	180	300mm 12" long	300mm 12" long	63.5 mm (2.5")	34760-12412
				76.2 mm (3.0")	34760-12442
2 1/8"	180	300mm	300mm	67.5 mm (2 5/8")	34760-13422
2 1/4"	180	300mm	300mm	85.72 mm (3 3/4")	34760-14452
2 3/8"	180	300mm	300mm	90.45 mm (3.5")	34760-15462
2 1/2"	180	300mm	300mm	95.25 mm (3 3/4")	34760-16472
2 3/4"	180	300mm	300mm	105 mm (4 1/8")	34760-17482

Material – Stainless Steel

Material thickness 1.6 (.063")

Outside Diameter	Bend Degree	Leg 1 Length	Leg 2 Length	Radii from center of bend to center of pipe	Part Number
1 7/8"	90	300mm 12" long	300mm 12" long	63.5 mm (2.5")	34760-11313
				71.43 mm(2 13/16")	34760-11333
2"	90	300mm 12" long	300mm 12" long	63.5 mm (2.5")	34760-12313
				76.2 mm (3.0")	34760-12343
2 1/8"	90	300mm	300mm	67.5 mm (2 5/8")	34760-13323
2 1/4"	90	300mm	300mm	85.72 mm (3 3/4")	34760-14353
2 3/8"	90	300mm	300mm	90.45 mm (3.5")	34760-15363
2 1/2"	90	300mm	300mm	95.25 mm (3 3/4")	34760-16373
2 3/4"	90	300mm	300mm	105 mm (4 1/8")	34760-17383
1 7/8"	180	300mm 12" long	300mm 12" long	63.5 mm (2.5")	34760-11413
				71.43 mm(2 13/16")	34760-11433
2"	180	300mm 12" long	300mm 12" long	63.5 mm (2.5")	34760-12413
				76.2 mm (3.0")	34760-12443
2 1/8"	180	300mm	300mm	67.5 mm (2 5/8")	34760-13423
2 1/4"	180	300mm	300mm	85.72 mm (3 3/4")	34760-14453
2 3/8"	180	300mm	300mm	90.45 mm (3.5")	34760-15463
2 1/2"	180	300mm	300mm	95.25 mm (3 3/4")	34760-16473
2 3/4"	180	300mm	300mm	105 mm (4 1/8")	34760-17483

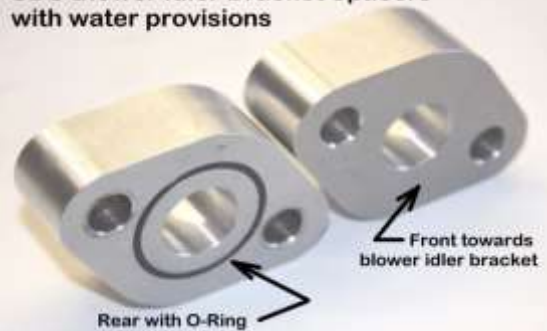
Radiators/Cooling Hardware

Cooling – Water Ports

SBC Water Port Spacers – (Pair) with O-ring on one side

6mm thick PN 36090-40141
10mm thick PN 36090-40142
12mm thick PN 36090-40143
16mm thick PN 36090-40144
18mm thick PN 36090-40145
20mm thick PN 36090-40146
25mm thick PN 36090-40147

SBC Blower Idler Bracket Spacers with water provisions



SBC Water Port Adapters (Pair) with O-ring on back side and Radii Front with SAE Dash 8 O-Ring Port DNI fittings

Dash 8 x 20mm thick
WATER PORT Connection Adapter
Pair PN 40020-40148

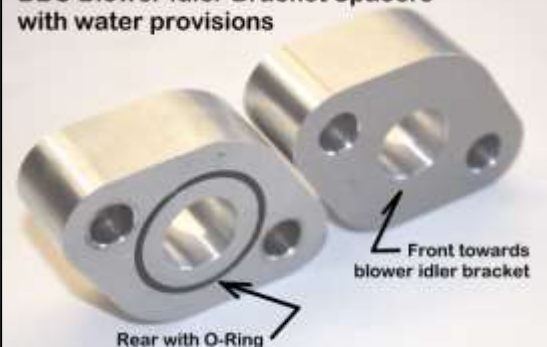
Dash 8 x 25mm thick
WATER PORT Connection Adapter
Pair PN 40020-40149



BBC Water Port Spacers – (Pair) with O-ring on one side

6mm thick PN 36090-40151
10mm thick PN 36090-40152
12mm thick PN 36090-40153
16mm thick PN 36090-40154
18mm thick PN 36090-40155
20mm thick PN 36090-40156
25mm thick PN 36090-40157

BBC Blower Idler Bracket Spacers with water provisions



BBC Water Port Adapters (Pair) with O-ring on back side and Radii Front with SAE Dash 8 O-Ring Port DNI fittings

Dash 8 x 20mm thick
WATER PORT Connection Adapter
Pair PN 40020-40158

Dash 8 x 25mm thick
WATER PORT Connection Adapter
Pair PN 40020-40159



Cooling – Radiators and Water Pumps

In a rear engine dragster we have had the radiator in several places. In front of the engine which gets the fuel in the fuel tank hot, behind the engine over the transmission which works well but it makes extra work to get the trans in and out and also down front of the drivers foot box where we prefer it out of the way. Being flat and low poses a couple of challenges, first we use a inline electric pump near the radiator and have an expansion chamber with a pressure cap located on the safety plate behind the driver. This make a high point to fill the cooling system and keep the water pump flooded with water to insure no air locks in the cooling system. Radiator mounting can be done with some saddles and tabs and some hose clamps if you don't want to weld the tabs to the chassis.



Radiator Lay Flat Type with no cap provision. 1 1/4" Inlet and outlet and has vent port. Plastic Tanks 330mm Wide x 630mm Long
PN 40577-00001



Radiator Lay Flat Type with no cap provision. 1 1/4" Inlet and outlet and has vent port. All aluminum construction. 330mm Wide x 630mm Long
PN 40577-00002

Expansion and fill tank for RED cars with front mounted radiators tank is 1.6 liters and is 75 x 75 x 300 with a pressure cap provisions and a dash 12 outlet port on the left side. PN 40740-30001

Water pump

12VDC electric
3/4" connections
1.610" body
PN 40571-10001



Water pump mounting clamps-flat back 1/4" hole mount ID for water pump is 1.61" ID
PN 40155-40300

Water pump electric quick release
PN 40571-10002



Tube Mount Water pump mounting clamps ID for water pump is 1.61" ID



Fully rounded clamps		Spacer Saver clamps trimmed to flush with outside of tube	
Description/Size	Part Number	Description/Size	Part Number
3/4" tube clamp	40155-40430	3/4" tube clamp	40155-40530
7/8" tube clamp	40155-40440	7/8" tube clamp	40155-40540
1" tube clamp	40155-40450	1" tube clamp	40155-40550
1 1/8" tube clamp	40155-40460	1 1/8" tube clamp	40155-40560
1 1/4" tube clamp	40155-40470	1 1/4" tube clamp	40155-40570
1 3/8" tube clamp	40155-40480	1 3/8" tube clamp	40155-40580

Cooling – Fill and Overflow Tanks

Water overflow tank
700ml with mount flange, drain port,
fill port, vent port PN 40740-10001

Water overflow tank
700ml with mount flange, drain port,
fill port, vent port, polished PN 40740-10002

Water overflow tank
700ml with mount flange, drain port,
fill port, vent port, anodized PN 40740-10003



Blower Mount Expansion Tank (Plain) with small
cap provisions and a Dash 8 bottom port
PN 40740-20001

Blower Mount Expansion Tank (Polished) with small
cap provisions and a Dash 8 bottom port
PN 40740-20002



Fitting 1/16" NPT x Dash3 JIC
Blower Mount Expansion
Tank Overflow fitting - Steel
PN 40740-20003



Fitting 1/16" NPT x Dash4 JIC
Blower Mount Expansion
Tank Overflow fitting -
Aluminum PN 40740-20004



Fitting 1/16" NPT x 1/4" Hose
Barb JIC
Blower Mount Expansion
Tank Overflow fitting -
Aluminum PN 40740-20005

Spacer Kit (2 spacers 5/16" ID x 5/8" OD x .700 long)

Used to space the Expansion Tank away from blower to clear ribs on some
blowers. PN 40740-20009

Filler Pressure
Cap for
Expansion Tank
18psi
PN 40740-20018



Filler Pressure Cap
for Expansion Tank
22psi
PN 40740-20022



Safety Hardware



Fire Bottle Mount Bracket

5.250" bottle

Suits DJ Safety, COLD FIRE and MSCN Bottles

PN 85090-52500

ISP Weld ON Mounting Brackets 1.00" Roll Cage Helmet Bar

Sold in Pairs

PN 85090-82010



ISP Weld ON Mounting Brackets 1.50" Roll Cage Helmet Bar

Sold in Pairs

PN 85090-82050



ISP Clamp ON Mounting Brackets 1.00" Roll Cage Helmet Bar Billet aluminum

Sold in Pairs PN 85090-82110

Parachute Mountings (Single Chute)

Parachute mount bracket Left (single chute mount) PN 85530-26501

Parachute mount bracket Right (single chute mount) PN 85530-26502

Parachute mount plate (single chute pack) PN 85530-26550

Assembly all three components Plain PN 85530-26510

Assembly all three components GOLD PN 85530-26513

Use with Anti Rotate Bracket PN 11090-26119 shown below



Anti Rotate Bracket

Single Chute Top Mount

Use with 85530-26510 or

85530-26513 parachute mount kit

PN 11090-26119



Hardware often needed on Race Vehicles

Schrader Valve

1/8" NPT Male x

0.75" long

PN 84775-00001



Schrader Valve

1/4" NPT Male x

1.00" long

PN 84775-00002



Electrical and Instrumentation

Electrical – Heavy Duty Quick Disconnects

Electrical quick disconnect 50amp
Batt Recharge
PN 83190-05000



Electrical quick disconnect 175 amp
Starter connection
PN 83190-17500



COVER BOOT
Electrical quick disconnect 50 amp (batt recharge)
PN 83190-05005

Electrical – Glands / Strain Reliefs

Glands / Strain



Relief(83 Electrical) (278 Gland)

Gland 16mm
PN 83278-20016

Gland 20mm
PN 83278-20020

Gland 25mm
PN 83278-20025

Gland 40mm
PN 83278-20040

Electrical - Pilot Lights (Warning Lights)



Pilot Light LED RED 12v plastic body
Mounting 12.5mm (1/2") hole
Connection 1/4" spade (6.3mm)
Push in to install PN 83385-62029

Pilot Light LED RED 12v chrome body
Mounting 14mm hole x Lock nut 17mm hex
Connection standard 1/4" spade terminal
PN 83385-62092

NOTE: LED lamps are polarity sensitive if you apply power to the light and it does not light up, switch the wires for correct polarity.



Tail Light LED .4 amp 12v
PN 83365- 02307



Interior Light LED .4 amp 12v
PN 83365- 02054

Electrical – Relay

Relay 12v
Normally Open
30-85-86-87
PN 83584-14457



Relay 24v
Normally Open
30-85-86-87
PN 83584-19203



Relay Mount PN 83385-19970

Electrical – Starter Heavy Duty BBC / SBC

Chevrolet Starter BBC or SBC

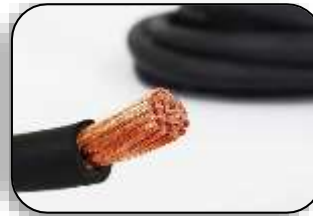
153 or 168 tooth flywheel.
3.0 HP 11 tooth pinion.
Flat out the best engine mount starter available
anywhere in the world.
PN 83703-42711



Electrical – Battery Cable Heavy Duty and Battery Terminals

Heavy Duty Battery Cable
or
Remote Starter Cable

(83 Electrical) (140 Cable)



Welding Cable (Flexible) Double Insulated
Black B&S#2 32mm
(sold in 100mm increments)
PN 83140-00921

Welding Cable (Flexible) Double Insulated
Orange B&S#2 32mm
(sold in 100mm increments)
PN 83140-00934

Battery Cable Terminals
Crimp ON
3/8" (10mm) Hole
Suits cable 1&2BS
(32-40mmsq)
Sold in Pairs
PN 83373-03510

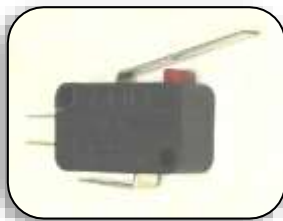


Battery terminal Set
One positive terminal
and
one negative terminal
with bolts
PN 83746-27028



Electrical – Switch Micro

MICRO Switch
Normally OFF or
Normally ON
Rated 10Amp
250V
PN 83730-00001



MICRO Switch SPACER Kit
With mounting bolts and
nuts, fits all standard
micro switches
Kit PN 83730-00002
Will fit 83730-00001



Mercury Tilt Switch PN 83730-00003



Electrical – Switch Push Button

KILL BUTTON
PN 83730-00099



Start Switch
Switch Push Button
Momentary
Large Red Button
PN 83730-96302



Start Switch
Push Button
Momentary
60 amp 12 volt
PN 83730-96301



Switch - Push Button
Momentary
Normally Open
6 amp / 125v rated
15mm mount (0.600")
PN 83730-96303



Switch - MICRO
Push Button SPST
ON / OFF
Thread Dia 0.27"
(6.9mm)
Button 0.24" (6mm)
Rated 50v 0.5A
PN 83730-97304



Switch * Push Button *
Momentary
2NO + 2NC
Button .38" (9.7mm)
5 amp / 125v rated
Mount 0.236" (6mm)
PN 83730-96304



Battery cut off switch (plastic body)
PN 83730-01500
Handle Battery cut off switch (plastic body)
PN 83730-01501



Battery cut off switch (metal body) PN 83730-02500

Electrical – Switch Pressure

Switch – Pressure
Normally OFF
activates (opens at)
~ 52 psi
PN 83730-45650




Switch LOW OIL PRESSURE Warning
**Normally Closed*
**Switches to ground*
**Opens at pressure and turns the warning light OFF*
** 1/8" NPT thread*
PN 83730-00005



Electrical – Switch Toggle

<p>Toggle Switch ON-OFF 20amp @ 12 volts With CARBONFIBRE missile cover AND BLUE LED PN 83730-03711</p>		<p>Toggle Switch ON-OFF 20amp @ 12 volts With CLEAR missile cover AND White LED PN 83730-03811</p>	
<p>Toggle Switch ON-OFF 20amp @ 12volts With CLEAR GREEN missile cover AND Green LED PN 83730-03812</p>		<p>Toggle Switch ON-OFF 20amp @ 12volts With CLEAR RED missile cover AND Red LED PN 83730-03813</p>	
<p>Toggle Switch ON-OFF 20amp @ 12volts With CLEAR BLUE missile cover AND Blue LED PN 83730-03814</p>		<p>Toggle Switch ON-OFF 20amp @ 12volts With CLEAR YELLOW missile cover AND Yellow LED PN 83730-03815</p>	
<p>Toggle Switch ON-OFF 20amp @ 12volts with red missile cover PN 83730-03913</p>			
<p>Switch Toggle Standard Two Position STSP ON-OFF 20amp@12 volts PN 83730-90029</p>		<p>Switch Toggle Two Position DPDT ON-ON 25 Amps@12 volts PN 83730-90040</p>	
<p>Rubber boot for 83730-90029 switch PN 83730-00101</p>		<p>Switch Toggle Three Position DPDT ON-OFF-ON Center OFF 25 Amps@12 volts PN 83730-90050</p>	

Switch – Rotary

	<p>Fully Adjustable Clutch Pedal Switch Rotary Limit Switch Position Switch Clutch Switch Throttle Switch PN 83730-95001</p> 
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Switch Box and Driver Control Hardware FC/A and FED

Switch Box Prices and Part Numbers

Switch box part number prefix is 83731 the full number is determined by the switch combination that you choose.

83731- Switch Positions

Switch box kits

Select the last five digits of the part number below by selecting the type and color of the switch you want.



1 Standard Toggle	1 Standard Toggle	1 Standard Toggle	1 Standard Toggle	ZERO is last digit on four switch boxes
2 Orange LED Toggle with Missile Cover	2 Orange LED Toggle with Missile Cover	2 Orange LED Toggle with Missile Cover	2 Orange LED Toggle with Missile Cover	
3 Green LED Toggle with Missile Cover	3 Green LED Toggle with Missile Cover	3 Green LED Toggle with Missile Cover	3 Green LED Toggle with Missile Cover	
4 Red LED Toggle with Missile Cover	4 Red LED Toggle with Missile Cover	4 Red LED Toggle with Missile Cover	4 Red LED Toggle with Missile Cover	
5 Clear LED Toggle with Missile Cover	5 Clear LED Toggle with Missile Cover	5 Clear LED Toggle with Missile Cover	5 Clear LED Toggle with Missile Cover	
6 Blue LED Toggle with Missile Cover	6 Blue LED Toggle with Missile Cover	6 Blue LED Toggle with Missile Cover	6 Blue LED Toggle with Missile Cover	
7 Blue LED Toggle with Carbon Missile Cover	7 Blue LED Toggle with Carbon Missile Cover	7 Blue LED Toggle with Carbon Missile Cover	7 Blue LED Toggle with Carbon Missile Cover	
8 Standard Toggle with Red Missile Cover	8 Standard Toggle with Red Missile Cover	8 Standard Toggle with Red Missile Cover	8 Standard Toggle with Red Missile Cover	
9 Starter PUSH Button	9 Starter PUSH Button	9 Starter PUSH Button	9 Starter PUSH Button	

83731-00000 – Cable quick disconnect – specify length from box to place quick disconnect.

Switch Box and Driver Control Hardware FC/A and FED

Steering Column Mount
Bracket for Switch
Boxes and Shifter
Buttons

Shift buttons mount
next to steering wheel
on the left or the right
as you prefer.



Switch Box Mounting with Two Side Button Switch
Mount TWO buttons on the RIGHT Side
Will work with instrument panel mount
PN 83731-24728

Steering Column
Mount Bracket for
Switch Boxes and
Shifter Buttons
Shift buttons mount
under steering wheel.



Instrument Panel
Steering Column
Mount Switch Bracket
WITH LENCO shift button provisions under
the switch box PN 83731-24988

Switch Box Mounting only for
steering column mounting.
PN 83731-24978



Switch Box Part Number 83731-11800

You may notice that we prefer to NOT mount gauges, switches or any controls to the body because all those things have to be disconnected with you want to remove the body to service the car thus slowing you down to disconnect them and then have to re-connect them to race the car. By mounting everything on the steering column they are not mounted on the body, they are all within your reach and if you route the wire and hoses correctly they all swing away to remove the transmission and service the clutch or converter. This flange welds to the steering column at the top to mount the gauge panel and switch mount bracket with.

Dashboard mount for 1 1/8" Column PN 48090-24964

Dashboard mount for 1 1/4" Column PN 48090-24965








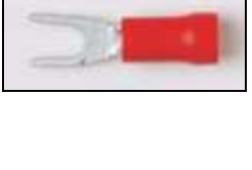















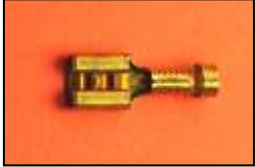
Electrical Terminals, Connectors and Tools

Red terminals suit wire sizes from 0.5 – 1.5 wire

Blue terminals suit wire sizes from 1.5 – 2.5 wire

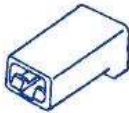
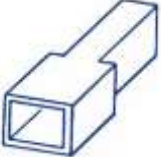



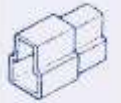


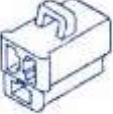
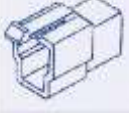
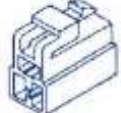


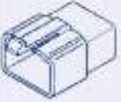
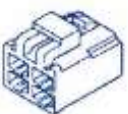

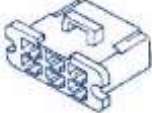






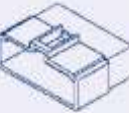
Yellow terminals suit wire sizes from 2.5-6.0 wire

Photo	Description	Photo	Description
	Ring Terminal Red insulated Wire Size (4.2mm) ID Ring 5/32" ID Ring PN 83746-20200		Ring Terminal Red insulated Wire Size (6.4mm) ID Ring 1/4" ID Ring PN 83746-20600
	Female QC Red Insulated Wire Size (4.8mm) Grip 3/16" Grip PN 83746-22300		Female QC Red Insulated Wire Size (6.3mm) Grip 1/4" Grip PN 83746-22500
	Female QC Red Fully Insulated (6.3mm) Grip PN 83746-23500		Male QC Red Fully Insulated (6.3mm) Grip PN 83746-23500
	QC Piggy Back Red Insulated (6.3mm) Grip PN 83746-25500		
	Spade Terminal Red Insulated (3.2mm) Stud 1/8" Stud PN 83746-26100		Spade Terminal Red Insulated (5.3mm) Stud 3/16" Stud PN 83746-26400
	Ring Terminal Blue Insulated (4.2mm) Ring 0.165" ID Ring (5/32") Wire 1.5-2. PN 83746-60200		Ring Terminal Blue Insulated (5.3m) Ring 0.208" ID (3/16") Wire 1.5-2.5 PN 83746-60400
	Ring Terminal Blue Insulated (6.4mm) ID Ring .250" ID Ring (1/4") Wire 1.5-2. PN 583746-60600		Ring Terminal Blue Insulated (10mm) ID Ring 0.392 ID Ring (3/8") 1.5-2.5 Wire PN 83746-60800
	Male QC Blue Insulated (6.3mm) Grip 0.250" Grip (1/4") 1.5-2.5 Wire PN 83746-61500	NO PHOTO	Female QC Blue Insulated (4.8mm) Grip (3/16") 0.188" Grip 1.5-2.5 Wire PN 83746-62300
	Female QC Blue Insulated (6.3mm) Grip 0.250" Grip (1/4") 1.5-2.5 wire PN 83746-62500		Female QC Blue Insulated (8.0mm) Grip 0.314" Grip (5/16") 1.5-2.5 wire PN 83746-62700

	Female QC Blue Fully Insulated (6.3mm) Grip 0.250" Grip (1/4") 1.5-2.5 wire PN 83746-64500		QC Piggy Back Blue Insulated (6.3mm) Grip 0.250" Grip (1/4") 1.5-2.5 wire PN 83746-65500
	Spade Terminal Blue Insulated (5.3mm) Spade 0.208" Spade (3/16") 1.5-2.5 wire PN 83746-66400		Grip Butt Splice Blue Insulated 1.5-2.5 wire PN 83746-67000
	Male Bullet Blue Insulated 1.5-2.5 wire PN 83746-68000		Female Bullet Blue Insulated 1.5-2.5 wire PN 83746-69000
	Ring Terminal Yellow Insulated (5.3mm) ID Ring 0.208" ID Ring (3/16") Wire 2.5-6.0 PN 83746-80400		Ring Terminal Yellow Insulated (6.4mm) ID Ring 0.250" ID Ring (1/4") Wire 2.5-6.0 PN 83746-80600
	Ring Terminal Yellow Insulated (10mm) ID Ring 3/8" 0.393" ID Ring (3/8") Wire 2.5-6.0 PN 83746-80800		Female QC Yellow Insulated (8.0mm) Grip 0.314" Spade (5/16") Wire 2.5-6.0 PN 83746-82700
	Male QC Yellow Insulated (6.3mm) Grip 0.250" Grip (1/4") Wire 2.5-6.0 PN 83746-81500		Female QC Yellow Insulated (6.3mm) Grip 0.250" Grip (1/4") Wire 2.5-6.0 PN 83746-82500
No photo yet	QC Piggy Back Yellow Insulated (6.3mm) Grip 0.250" Grip (1/4") Wire 2.5-6.0 PN 83746-85500		Spade Terminal Yellow Insulated (5.3mm) Stud 0.208" Stud (3./16") Wire 2.5-6.0 PN 83746-86400
	Grip Butt Splice Yellow Insulated Wire Size 2.5-6.0 PN 83746-87000		
	Male QK Not Insulated (6.3mm) Grip 0.250" Grip (1/4") PN 83746-91500		Female QK Not Insulated (6.3mm) Grip 0.250" Grip (1/4") PN 83746-92500
	Male QC Aqua Fully Insulated (6.3mm) Grip PN 83746-43500	NO PHOTO	Female QC Aqua Fully Insulated (6.3mm) Grip PN 83746-44500





QK Connectors


These connectors conform to the common 250 series, 6.0mm (J.A.S.O.) and 6.3mm(European) standards. All connectors are polarized to prevent incorrect mating. A positive locking latch automatically engages at mating for connectors with an "L" suffix. Housings with a "T" suffix also feature panel mounting tabs. Latch type housings and non-latch housings can be mated if required. The tin plated crimp contacts, are easily snapped into the housings by hand, with two sizes covering a wide wire range from 0.8to 3.0mm². Note: The plug housing is also referred to as the female housing, as it accepts the female terminal. The receptacle housing is also referred to as the male housing, as it accepts the male tab terminal.

	1 Wire QK Standard Male Plug PN 83185-61110			1 Wire QK Standard Female Housing PN 83185-61120
	1 Wire QK Reverse Male Plug PN 83185-61210			1 Wire QK Reverse Female Housing PN 83185-61220
	2 Wire QK Standard Male Housing PN 83185-62110			2 Wire QK Standard Female Housing PN 83185-62120
	2 Wire QK Reverse Male Plug PN 83185-62210			2 Wire QK Reverse Female Housing PN 83185-62220
	3 Wire QK Standard Male Plug PN 83185-63110			3 Wire QK Standard Female Housing PN 83185-63120
	3 Wire QK Reverse Male Plug PN 83185-63210			3 Wire QK Reverse Female Housing PN 83185-63220
	4 Wire QK Standard Male Plug PN 83185-64110			4 Wire QK Standard Female Housing PN 83185-64120
	4 Wire QK Reverse Male Plug PN 83185-64210			4 Wire QK Reverse Female Housing PN 83185-64220
	6 Wire QK Standard Male Plug PN 83185-66110			6 Wire QK Standard Female Housing PN 83185-66120
	6 Wire QK Reverse Male Plug PN 83185-66210			6 Wire QK Reverse Female Housing PN 83185-66220
	8 Wire QK Standard Male Plug PN 83185-68110			8 Wire QK Standard Female Housing PN 83185-68120
	8 Wire QK Reverse Male Plug PN 83185-68210			8 Wire QK Reverse Female Housing PN 83185-68220

Terminals used in QK housings above. Crimpers are on next page.

The Male connector below suits the Female Housing. The Female connector suits the Male Plug

	Male QK Not Insulated (6.3mm) Grip PN 83746-91500		Female QK Not Insulated (6.3mm) Grip PN 83746-92500
	Ratchet Crimper for non-insulated terminals like used in the QK series connectors above. PN 83746-93500		
	Temperature Sender Connector Kit PN 83746-94600		

















Zip Ties		Part Numbers are in 100 pack quantities			
					
Standard Duty Nylon Cable Tie Natural Color Length / Width 160mm x 4.8mm 6 1/4" x 3/16" PN 83988-14816	Standard Duty Nylon Cable Tie UV Black Length / Width 160mm x 4.8mm 6 1/4" x 3/16" PN 83988-14816	Standard Duty Nylon Cable Tie Natural Color Length / Width 203mm x 4.6mm 8" x 3/16" PN 83988-14620	Standard Duty Nylon Cable Tie UV Black Length / Width 203mm x 4.6mm 8" x 3/16" PN 83988-14620	Standard Duty Nylon Cable Tie Natural Color Length / Width 300mm x 4.8mm 11 3/4" X 3/16" PN 83988-14830	Standard Duty Nylon Cable Tie UV Black Length / Width 300mm x 4.8mm 11 3/4" X 3/16" PN 83988-14830
Standard Duty Nylon Cable Tie Natural Color Length / Width 385mm x 4.8mm 15" X 3/16" PN 83988-14838	Standard Duty Nylon Cable Tie UV Black Length / Width 385mm x 4.8 15" X 3/16" PN 83988-14838	Standard Duty Nylon Cable Tie Natural Color Length / Width 432mm x 4.8mm 17" X 3/16" PN 83988-14843	Standard Duty Nylon Cable Tie UV Black Length / Width 432mm x 4.8mm 17" X 3/16" PN 83988-14843		
Heavy Duty Nylon Cable Tie Natural Color Length and Width 203mm x 7.6mm 8" x 9/32" 83988-27620	Heavy Duty Nylon Cable Tie UV Black Length and Width 203mm x 7.6mm 8" x 9/32" 83988-27620	Heavy Duty Nylon Cable Tie Natural Color Length and Width 300mm x 7.6mm 11 3/4" x 9/32" 83988-27630	Heavy Duty Nylon Cable Tie UV Black Length and Width 300mm x 7.6mm 11 3/4" x 9/32" 83988-27630	Heavy Duty Nylon Cable Tie Natural Color Length and Width 380mm x 7.6mm 15" x 9/32" 83988-27638	Heavy Duty Nylon Cable Tie UV Black Length and Width 380mm x 7.6mm 15" x 9/32" 83988-27638
Heavy Duty Nylon Cable Tie Natural Color Length and Width 550mm x 8.0mm 21 5/8" x 5/16" PN 83988-28055	Heavy Duty Nylon Cable Tie UV Black Length and Width 550mm x 8.0 21 5/8" x 5/16" PN 83988-28055	Heavy Duty Nylon Cable Tie UV Black Length and Width 762mm x 9.0mm 30" x 3/8" PN 83988-29076	Heavy Duty Nylon Cable Tie Natural Color Length and Width 812mm x 9.0mm 31 7/8" x 3/8" PN 83988-29081	Heavy Duty Nylon Cable Tie UV Black Length and Width 812mm x 9.0mm 31 7/8" x 3/8" PN 83988-29081	

(83 Electrical) (185 Connector) Deutsch Connectors

		
<p>2 Wire Plug and Socket Kit</p>	<p>3 Wire Plug and Socket Kit</p>	<p>4 Wire Plug and Socket Kit</p>
<p>PN 83185-10201 Each PN 83185-10205 Pack of 5 PN 83185-10210 Pack of 10</p>	<p>PN 83185-10301 Each PN 83185-10305 Pack of 5 PN 83185-10310 Pack of 10</p>	<p>PN 83185-10401 Each PN 83185-10405 Pack of 5 PN 83185-10410 Pack of 10</p>
		
<p>6 Wire Plug and Socket Kit</p>	<p>8 Wire Plug and Socket Kit</p>	<p>12 Wire Plug and Socket Kit</p>
<p>PN 83185-10601 Each PN 83185-10605 Pack of 5 PN 83185-10610 Pack of 10</p>	<p>PN 83185-10801 Each PN 83185-10805 Pack of 5 PN 83185-10810 Pack of 10</p>	<p>PN 83185-11201 Each PN 83185-11205 Pack of 5 PN 83185-11210 Pack of 10</p>
<div style="display: flex; align-items: center;">  <p>Deutsch Crimper PN 83185-10000</p> </div>		

Weather Pack Connectors

Weather Pack connectors are made for signal level circuits in harsh environmental conditions where even a small degradation in the connection may be critical. Special materials and seals are used to allow the connector to withstand conditions of extreme temperature, moisture and even submersion. The connector employs a pin and sleeve-type terminal. The pin flexes outward to maintain contact with the sleeve and is therefore called a flex pin. The sleeve has a lap lock to reduce relaxation. Rated at up to 20 amps DC, the housings incorporate a positive locking latch and a secondary lock on the contacts. The one (1) to six (6) circuit housings are designed to be used in line or mounted by insertion of a Weather Pack mounting clip. The twenty-two (22) circuit connector is designed to be bulkhead mounted. Male plugs mate with male pins

	1 Circuit Male Weather Pack Connector PN 83185-30120		1 Circuit Female Connector PN 83185-30110
	2 Circuit Male Weather Pack Connector PN 83185-30220		2 Circuit Female Connector PN 83185-30210
	3 Circuit Male Weather Pack Connector PN 83185-30320		3 Circuit Female Connector PN 83185-30310
	4 Circuit Male Weather Pack Connector PN 83185-30420		4 Circuit Female Connector PN 83185-30410
	4 Circuit Male Weather Pack Connector PN 83185-30421		4 Circuit Female Connector PN 83185-30411
	5 Circuit Male Weather Pack Connector PN 83185-30520		5 Circuit Female Connector PN 83185-30510
	6 Circuit Male Weather Pack Connector PN 83185-30620		6 Circuit Female Connector PN 83185-30610
	22 Circuit Male Weather Pack Connector PN 83185-32220		22 Circuit Female Connector PN 83185-32210
	Weather Pack Pin W/P Terminal M18-20 AWG PN 83185-39971		Weather Pack Pin W/P Terminal M .35mm ² PN 83185-39972

Weather Pack Connectors

	Weather Pack Pin W/P Terminal M 14-16 AWG PN 83185-39973		Weather Pack Pin W/P Terminal M 12 AWG PN 83185-39974
	Weather Pack Socket W/P Terminal F 18-20 AWG PN 83185-39975		Weather Pack Socket W/P Terminal F .35mm ² PN 83185-39976
	Weather Pack Socket W/P Terminal F 14-16 AWG PN 83185-39977		Weather Pack Socket W/P Terminal F 12 AWG PN 83185-39978
	Weather Pack Seals & Cavity Plug Weather Pack Grey Seal PN 83185-39980		Weather Pack Seals & Cavity Plug W/P Cavity Plug Green PN 83185-39981
	Weather Pack Seals & Cavity Plug Weather Pack Blue Seal PN 83185-39982		Weather Pack Seals & Cavity Plug Weather Pack Red Seal PN 83185-39984
1 Complete 22 Circuit PN 83185-32290	1 Complete 1 Circuit PN 83185-30190	2 Complete 2 Circuit PN 83185-30290	2 Complete 3 Circuit PN 83185-30390
2 Complete 4 Circuit Inline PN 83185-30490	2 Complete 4 Circuit Square PN 83185-30491	2 Complete 5 Circuit PN 83185-30590	2 Complete 6 Circuit PN 83185-30690
	Weather Pack Connector Mounting Clips W/P Attachment Speed Clip PN 83185-39990		Weather Pack Connector Mounting Clips W/P Attachment Screw Mount Clip PN 83185-39991

Weather Pack Connections KITS

Weather Tight Connectors

Weather Tight Kit – 1 pole (2 male + 2 female + includes terminals) PN 83350-50001
Weather Tight Kit– 2 pole (2 male + 2 female + includes terminals) PN 83350-50002
Weather Tight Kit– 3 pole (2 male + 2 female + includes terminals) PN 83350-50003
Weather Tight Kit– 4 pole (2 male + 2 female + includes terminals) PN 83350-50004
Weather Tight Kit– 5 pole (2 male + 2 female + includes terminals) PN 83350-50005
Weather Tight Kit– 6 pole (2 male + 2 female + includes terminals) PN 83350-50006
Weather Tight Kit– 22 pole (2 male + 2 female + includes terminals) PN 83350-50022



Electrical Timer 12v

Timer Omron H3CA
and mounting base
PN 83751-00001



Terminal Strips and Fuse Holder



Terminal Strip 1 Position
250amp 5/16" stud
PN 83748-01314



Terminal Strip 5 Position
PN 83748-05270

Terminal Strip 8 Position
PN 83748-08270



Terminal Strip
10 Position 15 amp rated
PN 83748-10010



Terminal Strip
12 Position 15 amp rated
PN 83748-12012

Terminal Strip 12 Position
PN 83748-12270

Fuse holder – 8 position
8 fuses
4 ea 10 amp
4 ea 15 amp
with cover
PN 83258-08722



Blade type fuse holder with
cover 8 position
PN 83258-01833

Service Power Battery Box for Wet Cell

Battery Box Wet Cell

Battery box for aux power battery 83063-00002 wet cell battery, aluminum with hinged top and mounting flange (use battery 12N5-4B Honda Motorcycle)

Battery size is (121mm x 61mm x 131mm tall)

Inside box is 61mm x 133mm x 133mm tall

Inside box is 2.5" x 5.25" x 5.25" tall

Plain Box 83115-00020

Anodized Black Box 83115-00023

Anodized Red Box 83115-00024

Anodized Blue Box 83115-00025

Anodized Purple Box 83115-00026

Anodized Gold Box 83115-00027



Service Power Battery Box for Gel Cell

Battery Box Gel Cell

Battery box for aux power battery 83063-00003 GEL cell battery, aluminum with hinged top and mounting flange (use battery PS12100 10AH)

Battery size is 65mm x 153mm x 116mm tall (top of terminal)

Inside box is 70mm x 165mm x 127mm tall

Inside box is wide 2.750" x 6.50" x 5.00" tall

Battery size is wide 2.562" x 6.00" x 4.562" tall (top of terminals)

Plain Box 83115-00030

Anodized Black Box 83115-00033

Anodized Red Box 83115-00034

Anodized Blue Box 83115-00035

Anodized Purple Box 83115-00036

Anodized Gold Box 83115-00037



Battery Mounting for RED

Aluminum Battery mount Rear Engine Dragster
PN 83115-64110

Battery box (plastic box to set battery in)

PN 83115-00005



Pulleys - Engine

Crank Pulley – Single groove
 Drilled for BBC SBC harmonic balancer
 to drive alternator RXA416 on bracket 9120.mx2
 4.5" Billet - no offset
 PN 83570-00145



Pulley - Aluminum
 Single Groove - 11A belt section
 Drilled for Chevy harmonic balancer mounting
 5.375" OD
 PN 83570-00154



Crank Pulley – Multi groove BBC SBC to drive alternator
 RXA416 on bracket 9120.mx2 WITH multi groove pulley
 5v x 5.1 OD CAST Aluminum PN 83570-00011
 Obsolete no longer made



Crank Pulley – Multi groove 6v x 5.4 OD Billet 6061-T6 Aluminum
 Drilled for BBC SBC harmonic balancer
 to drive alternator RXA416 on bracket 9120.mx2
 WITH multi groove pulley
 PN 83570-00654



SBC BBC Harmonic Balancer / Bottom Pulley Spacer

Spacer – 1.6mm 83660-15431	Spacer – 6.0mm 83660-15434	Spacer – 20.06mm 83660-15437
Spacer – 2.0mm 83660-15432	Spacer – 10.0mm 83660-15435	Spacer – 25.0mm 83660-15438
Spacer – 3.0mm 83660-15433	Spacer – 12.0mm 83660-15436	Spacer – xxx mm 83660-15439

Pulleys – Alternator

Pulley – Alternator 6v multi groove serpentine type of belt
 Billet Aluminum 6061-T6
 6v x 2.8" diameter
 PN 83570-10628



Pulleys – Oil Pump Drive

Pulley Oil Pump Drive 8mm
 Pulley 8mm 1.1" wide x 0.875" bore x 0.125" keyway - aluminum
 Fits SBC, BBC, SBF, BBF long spindles
 16 Tooth PN 39725-99816
 18 Tooth PN 39725-99818
 See belt section for selection of belts.
 3/8" Pitch Pulley
 17 Tooth 3/8" Pitch Belt 1.1" wide x 0.875" bore x 0.125" keyway-aluminum
 PN 39725-98317



MOROSO 22642 Vacuum Pump Mounting

Vac Pump Mounting on lower right side of engine. Use MOROSO 22642 Vac Pump.



Mount PN 81384-15160
3mm Spacer PN 81384-15173
6mm Spacer PN 81384-15174
10mm Spacer PN 81384-15175
12mm Spacer PN 81384-15176
16mm Spacer PN 81384-15177
20mm Spacer PN 81384-15178
25mm Spacer PN 81384-15179


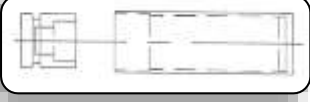

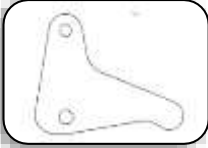
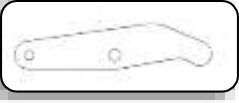
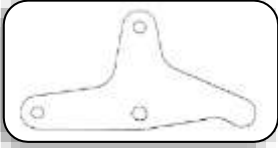

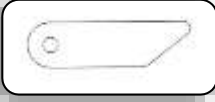
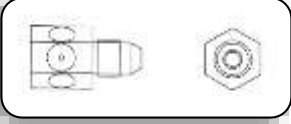


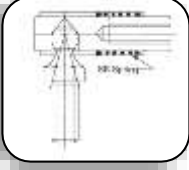



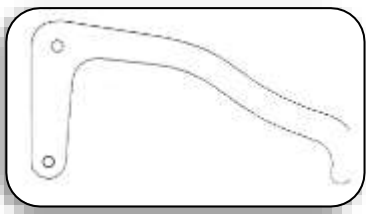
Use 7/16" UNC x 1 1/2" socket head cap screws to mount to engine block



MOROSO 22642 Vac Pump Pulley for multi groove 4PK belts
4.0" diameter
PN 81568-34000

Custom sizes are available.
We can make the crank pulley as well to your specifications.

Fire Control Components

 <p>Fire Bottle Mounting Channel Steel weld ON PN 43350-43800</p>	 <p>Fire Bottle Air Actuator Aluminum piston and 4130 actuator PN 43350-43810</p>	 <p>Fire Bottle Mount Bushing PN 43350-43830</p>
 <p>Fire Bottle Cam PN 43350-43910</p>	 <p>Fire Bottle Cam (LH) PN 43350-43840</p>	 <p>Fire Bottle Cam (RH) PN 43350-43850</p>
 <p>Fire Bottle Cam Bracket (RH) PN 43350-43860</p>	 <p>Fire Bottle Cam Bracket (LH) PN 43350-43870</p>	<p>Cable See motion control section and select length desired</p>
 <p>Fire Extinguisher Nozzle – Male Dash 4 Thread PN 43350-43880</p>	 <p>Fire Extinguisher Nozzle – Female Thread (female) PN 43350-43820</p>	 <p>Fire Bottle weld on Line Tab 7/16" hole PN 43350-43900</p>
 <p>Cable QR Ball Joint 3/16" (10-32) PN 53347-10100</p>	 <p>Cable Housing Clamp Billet Aluminum PN 53155-32621</p>	 <p>Accessory Lever Hinge PN 53385-13022</p>
 <p>Fire Bottle Mount Bracket 5.062" bottle PN 85090-95062</p> <p>Fire Bottle Mount Bracket 5.250" bottle DJ Safety COLDFIRE - MSCN Bottles PN 85090-95250</p>		 <p>Accessory Lever suits FC/A 45 degree brake levers PN 53360-22326 (includes the hinge kit)</p> <p>Accessory Lever suits RED – FED 25 degree brake levers PN 53360-22566 (includes the hinge kit)</p>

Front Wheels



All the front wheels have to do is to hold the front of the car off the ground and steer the car. Well, yes, that and more. The front wheels are the point of contact with the timing system on the starting line. While it is true that almost all modern race tracks have the timing beam set at about 40mm or 1 3/4" off the ground some tracks do not and set the beam higher. Back when spoke wire wheels were the rage on all the front engine dragsters the savvy racers would install a metal ring round the spokes to prevent the light from the photo cell from getting through and thus increasing his "roll out" on the starting line.

Today many racers have forgotten this and use wheels that have holes in the center, this is not a problem as most of them race on tracks that only have modern electronics and the laser beam of today is set quite low and this beam does run along the tire and not the wheel. On older timing systems this is not the case and our front wheels insure you the maximum roll out in all situations.

Funny Car front brakes will fit to the wheels. On our auto trans cars we use and recommend a foot brake for control of the rear brakes. We use the front brakes with a short lever operated with your hand allowing the independent use of the front brakes for use in assisting with the burn out as well as a redundant braking system in the braking area. In testing we have stopped our rear engine dragster from over a 150mph using ONLY the front brakes.

Wheel hubs to suit Anglia style spindles.

2.5 x 17 Wheels, Ken Lowe Race Cars front runners PN70595-02170

2.5 x 17 Wheels, unpolished, unassembled, no bearings PN70595-02171

Imperial to Metric conversions chart

Fraction	Imperial	Metric
	0.195"	4.953mm
1/4	0.250"	6.350mm
	0.280"	7.112mm
5/16	0.312"	7.924mm
	0.3543"	9.00mm
3/8	0.375"	9.525mm
	0.370"	9.40mm
	0.433"	11.00mm
7/16	0.437"	11.10mm
	0.497"	12.624mm
1/2	0.500"	12.70mm
	0.551"	14.00mm
	0.560"	14.22mm
9/16	0.562"	14.27mm
	0.578"	14.68mm
	0.5905"	15.00mm
5/8	0.625"	15.88mm
	0.707"	18.00mm
3/4	0.750"	19.05mm
	0.785"	19.94mm
	0.787"	20.00mm
7/8	0.875"	22.22mm
	0.984"	25.00mm
	1.00"	25.40mm
	1.080"	27.43mm
	1.106"	28.09mm
	1.181"	30.00mm
1 1/4	1.250"	31.75mm
	1.2599"	32.00mm
1 5/16	1.312"	33.32mm
1 1/2	1.500"	38.10mm
1 9/16	1.562"	39.67mm
	1.700"	43.18mm
1 3/4	1.750"	44.45mm
1 7/8	1.875"	47.63mm
	2.00"	50.80mm
	2.062"	52.37mm
	2.4409"	62.00mm
	2.558"	65.00mm
	2.687"	68.25mm
	2.758"	70.00mm
	2.891"	73.43mm
	3.00"	76.20mm
	3.150"	80.00mm
	3.562"	90.47mm
	3.937"	100.00mm
	4.329"	110.00mm

Racer Decal Discount

At LOWE Race Car Hardware we appreciate you helping us promote our products. I want to start first by thanking you for choosing to use our high quality products on your race car.

We want to let you know that if you choose to put our stickers on your car to promote our products you are entitled to a "Decal Discount" on our products, this is a way that your car can start to earn its advertising dollars.

At LOWE Race Car Hardware we spend a lot of time and money promoting our products and this is our way of giving you a great product at a reduced price in exchange for actually assisting us in promoting our products.

It is based on an honor system because we do not require that you supply us with a photo of the decal on the car, although if you supply us with a photo we will gladly add your car photo to our wall of honor and the web site. The web site info will include any details about you and your car that you may wish to include. Our website tracks just over 5000 hits a day. Send your photos to Ken@KenLowe.com.au or you can send by phone to 0411-699 535 or 0448-006 012

We do keep records of our sales and know who does get the discount and if we discover that you have taken the discount and not carried the decal we are disappointed and we must then withdraw any future discounts on products or services which could save you hundreds or even thousands of dollars in future purchases. All we ask is just a sticker on each side of the car.

Thank You, Ken Lowe

www.KenLowe.com.au log on and check out our website!



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