

/DESIGNED

/TESTED

/MANUFACTURED

# Speedmaster

MASTER CATALOG VOL. 23

Automotive Aftermarket  
**Parts & Car Manufacturer**



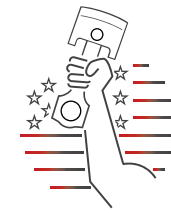
Here we are 25,000 Parts, 3 Continents, 400+ Staff Members and 40 years later.  
With a strong heritage and ongoing appetite to design, engineer, test and manufacture outstanding products.

# Our Vision

Speedmaster, trusted and respected for its people and its products. Globally.

# Our Mission

Speedmaster creates unique & distinctive DNA items inspired by the blend of old and new technology. Its empowered workforce drives innovation, not only in the products it offers, but with the way it goes about doing it.



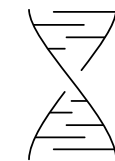
SPEEDMASTER™  
Since 1979

Speedmaster has established itself as a leader in its field, thanks to its long-term consistency in specializing in aftermarket automotive components. The team has shared many memorable moments and has earned numerous accolades for its people, products, and approach. What sets Speedmaster apart from other companies is its rare ability to produce its own products, with the majority of items being entirely developed and manufactured in-house.

Speedmaster is the epitome of precision and is the only major parts manufacturer in the world that can equip cars from standard replacements to top fuel dragsters. The company was founded in 1979 as Pete's Performance, a small speed workshop that initially built engines for customers as a hobby. However, the company has come a long way since then and now offers a wide range of services, including selling, assembling, manufacturing, and racing high-performance engine parts.

Over the years, Speedmaster has grown into a global high-performance powerhouse with more than 400 people working across the world. From its humble beginnings as a one-man bricks-and-mortar business, Pete's Performance has transformed into the internationally recognized Speedmaster, with distribution centers and offices located in Sydney, Los Angeles, and Shanghai.





SPEEDMASTER™  
**DNA**

At the heart of our brand and mission lies the Speedmaster DNA. Our team is constantly pushing the boundaries of innovation, striving to create visually distinctive designs by blending old and new technology into a seamless fusion of functionality and aesthetics.

Our commitment to excellence knows no bounds. We design, develop, test, and manufacture all of our products in-house, ensuring that every step of the process meets our high standards. Through investment in state-of-the-art technology and our talented staff, we have the capability to push innovation further than ever before. At Speedmaster, we believe that the only limit is our imagination, and we are dedicated to exploring every possibility to create the best products for our customers.



SPEEDMASTER™  
**PatentDesign**

At Speedmaster, creating patented products has always been a top priority for our internal team. We take great pride in designing exclusive items that set us apart from our peers and provide our customers with unique, one-of-a-kind solutions.

Our commitment to innovation and excellence is symbolized by our unique fingerprint marking, which is a testament to our dedication to creating products that are truly unique. With every product we design, we strive to push the boundaries of what is possible and to exceed the expectations of our customers. At Speedmaster, we are constantly exploring new ideas and technologies to create the best products in the industry.

SPEEDMASTER™

# #SizeDoesMatter

With over 799,960 square feet of parts in inventory, a whopping 25,000+ part numbers, and a warehouse located in California, Speedmaster is equipped to ship to over 98% of the U.S. in two days or less. But at Speedmaster, quality is never sacrificed for speed. In fact, we take quality control so seriously that we've set new industry standards for in-house quality control.

Our dedicated and highly educated Engineering and Quality Control staff work tirelessly to ensure that the products we offer meet the highest specifications in the industry. We believe that quality should never be compromised, and that's why we go above and beyond to ensure that our products are designed and manufactured to perfection.

Fully Automated 75,000 Sq foot D.C.

799,960 SQ FEET  
OF PARTS ON THE SHELF

Current Scalability

43,200 PARCELS / DAY  
15,768,000 PARCELS / YEAR

State of Art Conveyor System

10 SECONDS OF MAXIMUM  
HUMAN HANDLING TIME.



1101W RIALTO AVE, RIALTO CA 92376 UNITED STATES





At Speedmaster, we believe that surviving the test of time on the road, race track, and recreation areas is mandatory for all of our “Track Proven” products. We are committed to bringing our customers closer to product perfection by subjecting our products to rigorous testing and evaluation.

Only items that meet our strict entry and exit criteria and have endured the challenges of real-world use are deemed worthy of the “Track Proven” badge. This badge is a symbol of our commitment to quality and our dedication to providing our customers with the best products possible. At Speedmaster, we understand the importance of durability and reliability, and we strive to ensure that every product we offer meets the highest standards of performance and endurance.

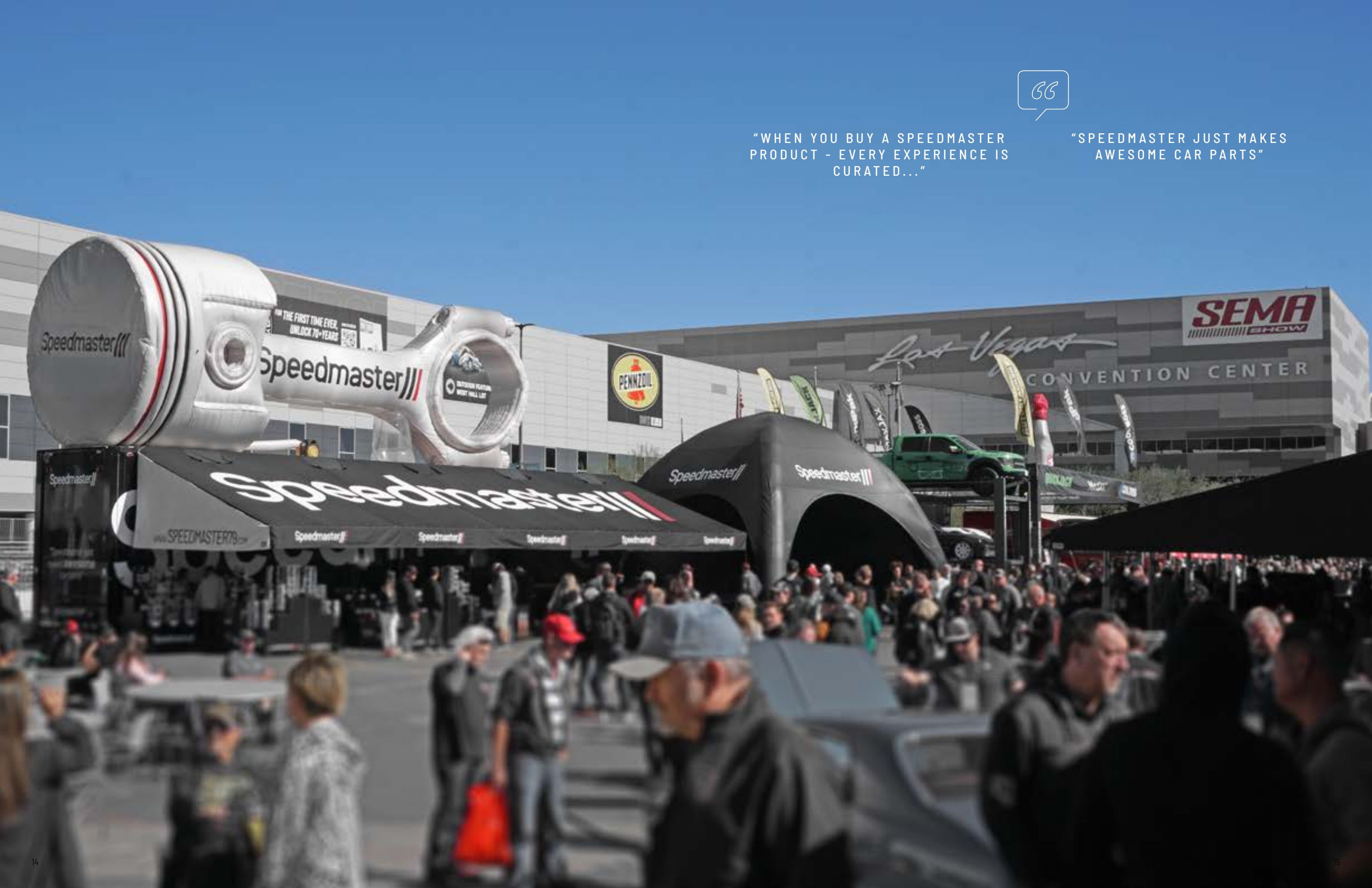


At Speedmaster, we have a bold vision statement: to be trusted and respected globally for our people and our products. We are committed to achieving this vision by stepping up to any and all approval ratings available. We take pride in the fact that we have earned numerous certifications and approvals, including but not limited to those from the SFI Foundation, NHRA, Global Patents, and other respected organizations in the industry.

In addition, we regularly compete against fellow manufacturers at prestigious events such as SEMA and Custom Automotive Network, where we showcase our products and demonstrate our commitment to excellence.







"WHEN YOU BUY A SPEEDMASTER  
PRODUCT - EVERY EXPERIENCE IS  
CURATED..."

"SPEEDMASTER JUST MAKES  
AWESOME CAR PARTS"




## SPEEDMASTER™ Loyalty Program


The Speedmaster Loyalty Program is designed to reward our most loyal customers with a range of exclusive benefits and privileges. By signing up for the program, you can earn points on every purchase you make, which can then be redeemed for special offers, discounts, and other rewards. As you accumulate points, you can also climb the tiers of the program, from Red Status to Bronze, Silver, Gold, Platinum, Black, and Vibranium. Each tier unlocks a range of valuable benefits, including advance notice of sales and promotions, priority access to limited edition products, free shipping, and much more. The program is free to join, and once you're a member, you'll enjoy a range of perks and privileges that are designed to make your shopping experience with Speedmaster even more rewarding.



## SPEEDMASTER™ Exclusive Community

Speedmaster is committed to supporting a range of initiatives that benefit our customers and the wider community. Our Micro-Reseller Program is designed to help small businesses grow by offering wholesale pricing and other benefits to resellers who meet certain criteria. We also have a Brand Advocate Program, which rewards loyal customers who help spread the word about our products through social media and other channels. Additionally, we offer discounts to military personnel and emergency services workers as a way of showing our appreciation for their service and sacrifice. These programs are just a few examples of our commitment to providing exceptional value and support to our customers, no matter who they are or what they do. We believe that by working together and supporting each other, we can build a stronger, more vibrant community for everyone.

 Micro-Reseller Certified

 Brand-Advocate Certified

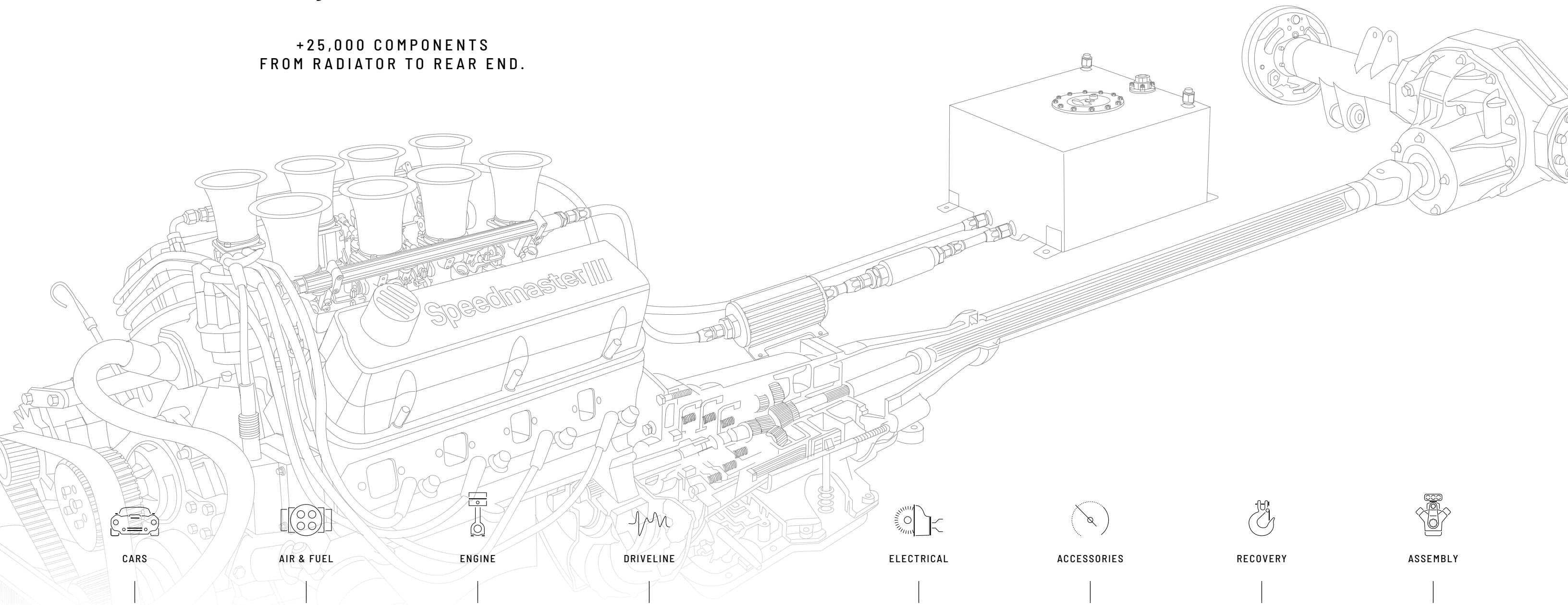
 Emergency Services Discount Entitled

 Military Discount Entitled



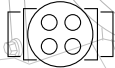
We Design, Test & Manufacture

+25,000 COMPONENTS  
FROM RADIATOR TO REAR END.



CARS

- Blackbird® Ford Daytona Coupe
- Blackbetty® Ford 33 Coupe
- Blackhabu® Ford 65 Cobra Roadster
- BlackGT® Ford GT40



AIR & FUEL

- Intake Manifolds
- Air intakes & boxes
- Air Cleaners
- Carburetors & Accessories
- Air Filters & Accessories
- Fuel Cells & Tanks
- Fuel Filters
- Superchargers & Turbochargers



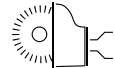
ENGINE

- Belts & Pulleys
- Camshafts & Valvetrain
- Connecting Rods
- Crankshafts
- Cylinder Heads
- Engine Blocks & Accessories
- Engine Kits & Rotating assemblies
- Pistons & Piston Rings



DRIVELINE

- Differentials & Rear-end Components
- Drive Shafts & Drive Chains
- Shifters
- Transmission Components
- Wheel, Axle Bearings & Seals



ELECTRICAL

- Computers, Sensores & Program-mers
- Charging Systems
- Electrical Wiring
- Ignition Components
- Spark Plugs & Accessories
- Starters



ACCESSORIES

- Brake Systems
- Chassis, Steering & Suspension
- Cooling & Heating
- Gaskets & Seals
- Gauges & Accessories
- Exterior & Accessories
- Fasteners & Hardware
- Exhaust



RECOVERY

- Ignition System Combo Kits
- Engine Rotating Kits
- Top End Kits
- Fuel Injection Systems
- Superchargers, Rootstyle Kits
- Crate Engines
- Third Member Complete Assembly



ASSEMBLY

- Ignition System Combo Kits
- Engine Rotating Kits
- Top End Kits
- Fuel Injection Systems
- Superchargers, Rootstyle Kits
- Crate Engines
- Third Member Complete Assembly



# Index

## A

|   |     |
|---|-----|
| Accessory Brackets.....                 | 119 |
| Air Cleaner Assemblies .....            | 154 |
| Air Conditioner Brackets.....           | 119 |
| Air Conditioning Compressors.....       | 128 |
| All-in-One.....                         | 174 |
| Alternator Brackets .....               | 119 |
| Alternator Pulleys.....                 | 117 |
| Alternators .....                       | 188 |
| AN Hose .....                           | 161 |
| Assembled Cylinder Heads .....          | 28  |
| Automatic Transmission .....            | 202 |
| Automatic Transmission Case.....        | 195 |
| Automatic Transmission Components ..... | 195 |
| Automatic Transmission Components ..... | 201 |
| Automatic Transmission Gear .....       | 196 |
| Automatic Transmission Pans.....        | 200 |
| Automatic Transmission Pump.....        | 197 |
| Automatic Transmissions .....           | 194 |
| Automatic Transmission Servo.....       | 197 |
| Automatic Transmission Shaft.....       | 196 |
| Automatic Transmission Tailhousing..... | 195 |
| Automatic Transmission Valve Body.....  | 197 |
| Axle Assemblies.....                    | 208 |
| Axle Bearings .....                     | 221 |
| Axle Housing Ends.....                  | 213 |
| Axle Retainer Plates .....              | 213 |
| Axle Shafts.....                        | 211 |
| Axle Sleeve.....                        | 213 |

## B

|                              |     |
|------------------------------|-----|
| Bare Engine Blocks.....      | 44  |
| Bellhousing .....            | 203 |
| Belt Drive.....              | 105 |
| Blower Intake Manifold ..... | 145 |
| Brake Boosters.....          | 232 |
| Brake Calipers.....          | 230 |
| Brake Caliper Spacer .....   | 231 |
| Brake Hoses.....             | 233 |
| Brake Rotors .....           | 231 |
| Brake Systems .....          | 232 |

## C

|   |     |
|---|-----|
| Caliper Mounting Brackets.....          | 231 |
| Caliper Mounting Brackets.....          | 231 |
| Camshafts.....                          | 66  |
| Caps .....                              | 159 |
| Carburetor Base Plates.....             | 150 |
| Carburetor Feed Lines .....             | 152 |
| Carburetor Linkage Kits.....            | 151 |
| Carburetor Main Bodies .....            | 150 |
| Carburetor Metering Blocks .....        | 150 |
| Carburetor Scoops .....                 | 156 |
| Carburetor Spacers.....                 | 149 |
| Carburetor & Throttle Accessories ..... | 150 |
| Chassis Brackets .....                  | 229 |
| Clutch Assembly .....                   | 198 |
| Coil-Over Shock Assemblies.....         | 228 |
| Coil-Over Springs .....                 | 229 |
| Coil Pack.....                          | 180 |
| Complete Belt Drive System Kit.....     | 113 |
| Complete Engine Pulley Kit.....         | 112 |
| Connecting Rods .....                   | 58  |
| Control Arms .....                      | 228 |
| Coolant Expansion Tank .....            | 129 |
| Cooling .....                           | 128 |
| Crankshaft Pulleys.....                 | 116 |
| Crankshafts .....                       | 54  |
| Crankshaft Sockets .....                | 234 |
| Crank Trigger Kits .....                | 178 |
| Cylinder Head Bushing Kits.....         | 81  |
| Cylinder Head Combo .....               | 32  |
| Cylinder Head Components.....           | 81  |
| Cylinder Head Fasteners.....            | 82  |
| Cylinder Heads .....                    | 68  |

## D

|   |     |
|---|-----|
| Degree Wheels .....                     | 235 |
| Differential Carrier Bearings .....     | 220 |
| Differential Carriers .....             | 216 |
| Differential Cover.....                 | 221 |
| Diff. & Rear-End Components .....       | 220 |
| Disc Brake Kits.....                    | 230 |
| Disc Brakes.....                        | 230 |
| Distributor Gears.....                  | 179 |
| Distributor Hold-Down Clamps.....       | 179 |
| Distributors.....                       | 173 |
| Drive Belts .....                       | 169 |
| Driveshaft Safety Loops .....           | 236 |
| Drive Shaft Transmission Slip Yoke..... | 199 |
| Drum.....                               | 198 |
| Drum & Piston .....                     | 198 |

## E

|   |     |
|---|-----|
| Electrical .....                          | 126 |
| Electric External Carb .....              | 162 |
| Electric External EFI Command Centre..... | 163 |
| Electric In-Tank.....                     | 163 |
| Engine Bearings .....                     | 53  |
| Engine Block Expansion Plugs .....        | 49  |
| Engine Gasket Sets.....                   | 134 |
| Engine Lift Plates .....                  | 236 |
| Engine Oil Dipsticks .....                | 125 |
| Engine Oil Pan.....                       | 122 |
| Engine Port Block Off Kits .....          | 235 |
| Engine Pulley Systems.....                | 112 |
| Engine Rotating Kits.....                 | 26  |
| Engine Stands .....                       | 236 |
| Exhaust Header Gaskets .....              | 137 |

## F

|                                  |     |
|----------------------------------|-----|
| Fans, Electric.....              | 130 |
| Fan Switches, Thermal .....      | 131 |
| Fasteners.....                   | 169 |
| Filler Valves .....              | 159 |
| Flexplates .....                 | 207 |
| Fluid Coolers.....               | 131 |
| Flywheel Dust Covers.....        | 236 |
| Flywheels.....                   | 206 |
| Fuel Cells .....                 | 158 |
| Fuel Cells Accessories .....     | 159 |
| Fuel Filters.....                | 165 |
| Fuel Injection Systems .....     | 34  |
| Fuel Pressure Regulators.....    | 165 |
| Fuel Pump Block-Off Plates ..... | 164 |
| Fuel Pump Mounting Brackets..... | 164 |
| Fuel Pump Pushrods.....          | 164 |
| Fuel Pumps .....                 | 162 |
| Fuel Pumps Accessories .....     | 164 |
| Fuel Rails .....                 | 153 |

## G

|                         |     |
|-------------------------|-----|
| Gaskets & Seals.....    | 134 |
| Gauges, Analog .....    | 235 |
| Gilmer Drive Kits ..... | 114 |
| Gilmer Pulleys .....    | 115 |
| Guideplates .....       | 91  |

## H

|                                |     |
|--------------------------------|-----|
| Harmonic Balancer Bolts .....  | 110 |
| Harmonic Balancers .....       | 108 |
| Harmonic Balancer Spacers..... | 110 |
| Headers .....                  | 132 |
| Head Gaskets .....             | 135 |
| Hold-Down Tabs .....           | 103 |
| Hood Scoop.....                | 169 |

## I

|                              |     |
|------------------------------|-----|
| Ignition Boxes .....         | 184 |
| Ignition Coils.....          | 180 |
| Ignition Components .....    | 179 |
| Ignition System .....        | 182 |
| Intake Manifold Gaskets..... | 136 |
| Intake Manifolds.....        | 140 |

## M

|                                |     |
|--------------------------------|-----|
| Main Cap Fasteners .....       | 52  |
| Main Cap Girdles.....          | 51  |
| Main Caps .....                | 50  |
| Manual Transmissions .....     | 204 |
| Master Cylinders.....          | 232 |
| Mechanical.....                | 127 |
| Mechanical.....                | 162 |
| Motor Mounts and Inserts ..... | 49  |
| Mounting Bracket .....         | 168 |

## N

|                                      |     |
|--------------------------------------|-----|
| Nitrous Burst Panel Spacers .....    | 157 |
| Nitrous Oxide Bottle Brackets.....   | 157 |
| Nitrous Oxide Installation Kit ..... | 157 |
| Nitrous Oxide Plates .....           | 157 |
| Nitrous Systems.....                 | 157 |
| Nose Drive Assembly .....            | 168 |

## O

|                            |     |
|----------------------------|-----|
| Oil Fill Caps.....         | 103 |
| Oil Filters .....          | 124 |
| Oiling System .....        | 124 |
| Oil Pan Fasteners .....    | 122 |
| Oil Pan Gaskets .....      | 136 |
| Oil Pump Driveshafts ..... | 125 |
| Oil Pump Pickups .....     | 124 |
| Oil Pump Primers .....     | 234 |
| Oil Pumps.....             | 120 |
| Overflow Tanks.....        | 128 |

## P

|                                |     |
|--------------------------------|-----|
| Pilot Bearings & Circlip ..... | 221 |
| Pinion Bearings .....          | 220 |
| Pinion Seals .....             | 221 |
| Pinion Supports.....           | 215 |
| Piston Ring Compressors .....  | 234 |
| Piston Rings.....              | 65  |
| Pistons .....                  | 62  |
| Pitman Arms .....              | 225 |
| Power Steering Brackets .....  | 119 |
| Power Steering Pulleys.....    | 116 |
| Power Steering Pumps.....      | 224 |
| Power Steering Reservoirs..... | 224 |
| Pulley Accessories.....        | 118 |
| Pulley Bolts .....             | 118 |
| Pulleys .....                  | 168 |
| Pulley Spacers & Adapters..... | 118 |
| Pushrod Length Checkers .....  | 234 |
| Pushrods.....                  | 98  |

## R

|                                     |     |
|-------------------------------------|-----|
| Ram Air Intake Manifold.....        | 144 |
| Rear Axle Components .....          | 213 |
| Rear Axle Housings.....             | 210 |
| Rear Main Seal Adapter.....         | 49  |
| Replacement Gilmer Drive Belts..... | 114 |
| Residual Pressure Valves .....      | 232 |
| Ring and Pinion Gears.....          | 218 |
| Rocker Arm Components .....         | 97  |
| Rocker Arm Nut .....                | 97  |
| Rocker Arms .....                   | 92  |
| Rocker Arm Stud .....               | 97  |
| Rocker Arm Stud Girdle.....         | 97  |

## S

|                                  |     |
|----------------------------------|-----|
| Sending Units.....               | 159 |
| Shifter Cables .....             | 202 |
| Shifters.....                    | 202 |
| Spark Plugs.....                 | 187 |
| Spark Plug Wire Sets.....        | 186 |
| Spindles .....                   | 229 |
| Spool .....                      | 217 |
| Starters .....                   | 189 |
| Steering Boxes .....             | 225 |
| Steering Columns .....           | 226 |
| Steering Column Shift Arms ..... | 226 |
| Steering Components .....        | 224 |
| Steering Shafts .....            | 226 |
| Steering U-Joints.....           | 225 |
| Supercharger Accessories .....   | 168 |
| Supercharger Centrifugal .....   | 166 |
| Supercharger Roots Style .....   | 167 |
| Superchargers Kits.....          | 36  |
| Suspension Components .....      | 228 |
| Suspension Lift Kits .....       | 229 |

## T

|                                     |     |
|-------------------------------------|-----|
| Third Member Assemblies.....        | 38  |
| Third Member Case.....              | 214 |
| Third Member Components.....        | 215 |
| Throttle Bodies .....               | 148 |
| Throttle Cable Brackets.....        | 151 |
| Throttle Cables.....                | 151 |
| Timing Belt Drive Replacement ..... | 107 |
| Timing Components.....              | 106 |
| Timing Cover Fasteners .....        | 106 |
| Timing Covers .....                 | 106 |
| Timing Pointers.....                | 107 |
| Timing Systems.....                 | 104 |
| Timing Tape .....                   | 110 |
| Tip Over Valves.....                | 159 |
| Tools & Accessories.....            | 234 |
| Tools & Accessories.....            | 236 |
| Top Plates .....                    | 169 |
| Torque Converter .....              | 203 |
| Transmission Fluid Dipstick.....    | 201 |
| Transmission Pan Gaskets .....      | 201 |

## V

|                               |     |
|-------------------------------|-----|
| Vacuum Pumps.....             | 233 |
| Valve Cover Breathers .....   | 102 |
| Valve Cover Fasteners .....   | 103 |
| Valve Cover Gaskets .....     | 137 |
| Valve Cover Grommets.....     | 102 |
| Valve Covers.....             | 100 |
| Valve Covers Accessories..... | 102 |
| Valve Guides.....             | 81  |
| Valve Locks .....             | 90  |
| Valves .....                  | 86  |
| Valve Seats .....             | 81  |
| Valve Spring Locators.....    | 89  |
| Valve Spring Retainers.....   | 89  |
| Valve Springs .....           | 88  |
| Valve Spring Shims.....       | 89  |
| Valve Stem Seals .....        | 90  |
| Valvetrain Components.....    | 86  |
| Valvetrain Kits.....          | 84  |

## W

|                                       |     |
|---------------------------------------|-----|
| Water Necks / Thermostat Housing..... | 129 |
| Water Pump Pulleys.....               | 117 |
| Water Pumps.....                      | 126 |
| Wheel Studs .....                     | 213 |
| Wiring Harnesses .....                | 190 |

## Y

|             |     |
|-------------|-----|
| Yokes ..... | 215 |
|-------------|-----|

# Content

## ASSEMBLIES

|                                |    |
|--------------------------------|----|
| Engine Rotating Kits .....     | 26 |
| Assembled Cylinder Heads ..... | 28 |
| Cylinder Head Combo .....      | 32 |
| Fuel Injection Systems .....   | 34 |
| Superchargers Kits .....       | 36 |
| Third Member Assemblies .....  | 38 |

## ENGINE COMPONENTS

|                                      |     |
|--------------------------------------|-----|
| Bare Engine Blocks .....             | 44  |
| Engine Block Expansion Plugs .....   | 49  |
| Motor Mounts and Inserts .....       | 49  |
| Rear Main Seal Adapter .....         | 49  |
| Main Caps .....                      | 50  |
| Main Cap Girdles .....               | 51  |
| Main Cap Fasteners .....             | 52  |
| Engine Bearings .....                | 53  |
| Crankshafts .....                    | 54  |
| Connecting Rods .....                | 58  |
| Pistons .....                        | 62  |
| Piston Rings .....                   | 65  |
| Camshafts .....                      | 66  |
| Cylinder Heads .....                 | 68  |
| Cylinder Head Components.....        | 81  |
| Valve Guides .....                   | 81  |
| Valve Seats.....                     | 81  |
| Cylinder Head Bushing Kits .....     | 81  |
| Cylinder Head Fasteners .....        | 82  |
| Valvetrain Kits .....                | 84  |
| Valvetrain Components .....          | 86  |
| Valves .....                         | 86  |
| Valve Springs.....                   | 88  |
| Valve Spring Retainers .....         | 89  |
| Valve Spring Locators .....          | 89  |
| Valve Spring Shims .....             | 89  |
| Valve Stem Seals .....               | 90  |
| Valve Locks .....                    | 90  |
| Lash Caps.....                       | 90  |
| Guideplates .....                    | 91  |
| Rocker Arms .....                    | 92  |
| Rocker Arm Components .....          | 97  |
| Rocker Arm Stud Girdle.....          | 97  |
| Rocker Arm Nut .....                 | 97  |
| Rocker Arm Stud .....                | 97  |
| Pushrods .....                       | 98  |
| Valve Covers .....                   | 100 |
| Valve Covers Accessories.....        | 102 |
| Valve Cover Breathers.....           | 102 |
| Valve Cover Grommets .....           | 102 |
| Valve Cover Fasteners.....           | 103 |
| Hold-Down Tabs.....                  | 103 |
| Oil Fill Caps .....                  | 103 |
| Timing Systems .....                 | 104 |
| Chain Drive.....                     | 104 |
| Gear Drive .....                     | 105 |
| Belt Drive .....                     | 105 |
| Timing Components .....              | 106 |
| Timing Covers.....                   | 106 |
| Timing Cover Fasteners .....         | 106 |
| Timing Pointers .....                | 107 |
| Timing Belt Drive Replacement .....  | 107 |
| Harmonic Balancers .....             | 108 |
| Harmonic Balancer Bolts.....         | 110 |
| Harmonic Balancer Spacers .....      | 110 |
| Timing Tape .....                    | 110 |
| Engine Pulley Systems .....          | 112 |
| Complete Engine Pulley Kit .....     | 112 |
| Complete Belt Drive System Kit ..... | 113 |
| Gilmer Drive Kits.....               | 114 |
| Replacement Gilmer Drive Belts ..... | 114 |

|  |     |
|--|-----|
| Gilmer Pulleys.....                    | 115 |
| Underdrive Pulley Set.....             | 115 |
| Crankshaft Pulleys.....                | 116 |
| Power Steering Pulleys.....            | 116 |
| Water Pump Pulleys .....               | 117 |
| Alternator Pulleys .....               | 117 |
| Pulley Accessories .....               | 118 |
| Pulley Spacers & Adapters .....        | 118 |
| Pulley Bolts .....                     | 118 |
| Pulley Nose Cones .....                | 118 |
| Accessory Brackets .....               | 119 |
| Alternator Brackets .....              | 119 |
| Power Steering Brackets.....           | 119 |
| Air Conditioner Brackets.....          | 119 |
| Oil Pumps .....                        | 120 |
| Engine Oil Pan.....                    | 122 |
| Oil Pan Fasteners.....                 | 122 |
| Oiling System.....                     | 124 |
| Oil Pump Pickups.....                  | 124 |
| Oil Filters .....                      | 124 |
| Engine Oil Dipsticks.....              | 125 |
| Oil Pump Driveshafts .....             | 125 |
| Water Pumps .....                      | 126 |
| Electrical .....                       | 126 |
| Mechanical .....                       | 127 |
| Cooling .....                          | 128 |
| Air Conditioning Compressors .....     | 128 |
| Overflow Tanks .....                   | 128 |
| Water Necks / Thermostat Housing ..... | 129 |
| Coolant Expansion Tank.....            | 129 |
| Fans, Electric .....                   | 130 |
| Fan Switches, Thermal .....            | 131 |
| Fluid Coolers .....                    | 131 |
| Headers .....                          | 132 |
| Gaskets & Seals .....                  | 134 |
| Engine Gasket Sets.....                | 134 |
| Head Gaskets.....                      | 135 |
| Intake Manifold Gaskets.....           | 136 |
| Oil Pan Gaskets.....                   | 136 |
| Exhaust Header Gaskets .....           | 137 |
| Valve Cover Gaskets.....               | 137 |

## AIR & FUEL DELIVERY

|   |     |
|---|-----|
| Intake Manifolds .....                  | 140 |
| Ram Air Intake Manifold .....           | 144 |
| Blower Intake Manifold.....             | 145 |
| 8 Stack Complete.....                   | 146 |
| Throttle Bodies .....                   | 148 |
| Carburetor Spacers.....                 | 149 |
| Carburetor & Throttle Accessories ..... | 150 |
| Carburetor Base Plates .....            | 150 |
| Carburetor Main Bodies .....            | 150 |
| Carburetor Metering Blocks .....        | 150 |
| Throttle Cable Brackets .....           | 151 |
| Throttle Cables.....                    | 151 |
| Carburetor Linkage Kits.....            | 151 |
| Carburetor Feed Lines.....              | 152 |
| Fuel Rails.....                         | 153 |
| Air Cleaner Assemblies .....            | 154 |
| Carburetor Scoops .....                 | 156 |
| Nitrous Systems.....                    | 157 |
| Nitrous Burst Panel Spacers .....       | 157 |
| Nitrous Oxide Bottle Brackets .....     | 157 |
| Nitrous Oxide Plates .....              | 157 |
| Nitrous Oxide Installation Kit .....    | 157 |
| Fuel Cells.....                         | 158 |
| Fuel Cells Accessories .....            | 159 |
| Caps.....                               | 159 |
| Filler Valves.....                      | 159 |
| Sending Units.....                      | 159 |
| Tip Over Valves .....                   | 159 |
| AN Hose .....                           | 161 |

|  |     |
|--|-----|
| Fuel Pumps.....                            | 162 |
| Mechanical .....                           | 162 |
| Electric External Carb.....                | 162 |
| Electric External EFI Command Centre ..... | 163 |
| Electric In-Tank.....                      | 163 |
| Fuel Pumps Accessories.....                | 164 |
| Fuel Pump Mounting Brackets.....           | 164 |
| Fuel Pump Pushrods .....                   | 164 |
| Fuel Pump Block-Off Plates.....            | 164 |
| Fuel Pressure Regulators .....             | 165 |
| Fuel Filters .....                         | 165 |
| Supercharger Centrifugal.....              | 166 |
| Supercharger Roots Style.....              | 167 |
| Supercharger Accessories .....             | 168 |
| Pulleys .....                              | 168 |
| Mounting Bracket .....                     | 168 |
| Nose Drive Assembly.....                   | 168 |
| Hood Scoop .....                           | 169 |
| Drive Belts.....                           | 169 |
| Fasteners .....                            | 169 |
| Top Plates .....                           | 169 |

## IGNITION & ELECTRICAL

|                                    |     |
|------------------------------------|-----|
| Distributors .....                 | 173 |
| All-in-One.....                    | 174 |
| Ready-to-Run .....                 | 176 |
| Professional .....                 | 177 |
| Crank Trigger Kits.....            | 178 |
| Ignition Components .....          | 179 |
| Distributor Gears .....            | 179 |
| Distributor Hold-Down Clamps ..... | 179 |
| Ignition Coils .....               | 180 |
| In-Cap .....                       | 180 |
| Remote Mount .....                 | 180 |
| Coil Pack .....                    | 180 |
| Ignition System.....               | 182 |
| Ignition Boxes .....               | 184 |
| CDI Ignition .....                 | 184 |
| Spark Plug Wire Sets.....          | 186 |
| Spark Plugs .....                  | 187 |
| Alternators .....                  | 188 |
| Starters .....                     | 189 |
| Wiring Harnesses .....             | 190 |

## DRIVELINE & CHASSIS

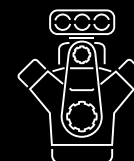
|  |     |
|--|-----|
| Automatic Transmissions.....             | 194 |
| Automatic Transmission Components.....   | 195 |
| Automatic Transmission Case .....        | 195 |
| Automatic Transmission Tailhousing ..... | 195 |
| Automatic Transmission Gear.....         | 196 |
| Automatic Transmission Shaft .....       | 196 |
| Automatic Transmission Pump .....        | 197 |
| Automatic Transmission Valve Body .....  | 197 |
| Automatic Transmission Servo .....       | 197 |
| Clutch Assembly .....                    | 198 |
| Drum .....                               | 198 |
| Drum & Piston .....                      | 198 |
| Piston .....                             | 198 |
| Drive Shaft Transmission Slip Yoke ..... | 199 |
| Automatic Transmission Pans .....        | 200 |
| Automatic Transmission Components.....   | 201 |
| Transmission Pan Gaskets .....           | 201 |
| Transmission Fluid Dipstick .....        | 201 |
| Shifters .....                           | 202 |
| Automatic Transmission .....             | 202 |
| Shifter Cables .....                     | 202 |
| Torque Converter .....                   | 203 |
| Bellhousing.....                         | 203 |
| Manual Transmissions.....                | 204 |
| Flywheels .....                          | 206 |

|  |     |
|--|-----|
| Flexplates.....                        | 207 |
| Axle Assemblies.....                   | 208 |
| Rear Axle Housings .....               | 210 |
| Axle Shafts .....                      | 211 |
| Rear Axle Components .....             | 213 |
| Axle Housing Ends .....                | 213 |
| Wheel Studs .....                      | 213 |
| Axle Retainer Plates.....              | 213 |
| Axle Sleeve .....                      | 213 |
| Third Member Case .....                | 214 |
| Third Member Components.....           | 215 |
| Pinion Supports.....                   | 215 |
| Yokes .....                            | 215 |
| U-Joint Fasteners.....                 | 215 |
| Differential Carriers.....             | 216 |
| TorqueWorm™ - Geared Limited Slip..... | 216 |
| TorqueLok™ - Locker .....              | 217 |
| Spool.....                             | 217 |
| Ring and Pinion Gears .....            | 218 |
| Diff. & Rear-End Components .....      | 220 |
| Differential Carrier Bearings .....    | 220 |
| Pinion Bearings .....                  | 220 |
| Axle Bearings .....                    | 221 |
| Pinion Seals .....                     | 221 |
| Pilot Bearings & Circlip .....         | 221 |
| Differential Cover .....               | 221 |

## ACCESSORIES & TOOLS

|                                  |     |
|----------------------------------|-----|
| Steering Components .....        | 224 |
| Power Steering Pumps.....        | 224 |
| Power Steering Reservoirs.....   | 224 |
| Steering Boxes .....             | 225 |
| Pitman Arms.....                 | 225 |
| Steering U-Joints .....          | 225 |
| Steering Columns .....           | 226 |
| Steering Column Shift Arms ..... | 226 |
| Steering Shafts .....            | 226 |
| Suspension Components .....      | 228 |
| Control Arms .....               | 228 |
| Coil-Over Shock Assemblies ..... | 228 |
| Coil-Over Springs .....          | 229 |
| Suspension Lift Kits .....       | 229 |
| Spindles .....                   | 229 |
| Chassis Brackets .....           | 229 |
| Disc Brakes.....                 | 230 |
| Disc Brake Kits .....            | 230 |
| Brake Calipers .....             | 230 |
| Caliper Mounting Brackets.....   | 231 |
| Caliper Mounting Brackets .....  | 231 |
| Brake Rotors .....               | 231 |
| Brake Caliper Spacer .....       | 231 |
| Brake Systems .....              | 232 |
| Master Cylinders.....            | 232 |
| Brake Boosters.....              | 232 |
| Residual Pressure Valves .....   | 232 |
| Brake Hoses .....                | 233 |
| Vacuum Pumps .....               | 233 |
| Tools & Accessories .....        | 234 |
| Piston Ring Compressors .....    | 234 |
| Oil Pump Primers .....           | 234 |
| Crankshaft Sockets .....         | 234 |
| Pushrod Length Checkers .....    | 234 |
| Gauges, Analog .....             | 235 |
| Engine Port Block Off Kits ..... | 235 |
| Degree Wheels .....              | 235 |
| Tools & Accessories.....         | 236 |
| Engine Lift Plates .....         | 236 |
| Engine Stands .....              | 236 |
| Driveshaft Safety Loops.....     | 236 |
| Flywheel Dust Covers.....        | 236 |

## ASSEMBLIES



Speedmaster "Assemblies Department" It's a one-stop-shop for a complete performance solution; incorporating all brand new parts that are designed to work with one another from the Speedmaster™ (and subsidiary) brand range. With unmatched value; you won't need to look around for all the parts needed when building an engine or driveline.

# Engine Rotating Kits

WE'VE DONE THE HARD WORK FOR YOU

Experience unmatched horsepower and performance with our Engine Rotating Kits. These comprehensive assemblies include everything you need, from crankshafts to pistons and more. Choose from standard rotating assemblies or unleash maximum displacement with our stroker kits. Designed for various applications, our engine rotating kits provide the power boost you desire. Stroker kits increase engine displacement by modifying the crankshaft, resulting in greater piston travel. With precision modifications and quality components, our kits ensure optimal fit and performance. Take your engine to the next level with our Engine Rotating Kits.



A.K.A Stroker Kits

| Application             | Actual Engine CID | RMS Style | Engine Stroke (in) | Piston        | Crankshaft        | Connecting Rod | Part #    |
|-------------------------|-------------------|-----------|--------------------|---------------|-------------------|----------------|-----------|
| Chevy SBC 350           | 383ci             | 1Pc       | 3.750 in.          | Hypereutectic | Cast Nodular Iron | 5140 I-Beam    | 1-290-001 |
|                         | 383ci             | 1Pc       | 3.750 in.          | Hypereutectic | Cast Nodular Iron | 4340 H-Beam    | 1-290-003 |
|                         | 383ci             | 1Pc       | 3.750 in.          | Forged        | Forged 4340       | 4340 H-Beam    | 1-290-016 |
|                         | 383ci             | 1Pc       | 3.750 in.          | Forged        | Forged 4340       | 4340 I-Beam    | 1-290-017 |
|                         | 383ci             | 2Pc       | 3.750 in.          | Hypereutectic | Cast Nodular Iron | 5140 I-Beam    | 1-290-002 |
|                         | 383ci             | 2Pc       | 3.750 in.          | Hypereutectic | Cast Nodular Iron | 4340 H-Beam    | 1-290-004 |
|                         | 383ci             | 2Pc       | 3.750 in.          | Forged        | Forged 4340       | 4340 H-Beam    | 1-290-008 |
|                         | 383ci             | 2Pc       | 3.750 in.          | Forged        | Forged 4340       | 4340 I-Beam    | 1-290-005 |
|                         | 383ci             | 2Pc       | 3.750 in.          | Forged        | Forged 4340       | 4340 H-Beam    | 1-290-014 |
| Chevy BBC 454           | 496ci             | 2Pc       | 4.250 in.          | Forged        | Forged 4340       | 4340 H-Beam    | 1-290-014 |
| Ford SB 289 302 Windsor | 347ci             | -         | 3.400 in.          | Hypereutectic | Cast Nodular Iron | 4340 H-Beam    | 1-290-006 |
|                         | 347ci             | -         | 3.400 in.          | Forged        | Forged 4340       | 4340 H-Beam    | 1-290-007 |
| Ford 351W Windsor       | 393ci             | -         | 3.850 in.          | Hypereutectic | Cast Nodular Iron | 4340 H-Beam    | 1-290-009 |
|                         | 393ci             | -         | 3.850 in.          | Forged        | Forged 4340       | 4340 H-Beam    | 1-290-010 |
|                         | 393ci             | -         | 3.850 in.          | Forged        | Forged 4340       | 4340 I-Beam    | 1-290-011 |
| Ford 302 351C Cleveland | 383ci             | -         | 3.750 in.          | Hypereutectic | Cast Nodular Iron | 4340 H-Beam    | 1-290-012 |
|                         | 383ci             | -         | 3.750 in.          | Forged        | Forged 4340       | 4340 H-Beam    | 1-290-013 |





# Assembled Cylinder Heads

READY-TO-RUN

Speedmaster is proud to offer a high-quality Assembled Cylinder Head product for those seeking top-level performance in their engine builds. These cylinder heads are meticulously crafted using the latest technology and top-quality materials, ensuring maximum reliability and longevity.

The Speedmaster Assembled Cylinder Heads are designed to fit a wide range of applications and are available for both small block and big block engines. They feature precision CNC-machining and a superior casting process to ensure a perfect fit and outstanding performance. The heads also come fully assembled, ready to install right out of the box, saving you time and effort.



## THE ASSEMBLY

The assembly of the Speedmaster Assembled Cylinder Heads is carried out with great care and precision. Each cylinder head is individually inspected and tested to ensure it meets the highest standards of quality and performance. The heads are then carefully assembled by skilled technicians, who follow strict guidelines to ensure each component is installed correctly and securely. From the valve seats to the valve springs, every detail is checked and double-checked to ensure the heads are ready for installation. The end result is a set of cylinder heads that not only deliver exceptional performance but also provide maximum reliability and durability, even under the most demanding conditions.



Available in:

Hydraulic Flat Tappet

Mechanical Flat Tappet

Hydraulic Roller Tappet

Mechanical Roller Tappet



## Assembled Cylinder Heads

| Application                  | Intake Runner Volume | Combustion Chamber Volume | Finish   | Hydraulic Flat Tappet Part # | Mechanical Flat Tappet Part # | Hydraulic Roller Tappet Part # | Mechanical Roller Tappet Part # |
|------------------------------|----------------------|---------------------------|----------|------------------------------|-------------------------------|--------------------------------|---------------------------------|
| Chevy SBC 350 Angle          | 175cc                | 59cc                      | As Cast  | PCE281.2157                  | -                             | -                              | -                               |
|                              | 190cc                | 64cc                      | As Cast  | 1-281-001-01<br>PCE281.2001  | PCE281.2002                   | PCE281.2003                    | -                               |
|                              | 205cc                | 64cc                      | As Cast  | PCE281.2007                  | PCE281.2008                   | PCE281.2009                    | -                               |
|                              | 217cc                | 68cc                      | Full CNC | -                            | PCE281.2013                   | PCE281.2014                    | PCE281.2015                     |
|                              | 217cc                | 70cc                      | Full CNC | -                            | PCE281.2016                   | PCE281.2017                    | PCE281.2018                     |
|                              | 217cc                | 74cc                      | Full CNC | -                            | PCE281.2019                   | PCE281.2020                    | PCE281.2021                     |
| Chevy SBC 350 Straight       | 175cc                | 59cc                      | As Cast  | PCE281.2158                  | -                             | -                              | -                               |
|                              | 190cc                | 64cc                      | As Cast  | PCE281.2004                  | PCE281.2005                   | PCE281.2006                    | -                               |
|                              | 205cc                | 64cc                      | As Cast  | PCE281.2010                  | PCE281.2011                   | PCE281.2012                    | -                               |
|                              | 217cc                | 68cc                      | Full CNC | -                            | PCE281.2022                   | PCE281.2023                    | PCE281.2024                     |
|                              | 217cc                | 70cc                      | Full CNC | -                            | PCE281.2025                   | PCE281.2026                    | PCE281.2027                     |
|                              | 217cc                | 74cc                      | Full CNC | -                            | PCE281.2028                   | PCE281.2029                    | PCE281.2030                     |
| Chevy BBC 396                | 305cc                | 119cc                     | As Cast  | PCE281.2034                  | PCE281.2035                   | PCE281.2036                    | -                               |
| Chevy BBC 454                | 320cc                | 119cc                     | As Cast  | PCE281.2031                  | PCE281.2032                   | PCE281.2033                    | PCE281.2171                     |
|                              | 360cc                | 115cc                     | As Cast  | PCE281.2082.01               | -                             | PCE281.2082.03                 | -                               |
|                              | 360cc                | 125cc                     | Full CNC | -                            | PCE281.2037                   | PCE281.2038                    | PCE281.2039                     |
| Chevy GM LS1 LS2 LS6         | 198cc                | 60cc                      | As Cast  | -                            | -                             | PCE281.2090                    | -                               |
|                              | 210cc                | 62cc                      | As Cast  | -                            | -                             | PCE281.2155                    | -                               |
|                              | 225cc                | 64cc                      | Full CNC | PCE281.2156                  | -                             | -                              | -                               |
| Chevy GM LS3 L92 L76         | 250cc                | 64cc                      | As Cast  | -                            | -                             | PCE281.2091                    | -                               |
| Chevy GM LS7                 | 250cc                | 60cc                      | As Cast  | -                            | -                             | PCE281.2092                    | -                               |
| Ford 302 351C Cleveland      | 220cc                | 64cc                      | As Cast  | PCE281.2058                  | PCE281.2059                   | PCE281.2060                    | -                               |
|                              | 235cc                | 68cc                      | Full CNC | -                            | PCE281.2061                   | PCE281.2062                    | PCE281.2063                     |
| Ford 351 Cleveland 4V        | 254cc                | 64cc                      | As Cast  | PCE281.2166                  |                               | PCE281.2103                    | -                               |
| Ford 429 460                 | 275cc                | 95cc                      | As Cast  | PCE281.2075                  | PCE281.2076                   | PCE281.2077                    | -                               |
|                              | 300cc                | 98cc                      | Full CNC | -                            | PCE281.2078                   | PCE281.2079                    | PCE281.2080                     |
| Ford FE 390 427 428          | 170cc                | 76cc                      | As Cast  | -                            |                               | PCE281.2154                    | -                               |
| Ford SB 289 302 351 Windsor  | 175cc                | 62cc                      | As Cast  | PCE281.2043                  | PCE281.2044                   | PCE281.2045                    | -                               |
|                              | 190cc                | 62cc                      | As Cast  | 1-281-002-01<br>PCE281.2046  | PCE281.2047                   | PCE281.2048                    | -                               |
|                              | 210cc                | 62cc                      | As Cast  | PCE281.2049                  | PCE281.2050                   | PCE281.2051                    | -                               |
|                              | 227cc                | 64cc                      | Full CNC | -                            | PCE281.2052                   | PCE281.2053                    | PCE281.2054                     |
| Ford SB 302 351 Windsor Late | 160cc                | 62cc                      | As Cast  | PCE281.2108                  | -                             | -                              | -                               |
| Mopar Chrysler BB 383 440    | 265cc                | 74cc                      | As Cast  | PCE281.2140                  | -                             | PCE281.2153                    | -                               |
|                              | 325cc                | 78cc                      | Full CNC | PCE281.2142                  | -                             | PCE281.2143                    | -                               |
| Mopar Chrysler SB 318 360    | 170cc                | 65cc                      | As Cast  | PCE281.2146                  | -                             | PCE281.2149                    | -                               |
|                              | 190cc                | 68cc                      | Full CNC | PCE281.2148                  | -                             | PCE281.2151                    | -                               |
| Oldsmobile 400 425 455       | 188cc                | 77cc                      | As Cast  | PCE281.2152                  | -                             | PCE281.2170                    | -                               |
| Pontiac 400 455 Ram Air IV   | 215cc                | 72cc                      | As Cast  | PCE281.2168                  | -                             | PCE281.2165                    | -                               |
|                              | 230cc                | 78cc                      | Full CNC | -                            | -                             | PCE281.2169                    | -                               |



# Cylinder Head Combo

## TOP END ENGINE KIT

Don't spend hours figuring out which pieces and parts you need to get what you want from your engine. Speedmaster™ has already done the work for you; our Top-End engine kits will save you the time and hassle of mixing and matching components yourself. These kits are specifically designed to deliver the performance you want, at a better price than purchasing the parts separately.



| Application                   | Intake Runner Volume | Combustion Chamber Volume | Finish   | Hydraulic Flat Tappet Part # | Mechanical Flat Tappet Part # | Hydraulic Roller Tappet Part # | Mechanical Roller Tappet Part # |
|-------------------------------|----------------------|---------------------------|----------|------------------------------|-------------------------------|--------------------------------|---------------------------------|
| Chevy SBC 350 Angle           | 190cc                | 64cc                      | As Cast  | 1-435-001<br>PCE435.1001     | 1-435-002<br>PCE435.1002      | 1-435-003<br>PCE435.1003       | -                               |
|                               | 210cc                | 64cc                      | As Cast  | PCE435.1062                  | -                             | -                              | -                               |
|                               | 217cc                | 68cc                      | Full CNC | -                            | PCE435.1007                   | PCE435.1008                    | PCE435.1009                     |
| Chevy SBC 350 Straight        | 190cc                | 64cc                      | As Cast  | 1-435-004<br>PCE435.1004     | 1-435-005<br>PCE435.1005      | 1-435-006<br>PCE435.1006       | -                               |
|                               | 210cc                | 64cc                      | As Cast  | PCE435.1061                  | -                             | -                              | -                               |
|                               | 217cc                | 68cc                      | Full CNC | -                            | PCE435.1010                   | PCE435.1011                    | PCE435.1012                     |
| Chevy BBC 396                 | 305cc                | 119cc                     | As Cast  | PCE435.1013                  | PCE435.1014                   | PCE435.1015                    | -                               |
| Chevy BBC 396 454 (Oval Port) | 305cc                | 119cc                     | As Cast  | PCE435.1016                  | -                             | PCE435.1018                    | -                               |
| Chevy BBC 454                 | 320cc                | 119cc                     | As Cast  | PCE435.1067                  | PCE435.1017                   | PCE435.1071                    | -                               |
|                               | 360cc                | 125cc                     | Full CNC | -                            | PCE435.1019                   | PCE435.1020                    | PCE435.1021                     |
| Ford 302 351C Cleveland       | 220cc                | 64cc                      | As Cast  | PCE435.1040                  | PCE435.1041                   | PCE435.1042                    | -                               |
|                               | 235cc                | 68cc                      | Full CNC | -                            | PCE435.1043                   | PCE435.1044                    | PCE435.1072                     |
| Ford SB 289 302               | 190cc                | 62cc                      | As Cast  | PCE435.1022                  | PCE435.1023                   | PCE435.1024                    | -                               |
|                               | 210cc                | 62cc                      | As Cast  | PCE435.1025                  | PCE435.1026                   | PCE435.1027                    | -                               |
|                               | 227cc                | 64cc                      | Full CNC | -                            | PCE435.1028                   | PCE435.1029                    | PCE435.1030                     |
| Ford 351W Windsor             | 175cc                | 62cc                      | As Cast  | PCE435.1073                  | -                             | -                              | -                               |
|                               | 190cc                | 62cc                      | As Cast  | PCE435.1031                  | PCE435.1032                   | PCE435.1033                    | -                               |
|                               | 210cc                | 62cc                      | As Cast  | PCE435.1034                  | PCE435.1035                   | PCE435.1036                    | -                               |
|                               | 227cc                | 64cc                      | Full CNC |                              | PCE435.1037                   | PCE435.1038                    | PCE435.1039                     |
| Mopar Chrysler SB 318 360     | 170cc                | 65cc                      | As Cast  | PCE435.1074                  | -                             | PCE435.1075                    | -                               |
| Pontiac 400 455 Ram Air IV    | 215cc                | 72cc                      | As Cast  | PCE435.1076                  | -                             | -                              | -                               |



# Fuel Injection Systems

## TUNED PERFORMANCE

Step into the future of fuel injection with Speedmaster™. Our line of EFI systems is your all-in-one solution for upgrading your engine to modern electronic fuel injection. Experience enhanced throttle response across the entire RPM range, delivering smooth engine operation like never before. With improved fuel efficiency, our EFI systems can potentially save you money at the pump by optimizing engine performance. Speedmaster™ EFI systems provide everything you need to effortlessly add powerful and efficient fuel injection to your vehicle. Rest assured, our systems are rigorously tested on the dyno to deliver proven performance results. Plus, our dedicated support staff is always ready to assist you and answer any questions you may have. Discover the unparalleled value of Speedmaster™ EFI systems, taking your engine to new heights of performance and efficiency.



## Individual Throttle Body

FAST EZ-EFI 2.0 30404-KIT

Experience the perfect blend of classic Weber induction and modern fuel injection with our Individual Throttle Body (TB) system. This advanced EFI system offers the versatility and performance to meet your needs. Featuring precision-cast aluminum 50mm IDA style throttle bodies, it allows for superior idle characteristics, incredible throttle response, and precise air/fuel ratio control. With the capability to support high horsepower applications, this system offers improved emissions, fuel economy, and exceptional performance.



Tuning your set-up has become even EZer thanks to FAST EZ-EFI 2.0 kits. These revolutionary self-tuners don't require a laptop or tuning experience. Simply hook them up, answer the basic Wizard setup questions, and the systems truly tune themselves—"EZ", right? Some kits include the innovative FAST 2.0 throttle body but FAST offers several choices, each a little different component wise—base kits, master kits with fuel systems, multi-port, and retro-fit kits—to fit your application with the simplest self-tuning engine control available. But no matter which one of the kits you choose you'll get a full-color touchscreen hand-held, a wide-band oxygen sensor, and a fully mesh wrapped wiring harness. Improved performance just doesn't get any EZer than this—FAST EZ-EFI 2.0 kits.



## SPEEDMASTER™ AwardConqueror

| Application             | Style     | Finish   | Part #      |
|-------------------------|-----------|----------|-------------|
| Chevy SBC 350           | Downdraft | Black    | 1-135-010   |
| Chevy SBC 350           | Downdraft | Polished | 1-135-003   |
| Chevy SBC 350           | Downdraft | Natural  | 1-135-014   |
| Chevy BBC 454           | Downdraft | Polished | 1-135-001   |
| GM LS1                  | Downdraft | Black    | 1-135-015   |
| GM LS1                  | Downdraft | Polished | 1-135-016   |
| GM LS3                  | Downdraft | Polished | 1-135-002   |
| GM LS7                  | Downdraft | Natural  | PCE148.1112 |
| Chrysler HEMI 6.1L      | Downdraft | Polished | 1-135-004   |
| Ford 351W Windsor       | Downdraft | Polished | 1-135-005   |
| Ford 351W Windsor       | Sidedraft | Polished | 1-135-006   |
| Ford BB 460             | Downdraft | Black    | 1-135-011   |
| Ford BB 460             | Downdraft | Polished | 1-135-007   |
| Ford FE 390 42          | Downdraft | Polished | 1-135-008   |
| Ford SB 289 302 Windsor | Downdraft | Polished | 1-135-009   |
| Ford SB 289 302 Windsor | Downdraft | Black    | 1-135-012   |
| Ford SB 289 302 Windsor | Downdraft | Natural  | 1-135-013   |



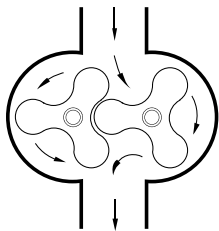


# Superchargers Kits

IT'S ALL ABOUT POWER

A supercharger is a compressor used to pump fresh air into the engine cylinders. Because more air, therefore oxygen, is forced into the cylinders this allows the engine to burn more fuel accordingly. The increased amounts of fuel and air in the cylinders cause a larger explosion in the cylinder when the spark plug is fired, subsequently more power is produced. In the process of powering a supercharger as much as a third of the total crankshaft power of the engine can be used, and in many applications superchargers are less efficient than the closely related turbocharger. However, because a turbocharger is powered by exhaust gases they suffer from 'turbo lag', this is because the pressure of the exhaust gas needs time to build up before spinning the turbine. Superchargers do not suffer from this problem, and in vehicles where power is more important than fuel economy superchargers are extremely common.

+AIR MEANS +FUEL CAN BE ADDED,  
+FUEL MEANS BIGGER EXPLOSION  
=GREATER HORSEPOWER



| Application                   | Part #      |
|-------------------------------|-------------|
| Chevy SBC 350                 | PCE460.1009 |
| Chevy BBC 454 502             | PCE460.1010 |
| Chevy GM LS1                  | PCE460.1015 |
| Chevy GM LS3                  | PCE460.1011 |
| Chevy GM LS7                  | PCE460.1012 |
| Ford SB 289 302 Windsor       | PCE460.1014 |
| Ford 351W Windsor             | PCE460.1013 |
| Ford 302 351C Cleveland 3V 4V | PCE460.1017 |

## Let's boost your power output

Speedmaster's 6-71 Street Supercharger kits can give you 45-55 percent more streetable power. They feature double-pinned rotors (timed and clearanced after assembly), heavy duty front and rear bearing plates, and an intake manifold. The kits also come with a one-piece aluminum nose drive assembly, upper and lower drive pulleys, an idler pulley and bracket, a dual V-belt accessory drive pulley, a 3 in. Gilmer-style drive belt, and gaskets and hardware. It also includes an adapter plate for two 4 barrel carburetors.



QUICK TIP



### Maintaining our Supercharged Car

Maintaining a supercharged car won't be much different than maintenance on any other vehicle. There are a few key differences and some things that need to be watched for.

**Check oil levels.** While it's important to keep proper oil levels on any vehicle, supercharged cars need to have special attention paid to this. The supercharge process creates more stress on the engine and without proper lubrication you can face very costly repairs later. Create a maintenance schedule that includes regular oil changes, and stick with it. It's not a good idea to use a synthetic oil in cars with a supercharger. The synthetic oil may last longer, but many car enthusiasts suggest using a conventional oil.

**Use clean filters.** A supercharged car relies on clean filters to perform at their maximum. A clogged or otherwise dirty filter will create more strain on the system, and can actually lead to more damage. An air filter in a supercharged vehicle will need to be replaced more often than in other types of vehicles. It's a good idea to change the air filter with every oil change.

**Watch the clutch.** Because of the added performance with a supercharged car, they tend to be driven much harder. This type of driving can lead to problems with the clutch because of the abuse that it takes. Have the clutch inspected regularly to avoid problems later.

**Check tire alignment.** For the same reason the clutch tends to go out quickly in a supercharged car, the tire alignment can get out of balance. It's a good idea to have the tires balanced regularly, and expect to spend extra money replacing tires more frequently with a supercharged vehicle.

**Use the best gasoline.** If you've already spent the money on upgrading your car to a supercharged system, it's worth the extra money to use the right fuel. Using fuel grades that are low will lead to poor performance, and can create excess gunk in the engine. Most manufacturers suggest at least a premium fuel, if not a premium plus level gas. You may save a few bucks at the pump to purchase cheap fuel, but your performance will suffer, and you may find yourself sinking more money in to engine repairs later down the road.

**Upgrade the cooling system.** A supercharged car relies heavily on the coolant system. Superchargers create excess temperatures in the engine compartment of the car. An engine that is allowed to get too hot will end up costing potentially thousands of dollars in repairs later. This is so important with a supercharged car that many manufacturers suggest upgrading the temperature gauges. It's a good idea to regularly check the coolant levels, and stop running the car immediately if the temperature gauge creeps up even a little bit.

# Third Member Assemblies

## STATE OF THE ART

Advancements in technology have revolutionized the properties of aluminum, making it stronger and more durable than ever before. Recognizing this, Speedmaster™ engineers took on the task of developing an aluminum Ford 9” dropout case. While other companies have been producing similar cases for years, our commitment to improvement sets us apart.

Our aluminum cases are crafted from A356-T6 aluminum, known for its exceptional strength. To further enhance performance, our one-piece billet bearing caps feature a through bolt design and extra material, resulting in reduced pinion deflection and extended bearing and gear life. Compared to other units on the market, our cases exhibit an impressive 50% less deflection. Available in a 3.250” bearing diameter, they accommodate 28, 31, and 35-spline carriers and spools, ensuring versatility for various applications.

These exceptional features make our Aluminum case the ultimate choice for Ford 9” setups, capable of handling up to 1200 horsepower. For added reliability, our Extended Nose Aluminum third members come equipped with 12-point through bolts and a Daytona style pinion support, giving us a competitive edge.

Embrace the excellence of Speedmaster™ and take advantage of our superior Aluminum Ford 9” case, engineered with innovation and precision to deliver exceptional performance and durability.



MAXIMUM  
STRENGTH



WITHSTAND  
EXTREME USE



AVOID LONG TERM  
DISTORTIONS



SUPERIOR WEAR  
RESISTANCE



FASTER  
REACTION



### ASSEMBLY:

Assembly has been carried out at the Speedmaster's TDS Department by the Head differential technician. Quality is assured with 40 years experience in the Differential Industry and full involvement in all forms of motorsport from V8 SUPERCAR To Group 1 Drag Racing. Our Technician is on hand to discuss your differential requirements, questions and upgrades.

### Nodular Iron

Speedmaster Ford 9 in. Nodular Iron center sections will give you the perfect foundation for a high-quality, bulletproof rear differential. They feature a fully assembled heavy-duty nodular iron case, Daytona iron pinion support, 1350 yoke, and are available with the TorqueWorm® Geared Limited Slip or spool.



| Case Style | Carrier Bearing | Axle Spline Quantity | Carrier Type        | Part #      |
|------------|-----------------|----------------------|---------------------|-------------|
| Ford 9 in. | 3.062 in.       | 28                   | Geared Limited Slip | PCE215.2100 |
|            | 3.062 in.       | 28                   | Spool               | PCE215.2102 |
|            | 3.062 in.       | 31                   | Geared Limited Slip | PCE215.2101 |
|            | 3.062 in.       | 31                   | Spool               | PCE215.2103 |

### Aluminum

Speedmaster Ford 9 in. HD Aluminum third member assemblies are made from A356-T6 aluminium, our bearing caps are one-piece billet, with a thru-bolt design and extra material is added to the bearing caps. These cases are offered in 3.250” bearing diameter to accommodate 28, 31 and 35-spline carriers and spools and 4.000” for 40-spline carriers.



| Case Style | Carrier Bearing | Axle Spline Quantity | Carrier Type        | Part #    |
|------------|-----------------|----------------------|---------------------|-----------|
| Ford 9 in. | 3.250 in.       | 28                   | Geared Limited Slip | 1-215-001 |
|            | 3.250 in.       | 28                   | Spool               | 1-215-007 |
|            | 3.250 in.       | 31                   | Geared Limited Slip | 1-215-003 |
|            | 3.250 in.       | 31                   | Spool               | 1-215-009 |
|            | 3.250 in.       | 35                   | Geared Limited Slip | 1-215-005 |
|            | 3.250 in.       | 35                   | Spool               | 1-215-011 |
|            | 4.000 in.       | 40                   | Geared Limited Slip | 1-215-013 |
|            | 4.000 in.       | 40                   | Spool               | 1-215-014 |
|            |                 |                      |                     |           |
|            |                 |                      |                     |           |

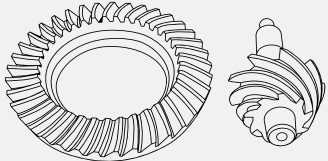


### RING AND PINION RATIO

All Speedmaster's third member complete assemblies are built to order based on the ring and pinion ratio selected at checkout.

#### Available Ratios:

- 3.00:1
- 3.25:1
- 3.50:1
- 3.70:1
- 3.89:1
- 4.11:1
- 4.30:1
- 4.56:1
- 4.88:1
- 5.14:1
- 5.43:1
- 5.67:1
- 5.83:1



## NEED TO CALCULATE REAR END GEAR RATIO?

Scan the QR Code to access our calculators



or visit:  
speedmaster79.com/tools/gear-ratio





ENGINE COMPONENTS



Engine Components (EC)“Engine Component Related Parts Department”; stands by: providing ongoing proven performance components. This philosophy has been in place since the beginning. With state-of-the-art Manufacturing an extensive research and development program; Speedmaster’s commitment to excellence, combined with expert Knowledge and A passion for the high Performance automotive industry has been the result of manufacturing to the highest specifications.



# Bare Engine Blocks

## SEVERE DUTY

Whether you're building a new engine or recovering from an under-the-hood incident you'd rather soon forget, explore our large selection of aftermarket bare engine blocks to complete your new power plant project. The engine block is the linchpin of vehicles that run on internal combustion, providing the powerhouse for the vehicle. It is called a "block" because it is usually a solid cast car part, housing the cylinders and their components inside a cooled and lubricated crankcase. This part is designed to be extremely strong and sturdy, because its failure results in failure of the car.

The next level of performance are Speedmaster™ Aluminum or cast iron blocks. Designed to look standard under your bonnet, and work with stock components. Our blocks are ready for the street racer with added strength and cubic inches. All the factory flaws redesigned to eliminate all problems, still using water jacket design. Blocks are cast from highest quality high-density iron with extra-thick cylinder walls and decks. In most of our blocks each web is stronger and fitted with billet steel 4-bolt main caps, which are Ideal for supercharged, turbocharged and nitrous applications!

- Precision machined.
- Designed for compatibility with stock components.
- Priory main oil system has been adopted for high HP applications.
- Avail in a range of main tunnel sizes.
- 4 bolt billet steel / cast main caps.
- Oversized coolant passages for extra cooling for high hp applications.
- Casting reinforced with larger webbing in the valleys and mains to support greater hp.
- 0.250 in. bore size remaining at blocks max recommended bore size.
- High quality 8640 steel bolts supplied.



AVAILABLE IN:

Aluminum

Cast Iron

### Cast Iron

Cast iron engine blocks are known for their durability and strength, making them a popular choice for high-performance engines that need to withstand high loads and stress. Cast iron blocks are also great at heat retention, making them suitable for applications where heat management is essential.



| Application       | Main Journal Type | Deck Height (in) | Cylinder Bore Diameter | Main Caps Included | Main Cap Material | Rear Main Seal Style | Part #         |
|-------------------|-------------------|------------------|------------------------|--------------------|-------------------|----------------------|----------------|
| Chevrolet SBC 350 | 350 mains         | 9.025 in.        | 4.000 in.              | Yes                | Billet            | STD - 350            | 1-286-001-01   |
|                   | 350 mains         | 9.025 in.        | 4.125 in.              | Yes                | Billet            | STD - 350            | 1-286-002-01   |
| Chevrolet 400     | 400 mains         | 9.025 in.        | 4.125 in.              | Yes                | Billet            | STD - 350            | 1-286-011-01   |
| Chevrolet BBC 454 | 454 mains         | 9.800 in.        | 4.500 in.              | Yes                | Billet            | 2-piece              | 1-286-012-01   |
| LS 6.0L Gen IV    | STD               | 9.240 in.        | 4.000 in.              | Yes                | Billet            | STD                  | PCE286.1058.01 |
| Ford 351W         | 351C mains        | 9.500 in.        | 4.000 in.              | Yes                | Cast              | 1-piece              | 1-286-004-01   |
|                   | 351C mains        | 9.500 in.        | 4.125 in.              | Yes                | Cast              | 1-piece              | 1-286-005-01   |

### Aluminum

Aluminum engine blocks offer superior heat dissipation, allowing them to run cooler than their cast iron counterparts. Aluminum blocks are also lighter in weight, providing better fuel efficiency and handling. They are an excellent choice for high-performance engines that require high-revving capabilities.



| Application       | Main Journal Type | Deck Height (in) | Cylinder Bore Diameter | Main Caps Included | Main Cap Material | Rear Main Seal Style | Part #       |
|-------------------|-------------------|------------------|------------------------|--------------------|-------------------|----------------------|--------------|
| Chevrolet SBC 350 | 350 mains         | 9.025 in.        | 4.000 in.              | Yes                | Billet            | STD - 350            | 1-286-014-01 |
|                   |                   |                  | 4.125 in.              |                    |                   |                      | 1-286-015-01 |
| Chevrolet BBC 454 | 454 mains         | 9.800 in.        | 4.500 in.              | Yes                | Billet            | 2-piece              | 1-286-013-01 |
| Ford 351W         | 351C mains        | 9.500 in.        | 4.000 in.              | Yes                | Cast              | 1-piece              | PCE286.1049  |



USA Machined



SPECIFICATIONS

|                         | Small Block Chevrolet   | Big Block Chevrolet  | Small Block Ford   |
|-------------------------|---|--|--|
| Material                | High Grade Iron Alloy   | High Grade Iron Alloy  | High Grade Iron Alloy  |
| Bore                    | 4.00" or 4.125" Unfinished  | 4.500" Unfinished  | 4.00" or 4.125" Unfinished   |
| Bore & Stroke           | 4.185" x 4.000" Max Recommended   | 4.625" x 4.500" max. recommended   | 4.185" x 4.250" max recommended  |
| Cam Journal OD          | (Cam Tunnel requires grooved 2.000" O.D bearings) Standard SBC - 1.869"                             | Standard BBC   | Standard Ford SB (can be bored for 55mm)   |
| Cam Plug                | 2.375" dia. cup plug  | Standard BBC 2.215" diameter   | 2.375" dia. cup plug   |
| Cylinder Wall Thickness | .275" min @ 4.185" bore   | .300" min @ 4.600" bore  | .250" min @ 4.185" bore  |
| Cubic Inch              | -   | 604" max recommended   | 468 max recommended"   |
| Deck Heigtht            | 9.025"  | 9.800"   | 9.500"   |
| Deck Thickness          | .675" min.  | Adequate for all applications  | .675" min.   |
| Fuel Pump               | Mechanical Pump Provision   | Mechanical Pump Provision  | Mechanical Pump Provision  |
| Fuel Pump Pushrod       | Standard Length   | Standard BBC   | Standard Length  |
| Freeze Plugs            | 10 x 1 - 5/8 Press in cup plugs   | Std press in cup plugs 1 5/8" dia  | Std Ford press in cup plugs 1.500" OD  |
| Head Bolts              | 7/16" Blind Holes   | 1/2" Blind Holes   | 1/2" Blind Holes   |
| Lifter Bores            | SBC .8427" - .8437"   | BBC .8427" - .8437" + .300 Taller Gen V, VI Style  | Std Ford .8757" - .8765" Honed to size   |
| Lifters                 | -   | Rollers need tie-bar style lifters   | (Can be machined to accept OEM style hyd. roller lifters) Rollers need tie-bar style lifters |
| Main Journal Size       | -   | 2.937 - 2.938 (std. BBC)   | 2.749" Std 351 Cleveland   |
| Main Bearing Size       | 2.450" (350) 2.650" (400)   | Std. BBC   | 2.9415" - 2.9425" Honed to size  |
| Main Bearing Bore       | 2.649" (350), 2.849" (400)  | 2.937" - 2.938"  | -  |
| Main Thrust Width       | -   | -  | .913" - .915"  |
| Main Cap Bolts          | #1 7/16" (2) 3/8" (2)<br>#2, #3, #4 7/16" (2) 7/16" splayed (2)<br>#5 7/16" (2) 3/8" (2)            | #1 1/2" (2) 3/8" (2)<br>#2, #3, #4 1/2" (2) 7/16" splayed (2)<br>#5 1/2" (2) 3/8" (2)          | #1 1/2" (2) 3/8" (2)<br>#2, #3, #4 1/2" (2) 7/16" splayed (2)<br>#5 1/2" (2) 3/8" (2)        |
| Main Cap Press          | .005"   | -  | .003" - .004"  |
| Main Caps               | Steel Billet - 4 bolt<br>w/splayed outer bolts on center 3 journals                                 | Steel Billet - 4 bolt<br>w/splayed outer bolts on center 3 journals                            | Steel Billet - 4 bolt<br>w/splayed outer bolts on center 3 journals                          |
| Main Cap Register       | Deep stepped register on each side<br>(no need for dowels)  | Deep stepped register on each side<br>(no need for dowels)                                     | Deep stepped register on each side<br>(no need for dowels)                                   |
| Oil System              | Wet Sump - Main Priority Oiling (can use dry sump)  | Wet or dry Sump - Main Priority Oiling<br>Priority Main oiling with external pump (wet or dry) | Std Wet Sump or SVO dry sump<br>Priority Main oiling with external pump (wet or dry)         |
| Oil Pump Shaft          | 350 main = Stock shaft (.481"OD)<br>400 main = Stock shaft (.425"OD) MUST machine aftermarket shaft | -  | -  |
| Oil Filter              | Standard SBC filter, uses 2 bolt filter adapter   | Stock oil filter location  | Standard filter  |
| Oil Pan                 | Modified STD SBC oil pan  | Standard BBC GEN. V bolt pattern   | Modified STD 351W oil pan  |
| Rear Main Seal          | 350 main - std seal / 400 main FelPro# 2909   | STD 2 pc seal / Felpro# 2918 or 1 pc seal  | Std 1 piece seal FelPro#-2921 or 2942<br>4.500" x 3.750" SVO                                 |
| Serial No.              | Left front & main caps  | On main caps / Front passenger side below deck   | Right front & main caps  |
| Starter                 | Standard SBC  | Standard   | Standard   |
| Stud Holes, Head        | Blind Holes   | Blind tapped   | 1/2" std SVO with blind holes  |
| Timing Chain/Gears      | Standard SBC components   | Std. BBC Gen IV  | Standard Components  |
| Timing Cover            | Uses standard cam location SBC front covers   | Gen IV / V stock 10 bolt cover   | Uses stock 351W cover  |
| Torque Specs            | 1-5 7/16" bolts - 65 ft lbs<br>1 & 5 3/8" bolts - 35 ft lbs   | All 1/2" bolts - 105 ft lbs  | 1-5 1/2" bolts - 105 ft lbs<br>2-4 7/16" bolts - 65 ft lbs<br>1 & 5 3/8" bolts - 35 ft lbs   |
| Weight                  | 205 lbs at 4.00" bore   | 4.500" bore 260lbs   | 208 lbs. at 4.125" Bore  |





# Engine Block Expansion Plugs

Speedmaster™ freeze plugs will not rot out, like lower cost steel ones. Your new engine assembly deserves the best. Don't get stuck trying to replace a leaking steel freeze plug behind a motor mount a year or two from now! These kits include all of the necessary external block freeze plugs, and cam and oil galley plugs for one complete engine.



| Application                 | Part #      |
|-----------------------------|-------------|
| Chevy SBC 350               | PCE285.1001 |
| Chevy BBC 454               | PCE285.1003 |
| Ford SB 289 302 351 Windsor | PCE285.1002 |
| Ford 302 351C Cleveland     | PCE285.1010 |
| Mopar Chrysler BB 383 440   | PCE285.1009 |

## Motor Mounts and Inserts

When swapping out the engine in your hot rod, you need motor mounts that you can count on. Speedmaster™ has done all of the work for you in making these engine swap motor mounts. They're specifically designed for your application, so you can be assured of a perfect fit and great performance. This will convert your holden to take a chevy engine!



| Application | Type  | Part #      |
|-------------|---|-------------|
| GM LS       | Engine Swap Motor Adapter Mount Plate<br>LS to GM Frame | PCE169.1018 |

## Rear Main Seal Adapter

When swapping out the engine in your hot rod, you need motor mounts that you can count on. Speedmaster™ has done all of the work for you in making these engine swap motor mounts. They're specifically designed for your application, so you can be assured of a perfect fit and great performance. This will convert your holden to take a chevy engine!



| Application      | Type                     | Part #      |
|------------------|--------------------------|-------------|
| Chevy BBC 454    | 1-piece to 2-piece       | PCE536.1001 |
| Chevy SBC 350    | 1-piece to 2-piece       | PCE536.1003 |
|                  | Replacement 1-piece Late | PCE536.1002 |
| Chrysler 383 440 | Billet Aluminum Retainer | PCE536.1004 |

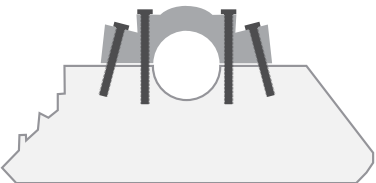
# Main Caps

Speedmaster™ billet main caps are precision CNC-machined from superior-quality 1025 billet steel. They come available as stock replacements (straight bolt) or with splayed outer bolt holes. The splayed caps feature 10 degree angled outer holes to positively reinforce and tie the block together. These extreme main cap sets consist of the center three caps. Speedmaster™ billet main caps improve reliability in highly stressed engines by reducing distortion of the main bearing bores, and increasing the cap's resistance to closing up under high loads. Line boring is required after fitting to the engine.

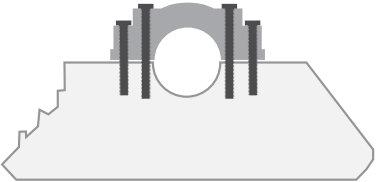


| Application             | Main Cap Position | Fastener Quantity | Fastener Style  | Part #      |
|-------------------------|-------------------|-------------------|-----------------|-------------|
| Chevrolet SBC 350       | 3-center          | 4-bolt            | OEM Replacement | PCE289.1001 |
|                         | 3-center          | 4-bolt            | Splayed         | PCE289.1002 |
|                         | 3-center          | 4-bolt            | Straight        | PCE289.1003 |
|                         | Complete          | 4-bolt            | Splayed         | PCE289.1018 |
| Chevrolet 400           | 3-center          | 4-bolt            | Splayed         | PCE289.1004 |
| Chevrolet BBC 454       | 4-center          | 4-bolt            | OEM Replacement | PCE289.1005 |
|                         | 4-center          | 4-bolt            | Straight        | PCE289.1006 |
| Ford SB 289 302 Windsor | 3-center          | 2-bolt            | OEM Replacement | PCE289.1007 |
|                         | 3-center          | 4-bolt            | Splayed         | PCE289.1008 |
| Ford 351 Windsor        | 3-center          | 4-bolt            | Splayed         | PCE289.1009 |
|                         | 3-center          | 4-bolt            | Straight        | PCE289.1010 |
| Ford 429 460            | 3-center          | 4-bolt            | Splayed         | PCE289.1011 |
| Mopar Chrysler BB 440   | 3-center          | 2-bolt            | OEM Replacement | PCE289.1012 |
|                         | Complete 5        | 2-bolt            | OEM Replacement | PCE289.1019 |
|                         | Complete 5        | 2-bolt            | Crossbolted     | PCE289.1020 |
| Pontiac 326 400 455     | 3-center          | 4-bolt            | Straight        | PCE289.1013 |

Splayed outer 4-Bolts Main Caps



Straight 4-Bolts Main Caps



# Main Cap Girdles

The forces of higher rpm and power-adders can overwhelm main bearing caps and fasteners, causing the caps to walk, fastener threads to fatigue, and your main web to crack! Speedmaster™ main cap girdles dampen the harmonics that caused the main caps to move in the first place and effectively tie all five main caps together for enough brawn to produce big horsepower capabilities with a stock block!. Speedmaster™ has designed these main cap girdles to reinforce the alignment of the main caps in high performance applications and counter the limited webbing and weaknesses of those stock blocks.



## Billet Aluminum

Speedmaster™ alloy main girdles are machined from 6061 T6 billet aluminum that creates an additional main web structure to strengthen your block's main webbing. The main girdles are anodized for good looks and durability.

| Application               | Girdle Material | Part #         |
|---------------------------|-----------------|----------------|
| Chevrolet SBC 350         | Steel           | PCE288.1004    |
| Chevrolet 400             | Steel           | PCE288.1008    |
| Chevrolet BBC 454         | Steel           | PCE288.1010    |
| GM LS1                    | Steel           | PCE288.1006    |
| Ford SB 289 302 Windsor   | Steel           | PCE288.1012.** |
|                           | Billet aluminum | PCE288.1013    |
| Ford 351W Windsor         | Steel           | PCE288.1014    |
| Ford 302 351C Cleveland   | Steel           | PCE288.1020    |
|                           | Billet aluminum | PCE288.1021    |
| Ford 429 460              | Steel           | PCE288.1016    |
| Mopar Chrysler BB 383 440 | Steel           | PCE288.1018    |

.\*\* = Multiple Variations Available



## Steel

Speedmaster™ billet steel main girdles are machined from 1045 steel. Flat surfaces are finished with CNC machine center for accuracy and smoothness. The main girdles are zinc plated for rust resistance.



# Main Cap Fasteners

Speedmaster™ Main Studs are meticulously crafted, top-tier, race-grade components, made from 8740 high tensile strength chromoly steel of aircraft-grade quality. Their strength is remarkable, capable of withstanding pressures up to 190,000 PSI. What sets these studs apart is the detailed finishing process they undergo. They are heat-treated, then ground and thread-rolled to fulfill the exacting standards Speedmaster™ sets for all its fasteners. This rigorous process guarantees unparalleled strength and consistent torque readings, maintaining the high quality that Speedmaster™ is renowned for.



| Application                        | Main Bolt Style            | Part #                    |
|------------------------------------|----------------------------|---------------------------|
| Chevrolet SBC 350                  | 2-bolt                     | PCE287.1001               |
|                                    | 4-bolt                     | PCE287.1002               |
|                                    | 4-bolt (5 Cap Alloy Block) | PCE287.1030               |
| Chevrolet BBC 454                  | 2-bolt                     | PCE287.1003 / PCE287.1026 |
|                                    | 4-bolt                     | PCE287.1004 / PCE287.1027 |
| GM LS1 LS2 LS6 LS7 LSX GEN III     | 4-bolt                     | PCE287.1024               |
| Ford SB 289 302 Windsor            | 2-bolt                     | PCE287.1006               |
| Ford 351W Windsor                  | 2-bolt                     | PCE287.1007               |
|                                    | 4-bolt (5 Cap Alloy Block) | PCE287.1032               |
| Ford 302 351C Cleveland            | 2-bolt                     | PCE287.1008               |
|                                    | 2-bolt (Main Girdle)       | PCE287.1010               |
| Ford 429 460                       | 2-bolt                     | PCE287.1011               |
| Ford Modular V8 4.6L 5.4L 2V 3V 4V | 4-bolt                     | PCE287.1029               |
| Mopar Chrysler BB 383 440          | 2-bolt                     | PCE287.1014               |
| Mopar Chrysler SB 318 340 360      | 2-bolt                     | PCE287.1013               |
| Chrysler 260                       | 2-bolt                     | PCE287.1012               |
| Chrysler Hemi 5.7L 6.1L            | 2-bolt                     | PCE287.1028               |

# Engine Bearings

Speedmaster™ bearings are just what you need to freshen up your engine. They use silicon aluminum bi-metal construction. Silicon aluminum is the choice for many of today's engine manufacturers because of its high fatigue strength and superior temperature threshold. Bearing wear is dramatically reduced and the fatigue strength is greatly improved.

## Main Bearings

These bearings are designed to withstand extreme temperatures, heavy loads, and high RPMs, ensuring maximum durability and longevity. Made from premium materials and precision-machined to exacting standards, our main bearings offer exceptional wear resistance and a precise fit for your engine.

| Application             | Part #         |
|-------------------------|----------------|
| Chevrolet SBC 350       | PCE235.1005.01 |
| Chevrolet BBC 454       | PCE235.1010.01 |
| Ford SB 289 302 Windsor | PCE235.1015.01 |
| Ford SB 351 Windsor     | PCE235.1020.01 |
| Ford 302 351C Cleveland | PCE235.1025.01 |



## Rod Bearings

Precision-machined to exacting standards, our rod bearings offer exceptional wear resistance and a precise fit for your engine. These bearings are designed to withstand the extreme pressures and forces of high-performance engines, ensuring maximum durability and longevity.

| Application             | Part #         |
|-------------------------|----------------|
| Chevrolet SBC 350       | PCE234.1005.01 |
| Chevrolet BBC 454       | PCE234.1010.01 |
| Ford SB 289 302 Windsor | PCE234.1016.01 |
| Ford SB 351 Windsor     | PCE234.1021.01 |
| Ford 302 351C Cleveland | PCE234.1026.01 |



## Cam Bearings

Whether you're building a high-revving race engine or a reliable street machine, Speedmaster Cam Bearings are the perfect choice for anyone seeking top-level performance and durability in their engine build.

| Application             | Part #      |
|-------------------------|-------------|
| Chevrolet SBC 350       | PCE236.1006 |
| Chevrolet BBC 454       | PCE236.1007 |
| GM LS1 LS2 LS3 LS6 LS7  | PCE236.1010 |
| Ford SB 289 302 Windsor | PCE236.1011 |
| Ford SB 351 Windsor     | PCE236.1008 |
| Ford 302 351C Cleveland | PCE236.1011 |
| Ford 429 460            | PCE236.1009 |





# Crankshafts

## BRUTE FORCE

They say that the heart of the engine is the camshaft, since it is one of the key components that dictates the engine's power level, power band, idle quality, and other characteristics. If the cam is the heart, then the crankshaft is the spine. The crankshaft also dictates power and powerband, but in a much more ambivalent way (through its stroke which, along with the bore size, dictates the engine's cubic-inch displacement). The crank is what transfers the up and down reciprocating movement of the piston and rod into the rotating motion required to drive the transmission. It carries the weight of all eight rods and pistons, and must deal with the shock loads of the combustion process. A stock crank does this fine...in a stock engine. But when power levels start to climb, that stock crank will eventually give under the tremendous loads imposed upon it.



Greater smoothness



Improves fatigue strength



Avoid long term distortions



Superior wear resistance



Spin harder & faster



Less resistance

Speedmaster™ **cast nodular iron** [Tensile strength 95,000 Psi] crankshafts are perfect for mildly built street engines or just to replace stock crankshafts that have seen better days. These Speedmaster™ crankshafts are precision-ground to exacting tolerances.

Speedmaster™ **4340 forged steel** [Tensile strength 145,000 Psi] crankshaft are the perfect choice for high compression or blown street applications as well as most race cars. They are perfect for high horsepower, torque and RPM's and work great for all levels of power adders. Horsepower ratings are good for 1000 HP. They are precision-ground, heat-treated, shot-peened and inspected for superior tolerance control. Speedmaster™ crankshafts also have straight-shot, chamfered oil holes, large radius on all journals for improved strength and nitride-hardened for superior wear resistance.

**Billet steel** [Tensile strength 162,000 Psi] crankshafts are at the top end of the high-performance crankshaft scale. They are precision CNC-machined from a solid chunk of forged steel on state-of-the-art equipment by master craftsmen for precise indexing and throw-to-throw consistency. The grain structure is not stretched or deformed; This makes for a stronger, stiffer, more durable finished product. Most Pro Race categories run billet cranks. Choose a better made billet crankshaft from Speedmaster™ and choose peace of mind.

2-PIECE

1-PIECE



REAR MAIN SEAL STYLE



QUICK TIP

### Crankshaft Components

**Main Journals** – Machined surfaces located at the center of the crankshaft; rotation axis of the crankshaft runs through the center point of the main journals; main journals rotate in the main bearing bore created by the engine block and main caps.

**Connecting Rod Journals** – Surface to which the connecting rods attach. They circle around the crank's axis of rotation.

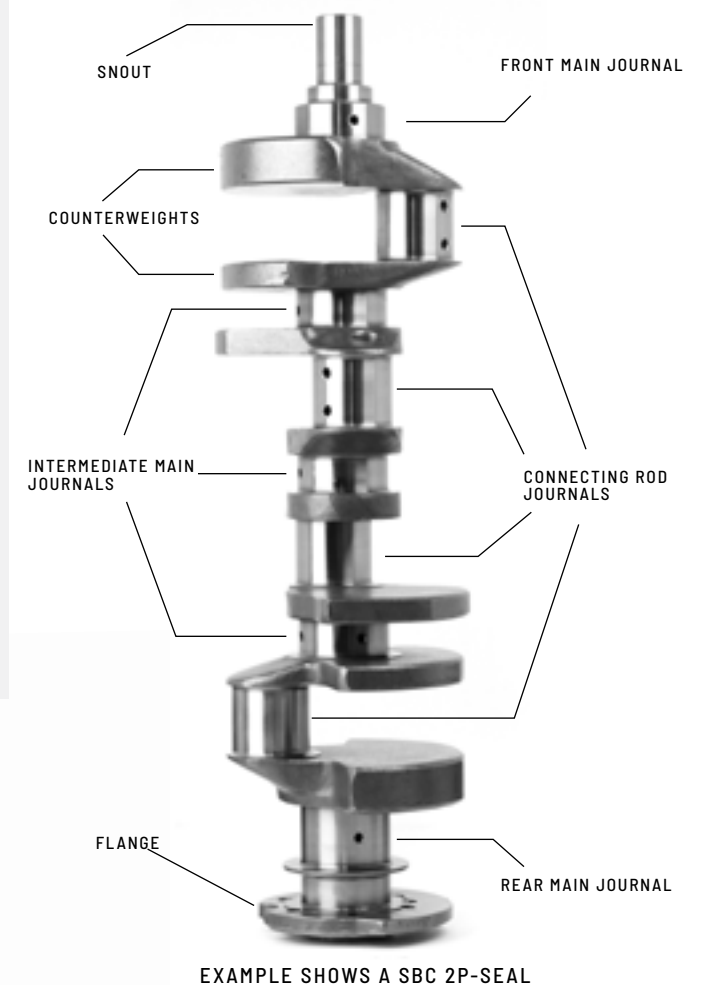
**Counterweights** – Balance the crankshaft to eliminate harmful vibrations. (Check the internal or external balance specifications of the particular crank)

**Snout** – Extends through the front end of the engine block; the camshaft timing assembly is connected to the snout, as well as the damper/balancer.

**Flange** – Mounting structure for the flywheel or flexplate.

### Tensile strength

The tensile strength is the maximum amount of tensile stress that it can take before failure, for example braking.



Available in:

**Cast Nodular Iron**  
UP TO 550HP

**4340 Forged Steel**  
UP TO 1,000HP

**Billet Steel**  
UP TO +1,500HP







**Cast Nodular Iron**  
TENSILE STRENGTH 95,000 PSI  
UP TO 550HP

The cast nodular iron crankshafts are perfect for mildly built street engines or just to replace stock crankshafts that have seen better days. These crankshafts are precision-ground to exacting tolerances.



**Forged 4340**  
TENSILE STRENGTH 145,000 PSI  
UP TO 1,000HP

For absolutely serious street and racing applications, a 4340 forged steel crankshaft is the only choice. They are perfect for high horsepower, torque and RPM's and work great for all levels of power adders. Horsepower ratings are good for 1000 HP. These crankshafts are precision-ground, heat-treated, shot-peened and inspected for superior tolerance control. They are also nitride-hardened for superior wear resistance, have straight-shot and chamfered oil holes, and feature lightening holes in all rod throws. These crankshafts also have a large radius on all journals for improved strength and wear resistance

| Application       | Engine Stroke (in) | Rear Main Seal Style | Engine Balance  | Rod Journal Diameter (in) | Main Journal Diameter (in) | Cast Iron Part # | Forged 4340 Part # | Billet Part # |
|-------------------|--------------------|----------------------|-----------------|---------------------------|----------------------------|------------------|--------------------|---------------|
| Chevrolet SBC 350 | 3.480 in.          | 1-piece              | Internal        | 2.100 in.                 | 2.449 in.                  | PCE276.1086      | PCE276.1019        | -             |
|                   | 3.480 in.          | 2-piece              | Internal        | 2.100 in.                 | 2.449 in.                  | PCE276.1085      | PCE276.1009        | -             |
|                   | 3.500 in.          | 2-piece              | Internal        | 2.100 in.                 | 2.449 in.                  | -                | PCE276.1011        | -             |
|                   | 3.625 in.          | 2-piece              | Internal        | 2.100 in.                 | 2.449 in.                  | -                | PCE276.1126        | -             |
|                   | 3.750 in.          | 1-piece              | External        | 2.100 in.                 | 2.449 in.                  | PCE276.1084      | PCE276.1020        | -             |
|                   | 3.750 in.          | 2-piece              | Internal        | 2.100 in.                 | 2.449 in.                  | PCE276.1083      | PCE276.1014        | -             |
|                   | 3.875 in.          | 2-piece              | Internal        | 2.100 in.                 | 2.449 in.                  | -                | PCE276.1016        | -             |
|                   | 4.000 in.          | 2-piece              | Internal        | 2.100 in.                 | 2.449 in.                  | -                | PCE276.1017        | -             |
| Chevrolet 400     | 3.750 in.          | 2-piece              | External        | 2.100 in.                 | 2.649 in.                  | PCE276.1087      | PCE276.1022        | -             |
|                   | 4.000 in.          | 2-piece              | External        | 2.100 in.                 | 2.649 in.                  | -                | PCE276.1026        | -             |
| Chevrolet BBC 454 | 4.000 in.          | 1-piece              | External        | 2.200 in.                 | 2.749 in.                  | PCE276.1091      | PCE276.1036        | -             |
|                   | 4.000 in.          | 2-piece              | Internal        | 2.200 in.                 | 2.749 in.                  | PCE276.1088      | PCE276.1031        | -             |
|                   | 4.250 in.          | 1-piece              | Internal        | 2.200 in.                 | 2.749 in.                  | PCE276.1090      | PCE276.1037        | -             |
|                   | 4.250 in.          | 2-piece              | Internal        | 2.200 in.                 | 2.749 in.                  | PCE276.1089      | PCE276.1032        | -             |
|                   | 4.375 in.          | 2-piece              | Internal        | 2.200 in.                 | 2.749 in.                  | -                | PCE276.1033        | -             |
|                   | 4.500 in.          | 1-piece              | External        | 2.200 in.                 | 2.749 in.                  | -                | PCE276.1038        | -             |
|                   | 4.500 in.          | 2-piece              | Internal        | 2.200 in.                 | 2.749 in.                  | -                | PCE276.1034        | -             |
|                   | 4.750 in.          | 2-piece              | Internal        | 2.200 in.                 | 2.749 in.                  | -                | PCE276.1035        | -             |
| GM LS             | 4.000 in.          | 1-piece              | Internal        | 2.100 in.                 | LS Standard                | PCE276.1112      | PCE276.1060        | -             |
|                   | 4.100 in.          | 1-piece              | Internal        | 2.100 in.                 | LS Standard                | PCE276.1113      | PCE276.1061        | -             |
| Pontiac 400 455   | 4.000 in.          | 2-piece              | External        | 2.250 in.                 | 3.000 in.                  | -                | PCE276.1143        | -             |
|                   | 4.210 in.          | 2-piece              | External        | 2.250 in.                 | 3.000 in.                  | -                | PCE276.1142        | -             |
|                   | 4.250 in.          | 2-piece              | External        | 2.250 in.                 | 3.250 in.                  | -                | PCE276.1140        | -             |
|                   | 4.500 in.          | 2-piece              | External        | 2.250 in.                 | 3.250 in.                  | -                | PCE276.1141        | -             |
|                   | 3.000 in.          | 1-piece              | 28 oz. External | 2.123 in.                 | 2.2486 in.                 | PCE276.1092      | PCE276.1039        | -             |
| Ford 289 302 5.0L | 3.250 in.          | 1-piece              | 28 oz. External | 2.123 in.                 | 2.2486 in.                 | -                | PCE276.1040        | -             |
|                   | 3.400 in.          | 1-piece              | 50 oz. External | 2.123 in.                 | 2.2486 in.                 | PCE276.1094      | PCE276.1042        | -             |
|                   | 3.470 in.          | 1-piece              | 28 oz. External | 2.123 in.                 | 2.2486 in.                 | PCE276.1096      | PCE276.1136        | -             |
|                   |                    |                      |                 |                           |                            |                  |                    |               |



**Billet**  
TENSILE STRENGTH 162,000 PSI  
UP TO +1,500HP

Billet crankshafts are at the top end of the high-performance crankshaft scale, They are precision CNC-machined from a solid chunk of forged steel on state-of-the-art equipment by master craftsmen for precise indexing and throw-to-throw consistency. The grain structure is not stretched or deformed; This makes for a stronger, stiffer, more durable finished product. Most Pro Race categories run billet cranks. Choose a better made billet crankshaft and choose peace of mind.

| Application               | Engine Stroke (in) | Rear Main Seal Style | Engine Balance  | Rod Journal Diameter (in) | Main Journal Diameter (in) | Cast Iron Part # | Forged 4340 Part # | Billet Part # |
|---------------------------|--------------------|----------------------|-----------------|---------------------------|----------------------------|------------------|--------------------|---------------|
| Ford 351 Windsor          | 3.500 in.          | 1-piece              | 28 oz. External | 2.310 in.                 | 3.000 in.                  | PCE276.1098      | PCE276.1045        | -             |
|                           | 3.750 in.          | 1-piece              | 28 oz. External | 2.310 in.                 | 3.000 in.                  | -                | PCE276.1047        | -             |
|                           | 3.850 in.          | 1-piece              | 28 oz. External | 2.310 in.                 | 3.000 in.                  | PCE276.1111      | PCE276.1046        | -             |
|                           | 4.000 in.          | 1-piece              | 28 oz. External | 2.100 in.                 | 3.000 in.                  | PCE276.1108      | PCE276.1048        | -             |
|                           | 4.100 in.          | 1-piece              | 28 oz. External | 2.100 in.                 | 3.000 in.                  | PCE276.1146      | PCE276.1050        | -             |
|                           | 4.170 in.          | 1-piece              | 28 oz. External | 2.100 in.                 | 3.000 in.                  | -                | PCE276.1138        | -             |
|                           | 4.250 in.          | 1-piece              | 28 oz. External | 2.100 in.                 | 3.000 in.                  | -                | PCE276.1149        | -             |
|                           |                    |                      |                 |                           |                            |                  |                    |               |
| Ford 351 Cleveland        | 3.750 in.          | 2-piece              | 28 oz. External | 2.100 in.                 | 2.749 in.                  | PCE276.1117      | PCE276.1062        | -             |
|                           | 3.850 in.          | 2-piece              | 28 oz. External | 2.100 in.                 | 2.749 in.                  | PCE276.1118      | PCE276.1124        | -             |
|                           | 4.100 in.          | 2-piece              | 28 oz. External | 2.100 in.                 | 2.749 in.                  | PCE276.1147      | PCE276.1058        | -             |
|                           | 4.170 in.          | 2-piece              | 28 oz. External | 2.100 in.                 | 2.749 in.                  | -                | PCE276.1059        | -             |
| Ford FE 390 427           | 4.125 in.          | Standard             | Internal        | 2.4384 in.                | 2.7488 in.                 | -                | PCE276.1134        | -             |
|                           | 4.250 in.          | Standard             | Internal        | 2.4384 in.                | 2.7488 in.                 | -                | PCE276.1137        | -             |
|                           | 4.375 in.          | Standard             | Internal        | 2.4384 in.                | 2.7488 in.                 | -                | PCE276.1135        | -             |
| Ford 429 460              | 3.850 in.          | 2-piece              | Internal        | 2.500 in.                 | 3.000 in.                  | PCE276.1099      |                    | -             |
|                           | 4.140 in.          | 2-piece              | Internal        | 2.200 in.                 | 3.000 in.                  | -                | PCE276.1127        | -             |
|                           | 4.300 in.          | 2-piece              | Internal        | 2.200 in.                 | 3.000 in.                  | -                | PCE276.1065        | -             |
|                           | 4.500 in.          | 2-piece              | Internal        | 2.200 in.                 | 3.000 in.                  | -                | PCE276.1066        | -             |
|                           |                    |                      |                 |                           |                            |                  |                    |               |
| Mopar Chrysler BB 383 440 | 3.750 in.          | 2-piece              | Internal        | 2.375 in.                 | 2.750 in.                  | -                | PCE276.1054        | -             |
|                           | 4.125 in.          | 2-piece              | Internal        | 2.375 in.                 | 2.750 in.                  | -                | PCE276.1055        | -             |
|                           | 4.150 in.          | 2-piece              | Internal        | 2.375 in.                 | 2.750 in.                  | -                | PCE276.1056        | -             |
|                           | 4.250 in.          | 2-piece              | Internal        | 2.375 in.                 | 2.750 in.                  | -                | PCE276.1057        | -             |
| Hemi 440                  | 3.750 in.          | 2-piece              | Internal        | 2.375 in.                 | 2.750 in.                  | -                | -                  | PCE276.1005   |
|                           | 4.100 in.          | 2-piece              | Internal        | 2.375 in.                 | 2.750 in.                  | -                | -                  | PCE276.1006   |
|                           | 4.250 in.          | 2-piece              | Internal        | 2.200 in.                 | 2.750 in.                  | -                | -                  | PCE276.1007   |
|                           | 4.500 in.          | 2-piece              | Internal        | 2.200 in.                 | 2.750 in.                  | -                | -                  | PCE276.1008   |



NHRA Accepted Products

Meeting the strict safety and performance standards set forth by the NHRA, these crankshafts are designed to deliver top-tier performance while ensuring the utmost safety for competitive racing applications. Crafted from premium materials and tested under extreme conditions, our NHRA-approved crankshafts are the ideal choice for race car drivers and teams who need reliable, high-strength components that can withstand the rigors of the racetrack. Our commitment to quality and adherence to NHRA regulations ensures that when you choose our products, you're choosing equipment that's built for speed, safety, and exceptional performance.

# Connecting Rods

## TAKE YOUR POWER TO NEW HEIGHTS

The connecting rod or conrod connects the piston to the crank or crankshaft. Together with the crank, they form a simple mechanism that converts reciprocating motion into rotating motion. When the cylinder fires, the piston pushes down on the connecting rod, which in turn, causes the crankshaft to rotate. All connecting rods for automotive use need to be lightweight but strong enough to withstand and transmit the thrust from the pistons to an engine's crankshaft. Speedmaster™ has a wide range of connecting rods ready to fulfill all your engine needs.



Improves fatigue strength



Ensures surface integrity



Ensures material quality



Avoid long term distortions



For long lasting and less fatigue

Speedmaster™ **I-Beam 5140** connecting rods are manufactured from high quality steel. Perfect for Small Block engines producing up to 500hp, and Big Block engines producing up to 600hp. Featured in press-fit or full-floating.

Manufactured from aircraft quality 4340 chromoly steel **H-Beam 4340** connecting rods are far superior to the low-carbon 5140 steel. Perfect for SB engines producing up to 700hp, and BB engines up to 850hp.

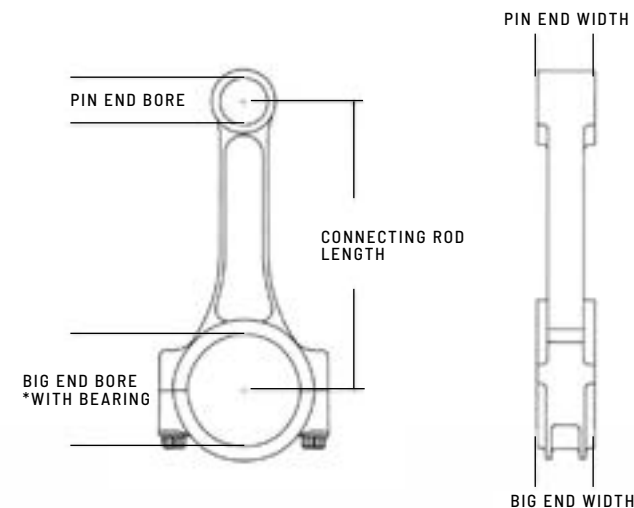
**I-Beam Pro 4340** connecting rods are manufactured from the same aircraft quality 4340 chromoly steel but designed to be the most reliable in the racing industry. For an H-Beam to catch up to the compression strength of an otherwise comparable I-Beam, the H-Beam would need to be FAR heavier than the lighter, stronger and more efficient I-Beam design. Perfect for engines producing 1000+ HP.

Available in:

**I-Beam 5140**  
6,000 RPM

**H-Beam 4340**  
7,500 RPM

**I-Beam Pro 4340**  
8,200 RPM



QUICK TIP



### Connecting Rod Length

When measuring connecting rod length, we're really talking about center-to-center length—the distance from the center of the piston pin-end-bore to the center of the big-end bore. Here's an easy method of measuring length:

- Using a properly calibrated caliper, carefully measure from the floor of the pin-end-bore to the roof of the big-end-bore (the shortest distance from bore to bore).
- Using an inside micrometer, measure the diameter of the pin-end bore.
- Using an inside mic, measure the diameter of the big-end-bore (with cap installed and fully torqued to spec). Take this measurement from the 12 o'clock point (center of the rod saddle radius) to the 6 o'clock point (center of the cap radius).
- Add to your first measurement one-half of the pin-end-bore diameter and one-half of the big-end-bore diameter. This is the center-to-center dimension.

### Horsepower vs. RPM

When it comes to rod selection, which is more important: horsepower or rpm? Higher power levels increase the compressive force on the connecting rods while higher rpms increase the tensile strain on the rods. As it turns out, most rods don't bend and fail on the compression stroke but are pulled apart at high rpm and break on the exhaust stroke. Consequently, rods need additional compression strength and stiffness to handle higher horsepower loads. But in high-revving engines, increased tensile strength is an absolute must for the rods to survive at high rpm.





**I-Beam 5140**  
TENSILE STRENGTH 115,000 PSI  
UP TO 600HP



The "I" Beam connecting rods are manufactured from high quality 5140 steel. Perfect for Small Block engines producing up to 500hp, and Big Block engines producing up to 600hp. Featured in press-fit or full-floating.



**H-Beam 4340**  
TENSILE STRENGTH 145,000 PSI  
UP TO 850HP



The "H" Beam connecting rods are manufactured from aircraft quality 4340 chromoly steel that is far superior to the low-carbon 5140-series steel. Perfect for SB engines producing up to 700hp, and BB engines up to 850hp.



**I-Beam Pro**  
TENSILE STRENGTH 145,000 PSI  
UP TO +1,000HP



The "I" Beam connecting rods are manufactured from the same 4340-H aircraft quality 4340 chromoly steel but designed to be the most reliable in the racing industry. For an H-Beam to catch up to the compression strength of an otherwise comparable I-Beam, the H-Beam would need to be FAR heavier than the lighter, stronger and more efficient I-Beam design. Perfect for engines producing 1000+ HP.



**DNA® Connecting Rods**

The Speedmaster DNA® Connecting Rods are the pinnacle of the brand's product range. What sets these premium rods apart is their use of high-quality ARP bolts, renowned for their strength and durability. Offering superior performance under extreme conditions, these rods exemplify Speedmaster's innovation and commitment to perfection. With the DNA® series, you're investing not just in enhanced performance, but in unparalleled quality and durability.

| Connecting Rod Length | Rod Journal Diameter | Pin End Bore Diameter | Big End Width | Application           | I-Beam 5140 Part # | DNA®      | H-Beam 4340 Part # | DNA®      | I-Beam Pro 4340 Part # | DNA®      |
|-----------------------|----------------------|-----------------------|---------------|-----------------------|--------------------|-----------|--------------------|-----------|------------------------|-----------|
| 5.090 in.             | 2.123 in.            | 0.912 in.             | 0.830 in.     | Ford 289 302 Windsor  | PCE274.1010        | 1-274-001 | PCE274.1037        | 1-274-013 | PCE274.1076            | 1-274-025 |
| 5.256 in.             | 1.771 in.            | 0.748 in.             | 0.848 in.     | Mitsubishi 4G93       | -                  |           | -                  |           | PCE274.1105            |           |
| 5.290 in.             | 1.771 in.            | 0.827 in.             | 0.935 in.     | Honda B16A            | -                  |           | PCE274.1094        |           | PCE274.1107            |           |
| 5.315 in.             | 2.123 in.            | 0.912 in.             | 0.830 in.     | Ford 289 302 Windsor  | PCE274.1011        |           | PCE274.1038        |           | PCE274.1078            |           |
| 5.394 in.             | 1.771 in.            | 0.748 in.             | 0.898 in.     | Honda D16A            | -                  |           | PCE274.1095        |           | -                      |           |
| 5.394 in.             | 1.771 in.            | 0.827 in.             | 0.935 in.     | Honda B18B            | -                  |           | -                  |           | PCE274.1108            |           |
| 5.400 in.             | 2.100 in.            | 0.912 in.             | 0.830 in.     | Ford 289 302 Windsor  | PCE274.1012        |           | PCE274.1039        |           | -                      |           |
| 5.400 in.             | 2.100 in.            | 0.927 in.             | 0.830 in.     | Ford 289 302 Windsor  | -                  |           | PCE274.1040        |           | PCE274.1080            |           |
| 5.400 in.             | 2.123 in.            | 0.912 in.             | 0.830 in.     | Ford 289 302 Windsor  | -                  |           | PCE274.1042        |           | PCE274.1081            |           |
| 5.400 in.             | 2.123 in.            | 0.927 in.             | 0.830 in.     | Ford 289 302 Windsor  | PCE274.1013        | 1-274-002 | PCE274.1043        | 1-274-014 | PCE274.1083            | 1-274-026 |
| 5.430 in.             | 1.771 in.            | 0.827 in.             | 0.858 in.     | Honda B18C            | -                  |           | -                  |           | PCE274.1109            |           |
| 5.580 in.             | 1.890 in.            | 0.866 in.             | 0.935 in.     | Honda H22             | -                  |           | -                  |           | PCE274.1110            |           |
| 5.630 in.             | 1.890 in.            | 0.866 in.             | 0.935 in.     | Honda H23             | -                  |           | PCE274.1099        |           | PCE274.1111            |           |
| 5.700 in.             | 2.000 in.            | 0.927 in.             | 1.050 in.     | Chevrolet 194 230 292 | -                  |           | PCE274.1022        |           | -                      |           |
| 5.700 in.             | 2.000 in.            | 0.927 in.             | 0.945 in.     | Chevrolet SBC 350     | -                  |           | PCE274.1021        |           | PCE274.1064            |           |
| 5.700 in.             | 2.100 in.            | 0.927 in.             | 0.945 in.     | Chevrolet SBC 350     | PCE274.1003        | 1-274-003 | PCE274.1023        | 1-274-015 | PCE274.1065            | 1-274-027 |
| 5.850 in.             | 2.000 in.            | 0.866 in.             | 0.938 in.     | Ford 4.6L             | -                  |           | PCE274.1060        |           | -                      |           |
| 5.906 in.             | 1.771 in.            | 0.866 in.             | 1.035 in.     | Mitsubishi 4G93       | -                  |           | -                  |           | PCE274.1112            |           |
| 5.933 in.             | 2.087 in.            | 0.866 in.             | 0.938 in.     | Ford 4.6L             | -                  |           | PCE274.1062        | 1-274-017 | PCE274.1092            | 1-274-029 |
| 5.950 in.             | 1.890 in.            | 0.866 in.             | 0.935 in.     | Honda H22 H23         | -                  |           | -                  |           | PCE274.1113            |           |
| 5.950 in.             | 2.000 in.            | 0.927 in.             | 0.945 in.     | Chevrolet SBC 350     | -                  |           | -                  |           | PCE274.1068            |           |
| 5.956 in.             | 2.310 in.            | 0.912 in.             | 0.830 in.     | Ford 351 Windsor      | PCE274.1015        | 1-274-006 | PCE274.1046        | 1-274-018 | PCE274.1084            | 1-274-030 |
| 5.956 in.             | 2.310 in.            | 0.927 in.             | 0.830 in.     | Ford 351 Windsor      | PCE274.1014        |           | PCE274.1045        |           | -                      |           |
| 6.000 in.             | 2.000 in.            | 0.927 in.             | 1.050 in.     | Chevrolet 194 230 292 | -                  |           | PCE274.1027        |           | -                      |           |
| 6.000 in.             | 2.000 in.            | 0.927 in.             | 0.945 in.     | Chevrolet SBC 350     | -                  |           | PCE274.1026        |           | PCE274.1067            |           |

| Connecting Rod Length | Rod Journal Diameter | Pin End Bore Diameter | Big End Width | Application            | I-Beam 5140 Part # | DNA®      | H-Beam 4340 Part # | DNA®      | I-Beam Pro 4340 Part # | DNA®      |
|-----------------------|----------------------|-----------------------|---------------|------------------------|--------------------|-----------|--------------------|-----------|------------------------|-----------|
| 6.000 in.             | 2.100 in.            | 0.927 in.             | 0.945 in.     | Chevrolet SBC 350      | PCE274.1005        | 1-274-007 | PCE274.1028        | 1-274-019 | PCE274.1069            | 1-274-031 |
| 6.100 in.             | 2.100 in.            | 0.927 in.             | 0.945 in.     | Chevrolet SBC 350      | -                  |           | PCE274.1030        | 1-274-020 | -                      | 1-274-032 |
| 6.100 in.             | 2.100 in.            | 0.927 in.             | 0.945 in.     | GM LS                  | -                  |           | PCE274.1031        |           | PCE274.1071            |           |
| 6.123 in.             | 2.125 in.            | 0.927 in.             | 0.927 in.     | Chrysler 318 340 360   | -                  |           | PCE274.1129        | 1-274-040 | -                      |           |
| 6.123 in.             | 2.125 in.            | 0.984 in.             | 0.927 in.     | Chrysler 318 340 360   | -                  |           | PCE274.1047        | 1-274-039 | -                      |           |
| 6.125 in.             | 2.100 in.            | 0.927 in.             | 0.945 in.     | Chevrolet SBC 350      | PCE274.1006        | 1-274-009 | PCE274.1032        | 1-274-021 | PCE274.1072            | 1-274-033 |
| 6.125 in.             | 2.100 in.            | 0.927 in.             | 0.945 in.     | GM LS                  | -                  |           | PCE274.1033        |           | -                      |           |
| 6.135 in.             | 2.200 in.            | 0.990 in.             | 0.990 in.     | Chevrolet BBC 454      | PCE274.1017        | 1-274-010 | PCE274.1048        | 1-274-022 | PCE274.1085            | 1-274-034 |
| 6.150 in.             | 2.100 in.            | 0.927 in.             | 0.945 in.     | Chevrolet SBC 350      | PCE274.1114        |           | -                  |           | -                      |           |
| 6.200 in.             | 2.100 in.            | 0.927 in.             | 0.945 in.     | Chevrolet SBC 350      | PCE274.1007        | 1-274-011 | PCE274.1034        | 1-274-023 | PCE274.1074            | 1-274-035 |
| 6.250 in.             | 2.100 in.            | 0.927 in.             | 0.945 in.     | Chevrolet SBC 350      | PCE274.1008        |           | PCE274.1036        |           | PCE274.1075            |           |
| 6.300 in.             | 2.250 in.            | 0.927 in.             | 0.945 in.     | Chevrolet SBC 350      | -                  |           | PCE274.1103        |           | -                      |           |
| 6.385 in.             | 2.200 in.            | 0.990 in.             | 0.990 in.     | Chevrolet BBC 454      | PCE274.1018        | 1-274-012 | PCE274.1049        | 1-274-024 | PCE274.1086            | 1-274-036 |
| 6.435 in.             | 2.200 in.            | 0.990 in.             | 0.990 in.     | Chevrolet BBC 454      | -                  |           | PCE274.1121        |           | -                      |           |
| 6.490 in.             | 2.438 in.            | 0.975 in.             | 0.871 in.     | Ford FE 390 427 428    | -                  |           | PCE274.1054        |           | -                      |           |
| 6.535 in.             | 2.200 in.            | 0.990 in.             | 0.990 in.     | Chevrolet BBC 454      | PCE274.1019        |           | PCE274.1050        |           | PCE274.1087            |           |
| 6.605 in.             | 2.499 in.            | 1.040 in.             | 1.000 in.     | Ford BBF 460           | PCE274.1119        |           | PCE274.1055        |           | PCE274.1090            |           |
| 6.625 in.             | 2.250 in.            | 0.980 in.             | 0.993 in.     | Pontiac 326 400 455    | -                  |           | PCE274.1056        |           | -                      |           |
| 6.657 in.             | 2.087 in.            | 0.866 in.             | 0.938 in.     | Ford 4.6L              | -                  |           | PCE274.1063        |           | -                      |           |
| 6.660 in.             | 2.200 in.            | 0.990 in.             | 0.990 in.     | Chevrolet BBC 454      | -                  |           | PCE274.1118        |           | -                      |           |
| 6.700 in.             | 2.200 in.            | 0.990 in.             | 0.990 in.     | Chevrolet BBC 454      | -                  |           | PCE274.1052        |           | PCE274.1088            |           |
| 6.735 in.             | 2.499 in.            | 0.980 in.             | n/a           | Oldsmobile 400 425 455 | -                  |           | PCE274.1059        |           | -                      |           |
| 6.760 in.             | 2.375 in.            | 0.990 in.             | 1.015 in.     | Mopar 440              | -                  |           | PCE274.1058        | 1-274-041 | PCE274.1091            |           |
| 6.800 in.             | 2.200 in.            | 0.990 in.             | 0.990 in.     | Chevrolet BBC 454      | PCE274.1020        |           | PCE274.1053        |           | PCE274.1089            |           |
| 7.100 in.             | 2.200 in.            | 0.990 in.             | 0.990 in.     | Chevrolet BBC 454      | -                  |           | PCE274.1117        |           | PCE274.1116            |           |



# Pistons

## TIME TO PUMP OUT HORSEPOWER

In the heart of the combustion chamber, gasoline and air blend together, lying atop a piston. Triggered by a spark of electricity, this mixture ignites, setting off a minuscule explosion that propels the piston in a vigorous up-and-down motion. This kinetic dance then turns a crankshaft, the power behind the transmission and wheels of your vehicle. Withstanding the brunt of heat, pressure, and relentless movement, pistons are among the most resilient components within an engine, demanding sturdy construction and superior durability.

At Speedmaster™, we understand this necessity, and we are proud to supply the ideal pistons for your specific needs. Our product range includes both Hypereutectic pistons, known for their outstanding thermal stability, and forged pistons, renowned for their remarkable strength under high pressure conditions. Each type of piston holds unique advantages, performing optimally under varying applications, ensuring that we have the right fit for your high-performance engine.

### Hypereutectic UP TO 600HP



Hypereutectic pistons have a high silicon content alloy which contributes to excellent tensile and fatigue strength, improved thermal characteristics, greater hardness, and increased resistance to scuffing. These pistons offer a more quiet operation and cost less than forged pistons, plus they are an excellent choice for street performance, bracket racing and oval track.

They are strong, light-weight, thermally efficient, they can run tight piston-to-wall clearances (which improves ring seal and longevity), and they have exceptional wear resistance. These pistons are meant to provide performance at a reasonable price.

| Application             | Compression Distance (in) | Pin Diameter (in) | Rod Length (in) | Bore (in)       | Hypereutectic Part # | Forged Part # |
|-------------------------|---------------------------|-------------------|-----------------|-----------------|----------------------|---------------|
| Chevy SBC 350           | 1.550"                    | 0.927 in.         | 5.700 in.       | 4.000" - 4.060" | -                    | PCE305.1095   |
| Chevy SBC 350 - 383 ci  | 1.125"                    | 0.927 in.         | 6.000 in.       | 4.000" - 4.060" | PCE305.1080          | PCE305.1100   |
|                         | 1.425"                    | 0.927 in.         | 5.700 in.       | 4.000" - 4.060" | PCE305.1001          | PCE305.1010   |
| Chevy 400 427           | 1.015"                    | 0.927 in.         | 6.000 in.       | 4.125" - 4.185" | -                    | PCE305.1020   |
| Chevy BBC 454           | 1.270"                    | 0.990 in.         | 6.385 in.       | 4.250" - 4.600" | -                    | PCE305.1110   |
| Chevy LS1               | 1.065"                    | 0.927 in.         | 6.125 in.       | 3.905"          | -                    | PCE305.1124   |
|                         | 1.115"                    | 0.927 in.         | 6.125 in.       | 3.905"          | -                    | PCE305.1121   |
| Chevy LS2               | 1.065"                    | 0.927 in.         | 6.125 in.       | 4.000"          | -                    | PCE305.1123   |
|                         | 1.115"                    | 0.927 in.         | 6.125 in.       | 4.005"          | -                    | PCE305.1122   |
| Chevy LS3               | 1.065"                    | 0.927 in.         | 6.125 in.       | 4.065"-4.070"   | -                    | PCE305.1125   |
|                         | 1.115"                    | 0.927 in.         | 6.125 in.       | 4.065"-4.070"   | -                    | PCE305.1132   |
| Ford SB 289 302 Windsor | 1.090"                    | 0.927 in.         | 5.400 in.       | 4.000" - 4.060" | -                    | PCE305.1085   |
| Ford SB 351 Windsor     | 1.250"                    | 0.927 in.         | 6.250 in.       | 4.000" - 4.060" | -                    | PCE305.1090   |

### Forged UP TO 900HP



Made from 4032 aluminum for quieter operation and reduced piston to wall clearance. Up to 20% lighter than traditional forged pistons that eliminate harmful stress concentrations for superior strength. Specifically designed for naturally aspirated or moderate nitrous applications. Forged pistons have advantages when it comes to density, strength, and durability over other piston materials. The forging process eliminates porosity in the metal, improves ductility, and will allow the piston to run cooler than a comparable cast piston.

Forged pistons are right for street performance, endurance racing, drag racing, or all out street performance applications. If you plan to run a very high compression ratio (11:1 and over), high boost supercharger, nitrous oxide, or an engine that will be operating under extreme conditions approaching detonation, you will definitely benefit from a forged piston.



### SPEEDMASTER™ AwardConqueror



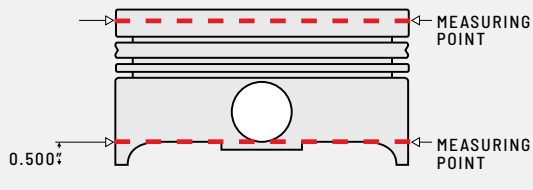
CT-Coat (Ceramic Thermal Coating) is a thin film ceramic thermal barrier that insulate the piston against damaging heat transfer, keeping more of the heat generated by combustion, pushing down on the piston for greater power. By retaining minimal heat on the surface of the piston, less heat is transferred to the incoming fuel mixture, leading to a reduction in pre-ignition which leads to detonation. CT-Coat is available in Speedmaster™ Hypereutectic pistons.





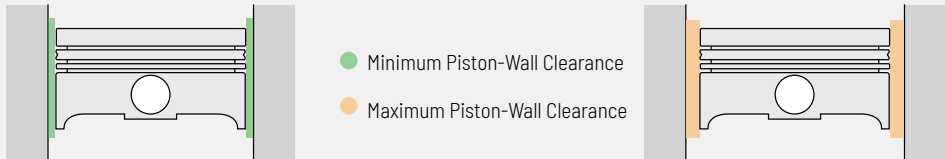
PISTON MEASUREMENT

For the accurate measurement of the piston, place your micrometer at the measuring points shown below;



PISTON TO BORE CLEARANCE

| Application  |                           | Ring End Gap Factor | Piston-to-Wall Clearance - Hypereutectic |                 | Piston-to-Wall Clearance - FORGED |                 |
|--------------|---------------------------|---------------------|--|-----------------|-----------------------------------|-----------------|
|              |                           |                     | 4.000 - 4.100"                           | 4.100" - and up | 4.000 - 4.100"                    | 4.100" - and up |
| Street       | Normally Aspirated        | .0065 in.           | ●  | ●               | ●                                 | ●               |
|              | Towing                    | .0080 in.           | ●  | ●               | ●                                 | ●               |
|              | Nitrious / Supercharged   | .0080 in.           | ●  | ●               | ●                                 | ●               |
| Circle Track | 2BBL / Restrictor Gas     | .0070 in.           | ●  | ●               | ●                                 | ●               |
|              | Unrestricted              | .0080 in.           | ●  | ●               | ●                                 | ●               |
|              | Alcohol Injection         | .0060 in.           | ●  | ●               | ●                                 | ●               |
|              | Alcohol Carb.             | .0080 in.           | ●  | ●               | ●                                 | ●               |
| Other        | Drag Gasoline and Alcohol | .0075 in.           | ●  | ●               | ●                                 | ●               |
|              | Marine                    | .0080 in.           | ●  | ●               | ●                                 | ●               |



# Piston Rings

## GAPLESS

Speedmaster™ piston rings are designed to stand up to the rigor of racing and high-performance street use, ensuring lasting durability. Speedmaster™ piston rings feature a gapless second ring design, providing enhanced sealing and performance. These piston rings feature: Plasma-moly coated, barrel-shaped, ductile iron top rings that seal against blow-by when the piston rocks in its bore; Gapless tapered secondary rings that offer superior sealing and oil control; and 3-piece oil rings with stainless steel expanders that deliver accurate tension without sacrificing horsepower. Choose Speedmaster™ for excellent oil control and enhanced engine performance.



Imperial

| Top Ring Thickness | Second Ring Thickness | Oil Ring Thickness | Bore (in) | Part #      |
|--------------------|-----------------------|--------------------|-----------|-------------|
| 1/16 in.           | 1/16 in.              | 3/16 in.           | 4.000 in. | PCE306.1031 |
| 1/16 in.           | 1/16 in.              | 3/16 in.           | 4.020 in. | PCE306.1032 |
| 1/16 in.           | 1/16 in.              | 3/16 in.           | 4.030 in. | PCE306.1033 |
| 1/16 in.           | 1/16 in.              | 3/16 in.           | 4.040 in. | PCE306.1034 |
| 1/16 in.           | 1/16 in.              | 3/16 in.           | 4.060 in. | PCE306.1035 |
| 1/16 in.           | 1/16 in.              | 3/16 in.           | 4.125 in. | PCE306.1041 |
| 1/16 in.           | 1/16 in.              | 3/16 in.           | 4.145 in. | PCE306.1042 |
| 1/16 in.           | 1/16 in.              | 3/16 in.           | 4.155 in. | PCE306.1043 |
| 1/16 in.           | 1/16 in.              | 3/16 in.           | 4.165 in. | PCE306.1044 |
| 1/16 in.           | 1/16 in.              | 3/16 in.           | 4.185 in. | PCE306.1045 |
| 5/64 in.           | 5/64 in.              | 3/16 in.           | 4.000 in. | PCE306.1001 |
| 5/64 in.           | 5/64 in.              | 3/16 in.           | 4.020 in. | PCE306.1002 |
| 5/64 in.           | 5/64 in.              | 3/16 in.           | 4.030 in. | PCE306.1003 |
| 5/64 in.           | 5/64 in.              | 3/16 in.           | 4.040 in. | PCE306.1004 |
| 5/64 in.           | 5/64 in.              | 3/16 in.           | 4.060 in. | PCE306.1005 |

Metric

| Top Ring Thickness | Second Ring Thickness | Oil Ring Thickness | Bore (in) | Part #      |
|--------------------|-----------------------|--------------------|-----------|-------------|
| 1.5mm              | 1.5mm                 | 3.0mm              | 4.000 in. | PCE306.1036 |
| 1.5mm              | 1.5mm                 | 3.0mm              | 4.020 in. | PCE306.1037 |
| 1.5mm              | 1.5mm                 | 3.0mm              | 4.030 in. | PCE306.1038 |
| 1.5mm              | 1.5mm                 | 3.0mm              | 4.040 in. | PCE306.1039 |
| 1.5mm              | 1.5mm                 | 3.0mm              | 4.060 in. | PCE306.1040 |
| 1.5mm              | 1.5mm                 | 3.0mm              | 4.125 in. | PCE306.1046 |
| 1.5mm              | 1.5mm                 | 3.0mm              | 4.145 in. | PCE306.1047 |
| 1.5mm              | 1.5mm                 | 3.0mm              | 4.155 in. | PCE306.1048 |
| 1.5mm              | 1.5mm                 | 3.0mm              | 4.165 in. | PCE306.1049 |
| 1.5mm              | 1.5mm                 | 3.0mm              | 4.185 in. | PCE306.1050 |
| 1.5mm              | 1.5mm                 | 3.0mm              | 4.250 in. | PCE306.1051 |
| 1.5mm              | 1.5mm                 | 3.0mm              | 4.280 in. | PCE306.1052 |
| 1.5mm              | 1.5mm                 | 3.0mm              | 4.290 in. | PCE306.1053 |
| 1.5mm              | 1.5mm                 | 3.0mm              | 4.310 in. | PCE306.1054 |
| 1.5mm              | 1.5mm                 | 3.0mm              | 4.330 in. | PCE306.1055 |
| 1.5mm              | 1.5mm                 | 3.0mm              | 4.350 in. | PCE306.1056 |
| 1.5mm              | 1.5mm                 | 3.0mm              | 4.500 in. | PCE306.1057 |
| 1.5mm              | 1.5mm                 | 3.0mm              | 4.530 in. | PCE306.1058 |
| 1.5mm              | 1.5mm                 | 3.0mm              | 4.540 in. | PCE306.1059 |
| 1.5mm              | 1.5mm                 | 3.0mm              | 4.560 in. | PCE306.1060 |
| 1.5mm              | 1.5mm                 | 3.0mm              | 4.580 in. | PCE306.1061 |
| 1.5mm              | 1.5mm                 | 3.0mm              | 4.600 in. | PCE306.1062 |

# Camshafts

## ORCHESTRATE YOUR OUTPUT

The heart of the engine is the camshaft, since it is one of the key components that dictates the engine's power level, power band, idle quality, and other characteristics; the camshaft is used to operate poppet valves. It then consists of a cylindrical rod running the length of the cylinder bank with a number of oblong lobes protruding from it, one for each valve. The cam lobes force the valves open by pressing on the valve, or on some intermediate mechanism as they rotate.



### FLAT TAPPET VS. ROLLER

#### 1. Friction

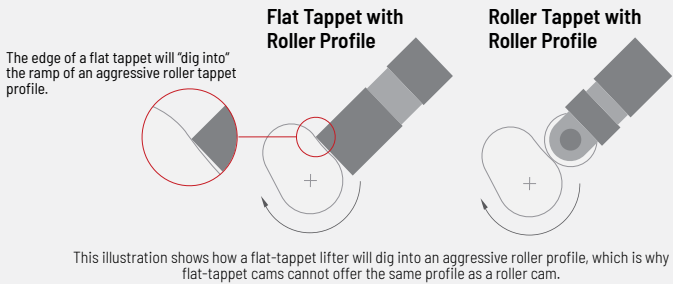
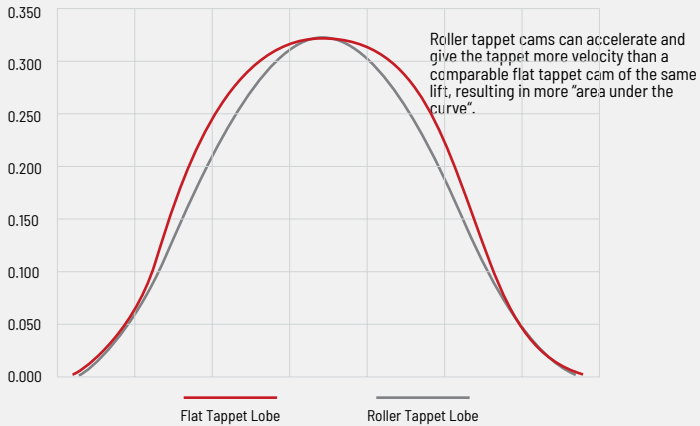
Sliding frictional forces are higher than rolling frictional forces. Therefore, a roller cam takes less horsepower to turn and generally does not wear out as quickly. An added benefit is that roller tappets do not require replacement when changing cams. And, if "pop-up" solid roller tappets are used, the cam can be swapped without removing the intake manifold.

#### 2. Profile

If a cam profile has more "area under the curve" it has the potential to make more power and torque. Roller profiles can be more "aggressive" and accelerate the tappet more than a flat tappet profile. Flat tappet profiles can only be shaped up to the point where the tappet "digs into" the profile. Roller tappet profiles are not limited by this condition - so much so that even "inverted radius" profiles are possible. This benefits engine performance in two ways: more tappet lift can be achieved without the added duration that would normally be required to "ramp up" a flat tappet to the added lift - making the curve more "pointy;" the lift curve can be made "broader" without increasing lift. Of course, both of these benefits can be combined to create a profile that can easily outperform flat tappet cams.

#### 3. Cost

Unfortunately, roller camshaft systems cost more than a flat tappet cam and lifters. Much of the added cost is due to the lifters. However, roller tappets can be reused, whereas flat tappets can not. If you tear down your engines frequently, the rollers can be used over and over again, provided they are not damaged or show signs of wear.



### Hydraulic Roller 7,000 RPM

The hydraulic roller tappet camshaft can provide the best of both worlds. All Late Model engines have used this design since the mid to late 1980s. They provide most of the virtues of a solid/mechanical roller tappet while providing the benefits of quiet operation and ease of valve lash setting. This type of design still has the limitations of an oil bleed-off control type follower. If your application requires high RPM potential you should use a solid roller design.

**Common Usage:** Mild street performance to mild race.  
**Key Benefits:** Modern, aggressive roller profiles, reduced friction, low maintenance, reduced valve train noise, more power than conventional hydraulic flat tappet camshafts.

| Application            | Basic RPM   | Intake Duration at 050" Lift | Exhaust Duration at 050" Lift | Advertised Intake Duration | Advertised Exhaust Duration | Intake Valve Lift with Factory Rocker Arm Ratio | Exhaust Valve Lift with Factory Rocker Arm Ratio | Lobe Separation (degrees) | Part #      |
|------------------------|-------------|------------------------------|-------------------------------|----------------------------|-----------------------------|---|--|---------------------------|-------------|
| Chevrolet SBC 350      | 1,600-5,400 | 218                          | 224                           | 270                        | 276                         | 0.495 in.                                       | 0.502 in.  | 110                       | PCE249.1011 |
|                        | 2,500-6,000 | 236                          | 242                           | 288                        | 294                         | 0.540 in.                                       | 0.520 in.  | 110                       | PCE249.1021 |
|                        | 2,800-6,100 | 242                          | 248                           | 294                        | 300                         | 0.540 in.                                       | 0.562 in.  | 110                       | PCE249.1010 |
|                        | 3,200-6,200 | 248                          | 254                           | 300                        | 306                         | 0.562 in.                                       | 0.580 in.  | 110                       | PCE249.1012 |
| Ford 351 Windsor       | 1,500-5,500 | 218                          | 224                           | 270                        | 276                         | 0.513 in.                                       | 0.513 in.  | 110                       | PCE249.1016 |
|                        | 2,000-6,000 | 230                          | 236                           | 282                        | 289                         | 0.513 in.                                       | 0.529 in.  | 110                       | PCE249.1015 |
|                        | 2,200-6,200 | 236                          | 240                           | 288                        | 294                         | 0.555 in.                                       | 0.576 in.  | 110                       | PCE249.1017 |
|                        | 2,500-6,500 | 242                          | 248                           | 294                        | 300                         | 0.576 in.                                       | 0.600 in.  | 110                       | PCE249.1018 |
| Ford 302 351 Cleveland | 2,500-6,200 | 243                          | 257                           | 299                        | 319                         | 0.579 in.                                       | 0.563 in.  | 107                       | PCE249.1013 |
| GM LS1 LS2 LS6         | 1,800-6,600 | 222                          | 225                           | 272                        | 281                         | 0.561 in.                                       | 0.578 in.  | 112                       | PCE249.1022 |
|                        | 2,000-7,400 | 226                          | 236                           | 274                        | 285                         | 0.525 in.                                       | 0.525 in.  | 113                       | PCE249.1023 |
|                        | 2,000-7,200 | 226                          | 232                           | 281                        | 284                         | 0.578 in.                                       | 0.587 in.  | 112                       | PCE249.1024 |

## Camshafts Components

### Camshaft Thrust Plates

Keep your camshaft from wandering with Speedamster™ camshaft thrust plates. These solid steel plates protect your engine investment by returning your timing back to the desired specifications. Proper positioning of your camshaft is crucial.

| Application                 | Notes                 | Part #      |
|-----------------------------|-----------------------|-------------|
| Ford SB 289 302 351 Windsor | w/ Bearing & Hardware | PCE510.1002 |
|                             | w/ Hardware           | PCE510.1004 |
| Ford 351 Cleveland          | w/ Hardware           | PCE510.1003 |

### Camshaft Eccentric Kit

Provide a dedicated camshaft lobe or "eccentric" for the mechanical fuel pump to operate. The fuel pump eccentric kit is a popular upgrade for high-performance engines that require greater fuel flow and delivery.

| Application                           | Part #      |
|---------------------------------------|-------------|
| Ford SB 289 302 351 Windsor Cleveland | PCE248.1003 |

### Camshaft Bolts

Speedmaster™ cam bolts have increased preload clamping force to ensure positive timing gear register. Their increased material strength overcomes valvetrain harmonics and stress. They feature a black oxide finish and 12 point head.

| Application               | Part #      |
|---------------------------|-------------|
| Chevrolet SBC 350 BBC 454 | PCE247.1001 |



# Cylinder Heads

## THE HEART OF PERFORMANCE

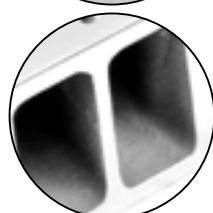
Playing a pivotal role in the operation of an internal combustion engine, cylinder heads oversee the vital task of controlling the entrance of the air-fuel mixture and the exit of exhaust gases. Speedmaster Bare Cylinder Heads are expertly designed and crafted to enhance your vehicle's performance at every level. They ensure improved power across the entire RPM spectrum, which translates to boosted throttle response and increased top-end horsepower.



### As-Cast

Speedmaster™ cylinder heads feature as-cast ports in both alloy and cast iron and are designed for entry-level street/strip performance applications operating in the idle-to-6500 rpm range. They are available for popular V8 engines. Some of the key features include:

- Bronze valve guides
- CNC-finished faces and bolt holes for extreme accuracy
- T6 heat-treated gravity die-cast construction (alloy heads only)
- OEM accessory bolt patterns for simple compatibility
- plenty of material for upgrading to larger HP applications
- Cylinder heads are machined for screw-in studs and guide plates.
- Flame-hardened valve seats are designed for use with all fuel types.



### Engineered Excellence

At Speedmaster, we understand the core of optimizing engine performance and bring this knowledge into every component we design. Our cylinder heads are meticulously engineered, promising superior airflow and enhanced combustion efficiency. This unique combination of strength, reliability, and advanced design gives your vehicle a distinctive edge in power delivery and endurance.

### Unleashing True Potential

Each Speedmaster Bare Cylinder Head is a testament to our commitment to high-performance, durability, and quality. Whether your goal is for enhanced performance on the open road or seeking a competitive edge on the racetrack, our cylinder heads offer the confidence of a product built to help you exceed your performance objectives. Experience the Speedmaster difference and unlock your engine's ultimate potential with our high-performance bare cylinder heads.



### Full-CNC

Speedmaster™ CNC ported cylinder heads are machined on dedicated 4-axis and 5-axis CNC machining centers to ensure accuracy and cost effectiveness. Combustion Chamber, Exhaust and Intake Ports are all fully CNC machined for better flow, offering superior control over flame travel and quench area. This results in unsurpassed repeatability from one cylinder head to another that is commonly found in "Hand porting & Polishing". The CNC ported heads eliminate human error and variation from port to port.

In addition, the combustion chambers are exact in volume, ensuring every cylinder has the same compression ratio. Each port is the same cross-section, enabling every cylinder to reach higher true RPM potential. CNC machining produces ports and chambers to within tolerances of no more than .002". This precision allows every cylinder to reach the same power potential and accurate tuning, resulting in optimal performance.



### QUICK TIP



### Did you know?

1. The first cylinder heads were made of cast iron, but today's cylinder heads are often made of lightweight, high-strength materials like aluminum and titanium.
2. The shape and size of the combustion chamber in a cylinder head can greatly affect engine performance, including fuel efficiency and horsepower.
3. Cylinder heads are often modified or "ported" to improve airflow, which can increase power and torque output.
4. The design of the valve train in a cylinder head can greatly affect the engine's performance and reliability, and components like valve springs and retainers are often upgraded in high-performance applications.
5. Cylinder head gaskets are critical components that seal the gap between the cylinder head and engine block, and can greatly affect engine reliability and longevity if they fail.

# Cylinder Heads

## Chevrolet Small Block

5.7 L 350

All Speedmaster™ 23deg. Small Block Chevy heads are available with Straight or Angled spark plugs. Standard valve sizes are 2.020" Intake, and 1.60" Exhaust, both +.100" length. While the 2.02" valves are standard issue, all of our 23deg. aluminum heads can accept a 2.05" intake valve with minimal additional work. Some of our CNC ported heads are designed around 2.05" Intake valves.



### As-Cast

| Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Angle Spark Plug Part # | Straight Spark Plug Part # |
|---------------------------|--------------------------------|------------------------|-------------------------|----------------------------|
| 160 cc                    | 64 cc                          | Aluminum               | PCE281.1102             | PCE281.1104                |
| 190 cc                    | 64 cc                          | Aluminum               | PCE281.1106             | PCE281.1136                |
| 205 cc                    | 64 cc                          | Aluminum               | PCE281.1159             | PCE281.1196                |
| 180 cc                    | 64 cc                          | Cast Iron              | PCE281.1755**           | -                          |

\*\*Vortec bolt patterns

### Semi-CNC

CNC CHAMBER / AS-CAST PORTS

| Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Angle Spark Plug Part # | Straight Spark Plug Part # |
|---------------------------|--------------------------------|------------------------|-------------------------|----------------------------|
| 190 cc                    | 74 cc                          | Aluminum               | PCE281.1153             | PCE281.1139                |
| 205 cc                    | 74 cc                          | Aluminum               | PCE281.1179             | PCE281.1204                |

### Full-CNC

| Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Angle Spark Plug Part # | Straight Spark Plug Part # |
|---------------------------|--------------------------------|------------------------|-------------------------|----------------------------|
| 217 cc                    | 64 cc                          | Aluminum               | PCE281.1787             | PCE281.1355                |
| 217 cc                    | 68 cc                          | Aluminum               | PCE281.1245             | PCE281.1298                |
| 217 cc                    | 70 cc                          | Aluminum               | PCE281.1260             | PCE281.1313                |
| 217 cc                    | 74 cc                          | Aluminum               | PCE281.1275             | PCE281.1328                |

| FLOW RESULTS  |        |         |
|---|--------|---------|
| PCE281.1136<br>These Flow Numbers are un-ported<br>Intake Valve 2.020"<br>Exhaust Valve 1.600"  |        |         |
| LIFT  | INTAKE | EXHAUST |
| 0.100   | 58.0   | 52.0    |
| 0.200   | 113.5  | 97      |
| 0.300   | 159.2  | 132.8   |
| 0.400   | 199.7  | 162.0   |
| 0.500   | 227.6  | 179.8   |
| 0.600   | 244.2  | 187.7   |
| 0.700   | 248.3  | 191.0   |
| Intake Port: 190cc<br>Exhaust Port: 72cc<br>Combustion Chamber: 64cc                            |        |         |
| PCE281.1245<br>These Flow Numbers are CNC ported<br>Intake Valve 2.020"<br>Exhaust Valve 1.600" |        |         |
| LIFT  | INTAKE | EXHAUST |
| 0.100   | 67.9   | 52.1    |
| 0.200   | 42.2   | 110.8   |
| 0.300   | 193.6  | 160.2   |
| 0.400   | 238.9  | 197.7   |
| 0.500   | 272.7  | 223.9   |
| 0.600   | 295.1  | 235.8   |
| 0.700   | 299.1  | 240.4   |
| Intake Port: 217cc<br>Exhaust Port: 78cc<br>Combustion Chamber: 68cc                            |        |         |

### Suggested Accessories

#### Head Gaskets

Use Felpro #1003 if your engine doesn't have steam holes; and use PCE348.1006 or Felpro #1014 if it does.

#### Intake Gaskets

Use Felpro #1255 gaskets if you're using a Vortec manifold, and use PCE349.1002 or Felpro #1266 gaskets if you're using a conventional intake manifold.

#### Push Rods

Use +.100" (longer than stock) pushrods, but depending on the components used, you may need pushrods shorter or longer than that.

#### Spark Plugs

Use standard 14mm. x 750" reach, 5/8 hex, gasket seat spark plugs like NGK R5671A-7, Autolite 3924, Champion RC12YC, etc. Use colder heat range spark plugs for higher compression/boost.

#### Head Bolts / Studs

Use PCE279.1002 head bolts or PCE279.1001 head studs. Alternatively use ARP head bolt part number 134-4301 or ARP head studs 234-4301 for the 23 degree heads.

#### Exhaust Gaskets

Use PCE355.1012 or Felpro #1405 on the 23 degree heads.

## Chevrolet Big Block

6.5 L 396 • 7.4 L 454

As with all Speedmaster™ cylinder heads, our Big Block Chevrolet heads are "Gravity Die Cast". This casting process creates a much more uniform and robust cylinder head. With the increasingly large displacements becoming common, the need for more airflow is necessary. If you are looking to build a 400-500+hp engine, give our PCE281.1489 heads a try. They offer a smaller cross - section to increase the incoming air's velocity, resulting in great drivability, power and economy. On engines over 500hp, use the rectangle port PCE281.1488 heads. The mid-size cross section works well on engines under 540cu.in and under 7000RPM. If you are working on a larger, or higher RPM engine, step up to the CNC ported PCE281.1511 heads. The added volume of the PCE281.1511 intake ports (360cc) helps to fill in the gap between As-Cast performance heads and All-Out racing heads.



### As-Cast

| Application | Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Part #      |
|-------------|---------------------------|--------------------------------|------------------------|-------------|
| BBC 396     | 305 cc                    | 119 cc                         | Aluminum               | PCE281.1489 |
| BBC 454     | 320 cc                    | 119 cc                         | Aluminum               | PCE281.1488 |

### Full-CNC

| Application | Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Part #      |
|-------------|---------------------------|--------------------------------|------------------------|-------------|
| BBC 454     | 360 cc                    | 125 cc                         | Aluminum               | PCE281.1511 |



| FLOW RESULTS  |        |         |
|---|--------|---------|
| PCE281.1523<br>These Flow Numbers are CNC ported<br>Intake Valve - 2.250"<br>Exhaust Valve - 1.880" |        |         |
| LIFT  | INTAKE | EXHAUST |
| 0.100   | 70.2   | 62.6    |
| 0.200   | 145.7  | 123.4   |
| 0.300   | 220.4  | 169.0   |
| 0.400   | 280.3  | 209.9   |
| 0.500   | 328.6  | 245.0   |
| 0.600   | 363.4  | 271.1   |
| 0.700   | 389.4  | 292.7   |
| 0.800   | 404.3  | 310.6   |
| 0.900   | 410.1  | 321.1   |
| 0.950   | 411.7  | 324.0   |
| Intake Port: 363cc<br>Exhaust Port: 155cc<br>Combustion Chamber: 125cc                              |        |         |

### Suggested Accessories

#### Intake Gaskets:

For PCE281.1488 heads, use PCE349.1007 rectangle port gaskets. For PCE281.1489 heads, use PCE349.1008 oval port gaskets. You can also use Felpro 1275 or 1275-5 gaskets, depending on the thickness you need. For CNC-ported heads PCE281.1511 use Felpro 1275 & 1275-5 gaskets.

#### Head Gaskets:

For our BBC heads with large valves, we recommend PCE348.1004 MLS head gaskets, which are .041" thick. Felpro 1017 gaskets can also work. For Mark V blocks, use Victor Reinz # 4918(R) & #4923(L).

#### Head Bolts / Studs:

Our heads require +.100" longer bolts / studs next to each port due to the raised exhaust port location. Use our PCE279.1005 head stud kit, ARP #135-3703 12pt. Head bolts, or #235-4303 Head studs. If you only need the 8 +.100" studs, use our PCE279.1006 or ARP # 235-4306. Torque to 65ft.lbs. using high pressure moly lube or 70ft.lbs. using 30wt. oil.

#### Exhaust Gaskets:

Our BBC heads have a 1.88" x 1.88" square exhaust port and require specific gaskets. Use our PCE355.1003 re-usable copper gaskets or Felpro #1410.

#### Spark Plugs:

Our heads require 14mm. x 3/4" reach 5/8" hex gasket seat spark plugs. Recommended plugs are NGK BCPR6ES or R5671A-7, Champion RC12YC, Autolite AR3923 or AR3924. Colder spark plugs are required for higher compression or boost.



# Cylinder Heads

## General Motors LS-based

Our line of LS-series cylinder heads is rapidly expanding. The LS (Gen3/4) platform has many design benefits over the earlier SBC engine designs, most notably the cylinder heads. Although the GM heads are good pieces, We have developed a superior line of heads for modern performance enthusiasts. Like all Speedmaster™ cylinder heads, the LS-series heads are produced using our “Gravity Casting” process. This process ensures a more uniform and robust casting, laying a strong platform to build on. Take a look below at our offerings, surely you will find a head to suit your application.

### GM LS1 LS2 LS6

#### 5.7 L 6.0 L

The LS1 was the first of the LS series engines and was used in many performance cars, including the Corvette and Camaro. The LS2 was an evolution of the LS1 and was used in some higher-performance GM vehicles. The LS6 was a higher-performance version of the LS1 and was used in the Corvette Z06 and some other performance vehicles.



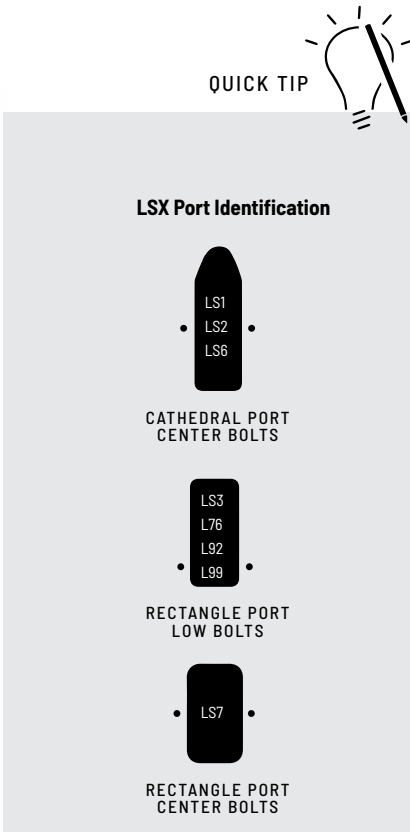
#### As-Cast

| Application           | Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Part #      |
|-----------------------|---------------------------|--------------------------------|------------------------|-------------|
| GM LS1 LS2 LS6        | 190 cc                    | 60 cc                          | Aluminum               | PCE281.1082 |
| GM LS1 LS2 LS6 6-Bolt | 198 cc                    | 60 cc                          | Aluminum               | PCE281.1794 |
| GM LS1 LS2 LS6        | 210 cc                    | 62 cc                          | Aluminum               | PCE281.1455 |

#### Full-CNC

| Application    | Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Part #      |
|----------------|---------------------------|--------------------------------|------------------------|-------------|
| GM LS1 LS2 LS6 | 198 cc                    | 64 cc                          | Aluminum               | PCE281.1085 |
| GM LS1 LS2 LS6 | 198 cc                    | 68 cc                          | Aluminum               | PCE281.1088 |
| GM LS1 LS2 LS6 | 198 cc                    | 70 cc                          | Aluminum               | PCE281.1090 |
| GM LS1 LS2 LS6 | 225 cc                    | 64 cc                          | Aluminum               | PCE281.1460 |
| GM LS1 LS2 LS6 | 225 cc                    | 68 cc                          | Aluminum               | PCE281.1785 |

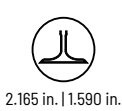
| FLOW RESULTS  |        |         |
|---|--------|---------|
| PCE281.1463<br>These Flow Numbers are with a Performance Valve job<br>Intake Valve - 2.020"<br>Exhaust Valve - 1.600" |        |         |
| LIFT  | INTAKE | EXHAUST |
| 0.100   | 67.9   | 54.0    |
| 0.200   | 139.0  | 113.0   |
| 0.300   | 201.1  | 157.6   |
| 0.400   | 255.7  | 183.2   |
| 0.500   | 286.1  | 197.6   |
| 0.600   | 291.5  | 203.3   |
| 0.650   | 293.3  | 206.6   |
| Intake Port: 215cc<br>Exhaust Port: 90cc<br>Combustion Chamber: 64cc  |        |         |
| PCE281.1475<br>These Flow Numbers are with a Performance Valve job<br>Intake Valve - 2.200"<br>Exhaust Valve - 1.600" |        |         |
| LIFT  | INTAKE | EXHAUST |
|   | 0.100  | 71.5    |
|   | 59.1   |         |
| 0.200   | 158.7  | 123.2   |
| 0.300   | 229.8  | 174.1   |
| 0.400   | 290.6  | 218.4   |
| 0.500   | 327.3  | 240.4   |
| 0.600   | 359.5  | 252.5   |
| 0.700   | 377.4  | 260.6   |
| Intake Port: 270cc<br>Exhaust Port: 84cc<br>Combustion Chamber: 68cc  |        |         |



### GM LS3 L92 L76

#### 6.2 L

The GM LS3, L92, and L76 engines all have a displacement of 6.2 liters. The LS3 is the most common of the three, found in many modern performance vehicles. The L92 was originally designed for trucks and SUVs, but is also used in some high-performance applications. The L76 was used in the Pontiac G8 GT and some other GM vehicles.



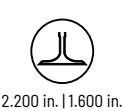
#### As-Cast

| Application    | Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Part #      |
|----------------|---------------------------|--------------------------------|------------------------|-------------|
| GM LS3 L92 L76 | 250 cc                    | 64 cc                          | Aluminum               | PCE281.1469 |

### GM LS7

#### 7.0 L

The GM LS7 is a high-performance engine with a displacement of 7.0 liters, used in the Corvette Z06 and some other high-performance GM vehicles.



#### As-Cast

| Application   | Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Part #      |
|---------------|---------------------------|--------------------------------|------------------------|-------------|
| GM LS7        | 245 cc                    | 60 cc                          | Aluminum               | PCE281.1083 |
| GM LS7 6-Bolt | 250 cc                    | 60 cc                          | Aluminum               | PCE281.1795 |

#### Full-CNC

| Application | Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Part #      |
|-------------|---------------------------|--------------------------------|------------------------|-------------|
| GM LS7      | 256 cc                    | 64 cc                          | Aluminum               | PCE281.1091 |
| GM LS7      | 256 cc                    | 70 cc                          | Aluminum               | PCE281.1098 |

## Suggested Accessories

### Intake / Exhaust Gaskets:

LS1/LS2/LS6-style heads & manifolds use PCE349.1019 or GM pn# 12533587; LS3/L76/L92-style heads use PCE349.1020 or GM pn# 1290125; LS7-style heads use PCE349.1021. Non-LS7 heads utilize the same GM pn# 12901125 exhaust gasket.

### Head Gaskets:

Because there are so many different bore sizes for engines in the LS-series, below you will find a list of Speedmaster™ head gasket part numbers and their bore size:

| Bore Size | Part #            |
|-----------|-------------------|
| 3.945"    | PCE348.1013 (pr.) |
| 4.050"    | PCE348.1016 (pr.) |
| 4.106"    | PCE348.1019 (pr.) |
| 4.160"    | PCE348.1022 (pr.) |

### Head Bolts / Studs

Unlike the early GM heads, Speedmaster™ heads use common length head bolts / studs. Starting in 2002, GM heads went to the same common length head bolt arrangement. By using bolt / stud registers that are all the same thickness, equal clamp load is created all the way around each cylinder. Our part number for the correct head stud kit is PCE279.1022. The ARP part numbers that work with our LS-series heads are # 134-3610 (bolts) and #23-4317 (12pt. stud kits)

Do not RE-USE GM head bolts, They are Torque-to-Yield (TTY) and can only be used once!

Torque the 11mm. bolts / studs to 65lbs and the 8mm bolts / studs to 20lbs. using high pressure moly lubricant.  
\*Please consult your hardware supplier for their specific torque recommendations!

### Spark Plugs:

Be cautious with spark plug selection for LS-series engines. OEM plug: NGK TR5. For performance-oriented engines, use NGK TR6 plugs. If you need a colder plug than a heat range 6, switch to NGK R5724-7 or R5724-8 (non-resistor style). These colder plugs may cause slight RF interference, usually not an issue unless you have a sensitive aftermarket ECU. Autolite options: AR103 for street/strip performance, AR94 much colder for N20 or heavily boosted engines.



# Cylinder Heads

## Ford Small Block Windsor

4.7L 289 · 5.0L 302 · 5.8L 351

Our line of Small Block Ford performance heads are proven performers, repeatedly demonstrating their worth both on the racetrack and in dyno testing. They've also been the subject of numerous features in performance magazine articles. We offer Small Block Ford cylinder heads suited for a wide variety of displacement applications.

As larger displacement engines gain popularity, the demand for greater airflow increases. If your goal is building a 400-700 horsepower engine, consider our Speedmaster™ Aluminum cylinder heads. Like all our performance heads, we manufacture them using our “Gravity Die Cast” process, resulting in uniform, robust cylinder heads. They also feature a smaller cross-section to boost incoming air velocity, enhancing drivability, power, and fuel economy.

We offer these heads in as-cast condition for mild street applications, and in a fully CNC-machined version for the more serious enthusiast. CNC-ported cylinder heads are precision-machined on dedicated 5-axis CNC centers to ensure accuracy and cost-effectiveness. The combustion chamber, exhaust, and intake ports are all CNC machined for improved flow. CNC combustion chambers enable superior control over flame travel and quench area. CNC ported heads also eliminate human error and variation from port to port.



2.020 in. | 1.600 in.



### As-Cast

| Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Part #        |
|---------------------------|--------------------------------|------------------------|---------------|
| 160 cc                    | 62 cc                          | Aluminum               | PCE281.1533** |
| 175 cc                    | 62 cc                          | Aluminum               | PCE281.1539   |
| 190 cc                    | 62 cc                          | Aluminum               | PCE281.1556   |
| 210 cc                    | 62 cc                          | Aluminum               | PCE281.1573   |

\*\*OEM Replacement with EGR Passage

### Full-CNC

| Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Part #      |
|---------------------------|--------------------------------|------------------------|-------------|
| 227 cc                    | 64 cc                          | Aluminum               | PCE281.1601 |

### FLOW RESULTS

PCE281.1573  
These Flow Numbers are as Cast  
Intake Valve - 2.020"  
Exhaust Valve - 1.600"

| LIFT  | INTAKE | EXHAUST |
|-------|--------|---------|
| 0.100 | 59.4   | 50.4    |
| 0.200 | 108.0  | 102.2   |
| 0.300 | 154.9  | 145.9   |
| 0.400 | 203.5  | 159.8   |
| 0.500 | 239.8  | 168.9   |
| 0.600 | 260.3  | 169.8   |
| 0.700 | 268.2  | 170.0   |
| 0.750 | 269.9  | 170.4   |

Intake Port: 195cc  
Exhaust Port: 60cc  
Combustion Chamber: 64cc  
PCE281.1601  
These Flow Numbers are CNC Ported  
Intake Valve - 2.200"  
Exhaust Valve - 1.600"

| LIFT  | INTAKE | EXHAUST |
|-------|--------|---------|
| 0.100 | 71.5   | 59.1    |
| 0.200 | 158.7  | 123.2   |
| 0.300 | 229.8  | 174.1   |
| 0.400 | 290.6  | 218.4   |
| 0.500 | 327.3  | 240.4   |
| 0.600 | 359.5  | 252.5   |
| 0.700 | 377.4  | 260.6   |

Intake Port: 215cc  
Exhaust Port: 60cc  
Combustion Chamber: 64cc

### Suggested Accessories

**Intake / Exhaust Gaskets**  
PCE349.1006 comes with both lengths of valley gaskets as well as the manifold to head gaskets. Fel-Pro pn# 1262 is the manifold to head gasket that fits both engines. If you have our CNC ported heads, use Felpro pn# 1262R. For the exhaust gaskets, use our PCE355.1002 or Felpro pn# 1487.

**Head Gaskets**  
PCE348.1007 (4.055" Bore MLS),  
PCE348.1008 (4.185" Bore MLS)

**Head Bolts / Studs**  
289 / 302 / 5.0L engines use 7/16" hardware like: PCE279.1010 (head stud kit), ARP pn# 154-3605 ( head bolt kit ) or ARP pn# 154-4205 ( head stud kit ).

351W engines use 1/2" hardware like: Speedmaster™ PCE279.1012 ( head stud kit ), ARP pn# 154-3603 ( head bolt kit ) or ARP pn# 154-4203 ( head stud kit ).

**Spark Plugs**  
Require the use of a 14mm thread, 5 / 8" hex, .750" reach spark plugs.  
NGK - BCPR6ES, R5671A-7, R5671A-8  
Autolite - 3923, 3924, AR3933, AR3934  
Champion - RC12YC, RC10YC74, RC9YC3  
Remember that you need a COLDER plug when you make more power, ie. N20, turbo and supercharging.

## Ford Cleveland

5.8L 351

The Speedmaster™ Ford Cleveland 3v heads are a perfect upgrade for both 2 and 4 barrel engines. We have re-designed the intake ports by raising the floor to help cut down on the massive cross-section that hampers OEM 4 barrel heads. Not only do you get more performance out of the box than OEM heads, our heads are significantly lighter since they are made of “Gravity Die Cast” aluminum. As another benefit, you can run higher compression with aluminum heads before the onset of power robbing detonation. There is absolutely no reason to rebuild a set of OEM castings when you can buy a lighter, higher flowing and more detonation resistant cylinder head for less money from us! To top it all off, we offer CNC ported Cleveland heads for people looking for even more performance.



2.190 in. | 1.710 in.

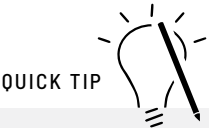


### As-Cast

| Intake Port Location:         | Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Part #      |
|-------------------------------|---------------------------|--------------------------------|------------------------|-------------|
| Standard 3V (4v with tongues) | 220 cc                    | 64 cc                          | Aluminum               | PCE281.1703 |
| 351c Standard (4V)            | 254 cc                    | 64 cc                          | Cast Iron              | PCE281.1103 |

### Full-CNC

| Intake Port Location:         | Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Part #      |
|-------------------------------|---------------------------|--------------------------------|------------------------|-------------|
| Standard 3V (4v with tongues) | 235 cc                    | 68 cc                          | Aluminum               | PCE281.1724 |



In the past they discovered that inserting tongues in a 4V straightened out the flow and actually picked up horsepower, despite the port being smaller. This is the principle behind 3vs. The secret to 3Vs flowing more despite being smaller is in the velocity, having higher speed through the port keeps momentum up and fills the cylinder more efficiently.

| 2V STYLE        | 4V STYLE        | 4V WITH TOUNGES = 3V | 3V STYLE        |
|-----------------|-----------------|----------------------|-----------------|
| • • • • • • • • | • • • • • • • • | • • • • • • • •      | • • • • • • • • |

### FLOW RESULTS

PCE281.1703  
These Flow Numbers are as Cast  
Intake Valve - 2.19"  
Exhaust Valve - 1.71"

| LIFT  | INTAKE | EXHAUST |
|-------|--------|---------|
| 0.100 | 45.1   | 41.3    |
| 0.200 | 92.1   | 86.4    |
| 0.300 | 152.0  | 131.0   |
| 0.400 | 211.4  | 162.9   |
| 0.500 | 252.1  | 180.0   |
| 0.600 | 275.4  | 189.2   |
| 0.700 | 290.6  | 191.8   |
| 0.800 | 284.9  | 193.7   |

Intake Port: 210cc  
Exhaust Port: 110cc  
Combustion Chamber: 74cc

PCE281.1724  
These Numbers are CNC Ported  
Intake Valve - 2.190"  
Exhaust Valve - 1.710"

| LIFT  | INTAKE | EXHAUST |
|-------|--------|---------|
| 0.100 | 68.4   | 58.4    |
| 0.200 | 140.8  | 106.1   |
| 0.300 | 200.3  | 147.4   |
| 0.400 | 253.9  | 185.4   |
| 0.500 | 296.2  | 216.1   |
| 0.600 | 320.6  | 240.5   |
| 0.700 | 339.2  | 256.9   |
| 0.800 | 350.3  | 265.1   |

Intake Port: 233cc  
Exhaust Port: 120cc  
Combustion Chamber: 74cc

### Suggested Accessories

**Intake / Exhaust Gaskets**  
Use PCE349.1001 which measure 1.73(W) x 2.140(T) with the floor of the port 1.220" up from the deck of the head.

Use PCE355.1010 or Fel-Pro 1416 which measure 1.89" (W) x 2.19" (T).

**Head Gaskets**  
Speedmaster™ PCE348.1005 (MLS 4.055" gasket bore), Fel-Pro 1013 (Composite 4.100" gasket bore). Both gaskets are .040" thickness when compressed.

**Head Bolts / Studs**  
The Speedmaster™ Cleveland 3v heads require specific head studs that are longer than standard.

Use PCE279.1014. These studs should only be finger tightened into the block. Torque the nuts to 65lbs. using high pressure moly lube, in increments of 15lbs.

**Spark Plugs**  
Use of a 14mm. thread 5/8" hex, .750" reach spark plugs.  
NGK - BCPR6ES, R5671A-7, R5671A-8  
Autolite - 3923, 3924, AR3933, AR3934  
Champion - RC12YC, RC10YC4, RC9YC3

Remember that you need a COLDER plug when you make more power, ie. N20, Turbo and supercharging.

# Cylinder Heads

## Ford Big Block

7.0 L 429 · 7.5 L 460

Speedmaster™ performance aluminum cylinder heads are also available for the Big Block Ford enthusiasts. With bigger displacement engines becoming more common, the need for more airflow is necessary. If you are looking to build a 400-700 horsepower engine then you should consider Speedmaster™ Aluminum cylinder heads. Like the rest of our performance heads we use our "Gravity Die Cast" process. This casting process creates a much more uniform and robust cylinder head. They also offer a smaller cross section to increase the incoming air's velocity resulting in improved drivability, power and economy. We have them available in as cast for the mild street applications and in Fully CNC machined for the serious enthusiast. Speedmaster™ CNC ported cylinder heads are machined on a dedicated 5 axis CNC machining centers to ensure accuracy and cost effectiveness. Combustion chamber, exhaust and intake ports are fully CNC machined for better flow. CNC combustion chambers offer superior control over flame travel and quench area. CNC ported heads eliminate human error and variation from port to port.



2.190 in. | 1.710 in.



### As-Cast

| Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Part #      |
|---------------------------|--------------------------------|------------------------|-------------|
| 275 cc                    | 95 cc                          | Aluminum               | PCE281.1657 |

### Full-CNC

| Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Part #      |
|---------------------------|--------------------------------|------------------------|-------------|
| 300 cc                    | 98 cc                          | Aluminum               | PCE281.1683 |

| FLOW RESULTS  |        |         |
|---|--------|---------|
| PCE281.1657<br>These Flow Numbers are as Cast<br>Intake Valve - 2.190"<br>Exhaust Valve - 1.710"    |        |         |
| LIFT  | INTAKE | EXHAUST |
| 0.100   | 65.5   | 50.0    |
| 0.200   | 107.0  | 85.0    |
| 0.300   | 162.0  | 122.0   |
| 0.400   | 208.0  | 145.0   |
| 0.500   | 245.0  | 160.0   |
| 0.600   | 267.0  | 167.0   |
| 0.700   | 295.0  | 175.0   |
| Intake Port: 275cc<br>Exhaust Port: 90cc<br>Combustion Chamber: 95cc                                |        |         |
| PCE281.1683<br>These Flow Numbers are CNC Ported<br>Intake Valve - 2.190"<br>Exhaust Valve - 1.710" |        |         |
| LIFT  | INTAKE | EXHAUST |
| 0.100   | 72.0   | 60.0    |
| 0.200   | 152.0  | 110.0   |
| 0.300   | 219.0  | 145.0   |
| 0.400   | 280.0  | 180.0   |
| 0.500   | 331.0  | 204.0   |
| 0.600   | 344.0  | 225.0   |
| 0.700   | 350.0  | 240.0   |
| Intake Port: 300cc<br>Exhaust Port: 94cc<br>Combustion Chamber: 98cc                                |        |         |

### Suggested Accessories

#### Intake / Exhaust Gaskets

Use a standard Ford 460 intake manifold gasket. We recommend to use PCE349.1009 or Fel-Pro #1230 gaskets. For the exhaust side, use PCE355.1009 or Fel-Pro pn# 1420.

#### Head Gaskets

These heads use the same head gaskets as an OEM Ford 460 head. Use Fel-Pro #1018 on engines under 4.500" bore.

#### Head Bolts / Studs

The factory head bolts are 9 / 16" on BBF engines. The torque value on 9 / 16" head bolts or head studs is 145lbs with high pressure moly lube. Start with 70lbs and tighten the head down in 25lb increments until you reach 145lbs. The part number for the Ford 460 Head Stud Kit is PCE279.1015.

#### Spark Plugs

Require the use of a 14mm thread 5 / 8" hex, .750" reach spark plugs. NGK - BCPR6ES, R5671A-7, R5671A-8 Autolite - 3923, 3924, AR3933, AR3934 Champion - RC12YC, RC10YC4, RC9YC3

## Ford FE

6.4 L 390 · 7.0 L 428

The Speedmaster Aluminium Ford FE cylinder heads are the perfect solution for those seeking to enhance the performance of their Ford FE engine. The Ford FE engine is a popular V8 engine produced by Ford Motor Company between 1958 and 1976, featuring a large displacement and robust design that made it a favorite among hot-rodders and performance enthusiasts. These cylinder heads are crafted from high-quality aluminum, ensuring maximum strength and durability, while their advanced design features, allow for optimal airflow and increased power output.



2.090 in. | 1.660 in.



### As-Cast

| Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Part #      |
|---------------------------|--------------------------------|------------------------|-------------|
| 170 cc                    | 76 cc                          | Aluminum               | PCE281.1792 |

### Suggested Accessories

#### Intake/Exhaust Gaskets:

We recommend the use of Felpro #1246 gaskets for the intake. For exhaust applications, Felpro exhaust gaskets #1442 or any equivalent product of your preference are suitable.

#### Head Gaskets:

We suggest the use of our PCE348.1007 (4.165" Bore MLS) head gasket with the Ford FE heads for optimal performance.

#### Head Bolts / Studs:

Standard Ford FE head bolts or studs are compatible. If you prefer using ARP products, the corresponding part number is 155-4001.

#### Push Rods:

It's important to measure the exact pushrod length once the heads and rockers are fully installed. Factors such as deck machining, head gasket thickness, and rocker arm style can all influence the pushrod height.

#### Spark Plugs:

The heads require 14mm thread, 5 / 8" hex, .750" reach spark plugs. Suitable options include: NGK: BCPR6ES, R5671A-7, R5671A-8 Autolite: 3923, 3924, AR3933, AR3934 Champion: RC12YC, RC10YC4, RC9YC3

Please note that higher compression or boost levels necessitate a spark plug with a colder heat range.



# Cylinder Heads

## Chrysler Small Block

5.2L 318 · 5.6L 340 · 5.9L 360

The Chrysler Small Block engine is a series of V8 engines produced by Chrysler Corporation from the 1960s to the 2000s. These engines are known for their durability and reliability, making them a popular choice among engine builders and enthusiasts. The 5.2L 318, 5.6L 340, and 5.9L 360 are among the most popular and versatile engines in this series.



### As-Cast

| Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Part #      |
|---------------------------|--------------------------------|------------------------|-------------|
| 170 cc                    | 65 cc                          | Aluminum               | PCE281.1654 |
| 179 cc                    | 62 cc                          | Cast Iron              | PCE281.1773 |

### Full-CNC

| Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Part #      |
|---------------------------|--------------------------------|------------------------|-------------|
| 190 cc                    | 68 cc                          | Aluminum               | PCE281.1656 |



## Chrysler Big Block

6.3L 383 · 7.2L 440

These engines are known for their high-performance capabilities and raw power, making them a popular choice for muscle cars and drag racing. The 6.3L 383 and 7.2L 440 are among the most popular engines in this series. With a large displacement and high torque output, these engines can deliver exceptional acceleration and top-end power.



### As-Cast

| Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Part #      |
|---------------------------|--------------------------------|------------------------|-------------|
| 265 cc                    | 74 cc                          | Aluminum               | PCE281.1728 |

### Full-CNC

| Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Part #      |
|---------------------------|--------------------------------|------------------------|-------------|
| 325 cc                    | 78 cc                          | Aluminum               | PCE281.1731 |



### Suggested Accessories

**Intake / Exhaust Gaskets**  
Chrysler 318-360 (PCE281.1773):  
Intake: Mopar #4876049  
Exhaust: Mopar #MS95480  
Chrysler 318-360 (PCE281.1654):  
Intake: PCE349.1010 or FelPro 1213  
Exhaust: SM3275 or Felpro 1413

**Head Gaskets**  
FelPro head gaskets recommended for PCE281.1728, PCE281.1731 & PCE281.1733 heads. Use Fel Pro #1009 or #1105 (big bore). For PCE281.1773, Fel Pro #519SD (on Magnum Engines) or #1008 (on LA-series Engines). For PCE281.1654 use PCE348.1010 or Felpro #1008.

**Head Bolts / Studs**  
PCE281.1728, PCE281.1731, and PCE281.1733: head stud kit PCE279.1018. Torque to 65lbs with high-pressure Moly lube. Big Block 440 heads: ARP #145-3609 (bolts) and #145-4206 (studs). Small Block Chrysler heads: PCE279.1017 head stud kit. Torque the heads to 65lbs with Moly Lube.

**Spark Plugs**  
NGK: BCPR6ES, R5671A-7, R5671A-8  
Autolite: 3923, 3924, AR3933, AR3934  
Champion: RC12YC, RC10YC4, RC9YC3

| FLOW RESULTS  |        |         |
|---|--------|---------|
| PCE281.1728<br>These Flow Numbers are as Cast<br>Intake Valve - 2.200"<br>Exhaust Valve - 1.810"    |        |         |
| LIFT  | INTAKE | EXHAUST |
| 0.100   | 71.1   | 54.1    |
| 0.200   | 146.2  | 103.9   |
| 0.300   | 207.9  | 150.0   |
| 0.400   | 251.2  | 187.0   |
| 0.500   | 273.6  | 213.2   |
| 0.600   | 287.2  | 229.8   |
| 0.700   | 296.0  | 239.4   |
| 0.800   | 294.8  | 246.4   |
| Intake Port: 265cc<br>Combustion Chamber: 78cc  |        |         |
| PCE281.1731<br>These Flow Numbers are CNC Ported<br>Intake Valve - 2.200"<br>Exhaust Valve - 1.810" |        |         |
| LIFT  | INTAKE | EXHAUST |
| 0.100   | 69.3   | 57.4    |
| 0.200   | 147.5  | 116.8   |
| 0.300   | 217.8  | 159.0   |
| 0.400   | 278.3  | 211.8   |
| 0.500   | 319.7  | 241.6   |
| 0.600   | 343.9  | 269.0   |
| 0.700   | 357.2  | 287.7   |
| 0.800   | 364.5  | 299.8   |
| Intake Port: 285cc<br>Combustion Chamber: 72cc  |        |         |

## Pontiac V8

6.4L 389 · 6.6L 400 · 7.5L 455

The Pontiac V8 389/400/455 engines were powerful, high-torque V8 engines produced by General Motors from the late 1950s to the mid-1970s. Speedmaster Pontiac heads include valve sizes at 2.11" Intake, and 1.66" While the 2.11" valves are standard issue, the valve seat can be machined to accept a larger valve with minimal work.



### As-Cast

| Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Part #      |
|---------------------------|--------------------------------|------------------------|-------------|
| 215 cc                    | 72 cc                          | Aluminum               | PCE281.1800 |

### Full-CNC

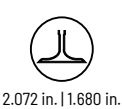
| Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Part #      |
|---------------------------|--------------------------------|------------------------|-------------|
| 230 cc                    | 78 cc                          | Aluminum               | PCE281.1801 |



## Oldsmobile Big Block

6.6L 400 · 7.0L 425 · 7.5L 455

The Oldsmobile Big Block 400/425/455 engines were a series of powerful V8 engines produced by General Motors from the late 1960s to the early 1970s. These engines featured a large displacement, overhead valve design, and were known for their high torque output and smooth operation. All Speedmaster 18deg. Oldsmobile heads are available with OEM sparkplug location. Standard valve sizes are 2.072 in. Intake and 1.680 in. Exhaust.



### As-Cast

| Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Part #      |
|---------------------------|--------------------------------|------------------------|-------------|
| 188 cc                    | 77 cc                          | Aluminum               | PCE281.1740 |



### Suggested Accessories

**Intake/Exhaust Gaskets:**  
Our heads are manufactured with the Ram Air IV pattern which requires Felpro #1233 gaskets. For exhaust use Edelbrock exhaust gaskets #7281 or any comparable item of your choice.

**Head Gaskets:**  
The head gasket we recommend for our Pontiac heads is Felpro #10171. (4.540 Bore) or Fel Pro#1016 (4.300 Bore).

**Head Bolts / Studs:**  
Use standard Ram Air Iv head bolts or studs.The ARP part number is 190-3605.

**Push Rods:**  
Please measure for exact pushrod length once heads and rockers are fully installed. Deck machining, head gasket thickness and rocker arm style will all affect pushrod height.

**Spark Plugs:**  
All Pontiac heads use standard 14mm. x 750" reach, 5/8 hex, gasket seat sparkplugs like NGK R5671A-7, Autolite 3924, Champion RC12YC, etc. Remember that higher compression/ boost require a colder heat range sparkplug.

### Suggested Accessories

**Intake Gaskets:**  
Our heads are manufactured with both the conventional intake manifolds. PCE349.1011

**Exhaust Gaskets:**  
We recomend the use of our Exhaust gaskets, PCE355.1001, on our 18 degree heads.

**Push Rods:**  
Our aluminum 18deg. heads typically use +.100" (longer than stock) pushrods. Depending on the components used, it maybe that possible that you may need pushrods shorter or longer than that so we recommend that you use an adjustable pushrod to dial in your rocker geometry and order pushrods to match.



# Cylinder Heads

## Chrysler Hemi 7.0L 426 · 9.4L 572

The Speedmaster™ Blacklabel 100% CNC ported billet heads are a top-of-the-line choice for racers and performance enthusiasts seeking maximum power and consistency. These heads are the result of countless hours of R&D, both in-house and on the track, and feature superior materials, technology, and man-power. With these heads, crew chiefs and tuners can achieve much greater consistency, enabling them to set records, win races, and clinch championships. When paired with the Chrysler 426 and 572 HEMI engines, the Speedmaster™ Blacklabel heads provide the ultimate in power and performance, making them a top choice for anyone seeking to build a high-performance race car.



UP TO 11,000 HP!

| Application       | Intake Runner Volume (cc) | Combustion Chamber Volume (cc) | Cylinder Head Material | Part #      |
|-------------------|---------------------------|--------------------------------|------------------------|-------------|
| Stage VI Top Fuel | 333 cc                    | 200 cc                         | Billet Aluminum        | PCE281.1101 |

# Cylinder Head Components

## Valve Guides

Speedmaster™ valve guides are constructed from high-quality bronze for durability and wear, and built to exacting tolerances, they replace your existing worn or damaged valve guides. These guides are offered in a variety of diameters to suit your application.



| Application               | OD        | ID        | Length    | Port             | Material | Part #      |
|---------------------------|-----------|-----------|-----------|------------------|----------|-------------|
| Chevy SBC 350             | 0.504 in. | 0.343 in. | 2.134 in. | Intake & Exhaust | Bronze   | PCE282.1025 |
|                           | 0.507 in. | 0.343 in. | 2.134 in. | Intake & Exhaust | Bronze   | PCE282.1024 |
| Chevy BBC 454             | 0.504 in. | 0.343 in. | 2.126 in. | Intake           | Bronze   | PCE282.1028 |
|                           | 0.504 in. | 0.343 in. | 2.283 in. | Exhaust          | Bronze   | PCE282.1027 |
|                           | 0.507 in. | 0.343 in. | 2.126 in. | Intake           | Bronze   | PCE282.1030 |
|                           | 0.507 in. | 0.343 in. | 2.283 in. | Exhaust          | Bronze   | PCE282.1029 |
| GM LS                     | 0.500 in. | 0.315 in. | 2.106 in. | Intake & Exhaust | Steel    | PCE282.1038 |
|                           | 0.500 in. | 0.315 in. | 2.126 in. | Intake & Exhaust | Steel    | PCE282.1037 |
|                           | 0.500 in. | 0.315 in. | 2.126 in. | Intake & Exhaust | Bronze   | PCE282.1026 |
| Ford 302 351C Cleveland   | -         | -         | -         | Exhaust          | Bronze   | PCE282.1005 |
|                           | -         | -         | -         | Intake           | Bronze   | PCE282.1006 |
| Ford 429 460              | 0.502 in. | 0.340 in. | 1.930 in. | Intake & Exhaust | Bronze   | PCE282.1035 |
| Ford SB Mopar Chrysler BB | 0.504 in. | 0.343 in. | 2.087 in. | Exhaust          | Bronze   | PCE282.1031 |
|                           | 0.504 in. | 0.343 in. | 2.087 in. | Intake           | Bronze   | PCE282.1032 |
|                           | 0.507 in. | 0.343 in. | 2.087 in. | Exhaust          | Bronze   | PCE282.1033 |
|                           | 0.507 in. | 0.343 in. | 2.087 in. | Intake           | Bronze   | PCE282.1034 |
| Oldsmobile 400-455        | 0.546 in. | 0.340 in. | 2.005 in. | Intake & Exhaust | Bronze   | PCE282.1036 |
| -                         | 0.622 in. | 0.414 in. | 2.407 in. | Intake & Exhaust | Bronze   | PCE282.1039 |

## Valve Seats

Valve seats are critical components in the life and performance of your valves. Speedmaster™ valve seats are crafted from strong ductile iron for exhaust and intake locations. When you need to service your heads, choose those made in the Speedmaster™ replacement valve seats.



| Application                                     | Intake Part # | Exhaust Part # |
|---|---------------|----------------|
| Chevrolet SBC 350 & Ford SB 289 302 351 Windsor | PCE283.1002   | PCE283.1001    |
| Chevrolet BBC 454                               | PCE283.1004   | PCE283.1003    |
| Ford 429 460                                    | PCE283.1006   | PCE283.1005    |
| Mopar Chrysler BB 383 440                       | PCE283.1008   | PCE283.1007    |

## Cylinder Head Bushing Kits

Speedmaster™ cylinder head bolt bushings are perfect when you need to make that big open hole fit the smaller bolt size in the block. They take the place of your head bolt washers and are hardened and chamfered.

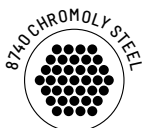


| Application                 | Outside Diameter | Inside Diameter | Part #      |
|-----------------------------|------------------|-----------------|-------------|
| Ford SB 289 302 351 Windsor | 0.500 in.        | 0.438 in.       | PCE277.1001 |

# Cylinder Head Fasteners

## HOLD YOUR HORSES

Speedmaster™ cylinder head fasteners are manufactured from aircraft-grade 8740 high tensile strength chromoly steel, ensuring exceptional durability and strength. To further enhance their resilience, they are finished with a layer of black oxide, providing both aesthetic appeal and an added layer of protection against wear. Our fasteners undergo a meticulous heat treatment process before thread rolling and machining. This preparatory step significantly increases their endurance, allowing them to be rated at an impressive 190,000 PSI.



### Studs

The studs in our product line are designed to provide superior clamping force, crucial for the extreme conditions your engine may face. They are ideal for heavy-duty applications, reliably securing your cylinder heads under high compression and performance demands. With their high tensile strength and precision manufacturing, our studs are a testament to Speedmaster's dedication to reliability and performance.



| Application                            | Fitment Notes  | Part #      |
|--|--|-------------|
| Chevrolet SBC 350                      | -  | PCE279.1001 |
|  | Aluminum Blocks  | PCE279.1032 |
|  | 3/8" to 7/16" Aluminum Blocks with 3/8" thread ports             | PCE279.1029 |
| Chevrolet BBC 454                      | -  | PCE279.1004 |
|  | w/ 8x Long Studs   | PCE279.1005 |
|  | 8x 6,100 in. studs. Use to replace stock heads with aftermarket. | PCE279.1006 |
| GM LSX 1997-2003                       | 3 bolt head stud kit   | PCE279.1023 |
| GM LSX 2004-Later                      | 2 bolt head stud kit   | PCE279.1022 |
| Ford SB 289 302 Windsor                | -  | PCE279.1010 |
| Ford 351W Windsor                      | -  | PCE279.1012 |
|  | Aluminum Blocks  | PCE279.1028 |
| Ford 302 351C Cleveland                | 2V 4V Heads  | PCE279.1013 |
|  | 3V Heads   | PCE279.1014 |
| Ford 429 460                           | -  | PCE279.1015 |
| Ford 250                               | -  | PCE279.1009 |
| Ford Coyote 5.0L 2013-2017             | -  | PCE279.1031 |
| Ford 6.0L Power Stroke Diesel          | -  | PCE279.1030 |
| Ford 6.4L Power Stroke Diesel          | -  | PCE279.1038 |
| Chrysler 260                           | -  | PCE279.1016 |
| Mopar Chrysler BB 383 440              | -  | PCE279.1018 |
| Mopar Chrysler SB 318 340 360          | -  | PCE279.1017 |
| Mopar 5.7L 6.1L HEMI                   | -  | PCE279.1033 |
| Mazda Rx7 Rotary 13B                   | Housing to be drilled to accept 1/2" Stud                        | PCE279.1039 |
| Nissan 6-cyl RB20 RB25                 | -  | PCE279.1040 |
| Fiat Lancia Delta 4cyl 1.6L 1600 Turbo | -  | PCE279.1025 |
| Chevy Duramax LB-7 LLY 6.6L Diesel     | -  | PCE279.1035 |
| Dodge Ram Cummins 5.9L 6.7L 24V Diesel | -  | PCE279.1036 |
| Dodge Ram Cummins 5.9L 12V Diesel      | -  | PCE279.1037 |

### Bolts

Our bolts represent the culmination of precision engineering and high-quality materials. They are designed to secure your cylinder heads with unwavering reliability, providing peace of mind during high-performance operations. The Speedmaster™ bolts offer exceptional torque and longevity, making them an integral part of any high-performance engine setup. Trust in Speedmaster's commitment to quality and strength when choosing our bolts for your engine needs.



| Application             | Fitment Notes    | Part #      |
|-------------------------|------------------|-------------|
| Chevrolet SBC 350       | -                | PCE279.1002 |
|                         | 1/4" Longer      | PCE279.1003 |
| Chevrolet BBC 454       | -                | PCE279.1007 |
|                         | w/ 8x Long Bolts | PCE279.1008 |
| Ford SB 289 302 Windsor | -                | PCE279.1011 |



QUICK TIP

**Fastener Inspection:** Regularly inspect your cylinder head fasteners for signs of wear or damage, especially in high-performance engines. A slight change in their condition could potentially impact the overall performance of your engine.

**Correct Installation:** When installing new fasteners, it's crucial to follow the recommended torque specifications. Over-tightening can lead to thread damage or even a cracked cylinder head, while under-tightening may result in loss of clamping force and possible leaks.

**Use the Right Fastener:** Ensure you use the correct type of fastener for your specific application. Speedmaster™ offers a diverse range of cylinder head fasteners, including both studs and bolts, to cater to the varied needs of different engine setups.

#### Did You Know?

**Fastener Strength:** The strength of a fastener is determined not only by its material but also by its manufacturing process. Speedmaster™ fasteners, made from high-quality chromoly steel, undergo heat treatment prior to thread rolling and machining, enhancing their resilience and earning them a formidable 190,000 PSI rating.

**Advantage of Studs:** Studs often provide better alignment and clamping force compared to bolts due to their two-step fastening process. This makes them particularly suitable for heavy-duty applications, reliably securing your cylinder heads.

**Black Oxide Finish:** The black oxide finish on Speedmaster™ fasteners doesn't just lend them a polished look—it provides an added layer of protection against corrosion and wear, thereby enhancing their lifespan.



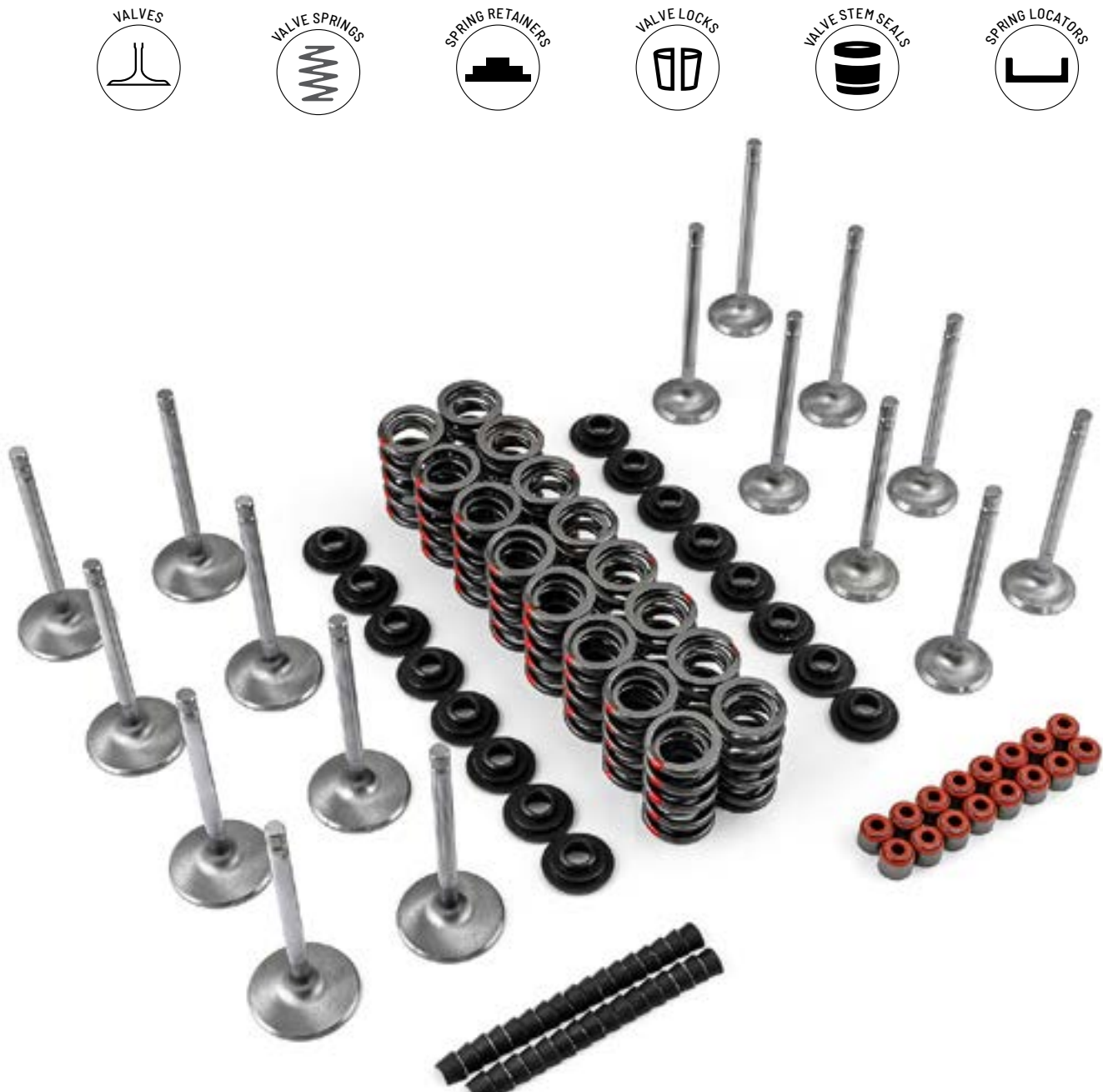


# Valvetrain Kits

FLOAT NO MORE

A.K.A Head Build Kits

Speedmaster™ valvetrain kits represent the pinnacle of our commitment to delivering the finest engine performance. Every component in these kits is handpicked for its premium quality and ability to optimize airflow, thereby maximising engine performance. Our kits serve as a comprehensive solution for all your engine needs, ensuring that each aspect of your valvetrain functions harmoniously for peak performance.



|                      | Hydraulic Flat Tappet | Mechanical Flat Tappet | Hydraulic Roller Tappet | Mechanical Roller Tappet | Race Mechanical Roller Tappet |
|----------------------|-----------------------|------------------------|-------------------------|--------------------------|-------------------------------|
| Closed Seat Pressure | 110 lbs.              | 125 lbs.               | 145 lbs.                | 210 lbs.                 | 300 lbs.                      |
| Open Seat Pressure   | 300 lbs.              | 320 lbs.               | 360 lbs.                | 450 lbs.                 | 700 lbs.                      |
| Max Lift             | 0.550 in.             | 0.580 in.              | 0.600 in.               | 0.650 in.                | 0.800 in.                     |

Included within each Speedmaster™ valvetrain kit are Intake Valves, Exhaust Valves, Valve Spring Retainers, Valve Locks, Valve Springs, Valve Stem Seals, and Valve Spring Locators. Each component is crafted from superior materials, ensuring durability and longevity under high-performance demands.

Whether you're seeking to rebuild or upgrade your engine, our valvetrain kits provide a one-stop solution. With Speedmaster™, you're not just investing in individual components but in a system designed to work synergistically for enhanced performance. Experience the superior quality and performance of Speedmaster™ valvetrain kits and push your engine's performance to new heights.



| Application                   | Hydraulic Flat Tappet Part # | Mechanical Flat Tappet Part # | Hydraulic Roller Tappet Part # | Mechanical Roller Tappet Part # | Race Mechanical Roller Tappet Part # |
|-------------------------------|------------------------------|-------------------------------|--------------------------------|---------------------------------|--------------------------------------|
| Chevy SBC 350                 | 1-250-001-**                 | 1-250-002-01                  | 1-250-003-01                   | 1-250-004-01                    | 1-250-005-01                         |
| Chevy BBC 454                 | 1-250-006-01                 | 1-250-007-01                  | 1-250-008-01                   | 1-250-009-01                    | 1-250-010-01                         |
| GM LS1 LS2 LS6                | 1-250-011-01                 | 1-250-012-01                  | 1-250-013-01                   | 1-250-014-01                    | 1-250-015-01                         |
| GM LS3 L92                    | 1-250-016-01                 | 1-250-017-01                  | 1-250-018-01                   | 1-250-019-01                    | 1-250-020-01                         |
| Ford SB 289 302 351W          | 1-250-001-01                 | 1-250-002-01                  | 1-250-003-01                   | 1-250-004-01                    | 1-250-005-01                         |
| Ford 302 351C Cleveland       | 1-250-021-01                 | 1-250-022-01                  | 1-250-023-01                   | 1-250-024-01                    | 1-250-025-01                         |
| Ford 429 460                  | 1-250-026-01                 | 1-250-027-01                  | 1-250-028-01                   | 1-250-029-01                    | 1-250-030-01                         |
| Mopar Chrysler SB 318 340 360 | 1-250-031-01                 | 1-250-032-01                  | 1-250-033-01                   | 1-250-034-01                    | 1-250-035-01                         |
| Mopar Chrysler BB 383 440     | 1-250-036-01                 | 1-250-037-01                  | 1-250-038-01                   | 1-250-039-01                    | 1-250-040-01                         |
| Oldsmobile 400 425 455        | 1-250-041-01                 | 1-250-042-01                  | 1-250-043-01                   | 1-250-044-01                    | 1-250-045-01                         |
| Pontiac 400 455               | 1-250-046-01                 | 1-250-047-01                  | 1-250-048-01                   | 1-250-049-01                    | 1-250-050-01                         |

QUICK TIP



When choosing a Valvetrain Kit, or otherwise known as a Head Build Kit, it's crucial to match the kit to your specific engine needs and performance goals. These kits often include a variety of components such as valves, springs, retainers, and guides that work together to help your engine perform at its best. Be sure to consider factors such as your engine's RPM range, camshaft specifications, and the intended use of your vehicle - be it for street performance, drag racing, or off-road use.

#### Did you know?

Did you know that upgrading your valvetrain can significantly increase your engine's horsepower and overall performance? A comprehensive Head Build Kit is an ideal way to ensure that all components of your valvetrain are designed to work together optimally. A well-chosen kit can provide better fuel economy, increased engine efficiency, and improved power output.



# Valvetrain Components

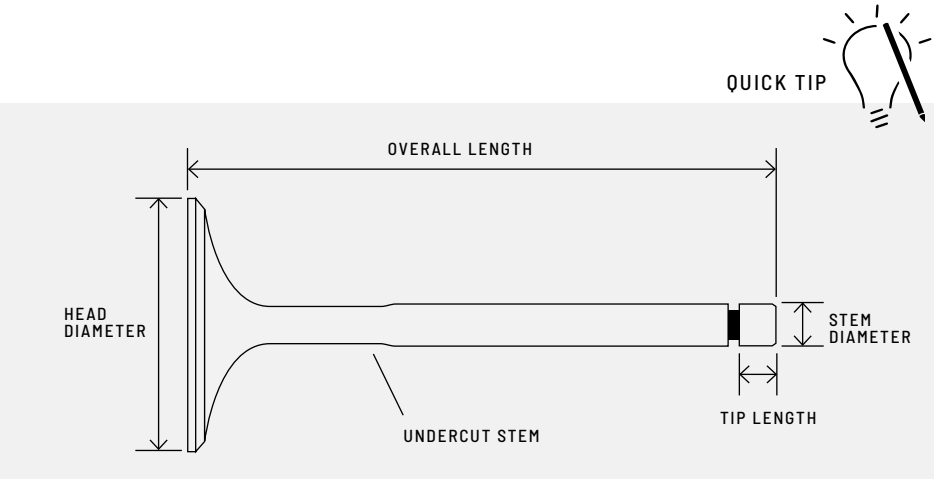
## Valves

When it's time for valves don't cut corners, get genuine Speedmaster™ stainless steel valves. They're made from a tough, stainless steel alloy and are carefully designed to increase fuel flow for more power. Speedmaster™ valves are lightweight, one-piece valves forged from premium stainless steel. They will improve power and withstand both the stresses and the high temperatures of performance engines. In addition to being made from high-quality materials, they have hardened stem tips for durability, swirl-polished and fully machined.



| Application              | Valve Location | Valve Head Diameter (in) | Valve Installed Length | Overall Valve Length (in) | Valve Stem Diameter (in) | Part #      |
|--------------------------|----------------|--------------------------|------------------------|---------------------------|--------------------------|-------------|
| Chevrolet SBC 350 23 Deg | Exhaust        | 1.500 in.                | Stock                  | 4.951 in.                 | 11/32 in. (0.344 in.)    | PCE273.1012 |
|                          |                | 1.600 in.                | Stock                  | 4.951 in.                 | 11/32 in. (0.344 in.)    | PCE273.1001 |
|                          |                | 1.600 in.                | 0.100 in. over         | 5.051 in.                 | 11/32 in. (0.344 in.)    | PCE273.1003 |
|                          |                | 1.600 in.                | 0.200 in. over         | 5.151 in.                 | 11/32 in. (0.344 in.)    | PCE273.1002 |
|                          | Intake         | 1.940 in.                | Stock                  | 4.951 in.                 | 11/32 in. (0.344 in.)    | PCE273.1011 |
|                          |                | 2.020 in.                | Stock                  | 4.951 in.                 | 11/32 in. (0.344 in.)    | PCE273.1004 |
|                          |                | 2.020 in.                | 0.100 in. over         | 5.051 in.                 | 11/32 in. (0.344 in.)    | PCE273.1006 |
|                          |                | 2.020 in.                | 0.200 in. over         | 5.151 in.                 | 11/32 in. (0.344 in.)    | PCE273.1005 |
|                          |                | 2.055 in.                | 0.100 in. over         | 5.051 in.                 | 11/32 in. (0.344 in.)    | PCE273.1007 |
|                          |                | 2.080 in.                | 0.100 in. over         | 5.051 in.                 | 11/32 in. (0.344 in.)    | PCE273.1008 |
|                          |                | 1.880 in.                | Stock                  | 5.422 in.                 | 11/32 in. (0.344 in.)    | PCE273.1017 |
|                          |                | 1.880 in.                | 0.100 in. over         | 5.522 in.                 | 11/32 in. (0.344 in.)    | PCE273.1018 |
|                          |                | 1.900 in.                | Stock                  | 5.522 in.                 | 11/32 in. (0.344 in.)    | PCE273.1019 |
|                          |                | 1.940 in.                | Stock                  | 5.422 in.                 | 11/32 in. (0.344 in.)    | PCE273.1020 |
|                          |                | 2.190 in.                | 0.100 in. over         | 5.344 in.                 | 11/32 in. (0.344 in.)    | PCE273.1022 |
|                          |                | 2.250 in.                | Stock                  | 5.244 in.                 | 11/32 in. (0.344 in.)    | PCE273.1023 |
|                          |                | 2.250 in.                | 0.100 in. over         | 5.344 in.                 | 11/32 in. (0.344 in.)    | PCE273.1024 |
|                          |                | 2.250 in.                | 0.250 in. over         | 5.494 in.                 | 11/32 in. (0.344 in.)    | PCE273.1025 |
| Chevrolet BBC 454        | Exhaust        | 2.300 in.                | 0.100 in. over         | 5.344 in.                 | 11/32 in. (0.344 in.)    | PCE273.1027 |
|                          |                | 2.300 in.                | 0.250 in. over         | 5.494 in.                 | 11/32 in. (0.344 in.)    | PCE273.1028 |
|                          | Intake         | 2.190 in.                | 0.100 in. over         | 5.344 in.                 | 11/32 in. (0.344 in.)    | PCE273.1022 |
|                          |                | 2.250 in.                | Stock                  | 5.244 in.                 | 11/32 in. (0.344 in.)    | PCE273.1023 |

| Application                 | Valve Location | Valve Head Diameter (in) | Valve Installed Length | Overall Valve Length (in) | Valve Stem Diameter (in) | Part #      |
|-----------------------------|----------------|--------------------------|------------------------|---------------------------|--------------------------|-------------|
| GM LS1 LS6                  | Exhaust        | 1.570 in.                | Stock                  | 4.930 in.                 | 8.000mm (0.314 in.)      | PCE273.1013 |
|                             |                | 1.600 in.                | Stock                  | 4.930 in.                 | 8.000mm (0.314 in.)      | PCE273.1070 |
|                             |                | 1.620 in.                | Stock                  | 4.930 in.                 | 8.000mm (0.314 in.)      | PCE273.1015 |
|                             | Intake         | 2.020 in.                | 0.100 in. over         | 5.000 in.                 | 8.000mm (0.314 in.)      | PCE273.1036 |
|                             |                | 2.055 in.                | Stock                  | 4.900 in.                 | 8.000mm (0.314 in.)      | PCE273.1016 |
|                             |                | 2.055 in.                | 0.100 in. over         | 5.000 in.                 | 8.000mm (0.314 in.)      | PCE273.1034 |
|                             |                | 2.080 in.                | Stock                  | 4.900 in.                 | 8.000mm (0.314 in.)      | PCE273.1014 |
|                             |                | 2.080 in.                | 0.100 in. over         | 5.000 in.                 | 8.000mm (0.314 in.)      | PCE273.1035 |
| GM LS3                      | Exhaust        | 1.600 in.                | Stock                  | 4.900 in.                 | 8.000mm (0.314 in.)      | PCE273.1031 |
|                             | Intake         | 2.165 in.                | Stock                  | 4.900 in.                 | 8.000mm (0.314 in.)      | PCE273.1032 |
|                             |                | 2.200 in.                | Stock                  | 4.900 in.                 | 8.000mm (0.314 in.)      | PCE273.1033 |
| GM LS7                      | Inake          | 2.200 in.                | Stock                  | 5.250 in.                 | 8.000mm (0.314 in.)      | PCE273.1071 |
| Pontiac 326 400 455         | Exhaust        | 1.660 in.                | Stock                  | 5.255 in.                 | 11/32 in. (0.344 in.)    | PCE273.1075 |
|                             | Intake         | 2.110 in.                | Stock                  | 5.210 in.                 | 11/32 in. (0.344 in.)    | PCE273.1074 |
| Ford 302 351C Cleveland 460 | Exhaust        | 1.710 in.                | Stock                  | 5.067 in.                 | 11/32 in. (0.344 in.)    | PCE273.1037 |
|                             |                | 1.710 in.                | 0.100 in. over         | 5.167 in.                 | 11/32 in. (0.344 in.)    | PCE273.1043 |
|                             | Intake         | 2.190 in.                | Stock                  | 5.244 in.                 | 11/32 in. (0.344 in.)    | PCE273.1039 |
|                             |                | 2.250 in.                | Stock                  | 5.244 in.                 | 11/32 in. (0.344 in.)    | PCE273.1041 |
|                             |                | 2.250 in.                | 0.100 in. over         | 5.344 in.                 | 11/32 in. (0.344 in.)    | PCE273.1045 |
| Ford 302 351W Windsor       | Exhaust        | 1.500 in.                | Stock                  | 4.911 in.                 | 11/32 in. (0.344 in.)    | PCE273.1048 |
|                             |                | 1.600 in.                | Stock                  | 4.911 in.                 | 11/32 in. (0.344 in.)    | PCE273.1029 |
|                             | Intake         | 1.940 in.                | Stock                  | 4.911 in.                 | 11/32 in. (0.344 in.)    | PCE273.1047 |
|                             |                | 2.020 in.                | Stock                  | 4.911 in.                 | 11/32 in. (0.344 in.)    | PCE273.1030 |
| Ford 429 460                | Exhaust        | 1.760 in.                | Stock                  | 5.067 in.                 | 11/32 in. (0.344 in.)    | PCE273.1051 |
|                             |                | 1.760 in.                | 0.100 in. over         | 5.167 in.                 | 11/32 in. (0.344 in.)    | PCE273.1053 |
|                             | Intake         | 2.190 in.                | Stock                  | 5.244 in.                 | 11/32 in. (0.344 in.)    | PCE273.1055 |
|                             |                | 2.190 in.                | 0.100 in. over         | 5.344 in.                 | 11/32 in. (0.344 in.)    | PCE273.1057 |
|                             |                | 2.250 in.                | Stock                  | 5.244 in.                 | 11/32 in. (0.344 in.)    | PCE273.1059 |
| Ford 429 Boss               | Exhaust        | 1.900 in.                | Stock                  | 5.522 in.                 | 11/32 in. (0.344 in.)    | PCE273.1073 |
|                             | Intake         | 2.300 in.                | Stock                  | 5.610 in.                 | 11/32 in. (0.344 in.)    | PCE273.1072 |
| Mopar Chrysler 318 360      | Exhaust        | 1.600 in.                | 0.050 in. over         | 5.011 in.                 | 11/32 in. (0.344 in.)    | PCE273.1050 |
|                             | Intake         | 2.020 in.                | 0.050 in. over         | 5.011 in.                 | 11/32 in. (0.344 in.)    | PCE273.1049 |
| Mopar Chrysler BB 440       | Exhaust        | 1.810 in.                | Stock                  | 4.951 in.                 | 11/32 in. (0.344 in.)    | PCE273.1067 |
|                             |                | 1.860 in.                | 0.100 in. over         | 5.000 in.                 | 11/32 in. (0.344 in.)    | PCE273.1068 |
|                             | Intake         | 2.150 in.                | 0.100 in. over         | 5.000 in.                 | 11/32 in. (0.344 in.)    | PCE273.1069 |
| Oldsmobile 400 425 455      | Exhaust        | 1.680 in.                | Stock                  | 4.713 in.                 | 11/32 in. (0.344 in.)    | PCE273.1064 |
|                             | Intake         | 2.072 in.                | Stock                  | 4.713 in.                 | 11/32 in. (0.344 in.)    | PCE273.1063 |



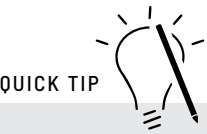
# Valvetrain Components

## Valve Springs

Speedmaster™ valve springs are made from a proprietary blend of alloys and tested under rigorous conditions to ensure that they perform at the highest level. They are CNC-coiled from high tensile-strength and extra-durable chrome-silicon steel and are double shot-peened beyond Aerospace Material Specification reliability standards. Whether you use them in your street or race machine, Speedmaster™ springs are built to perform and will help get the most out of your motor. These performance valve springs from Speedmaster™ are available for a variety of applications. Proper valve springs are essential to valvetrain performance, when matched with the right cam.



| Number of Springs Per Valve | Outside Diameter of Outer Spring (in) | Installed Pressure   | Suggested Open Pressure  | Valve Spring Style | Damper Spring Included | Coil Bind Height (in) | Part #      |
|-----------------------------|---------------------------------------|----------------------|--------------------------|--------------------|------------------------|-----------------------|-------------|
| Single                      | 1.250 in.                             | 125 lbs. @ 1.750 in. | 335 lbs. @ .500 in. Lift | Standard           | No                     | 1.080 in.             | PCE272.1006 |
|                             | 1.270 in.                             | 150 lbs. @ 1.800 in. | 260 lbs. @ .500 in. Lift | Beehive            | No                     | 1.240 in.             | PCE272.1001 |
|                             | 1.450 in.                             | 125 lbs. @ 1.900 in. | 325 lbs. @ .600 in. Lift | Standard           | Yes                    | 1.150 in.             | PCE272.1003 |
|                             | 1.550 in.                             | 135 lbs. @ 1.900 in. | 280 lbs. @ .500 in. Lift | Standard           | Yes                    | 1.125 in.             | PCE272.1013 |
| Single (inner spring)       | 1.063 in.                             | -                    | -                        | Standard           | No                     | -                     | PCE272.1020 |
| Dual                        | 1.290 in.                             | 140 lbs. @ 1.800 in. | 270 lbs. @ .500 in. Lift | Standard           | No                     | 1.180 in.             | PCE272.1002 |
|                             | 1.450 in.                             | 130 lbs. @ 1.800 in. | 335 lbs. @ .600 in. Lift | Standard           | No                     | 1.060 in.             | PCE272.1007 |
|                             | 1.450 in.                             | 145 lbs. @ 1.900 in. | 420 lbs. @ .600 in. Lift | Standard           | Yes                    | 1.150 in.             | PCE272.1004 |
|                             | 1.550 in.                             | 150 lbs. @ 1.900 in. | 390 lbs. @ .600 in. Lift | Standard           | No                     | 1.125 in.             | PCE272.1009 |
|                             | 1.550 in.                             | 250 lbs. @ 2.050 in. | 725 lbs. @ .800 in. Lift | Standard           | No                     | 1.175 in.             | PCE272.1010 |
|                             | 1.550 in.                             | 275 lbs. @ 2.100 in. | 850 lbs. @ .800 in. Lift | Standard           | Yes                    | 1.175 in.             | PCE272.1011 |



### CHOOSING THE RIGHT VALVE SPRING:

Valve springs are a critical component of your engine's valvetrain. Selecting the right ones for your application can greatly influence your engine's performance and longevity. Here's what to consider:

- Number of Springs Per Valve:** Single springs are typically suitable for stock or mild performance engines. Double springs are commonly used in higher performance applications, where the inner spring helps prevent valve float at higher RPMs.
- Outside Diameter of Outer Spring:** You need to make sure the spring fits the physical constraints of your cylinder head. Choose a spring with an outer diameter that allows for correct installation and operation within the engine's head without interference.
- Installed Pressure:** This is the pressure that the spring exerts when the valve is fully closed. It's important to match this to the camshaft specifications. Too low, and the valve may not close properly. Too high, and you may cause unnecessary wear on the valvetrain.
- Suggested Open Pressure:** Open pressure is the amount of force the spring exerts when the valve is fully open. This needs to be high enough to control the valve at the engine's maximum RPM, preventing valve float, but not so high as to cause excessive stress on the valvetrain components.
- Valve Spring Style:** There are different spring styles such as Conventional, Beehive, and Conical. The style to choose largely depends on your application. Conventional springs are common, but Beehive and Conical springs offer benefits like reduced valvetrain mass and resonance, which can improve performance at high RPMs.
- Coil Bind Height:** This is the height at which the spring becomes solid and can compress no further. Your camshaft's maximum lift must be less than the spring's coil bind height to avoid damaging the spring or other valvetrain components.

## Valve Spring Retainers

Speedmaster™ spring retainers are made from hardened 4140 chromoly steel for great performance characteristics and reliability. On top of that, they're black-oxide coated for corrosion protection and looking.



| Lock Style | Retainer Style | OD of Outer Spring | OD of Middle Spring | ID of Inner Spring | Part #      |
|------------|----------------|--------------------|---------------------|--------------------|-------------|
| 10 degree  | Standard       | 1.400 in.          | 1.060 in.           | 0.690 in.          | PCE270.1006 |
|            | +0.050 in.     | 1.400 in.          | 1.060 in.           | 0.690 in.          | PCE270.1016 |
|            | -0.010 in.     | 1.400 in.          | 1.060 in.           | 0.690 in.          | PCE270.1015 |
|            | Standard       | 1.500 in.          | 1.095 in.           | 0.710 in.          | PCE270.1010 |
|            | Standard       | 1.500 in.          | 1.100 in.           | 0.700 in.          | PCE270.1012 |
|            | Standard       | 1.500 in.          | 1.120 in.           | 0.700 in.          | PCE270.1009 |
|            | Standard       | 1.500 in.          | 1.150 in.           | 0.870 in.          | PCE270.1011 |
| 8mm        | Standard       | 1.030 in.          | 0.635 in.           | -                  | PCE270.1002 |
|            | Standard       | 1.160 in.          | 0.950 in.           | 0.675 in.          | PCE270.1001 |

## Valve Spring Locators

Speedmaster™ valve spring cups and locators protect your expensive aluminum heads from being galled by your high-pressure valve springs. They're quality-machined to different thicknesses from heat-treated steel with a corrosion-resistant black oxide finish. Speedmaster™ valve spring cups and locators are available in inside diameter (spring locator) or outside diameter (spring cup) styles.



| Locating Shoulder Type | Outside Diameter (in) | Thickness (in) | Part #      |
|------------------------|-----------------------|----------------|-------------|
| Inside                 | 1.550 in.             | 0.060 in.      | PCE470.1001 |
| Outside                | 1.263 in.             | 0.040 in.      | PCE470.1002 |
|                        | 1.370 in.             | 0.040 in.      | PCE470.1004 |
|                        | 1.640 in.             | 0.040 in.      | PCE470.1005 |

## Valve Spring Shims

Speedmaster™ valve spring shims are critical for setting up proper valve spring height and pressures. These high-quality, heat-treated valve spring shims are designed to handle the immense pressures of today's racing valve springs.



| Outside Diameter (in) | Thickness (in) | Part #      |
|-----------------------|----------------|-------------|
| 1.220 in.             | 0.020 in.      | PCE271.1019 |
|                       | 0.030 in.      | PCE271.1023 |
| 1.456 in.             | 0.020 in.      | PCE271.1015 |
|                       | 0.030 in.      | PCE271.1024 |
| 1.530 in.             | 0.020 in.      | PCE271.1025 |
|                       | 0.030 in.      | PCE271.1026 |
| 1.570 in.             | 0.020 in.      | PCE271.1011 |
|                       | 0.030 in.      | PCE271.1002 |

# Valvetrain Components

## Valve Stem Seals

Valve stem seals control the lubrication of the valve stem as it slides in the valve guide. Too little oil causes stem and guide wear. Too much oil increases oil consumption and can cause a buildup of carbon, leading to valve seat damage and early valve grind. Speedmaster™ valve seals are positive-stop seals made from high-temperature Viton® material for a long-lasting seal.



| Application | Valve Stem Diameter   | Valve Guide Diameter (in) | Valve Stem Seal Outside Diameter (in) | Notes                               | Part #      |
|-------------|-----------------------|---------------------------|---------------------------------------|-------------------------------------|-------------|
| GM LS1      | 8mm                   | 0.470 in.                 | 0.610 in.                             | 0.4825 in. Long Single/Dual Springs | PCE354.1003 |
|             | 8mm                   | 0.500 in.                 | 1.190 in.                             | 0.500 in. Long Single Springs       | PCE354.1004 |
| Universal   | 11/32 in. (0.344 in.) | 0.530 in.                 | 0.670 in.                             | 0.670 in. Long                      | PCE354.1005 |

## Valve Locks

Speedmaster™ valve locks are manufactured from machined Chromoly steel and offer excellent valve spring location. Whether you're rebuilding a stock engine or changing to valve springs that have more seat pressure, these Speedmaster™ valve locks will provide the reliability that you've been looking for.



| Lock Style | Valve Stem Diameter   | Install Height    | Part #      |
|------------|-----------------------|-------------------|-------------|
| 10 degree  | 11/32 in. (0.344 in.) | +0.050 in.        | PCE269.1010 |
|            | 11/32 in. (0.344 in.) | Standard 0.00 in. | PCE269.1002 |
|            | 11/32 in. (0.344 in.) | -0.030 in.        | PCE269.1003 |

## Lash Caps

In today's higher rpm engines, the tip of the valve stem is subjected to a tremendous pounding. The best solution to this problem is Speedmaster™ lash caps. These hardened lash caps are precision-machined and ground perfectly flat, to maintain accurate valvetrain adjustment.



| Valve Stem Diameter   | Lash Cap Thickness (in) | Lash Cap Material | Part #      |
|-----------------------|-------------------------|-------------------|-------------|
| 11/32 in. (0.344 in.) | 0.080 in.               | Steel             | PCE252.1001 |

## Guideplates

You need guideplates to keep your pushrods from deflecting under high-rpm conditions. That's just what our Speedmaster™ guideplate sets do, they are made from 5140 Chromoly steel, nitrided and black oxide coated for corrosion and wear resistance.



| Application                    | Guideplate Pushrod Size | Guideplate Style   | Stud Size | Part #      |
|--------------------------------|-------------------------|--------------------|-----------|-------------|
| Chevrolet SBC 350              | 5/16 in.                | Raised - 1 Piece   | 7/16 in.  | PCE251.1007 |
|                                | 5/16 in.                | Flat - 2 Piece Adj | 7/16 in.  | PCE251.1005 |
| Chevrolet BBC 454              | 3/8 in.                 | Flat - 1 Piece     | 7/16 in.  | PCE251.1010 |
| GM LS1 LS2 LS6                 | 5/16 in.                | Flat - 1 Piece     | 8 mm      | PCE251.1009 |
| GM LS3 L92                     | 5/16 in.                | Flat - 1 Piece     | 8 mm      | PCE251.1027 |
|                                | 3/8 in.                 | Flat - 1 Piece     | 8 mm      | PCE251.1025 |
| Ford SB 289 302 351 Windsor    | 5/16 in.                | Flat - 1 Piece     | 7/16 in.  | PCE251.1013 |
|                                | 5/16 in.                | Flat - 2 Piece Adj | 7/16 in.  | PCE251.1014 |
| Ford 302 351C Cleveland        | 5/16 in.                | Raised - 1 Piece   | 7/16 in.  | PCE251.1016 |
|                                | 3/8 in.                 | Raised - 1 Piece   | 7/16 in.  | PCE251.1015 |
| Ford 429 460                   | 5/16 in.                | Raised - 1 Piece   | 7/16 in.  | PCE251.1019 |
|                                | 3/8 in.                 | Raised - 1 Piece   | 7/16 in.  | PCE251.1018 |
| Oldsmobile 350 400 403 425 455 | 3/8 in.                 | Flat - 1 Piece     | 7/16 in.  | PCE251.1001 |
| Pontiac 326 400 455            | 5/16 in.                | Flat - 1 Piece     | 7/16 in.  | PCE251.1026 |



# Rocker Arms

## SET THE RHYTHM

Experience effortless valvetrain functioning, steadfast timing, and a power boost with Speedmaster™ rocker arms! Delve into our expansive selection spanning stud-, shaft-, and pedestal-mount rockers. Consider shaving off some engine weight with our resilient, yet lightweight, extruded aluminum rocker arms. Alternatively, for heavy-duty applications and superior performance even at high-rpm, our forged steel rocker arms are an excellent choice. Designed with an unwavering commitment to performance, Speedmaster™ rocker arms are geared to extract maximum output from your entire valvetrain!



### Aluminum

#### FULL ROLLER

Speedmaster™ Aluminum Roller Rockers are extruded from 6061 T6 Aluminum. The larger needle bearing fulcrum can withstand valve spring loads up to 360lbs, while the extruded body has a tensile strength over 60,000 PSI.



### Aluminum DNA®

#### FULL ROLLER

Speedmaster™DNA® roller rockers are the toughest and most innovative rockers we've ever made. Crafted from certified aircraft-quality, heat-treated aluminum, they're matched to massive, precision-ground trunnions for superior durability, and optimized rocker arm geometry evenly distributes the load for maximum strength.



### Chromoly

#### ROLLER TIP

Speedmaster™ 4340 chromoly steel roller tip rockers have a long slot and are for high lift cams to stand valve spring pressure up to 300lbs. A self-locking nut and powdered metal pivot ball are included with rocker. One way to increase power is to increase lift. That's what makes Speedmaster™ steel roller tip rocker arms so popular. They're one of the highest lift rockers you can get outside of racing.



### Stainless Steel

#### FULL ROLLER

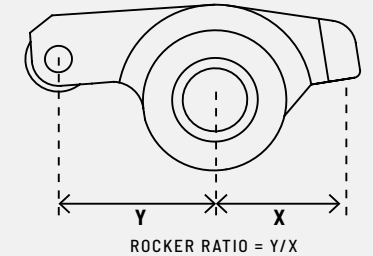
Speedmaster™ Stainless steel rollers are manufactured from heat-treated stainless steel and alloy steel tip rollers. Speedmaster roller rockers are available in various ratios, so you are good to go. They feature greater strength and durability, capable of withstanding valve spring load up to 450lbs.



#### Rocker Arm Ratio - The Math

The ratio of a rocker arm is determined by the distance between the centerline of the pivot point to the centerline of the roller tip (or area of contact with the valve stem), divided by the centerline of the pushrod to the centerline of the pivot point (X). Most aftermarket roller rockers have the ratio stamped on them. See Diagram.

To determine the change in lift when changing rocker arm ratios, divide the lift of the cam by the original rocker ratio (which gives you the lobe lift), then multiply this number by the new rocker ratio. For example, a popular small block chevy cam has .468 lift at the valve. Divide this number by the stock rocker ratio of 1.5 to get the lobe lift of .312. Multiply .312 by the new rocker ratio 1.6, to get the new lift of .499.



QUICK TIP







SPEEDMASTER™  
PatentDesign



LUBRICATION PASSAGE

Rocker Arms

|                                    |       |                |           |  |  |  |  |
|------------------------------------|-------|----------------|-----------|---|--|---|---|
| Application                        | Ratio | Mounting Style | Stud Size | Aluminum Full Roller Part #   | Aluminum DNA® Full Roller Part #   | Chromoly Roller Tip Part #  | Stainless Steel Full Roller Part #  |
| Chevrolet SBC 350                  | 1.5   | Stud Mount     | 3/8 in.   | PCE261.1001.**  | 1-261-001  | PCE261.1042.**  | PCE261.1061.**  |
|                                    |       | Stud Mount     | 7/16 in.  | PCE261.1004.**  | 1-261-002  | PCE261.1044.**  | PCE261.1066.0**   |
|                                    |       | Shaft Mount    | -         | PCE261.1093.**  | 1-261-017  | -   | PCE261.1108   |
|                                    | 1.6   | Stud Mount     | 3/8 in.   | PCE261.1008.**  | 1-261-003  | PCE261.1046.**  | PCE261.1068.**  |
|                                    |       | Stud Mount     | 7/16 in.  | PCE261.1010.**  | 1-261-004  | PCE261.1048.**  | PCE261.1070.**  |
|                                    |       | Shaft Mount    | -         | PCE261.1098.**  | 1-261-018  | -   | PCE261.1109   |
| Chevrolet BBC 454                  | 1.7   | Stud Mount     | 7/16 in.  | PCE261.1014.**  | 1-261-005  | PCE261.1050.**  | PCE261.1072.**  |
|                                    |       | Shaft Mount    | -         | PCE261.1060.**  | 1-261-019  | -   | PCE261.1115   |
| Ford SB 289 302 351 Windsor        | 1.6   | Stud Mount     | 3/8 in.   | PCE261.1016.**  | 1-261-006  | PCE261.1052.**  | PCE261.1075.**  |
|                                    |       | Stud Mount     | 5/16 in.  | PCE261.1133.**  | 1-261-041  | -   | -   |
|                                    |       | Stud Mount     | 7/16 in.  | PCE261.1021.**  | 1-261-007  | -   | PCE261.1076.**  |
|                                    |       | Shaft Mount    | -         | PCE261.1104.**  | 1-261-020  | -   | -   |
|                                    | 1.7   | Stud Mount     | 3/8 in.   | -   | -  | PCE261.1054   | -   |
|                                    |       | Stud Mount     | 7/16 in.  | -   | -  | -   | -   |
|                                    |       | Shaft Mount    | -         | PCE261.1106.**  | -  | -   | PCE261.1114   |
|                                    |       |                |           |   |  |   |   |
| Ford 302 351C Cleveland BBF 460    | 1.73  | Stud Mount     | 7/16 in.  | PCE261.1023.**  | -  | PCE261.1056.**  | PCE261.1078.**  |
| Ford 429 Boss                      | 1.73  | Shaft Mount    | -         | PCE261.1244.**  | -  | -   | -   |
| Ford FE 390 427 428                | 1.76  | Shaft Mount    | -         | PCE261.1058.**  | 1-261-021  | -   | PCE261.1173   |
| Oldsmobile 330 350 400 425 455     | 1.6   | Pedestal Mount | -         | PCE261.1116   | -  | -   | -   |
|                                    | 1.65  | Stud Mount     | 7/16 in.  | PCE261.1117   | -  | -   | -   |
| Pontiac 265 350 400 455            | 1.52  | Stud Mount     | 7/16 in.  | PCE261.1248   | 1-261-015  | -   | -   |
|                                    | 1.65  | Stud Mount     | 7/16 in.  | -   | 1-261-016  | -   | PCE261.1258   |
| Cadillac 472 500                   | 1.6   | Shaft Mount    | -         | PCE261.1226   | -  | -   | -   |
| GM LS1 LS6                         | 1.7   | Stud Mount     | 8mm       | -   | 1-261-010  | -   | PCE261.1257   |
|                                    |       | Pedestal Mount | -         | PCE261.1041.**  | -  | -   | PCE261.1092   |
|                                    |       | Shaft Mount    | -         | PCE261.1130   | 1-261-022  | -   | -   |
|                                    | 1.8   | Stud Mount     | 8mm       | -   | 1-261-011  | -   | -   |
|                                    |       | Pedestal Mount | -         | PCE261.1252   | -  | -   | PCE261.1118<br>PCE261.1091  |
|                                    |       | Shaft Mount    | -         | PCE261.1149   | 1-261-023  | -   | -   |
|                                    | 1.9   | Pedestal Mount | -         | -   | -  | -   | PCE261.1097   |
|                                    |       |                |           |   |  |   |   |
| GM LS3 L92                         | 1.7   | Pedestal Mount | -         | PCE261.1253.**  | -  | -   | -   |
|                                    |       | Shaft Mount    | -         | PCE261.1242   | -  | -   | -   |
|                                    | 1.8   | Pedestal Mount | -         | PCE261.1254.**  | -  | -   | -   |
|                                    |       |                |           |   |  |   |   |
| GM LS7                             | 1.8   | Pedestal Mount | -         | PCE261.1185   | -  | -   | -   |
| Mopar Chrysler SB 318 340 360      | 1.5   | Shaft Mount    | -         | PCE261.1031   | 1-261-024  | -   | PCE261.1084.**  |
|                                    | 1.6   | Shaft Mount    | -         | PCE261.1032   | -  | -   | PCE261.1085   |
| Mopar Chrysler BB 383 440          | 1.5   | Shaft Mount    | -         | PCE261.1033.**  | 1-261-026  | -   | PCE261.1087   |
|                                    | 1.6   | Shaft Mount    | -         | PCE261.1034.**  | 1-261-027  | -   | PCE261.1088.**  |
| Mopar Chrysler 5.7L 6.1L 6.4L Hemi | 1.6   | Shaft Mount    | -         | -   | -  | -   | PCE261.1247   |

.\*\* = Multiple Variations Available



CHECKING ROCKER GEOMETRY

Rocker arm geometry in relation to the installation is critical. Having the proper valve train geometry is critical to the system being durable and providing the proper valve lift., The tip of the rocker should operate around the centreline of the valve stem when the rocker opens the valve. Locating the rocker properly is achieved by moving mounting points combining different length pushrods and valve stems or changing rockers.

The theoretical ratio is the distance from the point where the rocker tip touches the valve to the fulcrum centreline, divided by the distance from the centre of the pushrod cup or adjusting screw to the fulcrum centreline. Since valve trains have many components, defl ection or production tolerances will usually affect the actual valve lift, therefore the theoretical ratio will usually be slightly higher than the rated ratio of the rocker. For this reason it is always a good idea to check the lift of each valve for your application to determine if the valve opening is the same on all the cylinders.

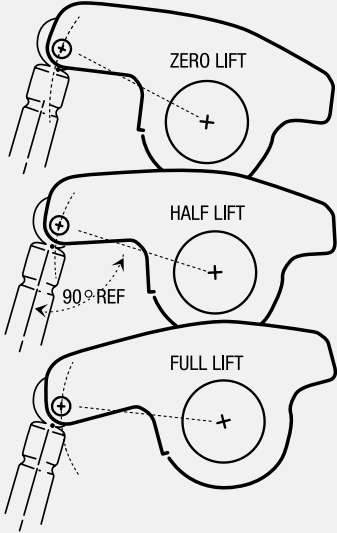
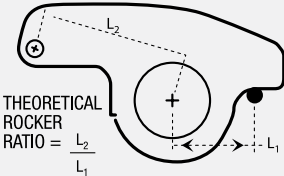
The roller tip should ideally contact the valve stem centre when the valve is at half lift. If it contacts the stem towards the outside of the head, the pushrod is too long or if the contact is toward the fulcrum, the pushrod is too short.



Most importantly the contact patch on the valve tip should be between 1.5mm and 2.0mm (.060"-.080") wide. Valve guide side loading is a result of excessive roller tip lateral movement and not simply the position of valve tip contact As shown in the diagrams below, a narrow contact patch slightly off valve centre is preferred to a wide contact in the centre of the valve.

The easiest way to check roller/valve tip relationship is to apply a very light smear of "bearing blue" (Available from auto parts suppliers) to the tip of the valve, then carefully assemble the rocker/rockers to the cylinder head.

Once the valve has opened and closed, you can clearly see the "contact patch" of the roller. This contact patch should be as close as possible to the centre of the valve and as thin as possible to minimise the amount of side loading on the valve experienced under extreme operating conditions. Lash caps can sometimes be used instead of changing pushrods to alter rocker geometry. It is important to note when using rigid mount shaft type or pedestal type rockers, the mounting pedestal or spacer height may need to be altered to make geometry changes.







# Rocker Arm Components

## Rocker Arm Stud Girdle

Speedmaster Stud Girdles, the essential solution for maximizing engine performance. These CNC-machined girdles effectively control valve lift and timing changes caused by stud flex, ensuring consistent high-rpm performance. Each girdle is anodized, accompanied by high-quality mounting hardware and hardened adjusting nuts. Tall-style valve covers are required for installation.

Installing a set of stud girdles is one of the best things you can do for your engine. They stabilize the valve train, allowing for full lift. At high rpm, studs can flex, especially when using aftermarket cams or roller cams with higher spring pressures. That's why we never build an engine without installing these girdles. Their installation is quick and straightforward, similar to roller rocker installation. Experience the benefits of enhanced engine stability, improved acceleration, and protection with Speedmaster Stud Girdles.

| Application                 | Rocker Arm Nut Thread Size | Rocker Arm Nut Style | Part #         |
|-----------------------------|----------------------------|----------------------|----------------|
| Chevrolet SBC 350           | 3/8-24 in.                 | Polylock             | PCE259.1008.** |
|                             | 7/16-20 in.                | Polylock             | PCE259.1002.** |
| Chevrolet BBC 454           | 7/16-20 in.                | Polylock             | PCE259.1017.** |
| Ford SB 289 302 351 Windsor | 3/8-24 in.                 | Polylock             | PCE259.1009.** |
|                             | 7/16-20 in.                | Polylock             | PCE259.1006.** |
| Ford 302 351C Cleveland     | 7/16-20 in.                | Polylock             | PCE259.1018    |
| Oldsmobile 400 425 455      | 7/16-20 in.                | Polylock             | PCE259.1014    |

.\*\* = Multiple Variations Available



## Rocker Arm Nut

Speedmaster rocker arm adjusting nuts are high-quality polylocks designed for full roller rocker arms. Made from heat-treated, premium-grade 4140 chromoly steel, these adjusters provide 190,000 psi tensile strength for the utmost in reliability.



| Thread Diameter | Application         | Part #      |
|-----------------|---------------------|-------------|
| 5/16-24 in.     |                     | PCE255.1001 |
|                 |                     |             |
| 3/8-24 in.      | Aluminum Rockers    | PCE255.1002 |
|                 | Stainless Rockers   | PCE255.1003 |
|                 | Stud Girdle         | PCE255.1006 |
| 7/16-20 in.     | Aluminum Rockers    | PCE255.1004 |
|                 | Stainless Rockers   | PCE255.1005 |
|                 | BBC 454 Stud Girdle | PCE255.1008 |
|                 | Stud Girdle         | PCE255.1007 |

## Rocker Arm Stud

Speedmaster arm stud kits are made of 4140 Chromoly steel. They're roll-threaded, heat-treated to a maximum strength of 190,000+ PSI, and have a black oxide corrosion-resistant finish. They feature larger radius stud fillets for extra strength.



| Base Thread Size | Nut Thread Size | Notes                                | Part #      |
|------------------|-----------------|--------------------------------------|-------------|
| 5/16-18 in.      | 7/16-20 in.     | -                                    | PCE260.1006 |
| 5/16-18 in.      | 7/16-20 in.     | 0.500 in. longer for late model Ford | PCE260.1004 |
| 7/16-14 in.      | 3/8-24 in.      | 2.000 in. Above Hex                  | PCE260.1005 |
| 7/16-14 in.      | 5/16-24 in.     | -                                    | PCE260.1003 |
| 7/16-14 in.      | 7/16-20 in.     | 1.800 in. Above Hex                  | PCE260.1007 |
| 7/16-14 in.      | 7/16-20 in.     | 2.000 in. Above Hex                  | PCE260.1001 |
| 7/16-14 in.      | 7/16-20 in.     | 2.300 in. Above Hex                  | PCE260.1002 |
| M8 x 1.25mm      | 3/8-24 in.      | Chevy GM LS                          | PCE260.1009 |



# Pushrods

## NO PUSHOVER

Prior to extensive research, it was thought that the pushrod only had to be strong enough not to fail, bend or burn up at the ends. But engineers have learned that the frequency of the pushrod must match that of all the rest of the parts in the valve train, as well as the rpm at which the engine will be run. As cam profiles get more aggressive and valve spring pressures increase, the importance of selecting the right pushrods has never been more critical. Speedmaster™ carries a wide selection of precision pushrods to handle any application from stock replacement to hardcore race.

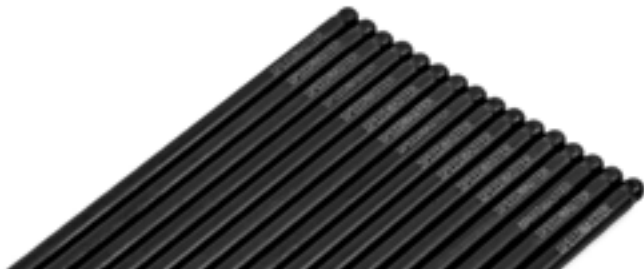


Get all of the performance that your engine can produce with these durable pushrods designed especially for high-lift cams. Speedmaster™ PRO pushrods are available in both 5/16 in. and 3/8 in. diameters. They feature .080 in. wall thickness and are formed from 4130 chromoly steel. These one-piece Speedmaster™ pushrods are heat-treated for use with guideplates. Plus, the oil holes are drilled and chamfered to .093 in. to prevent stress fractures and cracks.



### 5/16 in. Diameter

**Material:** Chromoly Hardened Steel  
**Heat-Treated:** Yes  
**One-Piece:** Yes  
**For Use with Guideplates:** 5/16 in.  
**Tip Diameter:** Yes  
**Quantity:** Set of 16



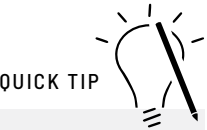
| Overall Length (in) | DNA Part # | PCE Part #  |
|---------------------|------------|-------------|
| 6.100 in.           | 1-254-001  | PCE254.1006 |
| 6.270 in.           | 1-254-002  | PCE254.1007 |
| 6.300 in.           | 1-254-003  | PCE254.1023 |
| 6.700 in.           | 1-254-004  | PCE254.1009 |
| 6.770 in.           | 1-254-005  | PCE254.1010 |
| 7.170 in.           | 1-254-006  | PCE254.1011 |
| 7.200 in.           | 1-254-007  | PCE254.1028 |
| 7.220 in.           | 1-254-008  | PCE254.1012 |
| 7.300 in.           | 1-254-009  | PCE254.1027 |
| 7.400 in.           | 1-254-010  | PCE254.1018 |
| 7.450 in.           | 1-254-011  | PCE254.1021 |
| 7.500 in.           | -          | PCE254.1091 |
| 7.800 in.           | 1-254-012  | PCE254.1001 |
| 7.815 in.           | -          | PCE254.1076 |
| 7.850 in.           | 1-254-013  | PCE254.1025 |
| 7.900 in.           | 1-254-014  | PCE254.1002 |
| 7.950 in.           | 1-254-015  | PCE254.1013 |
| 8.000 in.           | 1-254-016  | PCE254.1014 |
| 8.150 in.           | 1-254-017  | PCE254.1015 |
| 8.400 in.           | 1-254-018  | PCE254.1003 |
| 8.500 in.           | 1-254-019  | PCE254.1016 |
| 8.550 in.           | 1-254-020  | PCE254.1004 |
| 8.670 in.           | 1-254-021  | PCE254.1017 |
| 8.700 in.           | 1-254-022  | PCE254.1005 |
| 8.800 in.           | 1-254-023  | PCE254.1055 |
| 8.900 in.           | 1-254-024  | PCE254.1019 |
| 9.000 in.           | 1-254-025  | PCE254.1020 |

### 3/8 in. Diameter

**Material:** Chromoly Hardened Steel  
**Heat-Treated:** Yes  
**One-Piece:** Yes  
**For Use with Guideplates:** 5/16 in.  
**Tip Diameter:** Yes  
**Quantity:** Set of 8



| Overall Length (in) | DNA Part # | PCE Part #  |
|---------------------|------------|-------------|
| 7.400 in.           | 1-254-042  | PCE254.1092 |
| 7.800 in.           | 1-254-026  | PCE254.1053 |
| 7.900 in.           | 1-254-027  | PCE254.1034 |
| 8.280 in.           | 1-254-028  | PCE254.1035 |
| 8.400 in.           | 1-254-029  | PCE254.1038 |
| 8.450 in.           | 1-254-030  | PCE254.1050 |
| 8.500 in.           | 1-254-031  | PCE254.1039 |
| 8.550 in.           | 1-254-032  | PCE254.1040 |
| 8.650 in.           | 1-254-033  | PCE254.1051 |
| 8.700 in.           | 1-254-034  | PCE254.1041 |
| 8.750 in.           | 1-254-035  | PCE254.1046 |
| 8.800 in.           | 1-254-036  | PCE254.1042 |
| 9.250 in.           | 1-254-037  | PCE254.1036 |
| 9.350 in.           | 1-254-038  | PCE254.1037 |
| 9.450 in.           | 1-254-039  | PCE254.1043 |
| 9.500 in.           | 1-254-040  | PCE254.1044 |
| 9.550 in.           | 1-254-041  | PCE254.1045 |



#### Pushrod Length Checkers

Many variables directly affect determining proper pushrod length. Pushrod length is affected by all of the variables listed below.

- Block deck height
- Head stud boss height / rockerarm stand mounting pad
- Head deck height
- Lifter receiver cup height
- Cam base circle diameter
- Valve stem height
- Rockerarm design

Speedmaster's Pushrod Length Checkers in the Tools Section

# Valve Covers

## ENGINE BAY ENVY

Just like the myriad of flavors in the realm of ice cream, Speedmaster™ offers an equally extensive assortment of valve covers to cater to your individual preferences. Our selection includes an array of sizes, styles, and applications, enabling you to find the perfect match for your engine.

We stock valve covers for a broad spectrum of engine types, ranging from the classic Chevy 350 to the more modern LS1, LS3, and LSX powerplants. For those seeking a minimalistic appeal, we offer plain steel or aluminum valve covers. If a vintage vibe is more your style, you'll appreciate our collection of finned, ribbed, or ball-milled covers. Regardless of your aesthetic preferences, Speedmaster™ has a valve cover that's sure to satisfy your tastes.



### Cast Aluminum

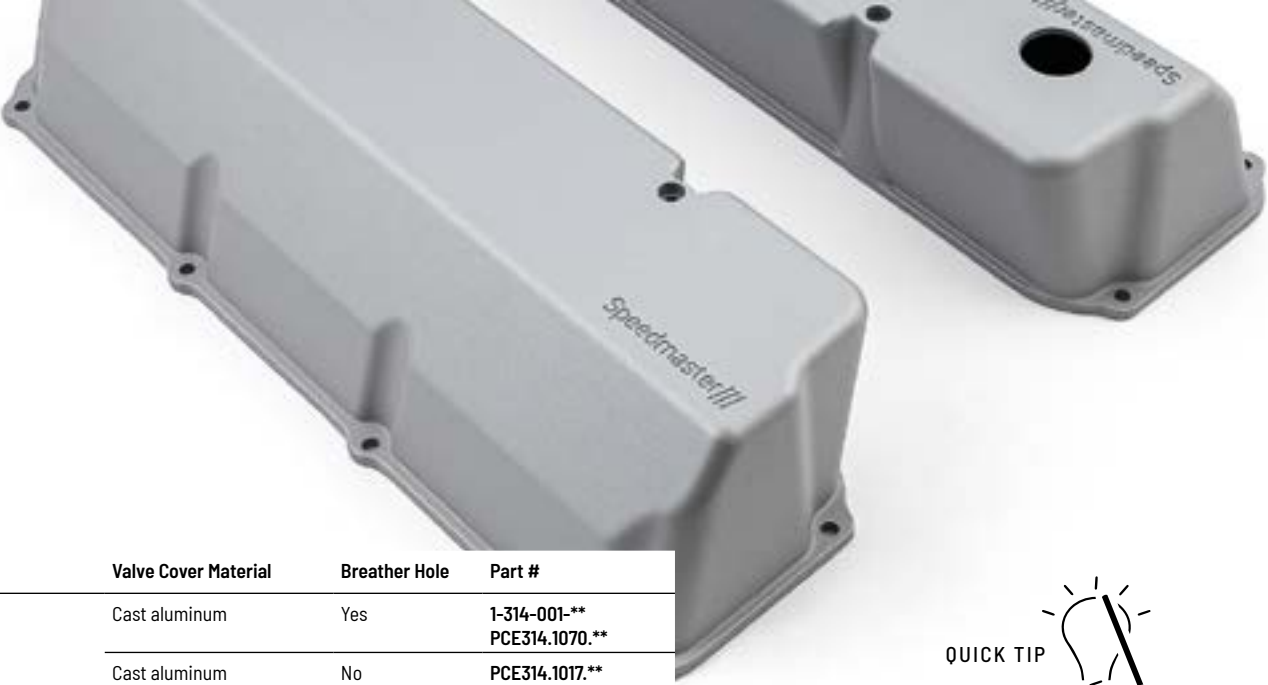


Speedmaster's cast aluminum valve covers provide an ideal balance of style and performance. Crafted from high-quality aluminum, they offer superior heat dissipation and increased rigidity. Available in a variety of finishes including polished, unpainted, or powder-coated, these valve covers enhance both aesthetics and functionality of your engine.

### Fabricated Aluminum



Speedmaster's fabricated aluminum valve covers are lightweight yet robust, ensuring optimal strength and minimal leaks. Expertly welded from high-grade aluminum, they offer flexibility for customization and provide extra clearance for high-performance components



QUICK TIP

#### Installation Tips:

**Preparation:** Before starting the installation, clean the area around the engine to prevent any debris from getting inside.

**Gasket:** Always use a new gasket when installing a new valve cover. This will help ensure a tight seal and prevent leaks.

**Even Torque:** When tightening the valve cover, ensure to apply an even torque across all the bolts. This helps avoid warping the cover and causing leaks.

**Check for Clearance:** Ensure there's enough clearance for any aftermarket parts you've installed, such as roller rockers or high lift cams.

#### Buying Tips:

**Material:** The choice between cast and fabricated aluminum usually depends on your preference and budget. Cast aluminum is durable and dissipates heat effectively, while fabricated aluminum can offer higher customization and clearance for high-performance parts.

**Engine Compatibility:** Check the engine compatibility before purchase. Not all valve covers fit all engines, so confirm whether the valve cover is designed to fit your specific engine type.

**Aesthetics:** While function is critical, you may also consider the valve cover's finish and how it complements your engine bay's aesthetics.

**Quality:** A good valve cover should not only look good but also offer excellent sealing to prevent oil leaks. Always choose a reputable brand known for quality products, like Speedmaster™.

For more tips visit [speedmaster79.com](https://www.speedmaster79.com)

| Application                          | Valve Cover Material | Breather Hole | Part #                      |
|--------------------------------------|----------------------|---------------|-----------------------------|
| Chevy SBC 350                        | Cast aluminum        | Yes           | 1-314-001-**.PCE314.1070.** |
|                                      | Cast aluminum        | No            | PCE314.1017.**              |
|                                      | Fabricated aluminum  | Yes           | PCE314.1100.**              |
|                                      | Fabricated aluminum  | No            | PCE314.1101.**              |
| Chevy SBC 350 Vortec Center Bolt     | Cast aluminum        | Yes           | PCE314.1075.**              |
|                                      | Cast aluminum        | No            | PCE314.1022                 |
|                                      | Fabricated aluminum  | No            | PCE314.1137.**              |
| Chevy BBC 454                        | Cast aluminum        | Yes           | 1-314-002-**.PCE314.1028.** |
|                                      | Cast aluminum        | No            | PCE314.1027.**              |
|                                      | Fabricated aluminum  | Yes           | PCE314.1105.**              |
|                                      | Fabricated aluminum  | No            | PCE314.1111.**              |
| Chevy BBC 454 - Long Bolt            | Fabricated aluminum  | Yes           | PCE314.1108.**              |
|                                      | Fabricated aluminum  | No            | PCE314.1160.**              |
| GM LS1 LS2 LS3 LS6 LS7               | Cast aluminum        | -             | PCE314.1226.**              |
|                                      | Fabricated aluminum  | -             | PCE314.1131                 |
| GM LS1 LS2 LS3 LS6 LS7 w/Coil Mounts | Cast aluminum        | -             | PCE314.1249.01              |
|                                      | Fabricated aluminum  | -             | PCE314.1132.01              |
| Ford SB 289 302 351 Windsor          | Cast aluminum        | Yes           | 1-314-004-**.PCE314.1083.** |
|                                      | Cast aluminum        | No            | PCE314.1031.**              |
|                                      | Fabricated aluminum  | Yes           | PCE314.1113.**              |
|                                      | Fabricated aluminum  | No            | PCE314.1115.**              |
| Ford 302 351C Cleveland              | Cast aluminum        | Yes           | 1-314-005-**.PCE314.1088.** |
|                                      | Fabricated aluminum  | Yes           | PCE314.1136                 |
| Ford 429 460                         | Cast aluminum        | Yes           | 1-314-006-**.PCE314.1091.** |
|                                      | Fabricated aluminum  | Yes           | PCE314.1208.01              |
| Ford Boss 429                        | Cast aluminum        | Yes           | PCE314.1243.**              |
|                                      | Fabricated aluminum  | Yes           | PCE314.1128.**              |
| Mopar Chrysler BB 383 440            | Cast aluminum        | Yes           | 1-314-008-**                |
|                                      | Fabricated aluminum  | Yes           | PCE314.1128.**              |
| Mopar Chrysler SB 318 340 360        | Cast aluminum        | Yes           | 1-314-007-**                |
|                                      | Fabricated aluminum  | Yes           | PCE314.1125.**              |
| Oldsmobile 400 425 455               | Cast aluminum        | No            | 1-314-009-**                |
|                                      | Fabricated aluminum  | No            | PCE314.1171.**              |
| Pontiac 326 400 455                  | Cast aluminum        | Yes           | 1-314-010-**.PCE314.1162.** |
|                                      | Cast aluminum        | No            | PCE314.1163                 |

.\*\* = Multiple Variations Available

# Valve Covers Accessories

## Valve Cover Breathers

Speedmaster™ valve cover breathers are just the thing to prevent oil splash while adding some style. Speedmaster™ breathers keep your crankcase properly vented and add a little shine under the hood. They are available in a wide variety of styles for many applications.



| Ref. | Valve Cover Breather Attachment | Fits Hole Size | PCV Valve | Breather Tube | Shielded | Breather Top Style | Grommets Included | Top Material | Top Finish | Part #      |
|------|---------------------------------|----------------|-----------|---------------|----------|--------------------|-------------------|--------------|------------|-------------|
| a.   | Push-in                         | 1.500 in.      | No        | No            | No       | Plain              | No                | Steel        | Chrome     | PCE309.1001 |
|      | Twist-on                        | 1.500 in.      | No        | No            | No       | Plain              | No                | Steel        | Chrome     | PCE309.1002 |
| b.   | Push-in                         | 1.250 in.      | No        | Yes           | No       | Plain              | No                | Steel        | Chrome     | PCE309.1010 |
| c.   | Clamp-on                        | 1.375 in.      | No        | No            | Yes      | Plain              | No                | Steel        | Chrome     | PCE309.1004 |
|      | Clamp-on                        | 1.500 in.      | No        | No            | Yes      | Plain              | No                | Steel        | Chrome     | PCE309.1005 |
|      | Push-in                         | 1.250 in.      | No        | No            | Yes      | Plain              | No                | Steel        | Chrome     | PCE309.1012 |
| d.   | Clamp-on                        | 1.375 in.      | No        | No            | No       | Plain              | No                | Steel        | Chrome     | PCE309.1013 |
|      | Clamp-on                        | 1.500 in.      | No        | No            | No       | Plain              | No                | Steel        | Chrome     | PCE309.1014 |
|      | Push-in                         | 1.250 in.      | No        | No            | No       | Plain              | No                | Steel        | Chrome     | PCE309.1011 |
| e.   | Push-in                         | 1.250 in.      | No        | No            | No       | Plain              | No                | Aluminum     | Polished   | PCE309.1006 |
| f.   | Push-in                         | 1.250 in.      | No        | No            | No       | Ball-milled        | No                | Aluminum     | Polished   | PCE309.1007 |
| g.   | Push-in                         | 1.250 in.      | No        | No            | No       | Plain              | Yes               | Aluminum     | Natural    | PCE309.1016 |
|      | Push-in                         | 1.250 in.      | No        | No            | No       | Plain              | Yes               | Aluminum     | Polished   | PCE309.1017 |
| h.   | Push-in                         | 1.250 in.      | No        | Yes           | No       | Plain              | No                | Aluminum     | Polished   | PCE309.1008 |
| i.   | Push-in                         | 1.250 in.      | No        | Yes           | No       | Ball-milled        | No                | Aluminum     | Polished   | PCE309.1009 |
| j.   | Push-in                         | 1.250 in.      | No        | Yes           | No       | Plain              | Yes               | Aluminum     | Natural    | PCE309.1015 |
| k.   | Push-in                         | 1.250 in.      | Yes       | Yes           | No       | Plain              | No                | Aluminum     | Natural    | PCE309.1018 |
| l.   | Push-in                         | 1.000 in.      | No        | No            | No       | Finned             | No                | Aluminum     | Polished   | PCE309.1019 |
| m.   | Push-in                         | 1.250 in.      | No        | Yes           | No       | Finned             | No                | Aluminum     | Polished   | PCE309.1020 |

## Valve Cover Grommets

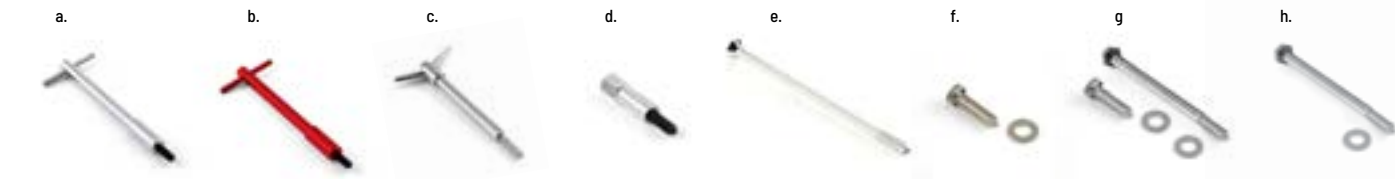
Speedmaster™ valve cover grommets are designed to control oil leakage into breather caps. Plus, they keep oil from getting all over your valve covers. The baffled grommets help to eliminate oil blowby as well. These neoprene grommets are made to fit most stamped or die-cast valve covers. They are available in breather and PCV styles to fit your application needs.



| Ref. | Grommet Style | Outside Diameter | Inside Diameter | Part #      |
|------|---------------|------------------|-----------------|-------------|
| a.   | Breather      | 1.000 in.        | 0.5625 in.      | PCE311.1010 |
|      |               | 1.000 in.        | 0.750 in.       | PCE311.1011 |
|      |               | 1.250 in.        | 0.750 in.       | PCE311.1006 |
|      |               | 1.250 in.        | 0.9375 in.      | PCE311.1005 |
|      |               | 1.250 in.        | 1.000 in.       | PCE311.1004 |
|      |               | 1.375 in.        | 0.750 in.       | PCE311.1007 |
| b.   | Breather Plug | 1.250 in.        | 0.750 in.       | PCE311.1003 |
| c.   | PCV           | 1.250 in.        | 0.750 in.       | PCE311.1009 |
|      |               | 1.250 in.        | 1.000 in.       | PCE311.1008 |

## Valve Cover Fasteners

Want to add a bit of flash to your engine? These valve cover fasteners from Speedmaster™ not only anchor your valve covers, they look great, too. They're available in a variety of styles to suit your needs..



| Ref. | Valve Cover Fastener Style | Fastener Material | Fastener Finish | Fastener Head Style | Thread Size | Quantity     | Notes                                   | Part #      |
|------|----------------------------|-------------------|-----------------|---------------------|-------------|--------------|---|-------------|
| a.   | Wing nut                   | Steel             | Chrome          | Extended T-bar      | 1/4-20 in.  | Individually | 5.375 in. overall length.               | PCE310.1001 |
|      | Wing nut                   | Steel             | Chrome          | Extended T-bar      | 1/4-20 in.  | Set of 4.    | 4.250 in. overall length.               | PCE310.1017 |
| b.   | Wing nut                   | Aluminum/Steel    | Red anodized    | Extended T-bar      | 1/4-20 in.  | Set of 4.    | 5.375 in. overall length.               | PCE310.1015 |
| c.   | Wing nut                   | Steel             | Chrome          | Y-top               | 1/4-20 in.  | Set of 4.    | 3.500 in. overall length.               | PCE310.1013 |
|      | Wing nut                   | Steel             | Chrome          | Y-top               | 1/4-20 in.  | Individually | 3.500 in. overall length.               | PCE310.1014 |
|      | Wing nut                   | Steel             | Chrome          | Y-top               | 5/16-18 in. | Set of 4.    | 3.500 in. overall length.               | PCE310.1016 |
| d.   | Stud                       | Steel             | Chrome          | Hex                 | 1/4-20 in.  | Individually | 1.375 in. overall length.               | PCE310.1002 |
|      | Stud                       | Steel             | Chrome          | Hex                 | 1/4-20 in.  | Set of 8.    | 1.375 in. overall length.               | PCE310.1009 |
| e.   | Bolt                       | Steel             | Chrome          | Allen               | 1/4-20 in.  | Set of 8.    | Designed for tall aluminum covers only. | PCE310.1011 |
| f.   | Bolt                       | Stainless Steel   | Chrome          | Hex                 | 1/4-20 in.  | Set of 14.   | Short                                   | PCE310.1004 |
| g.   | Bolt                       | Stainless Steel   | Chrome          | Hex                 | 1/4-20 in.  | Set of 14.   | 8- Short 6-Long                         | PCE310.1005 |
| h.   | Bolt                       | Steel             | Chrome          | Hex                 | 1/4-20 in.  | Set of 8.    | Will not work with tall valve covers.   | PCE310.1008 |

## Hold-Down Tabs

Speedmaster™ valve cover spreader bars are designed to spread the fastener load over a larger area of your valve cover flange. This minimizes distortion and decreases the possibility of oil leaks.They match the rest of your chrome accessories and are available for a wide variety of applications.



| Application                 | Quantity            | Part #      |
|-----------------------------|---------------------|-------------|
| Chevrolet SBC 350           | Sold as a set of 4. | PCE312.1001 |
| Chevrolet BBC 454           | Sold as a set of 7. | PCE312.1002 |
| Ford SB 289 302 351 Windsor | Sold as a set of 6. | PCE312.1003 |

## Oil Fill Caps

Based on a positive retention system, these Speedmaster™ billet oil filler caps allow you to have oil filler access that provides a leakproof seal. They utilize O-ring sealing and are manufactured from high-quality billet aluminum, Speednaster™ billet oil filler caps are an excellent choice for your high performance engine.



| Oil Cap Attachment | Oil Cap Material | Oil Cap Finish | Part #      |
|--------------------|------------------|----------------|-------------|
| Screw-in           | Billet Aluminum  | Blue anodized  | PCE313.1002 |



# Timing Systems

TIMING IS EVERYTHING

The most important part of the engine is the timing setup that you choose as it keeps the crankshaft and camshaft in sync with each other assuring the best performance from the engine. Speedmaster™ offers a few different variations of timing setups so take the time to read up on the different products as they are one of the most important decisions you will make on an engine.

## Chain Drive

### Double Roller

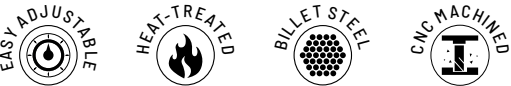


Speedmaster™ 9 Keyway Double Row Timing Chain Kits are CNC Machined from billet, engineered for accurate, consistent timing, faster acceleration and top-speed performance. Trust Speedmaster™ to give you timing sets that will deliver accurate, reliable cam timing. Our billet steel true roller timing sets have rugged double-row, true-roller chains teamed up with billet steel crank and cam sprockets. The crank sprockets have multiple keyways, which allow you to modify your cam timing.



| Application                 | Maximum Advance/Retard |              |             |
|-----------------------------|------------------------|--------------|-------------|
|                             | @ Camshaft             | @ Crankshaft | Part #      |
| Chevy SBC 350               | 4 degree               | 8 degree     | PCE264.1001 |
| Chevy SBC 350 Late          | 4 degree               | 8 degree     | PCE264.1002 |
| Chevy BBC 454               | 4 degree               | 8 degree     | PCE264.1005 |
| GM LS1 LS2 LS6              | 4 degree               | 8 degree     | PCE264.1022 |
| GM LS3                      | 4 degree               | 8 degree     | PCE264.1023 |
| GM LS7                      | 4 degree               | 8 degree     | PCE264.1026 |
| Ford SB 289 302 351 Windsor | 4 degree               | 8 degree     | PCE264.1024 |
| Ford 302 351C Cleveland     | 4 degree               | 8 degree     | PCE264.1010 |
| Ford 429 460                | 4 degree               | 8 degree     | PCE264.1015 |
| Oldsmobile 400 425 455      | 4 degree               | 8 degree     | PCE264.1016 |

### Double roller • Easy-just



Speedmaster™ Easy-just Timing Chain Set allows you advance or retard your timing 6° without having to remove your valve covers or having to back off your rocker arms. Exact Radial run out tolerance insures your timing adjustments are accurate. Features a billet cam and crank sprocket. The crank sprocket is also heat treated for additional strength. Heavy-Duty roller chain and one-piece roller thrust bearing assembly insure smooth operation.



| Application                 | Maximum Advance/Retard |              |             |
|-----------------------------|------------------------|--------------|-------------|
|                             | @ Camshaft             | @ Crankshaft | Part #      |
| Chevy SBC 350               | 6 degree               | 6 degree     | PCE264.1017 |
| Chevy BBC 454               | 6 degree               | 6 degree     | PCE264.1020 |
| Ford SB 289 302 351 Windsor | 6 degree               | 6 degree     | PCE264.1025 |
| Ford 302 351C Cleveland     | 6 degree               | 6 degree     | PCE264.1027 |
| Ford 429 460                | 6 degree               | 6 degree     | PCE264.1028 |

## Gear Drive

Speedmaster™ gear drives are great for you folks who want better timing. Their dual-idler design has CNC-machined components and they are easy to install. These drives fit under your stock timing cover and come complete with instructions. Minor machining may be required on some applications.

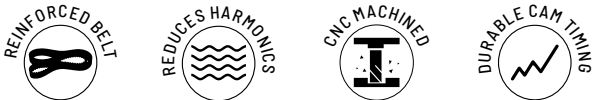


Note: Not designed to work on engines with a knock sensor.

| Application                 | Gear Drive Idler Style | Camshaft Gear Attachment | Maximum Advance/Retard at Camshaft | Maximum Advance/Retard at Crankshaft | Part #      |
|-----------------------------|------------------------|--------------------------|------------------------------------|--------------------------------------|-------------|
| Chevrolet SBC 350           | Dual idler             | 3-bolt                   | 5 degree                           | 2 1/2 degree                         | PCE267.1002 |
| Chevrolet BBC 454           | Dual idler             | 3-bolt                   | 5 degree                           | 2 1/2 degree                         | PCE267.1003 |
| GM LS1 LS3 LS7              | Single Idler           | 3-bolt                   | 8 degree                           | 2 1/2 degree                         | PCE267.1015 |
| Ford SB 289 302 351 Windsor | Dual idler             | 1-bolt                   | 4 degree                           | 2 degree                             | PCE267.1004 |
| Ford 302 351C Cleveland     | Dual idler             | 1-bolt                   | 4 degree                           | 2 degree                             | PCE267.1005 |
| Ford 429 460                | Dual idler             | 3-bolt                   | 4 degree                           | 2 degree                             | PCE267.1006 |
| Mopar Chrysler BB 383 440   | Dual idler             | 3-bolt                   | 4 degree                           | 2 degree                             | PCE267.1009 |
| Oldsmobile 400 425 455      | Dual idler             | 1-bolt                   | 6 degree                           | 4 degree                             | PCE267.1008 |
| Pontiac 287 350 389 455     | Dual idler             | 1-bolt                   | 6 degree                           | 4 degree                             | PCE267.1012 |

## Belt Drive

Speedmaster™ belt drives represent the ultimate in cam timing systems, providing competition engine builders with the most accurate valvetrain components available today. These drives are designed to absorb a significant amount of crankshaft harmonics, which will affect valve motion if they reach the valvetrain. These systems require less power to operate than conventional belt drives, and are proven to be more durable than either gear or chain drives.



| Application                 | Belt Drive System Style | Adjustable Cam Sprocket | Camshaft Location | Natural Part # | Black Part #   |
|-----------------------------|-------------------------|-------------------------|-------------------|----------------|----------------|
| Chevrolet SBC 350           | Dry                     | Yes                     | Standard          | PCE262.1001    | PCE262.1001.02 |
| Chevrolet BBC 454           | Dry                     | Yes                     | Standard          | PCE262.1002    | -              |
| Ford SB 289 302 351 Windsor | Dry                     | Yes                     | Standard          | PCE262.1003    | -              |
| Ford 302 351C Cleveland     | Dry                     | Yes                     | Standard          | PCE262.1005    | PCE262.1005.02 |
| Ford 429 460                | Dry                     | Yes                     | Standard          | PCE262.1004    | -              |

# Timing Components

## Timing Covers

Speedmaster™ timing covers are the perfect way to add strength and durability to the front of your engine, not to mention increased looks. Speedmaster™ aluminum or steel timing covers are the perfect addition to your powerhouse. Some minor machining may be required for use with cam buttons or roller cams.



| Application                 | Cover Material | Cover Style | Cover Finish    | Notes                           | Part #      |
|-----------------------------|----------------|-------------|-----------------|---------------------------------|-------------|
| Chevrolet SBC 350           | Aluminum       | One-piece   | Chrome          | -                               | PCE265.1009 |
|                             | Aluminum       | One-piece   | Polished        | -                               | PCE265.1008 |
|                             | Aluminum       | Two-piece   | Polished        | Removable Timing Chain Cover    | PCE265.1061 |
|                             | Steel          | One-piece   | Chrome          | -                               | PCE265.1001 |
|                             | Steel          | One-piece   | Zinc            | -                               | PCE265.1003 |
| Chevrolet BBC 454           | Aluminum       | One-piece   | Polished        | -                               | PCE265.1017 |
|                             | Aluminum       | Two-piece   | Polished        | Removable Timing Chain Cover    | PCE265.1021 |
|                             | Steel          | One-piece   | Chrome          | -                               | PCE265.1002 |
| GM LS1 LS6                  | Aluminum       | Two-piece   | Polished        | -                               | PCE265.1036 |
| GM LS2 LS3                  | Aluminum       | Two-piece   | Polished        | With Cam Sensor Port            | PCE265.1035 |
| Ford SB 289 302 351 Windsor | Aluminum       | One-piece   | Natural         | Non EFI                         | PCE265.1028 |
|                             | Aluminum       | One-piece   | Natural         | EFI                             | PCE265.1029 |
| Ford 302 351C Cleveland     | Aluminum       | One-piece   | Black anodized  | -                               | PCE265.1053 |
|                             | Aluminum       | One-piece   | Silver anodized | -                               | PCE265.1055 |
|                             | Steel          | One-piece   | Zinc plated     | -                               | PCE265.1052 |
| Ford 429 460 1969-97        | Aluminum       | One-piece   | Natural         | No provision for timing sensor. | PCE265.1030 |
| Mopar Chrysler BB 383 440   | Aluminum       | Two-piece   | Polished        | Removeble Cam Plate             | PCE265.1037 |
|                             | Steel          | One-piece   | Chrome          | -                               | PCE265.1007 |

## Timing Cover Fasteners

Securing your timing cover is easier than ever with Speedmaster™ timing cover bolt kits.

| Application                 | Head Style         | Fastener Style | Washer Included | Fastener Material | Fastener Finish | Part #      |
|-----------------------------|--------------------|----------------|-----------------|-------------------|-----------------|-------------|
| Ford SB 289 302 351 Windsor | 12 point           | Bolt           | Yes             | Stainless steel   | Natural         | PCE447.1001 |
| Universal 1/4 in. - 20      | Internal Allen Key | Bolt           | No              | Steel             | Black Oxide     | PCE447.1002 |

## Timing Pointers

Speedmaster™ timing tabs are precision-manufactured and bolt on using your existing timing cover bolts. They're made from quality materials, with a pleasing finish that will complement any engine or get up to four degrees of timing adjustment with Speedmaster™ adjustable timing pointers. They're precision-machined from T6-106 billet aluminum, and are designed for a minimum of clearance between the pointer and damper, so parallax errors reading the timing marks are virtually eliminated.

| Application       | Adjustable | Harmonic Balancer Diameter (in)   | Pointer Material | Pointer Finish | Part #      |
|-------------------|------------|-----------------------------------|------------------|----------------|-------------|
| Chevrolet SBC 350 | Yes        | 6.750 in.                         | Billet aluminum  | Polished       | PCE268.1002 |
|                   | No         | 6.750 in., 7.000 in. and 8.000 in | Steel            | Chrome         | PCE268.1010 |
| Chevrolet BBC 454 | Yes        | 8.000 in.                         | Billet aluminum  | Polished       | PCE268.1001 |



## Timing Belt Drive Replacement

When you need to replace your worn or damaged drive belts, get genuine Speedamaster components. It's also a good idea to keep a spare on hand. These replacement belts are designed to absorb a significant amount of crankshaft harmonics, which will affect valve motion if they reach the valvetrain.

| Application                 | Belt Length (in): | Belt Width (in): | Part #      |
|-----------------------------|-------------------|------------------|-------------|
| Chevrolet SBC 350           | 23.250 in.        | 1.000 in.        | PCE629.1001 |
| Chevrolet BBC 454           | 25.000 in.        | 1.161 in.        | PCE629.1002 |
| Ford SB 289 302 351 Windsor | 23.500 in.        | 1.161 in.        | PCE629.1003 |
| Ford 302 351C Cleveland     | 23.750 in.        | 1.025 in.        | PCE629.1005 |
| Ford 429 460                | 28.375 in.        | 1.200 in.        | PCE629.1004 |
| Universal                   | 24.764 in.        | 0.856 in.        | PCE629.1006 |



# Harmonic Balancers

## HARMONIZE YOUR HORSEPOWER



Each time a cylinder fires, a force acts upon the crankshaft, causing it to twist. But this force also causes vibrations in the crankshaft, and at certain frequencies, the shaft can resonate, which makes the vibrations even worse. These vibrations from the engine can become too much for the crankshaft to bear, causing it to fail. This is where the harmonic balancer comes in. It is bolted at the front end of the crankshaft to help absorb vibrations.

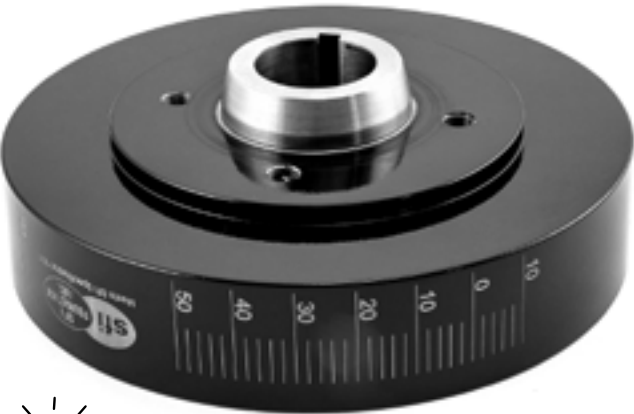


Speedmaster™ Harmonic Dampers are engineered from forged K1045 low carbon steel.

Our Elastomer dampers employ a specially bonded elastomer between two steel layers, absorbing vibrations from the rotating assembly at all RPMs. The bonding process uses a robust adhesive and an improved elastomer for a strong connection to the inertia ring and hub.

Our Fluid dampers, conversely, contain silicone fluid, reducing heat and vibrations for superior performance and component longevity. The fluid-filled inertia ring inside these dampers auto-adjusts to the engine's harmonic frequencies for optimal damping.

Both damper types boast clear, white timing marks against a black background, offering user-friendly operation across applications. Each Speedmaster™ Harmonic Damper endures stringent testing for maximum performance and durability.



### QUICK TIP

#### Internal or External?

When identifying your existing damper, (balancer) you must look on the backside. This is not visible if the damper is mounted on the engine. If your damper has no offset in the casting or weight, then you have an internal, (neutral) style damper. If you do see the offset in the casting or a weight, you have what is classified as an external damper.

#### Before Installing

Inspect crankshaft snout, crankshaft keyway and key for wear or damage and repair prior to fitting your new Speedmaster™ balancer. Do Not force or hit the balancer to install it as accuracy will be lost. Make sure you are using the correct counterweight or neutral style of balancer for your application. Do not drill holes in the outer ring when balancing, use the additional holes supplied in the inner hub for mallory metal or attend to the inner hub or crankshaft or flywheel or flexplate, never the outer ring. It must remain Neutral at all Times.

| Application                     | Outside Diameter (in) | Engine Balance             | Safety Rating     | Construction | Part #      |
|---------------------------------|-----------------------|----------------------------|-------------------|--------------|-------------|
| Chevrolet SBC 350               | 6.250 in.             | Internal                   | SFI-approved 18.1 | Fluid        | PCE291.1085 |
|                                 | 6.750 in.             | Internal                   | SFI-approved 18.1 | Elastomer    | PCE291.1010 |
|                                 | 7.250 in.             | Internal                   | SFI-approved 18.1 | Fluid        | PCE291.1086 |
|                                 | 8.000 in.             | Internal                   | SFI-approved 18.1 | Elastomer    | PCE291.1011 |
| Chevy 305 350 Gen II LT1        | 6.900 in.             | Internal                   | SFI-approved 18.1 | Elastomer    | PCE291.1095 |
| Chevrolet 400                   | 6.750 in.             | External                   | SFI-approved 18.1 | Elastomer    | PCE291.1012 |
|                                 | 7.250 in.             | External                   | SFI-approved 18.1 | Fluid        | PCE291.1087 |
|                                 | 8.000 in.             | External                   | SFI-approved 18.1 | Elastomer    | PCE291.1092 |
| Chevrolet BBC 396 427           | 6.250 in.             | Internal                   | SFI-approved 18.1 | Fluid        | PCE291.1088 |
|                                 | 8.000 in.             | Internal                   | SFI-approved 18.1 | Elastomer    | PCE291.1093 |
| Chevrolet BBC 454               | 8.000 in.             | External                   | SFI-approved 18.1 | Fluid        | PCE291.1064 |
|                                 | 8.000 in.             | External                   | SFI-approved 18.1 | Elastomer    | PCE291.1094 |
| GM LS1                          | 5.500 in.             | Internal                   | SFI-approved 18.1 | Fluid        | PCE291.1073 |
|                                 | 7.500 in.             | Internal                   | SFI-approved 18.1 | Elastomer    | PCE291.1096 |
| GM LS 10% Underdrive            | 6.780 in.             | Internal                   | Not SFI-approved  | Elastomer    | PCE291.1082 |
| GM LS 25% Underdrive            | 5.670 in.             | Internal                   | Not SFI-approved  | Elastomer    | PCE291.1081 |
| Ford SB 289 302 351 Windsor     | 6.400 in.             | External, 28 oz. imbalance | SFI-approved 18.1 | Elastomer    | PCE291.1015 |
|                                 | 6.400 in.             | External, 50 oz. imbalance | SFI-approved 18.1 | Elastomer    | PCE291.1016 |
|                                 | 6.540 in.             | External, 28 oz. imbalance | SFI-approved 18.1 | Fluid        | PCE291.1090 |
|                                 | 6.540 in.             | External, 50 oz. imbalance | SFI-approved 18.1 | Fluid        | PCE291.1091 |
| Ford 429 460                    | 7.250 in.             | Internal                   | SFI-approved 18.1 | Fluid        | PCE291.1066 |
|                                 | 6.700 in.             | Internal                   | SFI-approved 18.1 | Elastomer    | PCE291.1098 |
| Ford FE 390 427 428             | 7.250 in.             | Internal                   | SFI-approved 18.1 | Fluid        | PCE291.1074 |
|                                 | 7.500 in.             | Internal                   | SFI-approved 18.1 | Elastomer    | PCE291.1097 |
| Mopar Chrysler SB 318 340 360   | 7.250 in.             | Internal                   | SFI-approved 18.1 | Fluid        | PCE291.1063 |
|                                 | 7.300 in.             | Internal                   | SFI-approved 18.1 | Elastomer    | PCE291.1099 |
| Mopar Chrysler BB 383 440       | 7.300 in.             | Internal                   | SFI-approved 18.1 | Elastomer    | PCE291.1101 |
| Mopar Chrysler BB HEMI 440      | 7.000 in.             | Internal                   | SFI-approved 18.1 | Fluid        | PCE291.1067 |
| Mopar Chrysler BB HEMI 426 440  | 7.300 in.             | Internal                   | SFI-approved 18.1 | Elastomer    | PCE291.1100 |
| Oldsmobile 400 425 455          | 6.500 in.             | External, 25 oz. imbalance | SFI-approved 18.1 | Elastomer    | PCE291.1102 |
|                                 | 6.625 in.             | External, 25 oz. imbalance | SFI-approved 18.1 | Fluid        | PCE291.1075 |
| Pontiac 326 400 455             | 6.625 in.             | Internal                   | SFI-approved 18.1 | Fluid        | PCE291.1065 |
|                                 | 6.900 in.             | Internal                   | SFI-approved 18.1 | Elastomer    | PCE291.1103 |
| Mini Cooper R52 R53             | Stock                 | Stock Compatible           | SFI-approved 18.1 | Fluid        | PCE291.1069 |
| Mini Cooper R55 R56 R58 R59 R60 | Stock                 | Stock Compatible           | SFI-approved 18.1 | Fluid        | PCE291.1068 |



# Harmonic Balancer Bolts

As the crankshaft flexes, the damper absorbs incredible amounts of energy. Speedmaster™ balancer bolts will ensure that your balancer is locked into position. They are made from high-quality chromoly steel with a 200,000 psi rating. They feature a 1/4 in. thick wide-area washer and an extra-tall, 12-point head that accepts a deep socket to eliminate the fear of stripping the head.



| Application                                     | Thread Size    | Underhead Length (in) | Head Style | Washer Included | Part #      |
|---|----------------|-----------------------|------------|-----------------|-------------|
| Chevrolet SBC 350                               | 7/16-20 in. RH | 2.470 in.             | 12-point   | Yes             | PCE292.1001 |
| Chevrolet BBC 454                               | 1/2-20 in. RH  | 1.550 in.             | 12-point   | Yes             | PCE292.1002 |
| Ford SB BB 302 351 427 460 Windsor Cleveland FE | 5/8-18 in. RH  | 1.880 in.             | 12-point   | Yes             | PCE292.1003 |
| GM LSX LS1 LS2 LS3 LS6                          | 16mm x 2.0     | 4.330 in.             | 12-point   | Yes             | PCE292.1004 |

# Harmonic Balancer Spacers

These Speedmaster™ spacers have been manufactured for the modern fluid and race steel elastic performance balancers and dampers available on today's market. It allows the proper fitment, and alignment of standard type pulley's to these performance type applications. They are precision-machined on CNC equipment for a perfect fit, have a 4-bolt pulley pattern, and are available in three thicknesses for different engines.



| Pulley Spacer Thickness (in) | Spacer Type | Pulley Bolt Pattern | Pulley Spacer Material | Part #      |
|------------------------------|-------------|---------------------|------------------------|-------------|
| 0.350 in.                    | Crankshaft  | 4-bolt              | Aluminum               | PCE244.1001 |
| 0.875 in.                    | Crankshaft  | 4-bolt              | Aluminum               | PCE244.1002 |
| 0.950 in.                    | Crankshaft  | 4-bolt              | Aluminum               | PCE244.1003 |

# Timing Tape

Accurate ignition timing is one of the most vital adjustments you can make to your engine. Proper timing can mean the difference between winning and losing a race or even blowing an engine (as a worst case scenario). Speedmaster Timing Tapes help you to recognize the importance of the timing.

They come with eight different tapes to fit common balancers ranging from 5.25 in. to 8 in. in diameter. These tapes are marked off in one degree increments from 14 degrees ATDC to 64 degrees BTDC and are printed on a tough, chemical resistant material. Not only do the Speedmaster Timing Tapes help you get an exact timing setting, they allow you to see exactly where the Total timing is set. Remember, the Total timing is just as critical, if not more, than the initial timing.



| Degree Marking Range | Range              | White Part #   | Black Part #   |
|----------------------|--------------------|----------------|----------------|
| 64 BTDC to 14 ATDC   | 5.250 to 8.000 in. | PCE484.1001.01 | PCE484.1001.02 |





# Engine Pulley Systems

EVERY TURN COUNTS

## Complete Engine Pulley Kit

The successful formula of offering a complete engine drive accessory kit has now been applied to the Speedmaster™ pulley systems. Superior engineering, high-tech styling, and quality components are combined into a precision-machined compact package. Once again, true innovation is the key, from the patent-pending compressor manifold to the stainless hardware. Speedmaster™ pulley systems work with any type of cylinder head or manifold configuration. They are made from high quality Billet Aluminum, with a polished finish guaranteed to draw attention to your engine.





| Application          | Pulley Style | Water Pump Included | AC Compressor Included | Power Steering Pump Included | Alternator Included |  Polished Part # |  Black Part # |
|----------------------|--------------|---------------------|------------------------|------------------------------|---------------------|---|--|
| Chevrolet SBC 350    | Serpentine   | No                  | No                     | No                           | No                  | 1-415-001-01<br>PCE415.1021.01  | 1-415-001-02<br>PCE415.1021.02   |
| Chevrolet BBC 454    | Serpentine   | No                  | No                     | No                           | No                  | 1-415-002-01<br>PCE415.1020.01  | 1-415-002-02<br>PCE415.1020.02   |
| GM LS1 LS2 LS3 LS6   | Serpentine   | No                  | No                     | No                           | No                  | PCE415.1050   | -  |
| Ford SB 289 302 351w | Serpentine   | No                  | No                     | No                           | No                  | 1-415-003-01  | 1-415-003-02   |

## Complete Belt Drive System Kit

Speedmaster Complete Belt Drive Systems are the latest advancement in engine accessory kits on the market. These drive system pulleys and brackets are CNC-machined from 6061 T-6 aluminum and include precision fasteners, as well as other necessary accessories: water pumps, alternators, serpentine belts, A/C compressors and tensioners. Change the efficiency of your engine with a single 6-rib serpentine belt to drive all of your accessories.



| Application          | Pulley Style | Water Pump Included | AC Compressor Included | Power Steering Pump Included | Alternator Included |  Polished Part # |  Black Part # |
|----------------------|--------------|---------------------|------------------------|------------------------------|---------------------|---|--|
| Chevrolet SBC 350    | Serpentine   | Yes                 | Yes                    | Yes                          | Yes                 | 1-673-001-02<br>PCE415.1028   | 1-673-001-01   |
| Chevrolet BBC 454    | Serpentine   | Yes                 | Yes                    | Yes                          | Yes                 | 1-673-002-01<br>PCE415.1024   | 1-673-002-02   |
| GM LS1 LS2 LS3 LS6   | Serpentine   | Yes                 | Yes                    | Yes                          | Yes                 | PCE415.1052   | -  |
| Ford SB 289 302 351w | Serpentine   | Yes                 | Yes                    | Yes                          | Yes                 | 1-673-003-01  | 1-673-003-02   |



# Gilmer Drive Kits

MAKE YOUR ENGINE WHINE, NOT WHINGE

Speedmaster™ gilmer drive kits are aluminum machined and precision made for your street/race engines; Complete with a 1.5 in. wide belt to eliminate belt slippage that is common with V-belt systems. Speedmaster™ gilmer drive belts are designed to keep your accessory drive operating properly. They provide higher power and torque transmission, improved meshing to reduce tooth jump, greater resistance to tooth shear, and reduced friction to extend their life.



| Application                   | Belt Included | Notes                                 | Silver Part #  | Black Part #   |
|-------------------------------|---------------|---------------------------------------|----------------|----------------|
| Chevrolet SBC 350             | Yes           | Short Water Pump                      | PCE415.1001.01 | PCE415.1001.02 |
|                               |               | Long Water Pump                       | PCE415.1002.01 | PCE415.1002.02 |
| Chevrolet BBC 454             | Yes           | Short & Long Water Pump               | PCE415.1003.01 | PCE415.1003.02 |
| Ford SB 289 302 351 Windsor   | Yes           | -                                     | PCE415.1004.01 | PCE415.1004.02 |
| Ford 302 351C Cleveland       | Yes           | -                                     | PCE415.1006.01 | PCE415.1006.02 |
| Ford 429 460                  | Yes           | -                                     | PCE415.1007.01 | PCE415.1007.02 |
| Mopar Chrysler SB 318 340 360 | Yes           | Gilmer drive adapter pulley included. | PCE415.1008    |                |
| Mopar Chrysler BB 383 440     | Yes           | Gilmer drive adapter pulley included. | PCE415.1009    |                |
| Mazda 12A 13B Rx2 Rx3 Rx4 Rx7 | Yes           | -                                     | PCE415.1016    |                |

## Replacement Gilmer Drive Belts

Speedmaster gilmer drive belts are designed to keep your accessory drive operating properly. They provide higher power and torque transmission, improved meshing to reduce tooth jump, greater resistance to tooth shear, and reduced friction to extend their life. The belts use a fiberglass cord wound across the entire width of the belts to minimize stretching. Speedmaster™ gilmer drive belts are manufactured from a synthetic neoprene compound that resists heat, oils, ozone, and aging. Tough nylon fabric is then bonded to the tooth surface for greater wear resistance.

All belts are 1.500 in. wide.



| Length (in) | 30.000 in.  | 32.000 in.  | 34.500 in.  | 36.700 in.  | 39.000 in.  | 40.500 in.  | 42.000 in.  | 45.000 in.  | 48.000 in.  | 51.000 in.  |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Part #      | PCE237.1001 | PCE237.1002 | PCE237.1004 | PCE237.1005 | PCE237.1006 | PCE237.1007 | PCE237.1008 | PCE237.1009 | PCE237.1010 | PCE237.1011 |

## Gilmer Pulleys

Gilmer Pulley Replacements are precision-made, aluminum machined components, ideal for your street or race engines. Our pulley replacements for water pumps, crankshafts, and alternators are designed to synergize with the 1.5 in. wide belts of Gilmer drive systems, eliminating the common issue of belt slippage associated with V-belt systems.

### Water Pump Pulleys



| Application | Material | Part #      |
|-------------|----------|-------------|
| Universal   | Aluminum | PCE246.1012 |

### Crankshaft Pulleys



| Application | Water Pump | Material | Part #      |
|-------------|------------|----------|-------------|
| Universal   | Short      | Aluminum | PCE239.1019 |
|             | Long       | Aluminum | PCE239.1018 |

### Alternator Pulleys



| Application | Material | Part #      |
|-------------|----------|-------------|
| Universal   | Steel    | PCE238.1003 |

## Underdrive Pulley Set

Speedmaster serpentine-style underdrive pulley sets reclaim lost horsepower and mileage by reducing the drag placed on the engine to drive the accessories such as the air conditioning, power steering and water pump. The pulleys slow down these accessories to allow the engine to turn with less effort without any adverse effect on the operation of A/C, power steering, charging or cooling systems. Most kits can be bolted on in less than 30 minutes.



| Application  | Chrome Part # | Black Part # |
|--|---------------|--------------|
| 1979-1993 Ford 5.0<br>1986-1996 302 and 351w Ford F Series Truck | PCE415.1025   | PCE415.1022  |



# Crankshaft Pulleys

Need some good-looking pulleys for your street ride? Take your choice of Speedmaster™ chrome plated steel or billet aluminum crankshaft pulleys. Speedmaster™ crankshaft pulleys help increase horsepower by reducing accessory drag and are available in different offsets and groove combinations to suit most applications.

## V-belt



| Application       | Notes             | Groove Quantity | Material | Part #      |
|-------------------|-------------------|-----------------|----------|-------------|
| Chevrolet SBC 350 | Short             | 1               | Aluminum | PCE239.1007 |
|                   | Short             | 2               | Aluminum | PCE239.1008 |
|                   | Short             | 3               | Aluminum | PCE239.1006 |
|                   | Long              | 1               | Aluminum | PCE239.1009 |
|                   | Long              | 2               | Aluminum | PCE239.1010 |
|                   | Long              | 3               | Aluminum | PCE239.1011 |
| Chevrolet BBC 454 | Supercharger Only | 2               | Aluminum | PCE239.1022 |
|                   | Short             | 1               | Aluminum | PCE239.1001 |
|                   | Short             | 2               | Aluminum | PCE239.1002 |
|                   | Short             | 3               | Aluminum | PCE239.1005 |
|                   | Long              | 3               | Aluminum | PCE239.1004 |
| Ford SB 289 302 W | Supercharger Only | 2               | Aluminum | PCE239.1023 |
|                   | -                 | 1               | Aluminum | PCE239.1026 |

## Serpentine



| Application       | Water Pump | Groove Quantity | Material | Part #      |
|-------------------|------------|-----------------|----------|-------------|
| Chevrolet SBC 350 | Short      | 6               | Aluminum | PCE239.1025 |
|                   | Long       | 6               | Aluminum | PCE239.1024 |

# Water Pump Pulleys

Speedmaster™ water pump pulleys can really dress up your engine's accessories, as well as your vehicle's engine compartment. They feature a durable, high-shine, chrome plated or polished billet alloy finish that adds the brilliant sparkle you're seeking. They're available for most models and come in a variety of groove and offsets to suit your application.

## V-belt



| Application               | Notes | Groove Quantity | Material  | Part #      |
|---------------------------|-------|-----------------|-----------|-------------|
| Chevrolet SBC 350         | Short | 1               | Aluminium | PCE246.1003 |
|                           | Short | 2               | Aluminium | PCE246.1004 |
|                           | Long  | 1               | Aluminium | PCE246.1005 |
|                           | Long  | 2               | Aluminium | PCE246.1006 |
|                           | Long  | 2               | Aluminium | PCE246.1015 |
| Chevrolet BBC 454         | Short | 1               | Aluminium | PCE246.1001 |
|                           | Short | 2               | Aluminium | PCE246.1002 |
| Ford SB 289 302 351W 351C | Long  | 2               | Aluminium | PCE246.1015 |

## Serpentine



| Application               | Water Pump | Groove Quantity | Material  | Part #      |
|---------------------------|------------|-----------------|-----------|-------------|
| Chevrolet SBC 350         | Short      | 6               | Aluminium | PCE246.1013 |
|                           | Long       | 6               | Aluminium | PCE246.1014 |
| Ford SB 289 302 351W 351C | -          | 6               | Aluminium | PCE246.1016 |

# Alternator Pulleys

Speedmaster™ alternator pulleys are manufactured from quality aluminum or chrome plated steel to ensure strength and durability. They are designed to ensure belt retention at high rpm.

## V-belt



| Groove Quantity | Fan Included | Nose Cover Included | Bore Diameter | Pulley Material | Part #      |
|-----------------|--------------|---------------------|---------------|-----------------|-------------|
| 1               | No           | No                  | 0.664 in.     | Steel           | PCE238.1012 |
|                 | No           | No                  | 0.642 in.     | Steel           | PCE238.1010 |
|                 | Yes          | No                  | 0.642 in.     | Steel           | PCE238.1001 |
|                 | Yes          | Yes                 |               | Aluminum        | PCE238.1007 |

## Serpentine



| Groove Quantity | Fan Included | Nose Cover Included | Pulley Material | Part #      |
|-----------------|--------------|---------------------|-----------------|-------------|
| 6               | No           | No                  | Aluminum        | PCE238.1009 |
|                 | Yes          | Yes                 | Aluminum        | PCE238.1004 |

## V-belt



| Application  | Pulley Grooves | Pulley Attachment | Pulley Material | Part #      |
|--------------|----------------|-------------------|-----------------|-------------|
| Chevrolet GM | 1              | Keyway            | Aluminum        | PCE240.1001 |
|              | 1              | Bolt on           | Aluminum        | PCE240.1004 |

## Serpentine



| Application  | Pulley Grooves | Pulley Attachment | Pulley Material | Part #      |
|--------------|----------------|-------------------|-----------------|-------------|
| Chevrolet GM | 6              | Bolt on           | Aluminum        | PCE240.1006 |
|              | 6              | Press fit         | Aluminum        | PCE240.1005 |

# Pulley Accessories

## Pulley Spacers & Adapters

Aligning your pulleys just got a bit easier with Speedmaster™ pulley spacers & adapters. Speedmaster™ spacers are specifically designed to help achieve proper belt alignment. They're machined from billet aluminum for lasting durability.



| Application                              | Spacer Type             | Spacer Material | Pulley Spacer Thickness (in) | Part #      |
|--|-------------------------|-----------------|------------------------------|-------------|
| Universal                                | Gilmer Drive Crankshaft | Billet Aluminum | 0.500 in.                    | PCE415.1011 |
| Universal                                | Gilmer Drive Crankshaft | Billet Aluminum | 2.000 in.                    | PCE244.1005 |
| Mopar Chrysler SB 318 340 360 BB 383 440 | Gilmer Drive Crankshaft | Billet Aluminum | 0.660 in.                    | PCE241.1001 |
| Mopar Chrysler SB 318 340 360 BB 383 440 | Gilmer Drive Crankshaft | Billet Aluminum | 2.360 in.                    | PCE244.1006 |

## Pulley Bolts

Speedmaster™ pulley bolts come in black oxidized chromoly. They are rated at high tensile strength and are guaranteed to provide the reliability required for race and high performance street applications.



| Application | Fastener Style    | Head Style     | Thread Size | Shaft Length (in) | Fastener Material | Fastener Finish | Part #      |
|-------------|-------------------|----------------|-------------|-------------------|-------------------|-----------------|-------------|
| Ford        | Gilmer Drive      | Internal Allen | 3/8-16 in.  | 2.500 in.         | Steel             | Black oxide     | PCE242.1006 |
| Chevrolet   | Gilmer Drive      | Internal Allen | 3/8-24 in.  | 2.750 in.         | Steel             | Black oxide     | PCE242.1007 |
| Chevrolet   | Water Pump Pulley | Internal Allen | 5/16-24 in. | 0.750 in.         | Steel             | Zinc            | PCE242.1005 |

## Pulley Nose Cones

Speedmaster™ machined aluminum water pump pulley nose cones are constructed from top-quality 356 aluminum alloy that's heat-treated to T6 specifications. This durable material is corrosion-resistant, keeping your pulleys looking great for many years to come.



| Water Pump Style | Nose Cone Position | Nose Cone Material | Part #      |
|------------------|--------------------|--------------------|-------------|
| Short            | Water pump pulley  | Billet Aluminum    | PCE243.1001 |
| Long             | Water pump pulley  | Billet Aluminum    | PCE243.1002 |

# Accessory Brackets

## Alternator Brackets

Don't trust any old brackets to hold your alternator. Use Speedmaster™ alternator brackets to keep your alternator firmly in place and your belts in line. Speedmaster™ alternator brackets are designed to mount the alternator in several positions depending on your application. These brackets are made from heavy gauge steel to prevent flex or high quality heat treated alloy. Then highly polished or chrome plated for lasting beauty. They are available in several styles depending on your application needs.



| Application                              | Water Pump Style  | Alternator Mounting Location (US) | Mounting Position | Lower Bracket Mounting Style | Bracket Material | Bracket Finish | Part #         |
|--|-------------------|-----------------------------------|-------------------|------------------------------|------------------|----------------|----------------|
| Chevrolet SBC 350                        | Short             | Driver side                       | Low               | Engine block front           | Aluminum         | Natural        | PCE232.1030.01 |
|  | Short             | Driver side                       | Low               | Engine block front           | Aluminum         | Black          | PCE232.1030.02 |
|  | Short             | Driver side                       | High              | Water pump                   | Aluminum         | Natural        | PCE232.1003    |
|  | Short             | Driver side                       | Low               | Front cover                  | Steel            | Chrome         | PCE232.1005    |
|  | Long              | Passenger side                    | High              | Water pump                   | Aluminum         | Natural        | PCE232.1002    |
|  | Long              | Passenger side                    | High              | Water pump                   | Steel            | Chrome         | PCE232.1007    |
|  | Electric          | Passenger side                    | Mid               | Water pump                   | Aluminum         | Natural        | PCE232.1024    |
| Chevrolet SBC 350 (Fuelie or Camel Hump) | Long              | Passenger side                    | Mid               | Water pump                   | Aluminum         | Natural        | PCE232.1022    |
| Chevrolet BBC 454                        | Short             | Driver side                       | High              | Water pump                   | Aluminum         | Natural        | PCE232.1011    |
|  | Electric or Short | Driver side                       | Low               | Cylinder head                | Aluminum         | Natural        | PCE232.1021    |
|  | Electric or Short | Passenger side                    | Mid               | Engine block front           | Aluminum         | Natural        | PCE232.1026    |
|  | Long              | Passenger side                    | High              | Water pump                   | Aluminum         | Natural        | PCE232.1004    |
| Ford SB 289 302 Windsor                  | STD               | Passenger side                    | High              | Cylinder head                | Aluminum         | Natural        | PCE232.1001    |
| Ford 302 351C Cleveland                  | STD               | Passenger side                    | Mid               | Water pump                   | Aluminum         | Natural        | PCE232.1027    |
| Ford 429 460                             | STD               | Passenger side                    | Low               | Engine block front           | Aluminum         | Black          | PCE232.1031    |

## Power Steering Brackets

Speedmaster™ universal power steering pump brackets mount GM self-contained power steering pumps low on the block for a compact installation and good looks. Use existing bolt holes to mount these brackets with the included hardware.



| Application             | Power Steering Pump Model | Bracket Material | Part #      |
|-------------------------|---------------------------|------------------|-------------|
| Chevrolet SBC 350       | Saginaw                   | Steel            | PCE233.1001 |
|                         | Saginaw                   | Aluminum         | PCE233.1009 |
|                         | GM Type 2                 | Aluminum         | PCE233.1004 |
| Chevrolet BBC 454       | Saginaw                   | Steel            | PCE233.1003 |
|                         | Saginaw                   | Aluminum         | PCE233.1006 |
| Ford SB 289 302 Windsor | Saginaw                   | Steel            | PCE233.1002 |
| Ford 302 351C Cleveland | Saginaw                   | Aluminum         | PCE233.1007 |

## Air Conditioner Brackets

Speedmaster™ air conditioning brackets are created with an eye for great show-quality styling. They can provide your custom automotive project with a unique, professional eye-appealing look.



| Application       | A/C Compressor Style | Bracket Material | Part #      |
|-------------------|----------------------|------------------|-------------|
| Chevrolet BBC 454 | Sanden 508           | Aluminum         | PCE511.1001 |

# Oil Pumps

## MAKE YOUR ENGINE GLIDE, NOT GRIND

The oiling system addresses the need to properly lubricate an engine when it's running. Properly lubricating an engine not only reduces friction between moving parts but is also the main method by which heat is removed from pistons, bearings, and shafts. Failing to properly lubricate an engine will result in engine failure. Avoid problems with a high-quality oil pump from Speedmaster™.

### Wet sump

If you are serious about building the ultimate wet sump system, then these billet aluminum oil pumps pickup are the only way to go. These billet aluminum oil pumps are designed to maintain adequate oil volume in the harshest racing environments. Manufactured from T6-6061 billet aluminum body. Precision-machined steel billet gears ensure a perfect mesh and can withstand the stresses of the extreme rpm range in race engines. The 4340 billet gears offer superior strength and wear resistance, ensuring smooth and consistent oil flow even at high RPMs.



| Application               | Oil Pump Volume | Oil Pump Pressure | Part #      |
|---------------------------|-----------------|-------------------|-------------|
| Chevy GM LS1 LS2 LS3 LS6  | High-volume     | High-pressure     | PCE303.1034 |
| Nissan RB30               | High-volume     | High-pressure     | PCE303.1038 |
| Ford 5.0L Coyote          | High-volume     | High-pressure     | PCE303.1033 |
| Ford Modular 4.6L 5.4L    | High-volume     | High-pressure     | PCE303.1032 |
| Mopar Chrysler BB 383 440 | High-volume     | High-pressure     | PCE303.1037 |

### Dry sump

These aluminum Multi-Lobe dry sump oil pumps have been developed to provide you with a lighter, better performing design that will save weight and make more crankcase vacuum by having 9 teeth gear. They feature Multi-Lobe aluminum scavenge sections with individual timing gears to ensure proper clearance at the highest rpm. The pumps use variable spring rates to optimize your oil pressure for smooth, reliable oil pressure readings. The Speedmaster Multi-Lobe dry sump oil pumps have multiple -16 AN scavenge outlet options for increased flow back to your dry sump tank. They weigh about half as much as gerotor pumps and take up to 40 percent less power to drive!



| Application | Oil Pump Stage Quantity | Oil Pump Rotation | Part #      |
|-------------|-------------------------|-------------------|-------------|
| Universal   | 5                       | Clockwise         | PCE303.1026 |

QUICK TIP



#### Wet vs. Dry Oil Systems

Wet sump systems store the oil in the pan but a dry sump system stores it in a separate tank and pumps the pan clean leaving it essentially "dry". The usual set up for a dry sump system uses all but one of the stages to scavenge oil from the pan and the last stage is used to pump oil from the motor.





# Engine Oil Pan

## ENGINE’S FAVORITE DRINKING SPOT

The oil pan is the guardian of your engine’s oil reservoir. It’s engineered to not only house the necessary amount of oil to lubricate your engine while it’s operational but also to store a reserve amount. Additionally, the oil pan plays a critical role in cooling the oil, facilitated by its contact with the outside air. Enhance your oil system’s functionality and aesthetics with a high-quality oil pan from Speedmaster™, adding not only efficiency but also a touch of style.



### Steel

Unleash superior durability and peak performance with Speedmaster™ Steel Oil Pans. Crafted from high-quality steel, these pans promise unparalleled sturdiness, perfect for withstanding the high stress and heat environments of an engine. Their excellent heat dissipation properties ensure your engine remains cool, enabling smooth operations and prolonged engine life. Steel Oil Pans - the epitome of strength and endurance in the heart of your machine.



### Cast Aluminum

The perfect blend of lightweight design and optimal heat conduction. Our cast aluminum oil pans are meticulously engineered to reduce your engine's overall weight while providing efficient cooling capabilities. Enjoy enhanced fuel efficiency and seamless engine performance, thanks to the superior heat transfer properties of cast aluminum. For a high-performance, lighter engine, choose Speedmaster™ Cast Aluminum Oil Pans.



### Fabricated Aluminum

These pans are fabricated from high-grade aluminum, delivering an excellent strength-to-weight ratio. Designed for precise fit and easy installation, they offer the ultimate blend of durability, weight reduction, and superior cooling. Perfect for high-performance applications, our Fabricated Aluminum Oil Pans not only provide superior functionality but also add a stylish touch to your engine setup.



## Oil Pan Fasteners

Speedmaster™ oil pan stud kits, which include heat-treated studs with rolled threads and special nuts with built-in serrated washer faces, are undoubtedly the best choice for attaching your Speedmaster™ pan. These kits provide easy pan installation and prolonged gasket life, and their special serrated nuts guard against pan loosening during operation.

| Application                        | Fastener Style | Fastener Material | Fastener Finish | Fastener Nut Style | Part #      |
|------------------------------------|----------------|-------------------|-----------------|--------------------|-------------|
| Universal<br>4 x 5/16" – 16 x 1/4" | Stud           | Steel             | Black oxide     | 12-point           | PCE299.1001 |
| Chevy BBC 454                      | Stud           | Steel             | Black oxide     | 12-point           | PCE299.1003 |
| 2 Speed Powerglide                 | Stud           | Steel             | Black oxide     | 12-point           | PCE299.1002 |



| Application                     | Rear Main Seal Style | Dipstick Location | Oil Pan Usage | Sump Location | Capacity  | Oil Pan Depth | Oil Pan Material    | Part #         |
|---------------------------------|----------------------|-------------------|---------------|---------------|-----------|---------------|---------------------|----------------|
| Chevrolet SBC 350 1955-79       | 2-piece              | US Driver side    | Stock         | Rear          | 4 quarts  | 7.500 in.     | Steel               | PCE300.1028.01 |
|                                 | 2-piece              | US Driver side    | Stock         | Rear          | 4 quarts  | 7.250 in.     | Cast Aluminum       | PCE300.1027.** |
|                                 | 2-piece              | US Driver side    | Champion      | Rear          | 7 quarts  | 7.000 in.     | Steel               | PCE300.1018.** |
|                                 | 2-piece              | US Driver side    | Circle Track  | Rear          | 7 quarts  | 7.000 in.     | Steel               | PCE300.1021.** |
|                                 | 2-piece              | US Driver side    | Drag racing   | Rear          | 7 quarts  | 8.250 in.     | Steel               | PCE300.1058.** |
|                                 | 2-piece              | US Driver side    | Street/Strip  | Rear          | 7 quarts  | 8.000 in.     | Steel               | PCE300.1103.01 |
| Chevrolet SBC 350 1980-85       | 2-piece              | US Passenger side | Stock         | Rear          | 4 quarts  | 7.500 in.     | Steel               | PCE300.1037.** |
|                                 | 2-piece              | US Passenger side | Stock         | Rear          | 4 quarts  | 7.500 in.     | Cast Aluminum       | PCE300.1030.** |
|                                 | 2-piece              | US Passenger side | Circle Track  | Rear          | 7 quarts  | 7.000 in.     | Steel               | PCE300.1024.** |
|                                 | 2-piece              | US Passenger side | Drag racing   | Rear          | 7 quarts  | 8.250 in.     | Steel               | PCE300.1066.** |
| Chevrolet SBC 350 1986-Up       | 1-piece              | US Passenger side | Stock         | Rear          | 4 quarts  | 7.000 in.     | Steel               | PCE300.1051.** |
|                                 | 1-piece              | US Passenger side | Stock         | Rear          | 4 quarts  | 7.500 in.     | Cast Aluminum       | PCE300.1031.** |
| Chevrolet BBC 454 Gen IV        | 2-piece              | US Passenger side | Stock         | Rear          | 4 quarts  | 7.750 in.     | Steel               | PCE300.1040.** |
|                                 | 2-piece              | US Passenger side | Stock         | Rear          | 6 quarts  | 7.500 in.     | Cast Aluminum       | PCE300.1090.** |
|                                 | 2-piece              | US Passenger side | Drag racing   | Rear          | 6 quarts  | 8.250 in.     | Steel               | PCE300.1062.** |
|                                 | 2-piece              | US Passenger side | Competition   | Full          | 10 quarts | 8.500 in.     | Steel               | PCE300.1009.01 |
| Chevrolet BBC 454 Gen V & VI    | 1-piece              | US Passenger side | Stock         | Rear          | 6 quarts  | 7.500 in.     | Cast Aluminum       | PCE300.1092.** |
| Ford SB 289 302 Windsor 1965-87 | 1-piece, 2-piece     | Timing Cover      | Stock         | Front         | 5 quarts  | 7.750 in.     | Steel               | PCE300.1034.** |
|                                 | 1-piece, 2-piece     | Timing Cover      | Stock         | Front         | 5 quarts  | 7.250 in.     | Cast Aluminum       | PCE300.1026.01 |
| Ford SB 289 302 Windsor         | 1-piece, 2-piece     | Timing Cover      | Fox Body      | Dual          | 5 quarts  | 7.250 in.     | Steel               | PCE300.1067.** |
|                                 | 1-piece, 2-piece     | US Driver side    | Fox Body      | Dual          | 7 quarts  | 8.250 in.     | Steel               | PCE300.1008.01 |
| Ford 351W Windsor               | 1-piece, 2-piece     | Timing Cover      | Stock         | Front         | 4 quarts  | -             | Steel               | PCE300.1055.** |
|                                 | 1-piece, 2-piece     | Timing Cover      | Drag racing   | Front         | 7 quarts  | 8.000 in.     | Steel               | PCE300.1012.01 |
|                                 | 1-piece              | Timing Cover      | Drag racing   | Front         | 7 quarts  | 8.000 in.     | Fabricated Aluminum | PCE300.1076.01 |
| Ford 302 351C Cleveland         | 2-piece              | Timing Cover      | Stock         | Front         | 5 quarts  | 8.250 in.     | Steel               | PCE300.1041.** |
|                                 | 2-piece              | Timing Cover      | Drag racing   | Front         | 7 quarts  | 8.000 in.     | Steel               | PCE300.1070.01 |
| Ford Fe 390 427 428             | -                    | -                 | Stock         | Front         | 5 quarts  | 5.750 in.     | Steel               | PCE300.1045.01 |
| Ford 429 460                    | -                    | -                 | Stock         | Front         | 5 quarts  | 8.000 in.     | Steel               | PCE300.1048.** |
| Ford Ford 429 460 Boss Pre-1973 |                      |                   |               | Front         | 8 quarts  | 9.500 in.     | Fabricated Aluminum | PCE300.1101.01 |
| Mopar Chrysler BB 383 440       | 2-piece              | -                 | Stock         | Center        | 4 quarts  | 4.250 in.     | Steel               | PCE300.1054.** |
| Mopar Chrysler SB 318 340 360   | 2-piece              | -                 | Stock         | Center        | 4 quarts  | 7.250 in.     | Steel               | PCE300.1044.** |
| Oldsmobile 400 403 425 455      | 2-piece              | US Passenger side | Road race     | Rear          | 7 quarts  | 8.250 in.     | Steel               | PCE300.1015.01 |
| Pontiac 326 400 455             | 2-piece              | -                 | Stock         | Rear          | 4 quarts  | 7.000 in.     | Steel               | PCE300.1046.01 |
| Rodeck Tfx                      | -                    | -                 | Drag racing   | Full          | -         | -             | Fabricated Aluminum | PCE300.1004.01 |

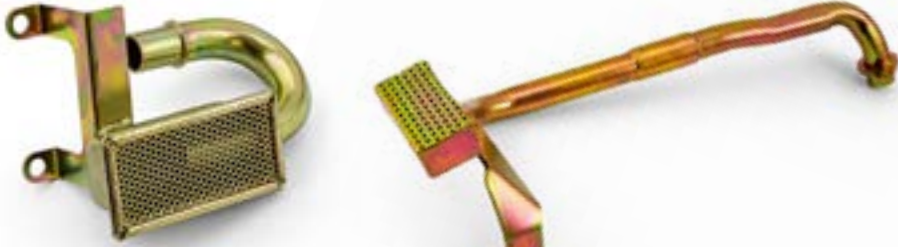
.\*\* = Multiple Variations Available

# Oiling System

## Oil Pump Pickups

Speedmaster™ oil pump pickups are specially matched to our Speedmaster™ oil pans. They are engineered to be “where the oil is” under the most demanding racing conditions. Precision-bent and heliarc welded from high quality steel, these pickups help keep your motor bathed with a healthy supply of oil. A wire mesh steel screen, which is welded to the pickup box, traps debris without restricting oil flow.

Note: They can be used for Standard application Pumps.



| Application                | Oil Pan Style           | Notes                  | Part #      |
|----------------------------|-------------------------|------------------------|-------------|
| Chevrolet SBC 350          | Champion                | 5 Bolt Pump            | PCE302.1002 |
|                            | Circle Track            | Std Pump               | PCE302.1003 |
|                            | Circle Track            | HV Pump                | PCE302.1004 |
|                            | Champion & Circle Track | 4 Bolt Pump            | PCE302.1001 |
|                            | Drag race               | 4" Stroke PCE300.1016  | PCE302.1014 |
|                            | Drag race               | PCE300.1057-59         | PCE302.1017 |
| Chevrolet BBC 454 Gen IV   | Competition             | 4 Bolt Pump            | PCE302.1006 |
|                            | Drag race               | 4 Bolt Pump            | PCE302.1005 |
| GM LS1 LS6                 | Drag race               | Front Sump PCE300.1077 | PCE302.1010 |
|                            | Drag race               | Rear Sump PCE300.1078  | PCE302.1011 |
|                            | Drag Race               | 2-bolt Rear Sump       | PCE302.1020 |
| Ford SB 289 302 Windsor    | Fox Body                | PCE300.1008            | PCE302.1015 |
| Ford 351W Windsor          | Fox Body                | PCE300.1010            | PCE302.1012 |
| Ford 302 351C 400M         | Drag race               | Aftermarket 7qt. pans. | PCE302.1019 |
| Ford Modular 4.6L 5.4L     | OEM                     | -                      | PCE302.1018 |
| Oldsmobile 400 403 425 455 | Road Race               | PCE300.1015            | PCE302.1013 |

## Oil Filters

Speedmaster™ oil filters feature a fully machined housing and an extra-fine, double mesh, stainless steel washable filter element. These are not only terrific filters for high-buck race engines, but they also add a touch of class and protection to street rods and street machines. Speedmaster™ oil filters are vastly superior to standard paper elements that have to be replaced every few thousand miles.

- Features include:
- CNC-machined to provide exacting tolerances and fit
  - Quad bypass filter design ensures that no unfiltered oil reaches the engine
  - O-rings on all sealing joints
  - Duplex-woven, deep-pleated, 45-micron stainless filter element
  - Easy-maintenance cleanable S/S filter element
  - Magnet in base to collect tiny particles

| Application | Oil Filter Style | Smallest Particle Filtered | Thread Size  | Part #      |
|-------------|------------------|----------------------------|--------------|-------------|
| Ford        | Canister         | 45 microns                 | 3/4-16 in.   | PCE298.1001 |
| GM Chevy    | Canister         | 45 microns                 | 13/16-16 in. | PCE298.1002 |



## Engine Oil Dipsticks

### Steel Handle



Replace your bent or rusty dipstick and tube with one of Speedmaster™ engine oil dipstick and tube kits. Dress up your engine with these chrome-plated kits which feature stock, OEM replacement designs. They're made from quality steel, with durable chrome plating for good corrosion protection and long life.

### Billet Aluminum Handle



Speedmaster™ billet handle engine oil dipsticks make checking your engine oil easy. They feature a chrome plated dipstick and tube that uses a fully polished billet aluminum handle. Speedmaster™ billet handle engine oil dipsticks will add some style to your engine compartment, while giving accurate measurements on your oil capacity.

| Application                                 | Dipstick Entry | Dipstick Handle Material | Dipstick Handle Finish | Part #      |
|---|----------------|--------------------------|------------------------|-------------|
| Chevrolet SBC 350 1955-79                   | Engine block   | Steel                    | Chrome                 | PCE295.1001 |
|   | Engine block   | Billet aluminum          | Polished               | PCE295.1004 |
| Chevrolet SBC 350 1980-82                   | Engine block   | Steel                    | Chrome                 | PCE295.1015 |
|   | Engine block   | Billet aluminum          | Polished               | PCE295.1009 |
| Chevrolet SBC 350 1982-85                   | Engine block   | Billet aluminum          | Polished               | PCE295.1010 |
| Chevrolet BBC 454 1965-90                   | Oil pan        | Steel                    | Chrome                 | PCE295.1002 |
|   | Oil pan        | Billet aluminum          | Polished               | PCE295.1005 |
| Ford SB 289 302 351 Windsor (351W up to 85) | Timing cover   | Steel                    | Chrome                 | PCE295.1013 |
|   | Engine block   | Billet aluminum          | Polished               | PCE295.1006 |
| Ford 302 351C Cleveland                     | Timing cover   | Steel                    | Chrome                 | PCE295.1014 |
| Mopar Chrysler SB 318 340 360               | Engine block   | Billet aluminum          | Polished               | PCE295.1007 |
| Mopar Chrysler BB 383 440                   | Engine block   | Billet aluminum          | Polished               | PCE295.1008 |
| Oldsmobile 350-455 Pontiac 389 403          | Engine block   | Billet aluminum          | Polished               | PCE295.1011 |
| Pontiac 287-455 1965-79 (Not 389 403)       | Engine block   | Billet aluminum          | Polished               | PCE295.1012 |

## Oil Pump Driveshafts

Speedmaster™ oil pump driveshafts are machined from heat-treated chromoly steel and feature a larger diameter shaft than OE units for added torque capacity when using high-volume oil pumps. These Speedmaster™ oil pump driveshafts are sure to be the perfect choice for your next engine rebuild or replacement needs.



| Application             | Part #      |
|-------------------------|-------------|
| Chevrolet SBC 350       | PCE301.1001 |
| Chevrolet BBC 454       | PCE301.1002 |
| Ford 289 302W Windsor   | PCE301.1003 |
| Ford 351W Windsor       | PCE301.1004 |
| Ford 302 351C Cleveland | PCE301.1005 |
| Ford Fe 390 427 428     | PCE301.1006 |
| Ford 429 460            | PCE301.1007 |

# Water Pumps

DON'T LOSE YOUR COOL

## Electrical

Speedmaster™ electric water pumps eliminate unnecessary weight and impeller drag experienced at high RPM. These durable but light weight aluminum pumps push up to 35 gallons of water per minute of coolant circulation. Speedmaster™ electric water pumps give you the flow that you need, without costing you horsepower. CNC-machined from T-6 aluminum, these lightweight pumps have a direct-drive 12 V motor, spinning a redesigned impeller on a stainless steel shaft. Speedmaster™ pumps draw just 5.8 amps. Because they don't run off of your crank, they won't eat up race-winning horsepower. Other features include availability in several colors, superior RFI suppression, and a removable center section for cam adjustment or replacement.

|                            |              |
|----------------------------|--------------|
| Flow Rate @ 12 Volts (gpm) | 35 GPM       |
| Hose Adapter Thread Size   | 1 in. NPT    |
| Inlet Hose Size            | 1 3/4 in.    |
| Inlet Hose Attachment      | Nipple       |
| Overall Depth (in)         | ≈ 6.500 in.  |
| Amp Draw                   | 5.80 amps    |
| Weight                     | ≈ 5.500 lbs. |



### Standard



### Slimline



| Application               | Chrome/Polish Part # | Black Part #   | Red Part #     |
|---------------------------|----------------------|----------------|----------------|
| Chevrolet SBC 350         | PCE194.1001          | PCE194.1001.02 | PCE194.1001.03 |
| Chevrolet BBC 454         | PCE194.1004          | PCE194.1004.03 | PCE194.1004.04 |
| Ford SB 289 302 351 W     | PCE194.1007          | PCE194.1007.01 | -              |
| Ford 302 351C Cleveland   | PCE194.1010          | -              | -              |
| Ford 429 460              | PCE194.1011          | -              | -              |
| Ford 5.0L Coyote          | PCE194.1028          | -              | -              |
| Ford Modular 4.6L 5.4L    | PCE194.1030          | -              | -              |
| Mopar Chrysler BB 383 440 | PCE194.1029          | -              | -              |

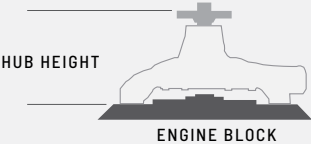
| Application                   | Pump Finish | Part #      |
|-------------------------------|-------------|-------------|
| Chevrolet SBC 350             | Polished    | PCE194.1017 |
| Chevrolet BBC 454             | Polished    | PCE194.1018 |
| Ford SB 289 302 351 Windsor   | Polished    | PCE194.1025 |
| Ford 302 351C Cleveland       | Polished    | PCE194.1026 |
| GM LS1                        | Polished    | PCE194.1016 |
| Mopar Chrysler SB 318 340 360 | Polished    | PCE194.1024 |

### QUICK TIP



#### How to determine if your water pump is short or long style?

It is important to use the correct style water pump or the pulleys in the engine may not line up correctly. For Chevy V8 the quick and dirty way to determine if you have a long or short water pump is to try and stick your fingers behind the timing cover, this is not possible with the short pump. A more accurate way is to measure the distance from the engine block to the mounting surface, a long water pump is ≈7" and a short is ≈5 5/8".



## Mechanical

Speedmaster™ high-volume water pumps have a ribbed aluminum housing and a heavy duty ball/roller bearing assembly. Most Speedmaster™ water pumps have a bigger impeller and larger cavity size to flow 35 percent more coolant than stock. Choose long or short styles in a natural or shiny polished finishes. Get high-flow for your car with Speedmaster™ water pumps.



| Application                   | Pump Style                | Pump Material | Natural Part # | Black Part #   | Polished Part # | Chrome Part #  |
|-------------------------------|---------------------------|---------------|----------------|----------------|-----------------|----------------|
| Chevrolet SBC 350             | Short w/o Heater Port     | Aluminum      | PCE195.1001.01 | -              | PCE195.1001.02  | PCE195.1001.03 |
|                               | Short w/ Heater Port      | Aluminum      | PCE195.1083.01 | PCE195.1083.02 | -               | PCE195.1083.03 |
|                               | Long                      | Aluminum      | PCE195.1005.01 | PCE195.1005.02 | PCE195.1005.03  | PCE195.1005.04 |
|                               | Long                      | Iron          | PCE195.1121    | -              | -               | -              |
| Chevy SB 350 LT1 1993-94      | -                         | Aluminum      | PCE195.1022    | -              | -               | -              |
| Chevy SB 350 LT1 1995-96      | -                         | Aluminum      | PCE195.1023    | -              | -               | -              |
| Chevrolet BBC 454             | Short                     | Aluminum      | PCE195.1010.01 | PCE195.1010.02 | PCE195.1010.03  | PCE195.1010.04 |
|                               | Long                      | Aluminum      | PCE195.1013.01 | PCE195.1013.02 | PCE195.1013.03  | PCE195.1013.04 |
| GM LS1 LS6                    | -                         | Aluminum      | PCE195.1032    | -              | -               | -              |
| Mopar Chrysler SB 318 340 360 | -                         | Aluminum      | PCE195.1108    | -              | PCE195.1087     | PCE195.1088    |
| Mopar Chrysler BB 440         | -                         | Aluminum      | PCE195.1085    | -              | -               | -              |
| Oldsmobile                    | Short                     | Aluminum      | PCE195.1030    | -              | -               | -              |
|                               | Long                      | Aluminum      | PCE195.1031    | -              | -               | -              |
| Ford 232 3.8L V6              | -                         | Aluminum      | PCE195.1125    | -              | -               | -              |
| Ford SB 289 302 351 Windsor   | Passenger Side / RH inlet | Aluminum      | PCE195.1017    | PCE195.1017.02 | PCE195.1017.04  | PCE195.1017.03 |
|                               |                           | Cast Iron     | PCE195.1017.05 | -              | -               | -              |
|                               | Driver Side / LH inlet    | Aluminum      | PCE195.1016    | PCE195.1016.02 | PCE195.1016.04  | PCE195.1016.03 |
|                               |                           | Cast Iron     | PCE195.1016.05 | -              | -               | -              |
| Ford SB 302 351 EFI           | Driver Side / LH inlet    | Aluminum      | PCE195.1123    | -              | -               | -              |
| Ford 302 351C Cleveland       | -                         | Aluminum      | PCE195.1018    | -              | PCE195.1018.04  | PCE195.1018.03 |
| Ford 429 460                  | -                         | Aluminum      | PCE195.1019    | -              | -               | -              |



# Cooling

## Air Conditioning Compressors

These Speedmaster air conditioning compressors are 100 percent all-new, not rebuilt, making them the best quality compressors on the market. The perfect choice to power your air conditioning system, they put out 8.4 cu. in. per revolution with a maximum 6,000 sustained rpm range. The compressors are available with a V-groove or serpentine groove pulley. PCE Air Conditioning compressors are just what you need to cool the inside of your vehicle. They are designed for street rods and other applications that need a custom cooling system.



| Pulley Style | Type        | Part #         |
|--------------|-------------|----------------|
| Serpentine   | Sanden 7176 | PCE413.1004.** |
|              | Sanden 508  | PCE413.1002    |
| V-belt       | Sanden 7176 | PCE413.1005    |
|              | Sanden 508  | PCE413.1001    |

.\*\* = Multiple Variations Available

## Overflow Tanks

Speedmaster™ radiator overflow tanks are both functional and stunning to look at. They are quality-manufactured from stainless steel and are available in 18 to 80 oz. sizes. Their precision construction ensures a leak-proof seal and lasting durability. The tank comes with a removable cap so you can easily check the coolant level, They work under the same principals as OEM tanks.

### Specifications:

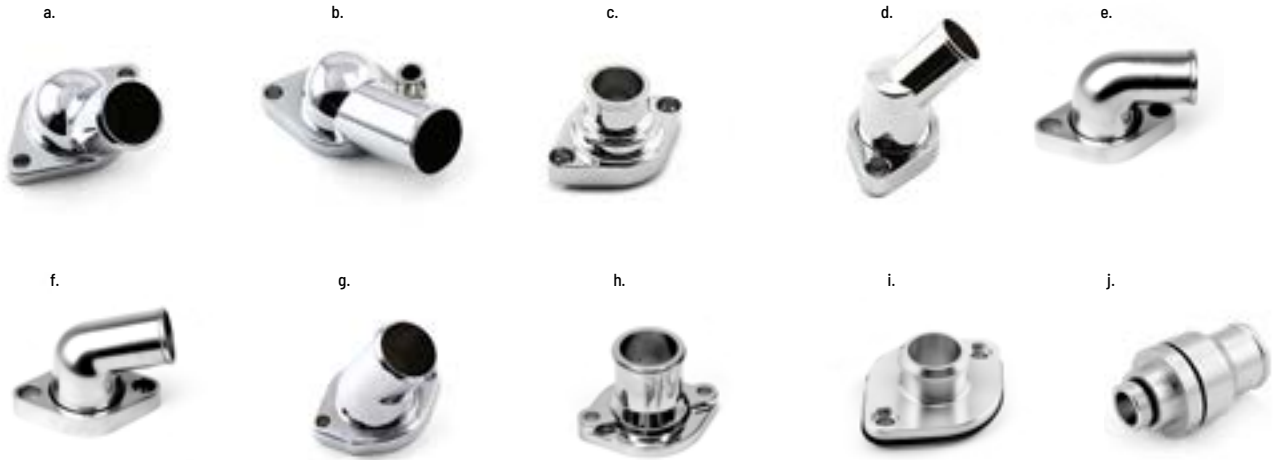
Vented: Yes  
Inlet Quantity: One  
Inlet: Slip-on 1/4 in.  
Outlet Quantity: One  
Outlet: Slip-on 1/4 in.  
Mounting: Bolt-in

| Diameter (in) | Capacity | Length (in) | Part #      |
|---------------|----------|-------------|-------------|
| 2.000 in.     | 18 oz.   | 12.000 in.  | PCE188.1001 |
|               | 20 oz.   | 13.000 in.  | PCE188.1002 |
|               | 24 oz.   | 15.000 in.  | PCE188.1003 |
|               | 28 oz.   | 17.000 in.  | PCE188.1004 |
|               | 30 oz.   | 18.000 in.  | PCE188.1005 |
|               | 32 oz.   | 19.000 in.  | PCE188.1006 |
|               | 36 oz.   | 21.000 in.  | PCE188.1007 |
| 3.000 in.     | 41 oz.   | 11.000 in.  | PCE188.1008 |
|               | 45 oz.   | 12.000 in.  | PCE188.1009 |
|               | 48 oz.   | 13.000 in.  | PCE188.1010 |
|               | 56 oz.   | 15.000 in.  | PCE188.1011 |
|               | 68 oz.   | 18.000 in.  | PCE188.1012 |
|               | 76 oz.   | 20.000 in.  | PCE188.1013 |
|               | 80 oz.   | 21.000 in.  | PCE188.1014 |



## Water Necks / Thermostat Housing

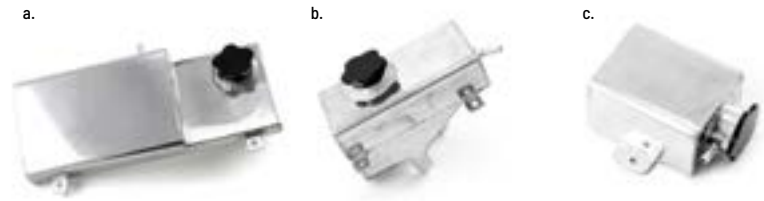
These chrome water necks from Speedmaster™ add a touch of class to your cooling system.



| Application                            | Ref. | Water Neck Style | Swivel | Sealing Style | Water Neck Material | Water Neck Finish | Part #      |
|--|------|------------------|--------|---------------|---------------------|-------------------|-------------|
| Chevrolet SBC 350 1968-86              | a.   | 45 degree        | No     | Gasket        | Aluminum            | Chrome            | PCE191.1001 |
|  |      | 45 degree        | No     | O-ring        | Steel               | Chrome            | PCE191.1011 |
|  | b.   | 15 degree        | No     | Gasket        | Aluminum            | Chrome            | PCE191.1002 |
|  |      | 15 degree        | No     | O-ring        | Steel               | Chrome            | PCE191.1012 |
| Chevrolet SBC 350                      | c.   | Straight up      | No     | O-ring        | Aluminum            | Polished          | PCE191.1004 |
|  | d.   | 45 degree        | Yes    | O-ring        | Aluminum            | Polished          | PCE191.1006 |
|  | e.   | 90 degree        | Yes    | O-ring        | Aluminum            | Polished          | PCE191.1008 |
|  | f.   | 15 degree        | Yes    | O-ring        | Aluminum            | Polished          | PCE191.1010 |
| Ford SB 289 302 351 Windsor 1965-75    | g.   | 45 degree        | No     | Gasket        | Aluminum            | Chrome            | PCE191.1003 |
|  |      | 45 degree        | No     | O-ring        | Steel               | Chrome            | PCE191.1015 |
| Ford 302 351C Cleveland                | h.   | Straight up      | No     | Gasket        | Steel               | Chrome            | PCE191.1013 |
| Chrysler Dodge Big Small Block 318 440 | i.   | Straight up      | No     | O-ring        | Aluminum            | Natural           | PCE191.1025 |
| GM LS                                  | j.   | Straight up      | No     | O-ring        | Aluminum            | Natural           | PCE191.1024 |

## Coolant Expansion Tank

Speedmaster™ Coolant Overflow Tank is a direct bolt-in and are designed to fit in the same location as your stock tank. Speedmaster™ expansion tanks provide increased strength and a more reliable performance than stock plastic to prevent fluids from leaking onto the ground and being lost out of your cooling system completely. They are built from strong .100 in. aluminum and 100 percent pressure- tested to eliminate leak.



| Ref. | Application          | Part #      |
|------|----------------------|-------------|
| a.   | Ford Mustang 1996-04 | PCE188.1016 |
| b.   | Ford Mustang 2005-10 | PCE188.1017 |
| d.   | Universal            | PCE188.1019 |

# Fans, Electric

Speedmaster™ high performance reversible electric cooling fans are ideal for high performance or OEM applications. Configured as a puller from the factory, it mounts on the inside and pulls the air through the radiator. Blades and polarity of the wiring can be reversed and it becomes a pusher mounted pushing air through the radiator. These fans will keep your engine cooler at lower driving speeds. Speedmaster™ reversible fans ride on dual ball bearings instead of bushings, which means higher efficiency and less heat. They also free up more usable horsepower to the rear wheels, and increases fuel economy.

## S-Blades



## Straight Blades



| Blade Shape     | Fan Diameter (in) | Height (in) | Width (in) | Thickness (in) | Maximum Fan CFM | Maximum Fan RPM | Black Part # | Chrome Part # |
|-----------------|-------------------|-------------|------------|----------------|-----------------|-----------------|--------------|---------------|
| S-Blades Curved | 8.000 in.         | 8.500 in.   | 8.875 in.  | 2.500 in.      | 550 cfm         | 2,180 rpm       | PCE185.1018  | -             |
|                 | 9.000 in.         | 9.750 in.   | 10.250 in. | 2.500 in.      | 720 cfm         | 2,180 rpm       | PCE185.1004  | -             |
|                 | 10.000 in.        | 11.000 in.  | 11.250 in. | 2.500 in.      | 775 cfm         | 2,180 rpm       | PCE185.1003  | -             |
|                 | 12.000 in.        | 12.500 in.  | 12.875 in. | 3.375 in.      | 1,007 cfm       | 2,250 rpm       | PCE185.1006  | -             |
|                 | 14.000 in.        | 14.500 in.  | 14.875 in. | 3.500 in.      | 1,440 cfm       | 1,945 rpm       | PCE185.1008  | -             |
|                 | 16.000 in.        | 16.500 in.  | 16.875 in. | 3.500 in.      | 2,010 cfm       | 2,270 rpm       | PCE185.1013  | PCE185.1015   |
| Straight        | 16.000 in.        | 16.500 in.  | 16.875 in. | 4.500 in.      | 2,330 cfm       | 2,850 rpm       | PCE185.1014  | PCE185.1016   |
|                 | 8.000 in.         | 8.500 in.   | 8.875 in.  | 2.500 in.      | 605 cfm         | 2,180 rpm       | PCE185.1017  | -             |
|                 | 9.000 in.         | 9.750 in.   | 10.250 in. | 2.500 in.      | 790 cfm         | 2,180 rpm       | PCE185.1002  | -             |
|                 | 10.000 in.        | 11.000 in.  | 11.250 in. | 2.500 in.      | 850 cfm         | 2,180 rpm       | PCE185.1001  | -             |
|                 | 12.000 in.        | 12.500 in.  | 12.875 in. | 3.375 in.      | 1,107 cfm       | 2,250 rpm       | PCE185.1005  | -             |
|                 | 14.000 in.        | 14.500 in.  | 14.875 in. | 3.500 in.      | 1,585 cfm       | 1,945 rpm       | PCE185.1007  | -             |
|                 | 16.000 in.        | 16.500 in.  | 16.875 in. | 3.500 in.      | 2,215 cfm       | 2,270 rpm       | PCE185.1009  | PCE185.1012   |
|                 | 16.000 in.        | 16.500 in.  | 16.875 in. | 4.500 in.      | 2,560 cfm       | 2,850 rpm       | PCE185.1010  | PCE185.1011   |

## Quick Tip



### Noise

A curved blade cut into the air less than a straight blade. This creates less noise, so curved-blade fans are usually much quieter than a fan with straight blades.

### Performance

Although curved blades are quieter, the reduction in noise comes at a price. Curved blades move less air than straight blades, creating a less powerful breeze than a traditional straight blade.

### Choice

If you are easily bothered by fan noise, then a curved-blade fan should appeal to you because it is quieter. But if you want maximum performance out of a fan, a straight-blade fan is probably the way to go, even if it is a little louder.

# Fan Switches, Thermal

## Fan Control Kits

These Speedmaster™ electric fan thermostat kits are designed to allow your electric fan to turn off and on at certain temperatures. They are available for single or dual fan applications and adjustable and non-adjustable kits.



| Ref. | Sending Unit Style | Sending Unit Included | Adjustment Range (F) | Relay Included | Part #      |
|------|--------------------|-----------------------|----------------------|----------------|-------------|
| a.   | Radiator probe     | Yes                   | 185-248 F            | No             | PCE184.1005 |
| b.   | Thread-in          | No                    | -                    | Yes            | PCE184.1007 |

## Thread-in Sending Units

Speedmaster™ temperature sending units are designed to allow your electric fan to turn on and off at a desired temperature. These switches are recommended for all electric fan installations and are available in several different temperature ranges.



| Thread Size | Fan On Temp. (F) | Fan Off Temp. (F) | Part #      |
|-------------|------------------|-------------------|-------------|
| 3/8-18 NPT  | 185 degrees F    | 170 degrees F     | PCE184.1002 |
| 3/8-18 NPT  | 185 degrees F    | 175 degrees F     | PCE184.1001 |
| 3/8-18 NPT  | 200 degrees F    | 185 degrees F     | PCE184.1003 |

# Fluid Coolers

## TRANSMISSION OIL

## Flat Tube & Fin

Speedmaster™ transmission oil coolers feature a new tubular design that improves heat transfer dramatically over other designs. It can drop your transmission fluid temperature 20 degrees, and that can double the life of your automatic transmission. You'll get longer life and more consistent shifts even while doing heavy-duty towing. All necessary fittings come included with the kit. Features 3/8 in. hose barb inlet and outlet attachment.



| Overall Height | Overall Width | Overall Thickness | Maximum Fan CFM | Fan Diameter | # of Cooling Rows | Part #      |
|----------------|---------------|-------------------|-----------------|--------------|-------------------|-------------|
| 7.500 in.      | 15.500 in.    | 0.750 in.         | -               | -            | 6                 | PCE186.1016 |

## Fluid Coolers with Fan

Speedmaster™ remote fluid coolers combine a high-capacity oil-cooler core with a 10-inch electric fan for maximum cooling in any environment. This superior combination will give you the peace of mind knowing that your fluids will be at their prime operating temperatures. These coolers feature high flow tubes and aluminum dissipating fins with plastic edge-guard protectors, all with a durable black powdercoat finish. Inlet and Outlet are -6 AN Male threads

Each fan is solidly mounted to the cooler core with clear-anodized billet-aluminum brackets to ensure a stable attachment. You can make these coolers even better with the fan thermostats and installation kits that are sold separately.



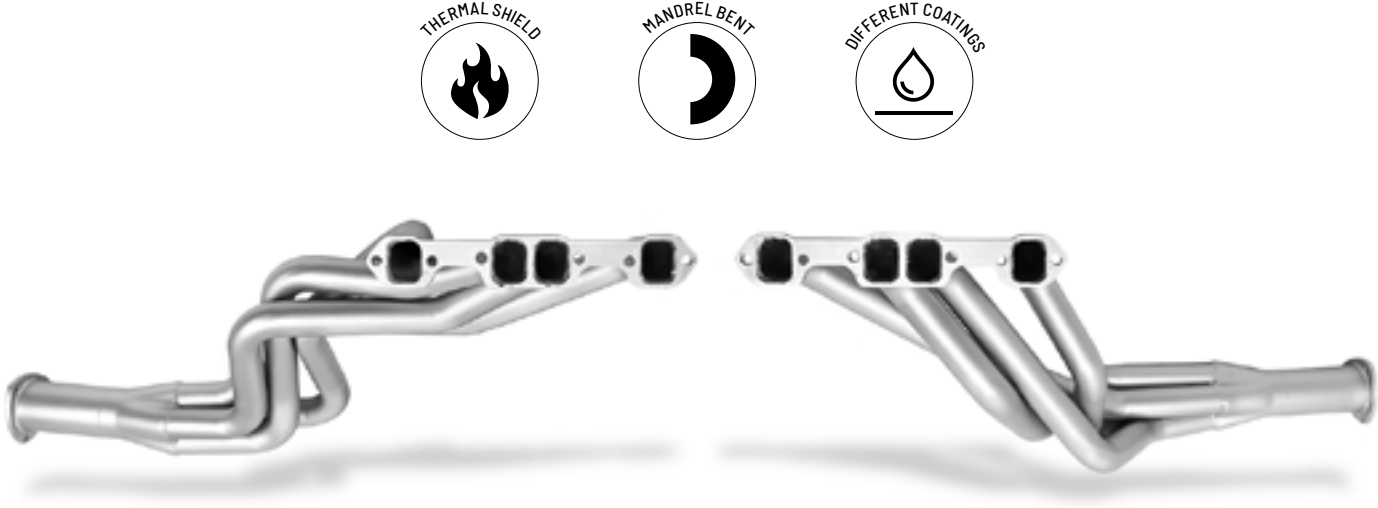
| Overall Height | Overall Width | Overall Thickness | Maximum Fan CFM | Fan Diameter | # of Cooling Rows | Part #      |
|----------------|---------------|-------------------|-----------------|--------------|-------------------|-------------|
| 11.500 in.     | 12.500 in.    | 5.000 in.         | 650 cfm         | 10.000 in.   | 16                | PCE187.1001 |

# Headers

## - BACKPRESSURE + HORSEPOWER

Headers are one of the easiest bolt-on accessories you can use to improve an engine's performance. The goal of headers is to make it easier for the engine to push exhaust gases out of the cylinders. The idea behind an exhaust header is to eliminate the manifold's back pressure. Instead of a common manifold that all of the cylinders share, each cylinder gets its own exhaust pipe. These pipes come together in a larger pipe called the collector. The individual pipes are cut and bent so that each one is the same length as the others. By making them the same length, it guarantees that each cylinder's exhaust gases arrive in the collector spaced out equally so there is no back pressure generated by the cylinders sharing the collector. The individual pipes are cut and bent so that each one is the same length as the others. By making them the same length, it guarantees that each cylinder's exhaust gases arrive in the collector spaced out equally so there is no back pressure generated by the cylinders sharing the collector.

Eliminate back-pressure and increase horsepower with Speedmaster's finest selection of air-pushing, muscle-pumping performance exhaust headers for your engine. Available in a variety of different coatings for different thermal properties as well as appearance.



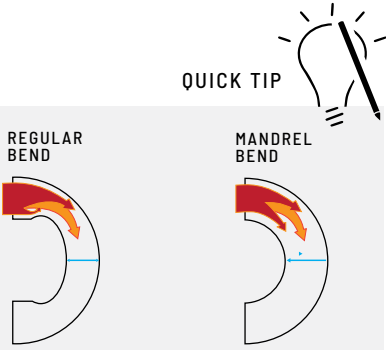
### Because we know Appearance does Matter

Speedmaster™ Headers are Available in five different finishes for the look you want.



#### Mandrel Bent

Why you want Mandrel Bent Exhaust The results are smooth, uniform, constant-diameter bends that greatly reduce restriction and improve both the performance and efficiency of your engine.



| Application  | Part #         |
|--|----------------|
| Cadillac 425 472 500 Block Hugger                            | PCE316.1108    |
| Chevy 1962-1967 II Nova Long Tube                            | PCE316.1147    |
| Chevy 1978-1987 Monte Carlo El Camino Cutlass Long Tube      | PCE316.1146    |
| Chevy 5.3L Suburban Tahoe Yukon 1999-2005                    | PCE316.1105    |
| Chevy 6-Cylinder 216 235 261 1937-1962                       | PCE316.1098    |
| Chevy BBC 396 454 1965-1975 Chevelle Camaro Bel Air          | PCE316.1083.** |
| Chevy BBC 396 502 1970-72 Camaro 1964-74 Chevelle            | PCE316.1145    |
| Chevy BBC 454 Center Dump Block Hugger                       | PCE316.1050.** |
| Chevy BBC 454 Chevelle Camaro                                | PCE316.1047.** |
| Chevy GM LS 1997-2004 Corvette C5                            | PCE316.1137    |
| Chevy GM LS 1997-2004 Corvette C5 X Pipe                     | PCE316.1136    |
| Chevy GM LS 2005-2013 Corvette C6 / Z06                      | PCE316.1139    |
| Chevy GM LS 2005-2013 Corvette C6 / Z06 X Pipe               | PCE316.1138    |
| Chevy GM LS 4.8 5.3 6.0 Turbo                                | PCE316.1150    |
| Chevy GM LS 6.2 2014-2019 Corvette Stingray C7               | PCE316.1142    |
| Chevy GM LS 6.2 2014-2019 Corvette Stingray C7 / Z06 X Pipe  | PCE316.1143    |
| Chevy GM LS LS2 LS3 LS6 LS7 Shorty Chevelle Camaro           | PCE316.1062.** |
| Chevy GM LS1 LS6 Block Hugger                                | PCE316.1061.** |
| Chevy GM LS1 LS6 Truck Cadillac Hummer Pickup                | PCE316.1058    |
| Chevy GM LS3 Camaro 10-14 T304 O2 Sensor Insertion           | PCE316.1067.** |
| Chevy SBC 350 1 5/8" Block Hugger                            | PCE316.1011.** |
| Chevy SBC 350 1 5/8" Block Hugger - Angle Plug Heads         | PCE316.1042.** |
| Chevy SBC 350 1932 Hi-Boy                                    | PCE316.1095.** |
| Chevy SBC 350 1935-1948 Fenderwell                           | PCE316.1090.** |
| Chevy SBC 350 1955-57 Tri-5 Mid Length - Straight Plug Heads | PCE316.1153    |
| Chevy SBC 350 1955-57 Tri-5 Shorty - Straight Plug Heads     | PCE316.1030.** |
| Chevy SBC 350 1965-1989 Chevelle Camaro Bel Air              | PCE316.1079.** |
| Chevy SBC 350 1982-1992 Camaro Firebird                      | PCE316.1017    |
| Chevy SBC 350 1982-1992 Camaro Firebird F-Body Dual Turbo    | PCE316.1110    |
| Chevy SBC 350 1993-1997 Camaro Firebird                      | PCE316.1104    |
| Chevy SBC 350 Chevelle Camaro 1967-81                        | PCE316.1022.** |
| Chevy SBC 350 Chevy Malibu Monte Carlo 1972-87               | PCE316.1106    |
| Chevy Sbc 350 Classic T-Bucket Street Rod                    | PCE316.1097.** |
| Chevy SBC 350 Corvette 1962-1963 Rams Horn Center Dump       | PCE316.1016    |

.\*\* = Multiple Variations Available

| Application  | Part #         |
|--|----------------|
| Chevy SBC 350 IMCA Modified                                | PCE316.1086.** |
| Chevy SBC 350 IMCA Racing                                  | PCE316.1099.** |
| Chevy SBC 350 Pickup Truck 1966-1987                       | PCE316.1043.** |
| Chevy SBC 350 Pickup Truck 1988-1995                       | PCE316.1027.** |
| Chrysler Hemi 331 392 1 3/4" Tubing Block Hugger           | PCE316.1032.** |
| Dodge 2006-14 Magnum Charger Challenger 300C SRT8 6.1 6.4L | PCE316.1141    |
| Dodge Ram 5.2L 5.9L Durango Dakota                         | PCE316.1063    |
| Ford 2.3L 140 Pinto Mustang II                             | PCE316.1092    |
| Ford 2.3L 140 Pinto Pro Four                               | PCE316.1093    |
| Ford F150 Bronco 5.8L V8                                   | PCE316.1127    |
| Ford F150 Pick Up Truck 5.4L V8                            | PCE316.1128    |
| Ford F150 Pick Up Truck 5.4L V8 1997-2003                  | PCE316.1129    |
| Ford Mustang 2011-2013 Long Tube                           | PCE316.1103.** |
| Ford SB 289 302 351 Windsor Block Huggers                  | PCE316.1056.** |
| Ford Sb 289 302 351 Windsor Mustang 1964-70 Long Tube      | PCE316.1053.** |
| Ford Sb 289 302 351 Windsor Mustang 1964-70 Tri-Y          | PCE316.1044.** |
| Ford SB 289 302 351 Windsor Mustang 1979-93 Shorty         | PCE316.1003.** |
| Ford SB 289 302 351 Windsor Sprint Roadster Street Rod     | PCE316.1080    |
| Honda Civic 1.6 SI/DEL SOL DOHC VTEC 2001-05               | PCE316.1124    |
| Jeep Cherokee Wrangler 4.0L 1991-99                        | PCE316.1033    |
| Jeep Cherokee Wrangler 4.0L 2000-06                        | PCE316.1034    |
| Jeep Wrangler 3.8L V6 JK 2007-2011                         | PCE316.1035    |
| Jeep Wrangler 4.0L 1991-1999                               | PCE316.1144.** |
| Mopar Chrysler SB 318 340 360 Block Hugger                 | PCE316.1064    |
| Mopar Chrysler SB 318 340 360 E Body Charger Challenger    | PCE316.1122    |
| Mustang GT 2011-2014 Boss 302 Laguna Seca 5.0L             | PCE316.1140    |
| Oldsmobile 330 350 Trans Am                                | PCE316.1037.** |

.\*\* = Multiple Variations Available

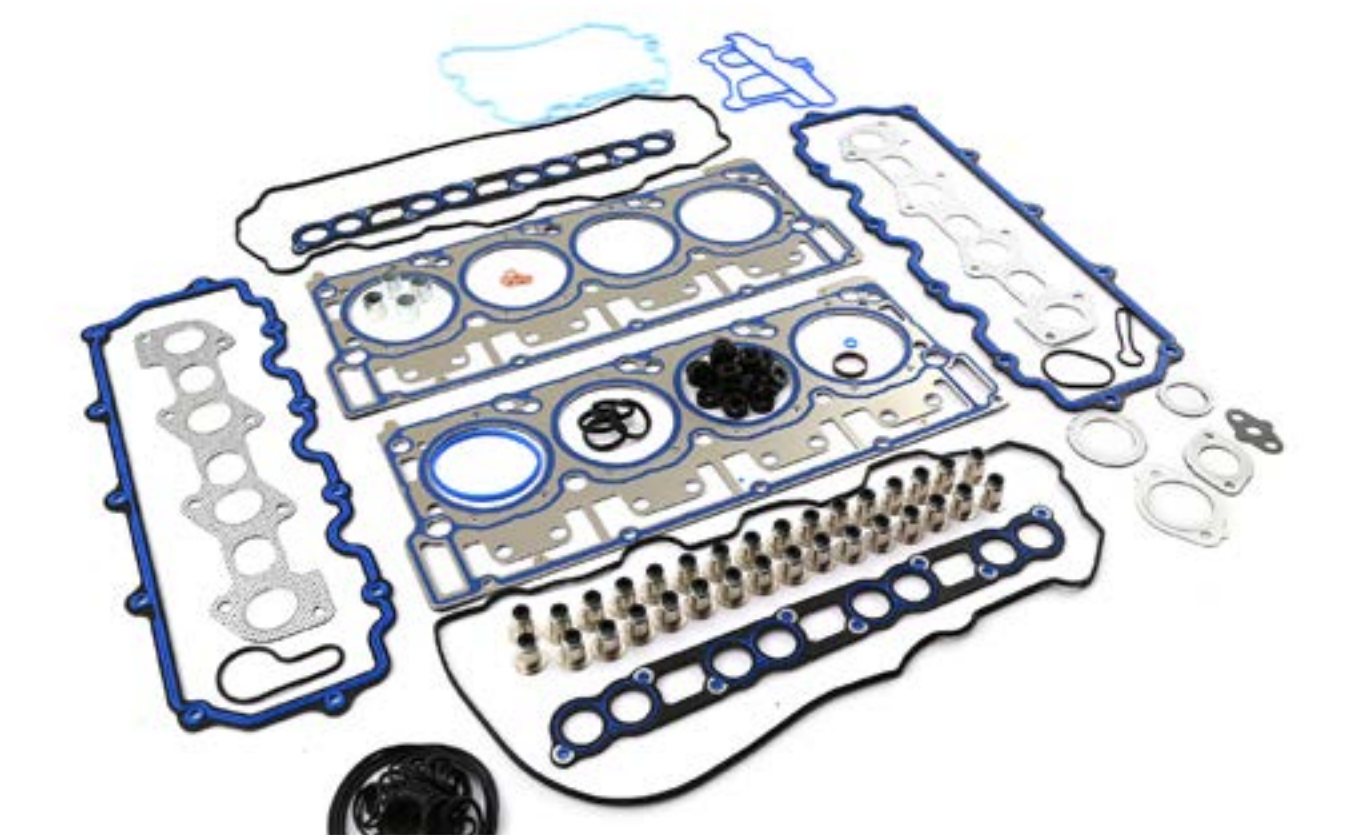




# Gaskets & Seals

## Engine Gasket Sets

Speedmaster™ offers gaskets for all of the popular applications. From valve covers and carburettor base gaskets to full engine gasket sets. These Speedmaster™ gasket kit sets include premium-quality head gaskets, intake gaskets, exhaust gaskets, valve cover gaskets, oil pan gaskets, valve stem seals, and all accessory gaskets—everything that you need for a complete engine rebuild, all in one affordable set. If it has to seal right the first time Speedmaster™ has what you need.



| Application                                       | Notes                            | Part #      |
|---|----------------------------------|-------------|
| Chevrolet SBC 327 350 383 400                     | -                                | PCE347.1006 |
| Chevrolet SBC 350 1955-79                         | Multi Layered Steel              | PCE347.1013 |
| Chevrolet 400 1955-79                             | Multi Layered Steel              | PCE347.1012 |
| Chevrolet BBC 454 1966-79                         | -                                | PCE347.1009 |
| Chevy LS 1997-2005                                | No Head Gaskets                  | PCE347.1019 |
| Chevy GM LS1 LS6                                  | Multi Layered Steel (3.945 Bore) | PCE347.1023 |
| Chevy GM LS2                                      | Multi Layered Steel (4.050 Bore) | PCE347.1020 |
| Chevy GM LS3                                      | Multi Layered Steel (4.106 Bore) | PCE347.1021 |
| Chevy GM LS7                                      | Multi Layered Steel (4.160 Bore) | PCE347.1022 |
| Ford 289 302 1963-82 Windsor                      | -                                | PCE347.1001 |
|   | Multi Layered Steel              | PCE347.1003 |
| Ford 302 351C 351M 400 Cleveland 1970-82          | -                                | PCE347.1007 |
|   | Multi Layered Steel              | PCE347.1014 |
| Ford 351W Windsor 1969-74                         | 2 Pcs RMS                        | PCE347.1008 |
| Ford V8 Turbo Diesel 6.0L 2003 - 2010             | -                                | PCE347.1032 |
| Chrysler Hemi 6.1L Charger Challenger 300 2006-10 | -                                | PCE347.1033 |

## Head Gaskets

Speedmaster™ head gaskets are proven to handle big power any way you can make it. Speedmaster™ gaskets are designed to maintain contact pressure between the cylinder head and block during the dynamics of engine operation. Speedmaster™ MLS gaskets use a high pressure steel laminate design known for standing up against the extremely high shearing forces that occur between an aluminum head and iron block. It's internal embossments expand heat to create a better seal when the engine is seeing extremely high combustion pressures and temperatures as is the case with heavy nitrous and turbocharged applications. MLS (Multi Layer Steel) is ideal for both aluminum heads to cast iron blocks and aluminum heads to aluminum blocks. These gaskets offer better torque retention, less distortion, and better sealing than conventional or composite head gaskets in high-horsepower, high cylinder-pressure applications.



| Application                    | Bore (in) | Quantity      | Part #      |
|--------------------------------|-----------|---------------|-------------|
| Chevrolet 400                  | 4.100 in. | Single        | PCE348.1006 |
| Chevrolet BBC 454              | 4.380 in. | Single        | PCE348.1009 |
|                                | 4.585 in. | Single        | PCE348.1004 |
| Chevrolet SBC 350              | 4.065 in. | Single        | PCE348.1003 |
|                                | 4.100 in. | Single        | PCE348.1010 |
|                                | 4.165 in. | Single        | PCE348.1011 |
|                                | 4.185 in. | Single        | PCE348.1012 |
| GM LSX                         | 3.945 in. | Single        | PCE348.1015 |
|                                | 4.050 in. | Single        | PCE348.1017 |
|                                | 4.106 in. | Pair          | PCE348.1019 |
|                                | 4.160 in. | Pair          | PCE348.1022 |
|                                | 4.200 in. | Pair          | PCE348.1033 |
| Ford 289 302 351 Windsor       | 4.065 in. | Single        | PCE348.1007 |
| Ford 351W Windsor              | 4.185 in. | Single        | PCE348.1008 |
| Ford 302 351C Cleveland        | 4.065 in. | Single        | PCE348.1005 |
| Ford Modular 5.0L              | 3.701 in. | Single - Left | PCE348.1040 |
|                                | 3.701 in. | Single Right  | PCE348.1039 |
| Ford 429 460                   | 4.500in.  | Single        | PCE348.1036 |
| Ford Big Block FE 390 428      | 4.165 in. | Single        | PCE348.1038 |
| Ford V8 Turbo Diesel 2003-2010 | 6.000 in. | Single        | PCE348.1034 |
| Mopar Chrysler SB 318 340 360  | 4.080 in. | Single        | PCE348.1037 |
| Mopar Chrysler BB 383 440      | 4.500in.  | Single        | PCE348.1035 |
| Pontiac 326 400 455            | 4.200 in. | Single        | PCE348.1042 |

# Gaskets & Seals

## Intake Manifold Gaskets

Most Speedmaster™ intake manifold gaskets have Printoseal construction, which puts beads of special elastomers around the ports for extra sealing power. They also feature a non-metallic, rubber-fiber base material that resists gasoline and alcohol, while allowing engine builders to precision-trim around

| Application                          | Port Height | Port Width | Part #      |
|--------------------------------------|-------------|------------|-------------|
| Chevrolet SBC 350                    | 2.210 in.   | 1.310 in.  | PCE349.1002 |
|                                      | 2.090 in.   | 1.280 in.  | PCE349.1003 |
|                                      | 2.280 in.   | 1.380 in.  | PCE349.1005 |
|                                      | 2.210 in.   | 1.310 in.  | PCE349.1012 |
| Chevrolet SBC 350 Vortec             | 2.110 in.   | 1.080 in.  | PCE349.1004 |
| Chevrolet BBC 454 - Rectangular Port | 2.340 in.   | 1.820 in.  | PCE349.1007 |
| Chevrolet BBC 454 - Oval Port        | 2.050 in.   | 1.820 in.  | PCE349.1008 |
| GM LS1 LS6                           | 3.340 in.   | 1.190 in.  | PCE349.1019 |
| GM LS3 L92 6.2L                      | 2.700 in.   | 1.350 in.  | PCE349.1020 |
| GM LS7 7.0L                          | 2.450 in.   | 1.450 in.  | PCE349.1021 |
| Ford 289 302 Windsor                 | 2.250 in.   | 1.400 in.  | PCE349.1006 |
| Ford 302 351C 351M 400 Cleveland 2V  | 2.120 in.   | 1.500 in.  | PCE349.1013 |
| Ford 302 351C Cleveland 3V           | -           | -          | PCE349.1001 |
| Ford 302 351C Cleveland 3V [Thick]   | -           | -          | PCE349.1024 |
| Ford 429 460                         | 2.260 in.   | 1.980 in.  | PCE349.1009 |
| Ford 429 Boss Hemi                   | 2.480 in.   | 2.480 in.  | PCE349.1028 |
| Mopar Chrysler BB 383 440            | 2.710 in.   | 1.165 in.  | PCE349.1023 |
| Mopar Chrysler SB 318 340 360        | 2.270 in.   | 1.160 in.  | PCE349.1010 |
| Oldsmobile 400 425 455               | 2.400 in.   | 1.400 in.  | PCE349.1011 |



## Exhaust Header Gaskets

Complete engine sealing with Speedmaster™ exhaust gaskets. Properly sealing an engine is paramount to making maximum horsepower. Speedmaster™ exhaust manifold gaskets are designed to give your manifold and headers an exact seal with their high quality construction.



| Application                   | Gasket Material        | Part #      |
|-------------------------------|------------------------|-------------|
| Chevy SBC 283 400             | High-temperature Fiber | PCE355.1014 |
| Chevy SBC 350 Round           | Cooper                 | PCE355.1004 |
| Chevy SBC 350 Oval            | Cooper                 | PCE355.1005 |
| Chevy SBC 350                 | Composite              | PCE355.1012 |
| Chevy BBC 454                 | Cooper                 | PCE355.1003 |
|                               | Composite              | PCE355.1011 |
| Ford SB 289 302 351 Windsor   | Cooper                 | PCE355.1002 |
|                               | High-temperature Fiber | PCE355.1016 |
| Ford 302 351C Cleveland 2V    | Composite              | PCE355.1006 |
| Ford 302 351C Cleveland 4V    | High-temperature Fiber | PCE355.1010 |
| Ford 429 460                  | Composite              | PCE355.1009 |
| Chrysler Mopar SB 273 318 360 | High-temperature Fiber | PCE355.1015 |
| Oldsmobile Olds 260-455 V8    | High-temperature Fiber | PCE355.1001 |

## Oil Pan Gaskets

Speedmaster™ gaskets are designed for today's performance engines, which can create excessive amounts of vacuum and pressure in the oil pan. They feature excellent tensile strength and superior blowout resistance.

| Application                     | Gasket Material | RMS Style | One-Piece | Part #      |
|---------------------------------|-----------------|-----------|-----------|-------------|
| Chevrolet SBC 350 1955-79       | Cork            | 2-piece   | No - 4 Pc | PCE350.1015 |
|                                 | Rubber          |           | Yes       | PCE350.1002 |
| Chevrolet SBC 350 1980-85       | Rubber          | 2-piece   | Yes       | PCE350.1003 |
|                                 | Cork            |           | No - 4 Pc | PCE350.1016 |
| Chevrolet SBC 350 1986-97       | Rubber          | 1-piece   | Yes       | PCE350.1004 |
| Chevy SBC 350 1955-85           | Rubber          | 2-piece   | Yes       | PCE350.1024 |
| Chevy BBC 454 Gen 5&6 1991-Up   | Rubber          | 1-piece   | Yes       | PCE350.1005 |
| Chevrolet BBC 454 Gen 4 1966-90 | Cork            | 2-piece   | No - 4 Pc | PCE350.1021 |
| Ford SB 289 302 Windsor         | Rubber          | -         | Yes       | PCE350.1010 |
|                                 | Cork            |           | No - 4 Pc | PCE350.1008 |
| Ford 7.3 Powerstroke 94-03      | Rubber          | -         | Yes       | PCE350.1023 |



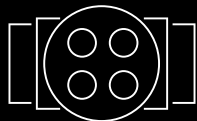
## Valve Cover Gaskets

These Speedmaster™ valve cover gaskets are manufactured from high quality rubber, which is molded over and vulcanized to a rigid steel frame. They won't leak, blow out, or get sucked in, the way stock or inferior-quality aftermarket gaskets can.

| Application                     | Gasket Material            | Part #      |
|---------------------------------|----------------------------|-------------|
| Chevrolet SBC 350 1955-85       | Black Rubber w/ steel core | PCE353.1009 |
|                                 | Blue Rubber w/ steel core  | PCE353.1010 |
| Chevrolet SBC 350 1986-97       | Black Rubber               | PCE353.1001 |
| Chevrolet BBC 454 1966-00       | Black Rubber w/ steel core | PCE353.1012 |
|                                 | Blue Rubber w/ steel core  | PCE353.1021 |
| Ford SB 289 302 Windsor         | Black Rubber w/ steel core | PCE353.1011 |
|                                 | Blue Rubber w/ steel core  | PCE353.1006 |
| Ford BBF 429 460                | Black Rubber w/ steel core | PCE353.1026 |
|                                 | Blue Rubber w/ steel core  | PCE353.1027 |
| Ford 429 460 Boss or HEMI Heads | Composite with steel core  | PCE353.1028 |
| Oldsmobile 400 425 455          | Blue Rubber w/ steel core  | PCE353.1023 |
|                                 | Black Rubber w/ steel core | PCE353.1022 |



# AIR & FUEL DELIVERY



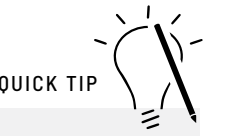
Air and Fuel Delivery (AFD) "Air & Fuel Delivery Parts and Plumbing Department" is a solutions based when it comes to fuel delivery in your car or boat. At Speedmaster™ we manufacture an extensive range of products, from fittings to carburettors, for vehicle applications with outstanding quality and value for money. In doing so, we cater to a broad range of applications, Such as Drag Racing, Hot Rods, Speedway, Marine, Street Applications & Sports Compact. We aim to offer all our customers a Superior product and the most Competitive price on the market.



# Intake Manifolds

## TAKE A DEEP BREATH

Your car breathes, just like you do. If a car is like your body, then the intake manifold is its lungs. The intake manifold is a series of tubes that distributes the air coming into the engine evenly to each of the cylinders, so that the right amount of air can mix with the right amount of fuel. During the first stroke (called the intake stroke) air from the intake manifold is sucked into each cylinder through a valve or valves. These intake valves are then closed for the other strokes (compression, combustion and exhaust) and reopen when the cycle starts all over again. It's the intake manifold that's responsible for making sure that there's enough air available when the valve opens for each intake stroke and that each cylinder gets the same amount of air as the others.



### Choosing an Intake Manifold

When you're in the market for an intake manifold, whether it's for a carbureted system or a fuel-injected engine, remember these crucial factors to ensure optimal compatibility and performance:

**Hood Clearance:** Check the space under your vehicle's hood. Ensure the intake manifold you choose fits comfortably within this space without hindrance or contact with the hood when it's closed.

**Cylinder Head Port Design:** The intake manifold you select should match the design of your engine's cylinder head ports. A mismatch could lead to performance losses and potential mechanical issues. Check your vehicle's specifications or consult with a mechanic to ensure compatibility.

**Carburetor/Throttle Body Mounting:** Consider the mounting points of your carburetor or throttle body. The intake manifold must align correctly with these to ensure proper installation and function.

### Because we know Appearance does Matter

Most Speedmaster™ manifolds are available in four different finishes for the look you want.



NATURAL



POLISHED






BLACK





**LowRise**  
RPM RANGE IDLE-5,500




The Speedmaster™ LowRise Manifolds are our lowest profile manifold and is also the only one that is street legal on pollution controlled vehicles. It is set up to accept a spread bore carb but comes with an adapter plate that permits the use of square bore carbs. To remain street legal with a square bore carb, you must use one that is also approved as street legal for your application.

|  |  |  |  |
|--|---|---|---|
| Application                                    | Natural Part #  | Polished Part #   | Black Part #  |
| Chevy SBC 350 1957-95 (Non EGR)                | 1-147-001   | 1-147-002   | 1-147-003   |
| Chevy SBC 350 1957-95 (Non EGR) 3/8 in. Taller | 1-147-079   | 1-147-080   | 1-147-081   |
| Chevy SBC 350 1957-95 (EGR)                    | 1-147-085   | 1-147-086   | 1-147-087   |
| Chevy SBC 350 Vortec                           | 1-147-004   | 1-147-005   | 1-147-006   |
| Chevy BBC 454 Oval Port                        | 1-147-016   | 1-147-017   | 1-147-018   |
| Ford SB 260 289 302 Windsor                    | 1-147-043   | 1-147-044   | 1-147-045   |
| Ford 351W Windsor                              | 1-147-046   | 1-147-047   | 1-147-048   |
| Oldsmobile 400 425 455                         | 1-147-097   | 1-147-098   | 1-147-099   |



**MidRise**  
RPM RANGE 1,500-6,500




The Speedmaster™ MidRise manifolds, along with the similar MidRise Air, are the most powerful dual plane manifolds available. For non-pollution controlled street machines, these are among the very best manifolds you can use. They feature a square bore carburetor flange, nitrous bosses, four corner water ports, and dual distributor hold downs. These manifolds are approximately 5/8" taller than the LowRise series. On medium horsepower engines, dyno tests have shown that this manifold comes very close to producing similar power and torque numbers as our HiRise intake manifold.

|   |  |  |  |
|---|---|---|---|
| Application                                     | Natural Part #  | Polished Part #   | Black Part #  |
| Chevy SBC 350                                   | 1-147-031   | 1-147-032   | 1-147-033   |
| Ford SB 260 289 302 Windsor 4V Heads (302 Boss) | PCE147.1125   |   |   |
| Ford 351W EFI 1986-93                           | 1-148-047   | 1-148-048   | 1-148-049   |
| Ford 4.6L EFI 1999-04 Mustang                   | 1-148-020-01  |   | 1-148-020-03  |
| Ford 5.0L EFI 1986-93                           | 1-148-044   | 1-148-045   | 1-148-046   |



**MidRise Air**  
RPM RANGE 1,500-6,500




The Speedmaster™ MidRise Air design features the identical plenum and runner design as the normal MidRise. The main difference is that there is an open area under the plenum chamber. This feature is sometimes called an air gap design. The air flowing under the plenum provides a cooler charge for the incoming air with less heat transfer from the engine. This cooler air charge provides additional power. The MidRise Air design is very popular.

|                                     |  |  |  |
|-------------------------------------|---|---|---|
| Application                         | Natural Part #  | Polished Part #   | Black Part #  |
| Chevy SBC 350 1957-95               | 1-147-007   | 1-147-008   | 1-147-009   |
| Chevy SBC 350 Vortec                | 1-147-010   | 1-147-011   | 1-147-012   |
| Chevy BBC 454 Oval Port             | 1-147-019   | 1-147-020   | 1-147-021   |
| Ford SB 260 289 302 Windsor         | 1-147-049   | 1-147-050   | 1-147-051   |
| Ford 302 351C Cleveland             | 1-147-070   | 1-147-071   | 1-147-072   |
| Ford 429 460                        | 1-147-107-01  | 1-147-107-02  | 1-147-107-03  |
| Mopar Chrysler Dodge SB 318 340 360 | 1-147-028   | 1-147-029   | 1-147-030   |
| Pontiac 326 350 389 400 421 428 455 | 1-147-073   | 1-147-074   | 1-147-075   |
| Oldsmobile 400 425 455              | 1-147-076   | 1-147-077   | 1-147-078   |
| GM LS1 4150                         | 1-147-104-01  | 1-147-104-02  | 1-147-104-03  |
| GM LS3 4150                         | 1-147-105-01  | 1-147-105-02  | 1-147-105-03  |
| GM LS7 4150                         | 1-147-106-01  | 1-147-106-02  | 1-147-106-03  |



**HiRise**  
RPM RANGE 3,000-7,500

Step up to the high-rpm power of an open plenum with Speedmaster™ HiRise intake manifolds. These cast aluminum manifolds accept square-bore carburetors and are pressure tested to ensure maximum performance. They start to make awesome power around 3,000 rpm.

|  |  |  |  |
|--|---|---|---|
| Application                                | Natural Part #  | Polished Part #   | Black Part #  |
| Chevy SBC 350 1957-95                      | 1-147-013   | 1-147-014   | 1-147-015   |
| Chevy SBC 350 1957-95 EFI Version          | 1-147-082   | 1-147-083   | 1-147-084   |
| Chevy SBC 350 Vortec                       | 1-147-034   | 1-147-035   | 1-147-036   |
| Chevy BBC 454 Oval Port                    | 1-147-040   | 1-147-041   | 1-147-042   |
| Chevy BBC 454 Rect Port                    | 1-147-022   | 1-147-023   | 1-147-024   |
| Chevy BBC 454 Rect Port Dominator          | 1-147-094   | 1-147-095   | 1-147-096   |
| Ford SB 260 289 302 Windsor                | 1-147-052   | 1-147-053   | 1-147-054   |
| Ford SB 260 289 302 Windsor Parker-Style   | 1-147-058   | 1-147-059   | 1-147-060   |
| Ford 351W Windsor                          | 1-147-025   | 1-147-026   | 1-147-027   |
| Ford 302 351C Cleveland 3V (4V w/ Tongues) | 1-147-103-01  | 1-147-103-02  | 1-147-103-03  |
| Ford 429 460 4150 Cobra Jet Ports          | 1-147-100   | 1-147-101   | 1-147-102   |
| Chrysler Mopar 440                         | 1-147-061-01  | 1-147-061-02  | 1-147-061-03  |
| Chrysler Mopar 440 EFI Version             | 1-148-052-01  | 1-148-052-02  | 1-148-052-03  |
| Pontiac 326 350 389 400 421 428 455        | 1-147-091   | 1-147-092   | 1-147-093   |

# Ram Air Intake Manifold

## OPTIMIZED AIRFLOW

Elevate your engine's capabilities with our Ram Air Intake Manifold. By maximizing the volume and density of air intake, these manifolds significantly enhance combustion efficiency, thereby increasing engine power. Ideal for high-speed applications, they leverage the vehicle's forward motion to force more air into the engine than traditional systems. Choose from our range of cast and fabricated aluminum models, each tailored to specific engine needs and offering optimal durability and performance.



### Cast Aluminum

The Speedmaster series of manifolds, specifically designed for LSX type engines, offers increased plenum space—a crucial advantage for larger displacement versions of the LS1, LS6, and LS2 engines. If you're driving a heavily modified LS engine, a stock manifold simply won't suffice. Furthermore, for those running superchargers or turbochargers, a plastic manifold won't withstand a backfire.

| Application                      | Natural Part # | Polished Part # | Black Part # |
|----------------------------------|----------------|-----------------|--------------|
| Chevy GM LS1 LS6 EFI 85mm 3-Bolt | 1-148-032      | 1-148-033       | 1-148-034    |
| Chevy GM LS1 LS6 EFI 96mm 3-Bolt | 1-148-035      | 1-148-036       | 1-148-037    |
| Chevy GM LS2 EFI 96mm 4-Bolt     | 1-148-038      | 1-148-039       | 1-148-040    |
| Chevy GM LS2 EFI 102mm 4-Bolt    | 1-148-014      | 1-148-018       | 1-148-019    |

### Fabricated Aluminum

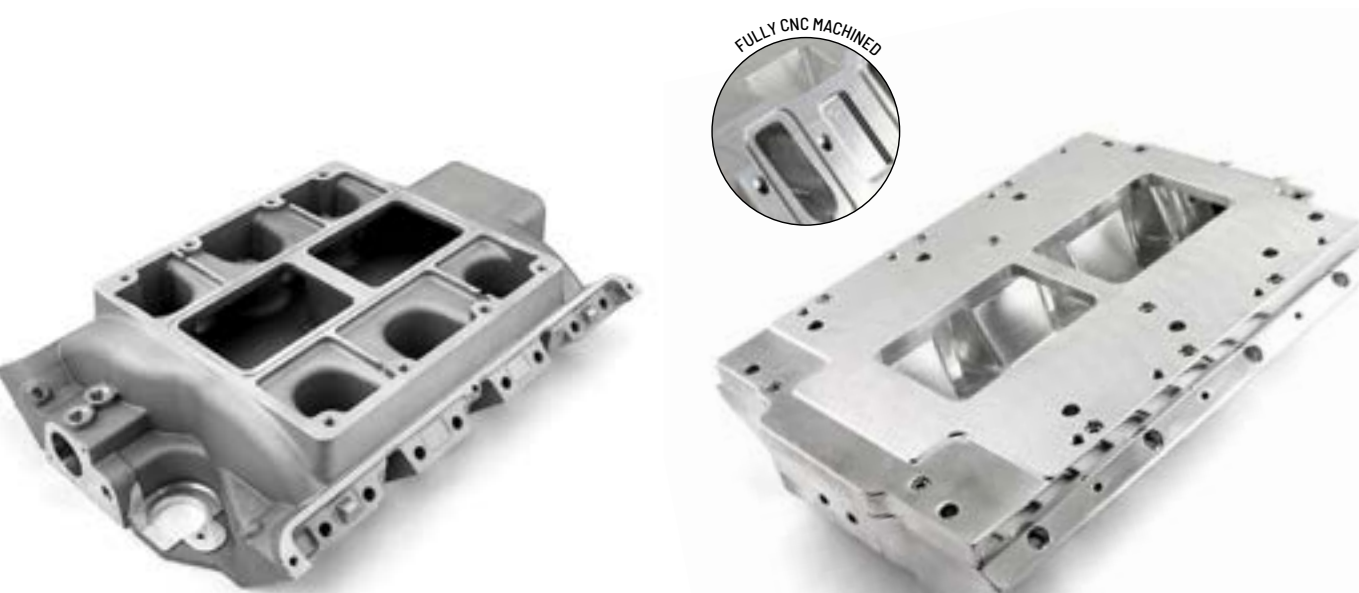
The Modular Ram Air Intake Manifold is specifically engineered for high-performance scenarios, unrestricted by induction system height limitations. This intake, when paired with high-flowing cylinder heads, presents remarkable potential for both naturally aspirated and forced induction applications. Its design, featuring a precise runner length and tapered cross-section, ensures top-tier performance across a broad spectrum of engine configurations. Experience uncompromised power and flexibility with the Modular Ram Air Intake Manifold.

| Style  | Application                      | Polished Part # | Black Part # |
|--------|----------------------------------|-----------------|--------------|
| LowRam | Chevy GM LS1 LS6 EFI 85mm 3-Bolt | 1-148-055       | -            |
| HiRam  | Chevy GM LS1 LS6 EFI 96mm 3-Bolt | 1-148-050       | 1-148-050-02 |
|        | Chevy GM LS2 EFI 96mm 4-Bolt     | 1-148-051       | 1-148-051-02 |
|        | Chevy GM LS2 EFI 102mm 4-Bolt    | 1-148-054       | -            |

# Blower Intake Manifold

## 6-71 / 8-71 SUPERCHARGER

Boost your engine's performance with our Blower Intake Manifold designed specifically for 6-71 and 8-71 superchargers. Crafted to support both street use and competition, these manifolds ensure optimal distribution of air and resistance to high temperatures. Choose from our range of cast and billet aluminum models, each promising unmatched strength, reliability, and performance enhancement.



### Cast Aluminum

Designed specifically for 8-71 and 6-71 superchargers, Speedmaster's cast aluminum manifolds are both competition-ready and street-savvy. They offer several key features: Heat-treated cast aluminum for superior durability, direct 6-71 / 8-71 blower bolt-on capability, clearance for distributors (except HEI), a raised plenum for improved air distribution, threaded water ports near the water outlet, 5/16" threaded holes for a backfire valve, 5-3/8" manifold height, and 2" x 1 1/4" intake ports.

| Application             | Natural Part # | Polished Part # |
|-------------------------|----------------|-----------------|
| Chevy BBC 454           | 1-149-005-01   | 1-149-005-02    |
| Chevy SBC 350           | 1-149-004-01   | 1-149-004-02    |
| Ford FE 390 428         | 1-149-001      | 1-149-001-02    |
| Ford SB 289 302 Windsor | 1-149-003-01   | 1-149-003-02    |
| Ford SB 351W Windsor    | 1-149-002-01   | 1-149-002-02    |
| GM LS1 LS2 LS6          | -              | PCE149.1043     |
| GM LS3                  | -              | PCE149.1025     |
| GM LS7                  | -              | PCE149.1026     |

### Billet Aluminum

Our Speedmaster billet CNC machined blower manifold brings affordability and performance to your application with a 6-71 and 8-71 blower. Designed to withstand the high crankcase pressures of forced induction, this fabricated manifold improves throttle response and performance across the powerband. Key features include billet mounting flanges with O-ring grooves for a perfect seal, a flat design for a lower overall finish, and included O-rings. Experience the power and efficiency of our newest addition to the lineup!

| Application    | Part #      |
|----------------|-------------|
| GM LS1 LS2 LS6 | PCE149.1018 |
| GM LS3         | PCE149.1020 |
| GM LS7         | PCE149.1021 |



# 8 Stack Complete

## INDIVIDUAL THROTTLE BODY INTAKE MANIFOLD

The Speedmaster™ Individual throttle body EFI system have all the flash of classic Weber induction but provide higher state of tune and engine performance versatility of EFI. Delivering crisp EFI performance with systems capable of supporting up to 1000 hp. Fuel and air is delivered through precision cast aluminum 50mm IDA style throttle bodies that allow for superior idle characteristics and astounding throttle response while improving emissions and economy through tight air/fuel ratio control.



SPEEDMASTER™  
**AwardConqueror**



INCREASED FUEL VOLUME



TOTAL FUEL CONTROL



CNC MACHINED



| Style     | Application          | Natural Part # | Polished Part # | Black Part # |
|-----------|----------------------|----------------|-----------------|--------------|
| Downdraft | Chevy SBC 350        | 1-148-041      | 1-148-003       | 1-148-004    |
|           | Chevy BBC 454        | 1-148-001-02   | 1-148-001       | -            |
|           | Chevy GM LS1         | -              | 1-148-042-02    | 1-148-042-01 |
|           | Chevy GM LS3         | -              | 1-148-002       | -            |
|           | Chevy GM LS7         | PCE148.1043    | -               | -            |
|           | Chevy Gen V LT1      | -              | 1-148-043       | -            |
|           | Ford SB 260 289 302W | 1-148-016      | 1-148-011       | 1-148-015    |
|           | Ford 351W Windsor    | 1-148-006-03   | 1-148-006       | 1-148-006-02 |
|           | Ford 5.0L Coyote     | -              | 1-148-017       | -            |
|           | Ford FE 390 427 428  | -              | 1-148-010       | 1-148-010-02 |
|           | Ford BB 460          | -              | 1-148-008       | 1-148-009    |
|           | Chrysler HEMI 6.1L   | -              | 1-148-005       | -            |
|           | Ford 351W Windsor    | -              | 1-148-007       | -            |
| Sidedraft | Ford 351W Windsor    | -              | 1-148-007       | -            |

# Throttle Bodies

## SMOOTH AIR FLOW

The key to improving power on any internal combustion engine is maximizing its volumetric efficiency. Our throttle bodies are designed and manufactured to deliver more air for increased performance. The throttle blade is securely staked to the throttle shaft to ensure a secure fit and finish and the throttle shaft rides on sealed ball bearings for smooth, safe operation. These throttle bodies are available in several sizes to suit your application. Smaller sizes are slightly larger than stock and are a great first step for stock or mildly modified engines, while larger sizes are for more radical engine combinations, and in most cases, require port matching of the manifold for proper fitment.

### LS HIGH FLOW

The LS Hi Flow throttle bodies are ready to bolt on. Installation is a simple process for the novice or experienced enthusiast. LS Series throttle bodies were designed to provide smooth and predictable performance from idle to WOT (Wide Open Throttle). Featuring a factory style stamped steel throttle linkage for a precise, consistent fit and with the included throttle cable bracket it provides a low cost manifold alternative by allowing the use of the LS2 Manifold on applications that require a throttle cable. All throttle bodies are machined from billet 6061-T6 aluminum on precision CNC machining centers for consistent quality.



| Throttle Body Style | Venturi Diameter (mm) | Part #         |
|---------------------|-----------------------|----------------|
| Mechanical          | 85 mm                 | PCE138.1008    |
| Mechanical          | 90 mm                 | PCE138.1004    |
| Mechanical          | 92 mm                 | PCE138.1005    |
| Mechanical          | 102 mm                | PCE138.1006    |
| Fly By Wire         | 92mm                  | PCE138.1013    |
| Fly By Wire         | 102 mm                | PCE138.1012.** |

### 4-Barrel SMOOTH & STABLE

The 4-Barrel Throttle Bodies are designed to produce smooth, stable air flow at any rpm. The entire throttle body begins as a billet block of 6061- T6 aluminum for superior quality and produced on a state-of-the-art CNC machine. From here it is precisely machined resulting in overall accuracy to within 0.001"! The air inlets are formed with radiused openings to supply a smooth entrance for the air. Brass throttle blades control vibration & reduce thermal expansion. Bearing mounted butterfly shafts for smooth throttle action, Shorter height for better airflow, easier packaging for tight hood clearance and reduced weight Comes complete with billet arms and stops and provision for TPS on unit.



| Application    | Airflow Rate (cfm) | Notes        | Part #         |
|----------------|--------------------|--------------|----------------|
| Universal 4150 | 1000 cfm-          | -            | PCE138.1001    |
| Universal 4150 | 1200 cfm           | -            | PCE138.1002.** |
| Universal 4150 | 1200 cfm           | CNC Machined | PCE138.1014.** |
| Universal 4500 | 2200 cfm           | -            | PCE138.1003    |

# Carburetor Spacers

## BUILT TO ENDURE THE TOUGH CONDITIONS

Speedmaster™ Carburetor Spacers, the ultimate solution for optimizing your vehicle's performance. These spacers are meticulously crafted from high-quality materials, including durable 6061 T6 aluminum billets and phenolic plastic, ensuring long-lasting reliability in even the most demanding conditions. We are so confident in their durability that they come with a lifetime guarantee.

The precise design of Speedmaster™ Carburetor Spacers is engineered to deliver exceptional fuel flow and performance gains. With a smooth transition from the carburetor to the intake manifold, these spacers enhance airflow, allowing for improved combustion and increased horsepower. By optimizing fuel delivery, you can experience enhanced throttle response and overall engine efficiency.

Not only do these spacers optimize performance, but they also offer additional benefits. They serve as a reliable insulating barrier between the carburetor and the engine, effectively reducing heat transfer. This insulation helps prevent vapor lock and heat-related performance issues, ensuring consistent performance in various conditions. Furthermore, the spacers provide the necessary clearance for linkages, ensuring smooth operation without interference.



| Mounting                    | Style                | Thickness (in) | Material         | Part #         |
|-----------------------------|----------------------|----------------|------------------|----------------|
| 4-barrel square bore (4150) | Open                 | 1.000 in.      | Aluminum         | PCE120.1002    |
|                             | Open                 | 1.000 in.      | Phenolic plastic | PCE120.1005    |
|                             | Open                 | 2.000 in.      | Aluminum         | PCE120.1001    |
|                             | Open                 | 2.000 in.      | Phenolic plastic | PCE120.1006    |
|                             | 4-hole               | 1.000 in.      | Phenolic plastic | PCE120.1003    |
|                             | 4-hole               | 2.000 in.      | Phenolic plastic | PCE120.1004    |
|                             | Tapered combo spacer | 1.000 in.      | Aluminum         | PCE120.1008.** |
|                             | Tapered combo spacer | 2.000 in.      | Aluminum         | PCE120.1009.** |
|                             | Tapered combo spacer | 2.000 in.      | Aluminum         | PCE120.1010    |



# Carburetor & Throttle Accessories

## Carburetor Base Plates

Our carburetor base plates are made with the highest quality products to provide top performance. Can be combined with our other carb parts or with high performance carb parts from other manufacturers. Compatible with Holley and Proform carburetor parts. Designed for absolute performance.



| Type                 | Carburetor Base Plate Material | Part #      |
|----------------------|--------------------------------|-------------|
| 850 cfm Dual Pattern | Billet aluminum                | PCE111.1006 |

## Carburetor Metering Blocks

Speedmaster™ fully adjustable metering blocks allow you to stay in complete control of your carburetors fuel delivery. Improved throttle response over stock, fully tunable for street and strip applications. Retains vacuum passage for distributor vacuum advance. Calibration upgrade without sacrificing street vacuum provisions. Direct Holley replacement, fits all 4150 and 4160 carbs.



| Type                          | Metering Block Material | Part #      |
|-------------------------------|-------------------------|-------------|
| 4 Barrel Adjustable 2-Circuit | Billet aluminum         | PCE118.1003 |
| 4 Barrel Adjustable 3-Circuit | Billet aluminum         | PCE118.1004 |

## Carburetor Main Bodies

Designed for absolute flow and fuel delivery, Our center bodies will help you leave the competition in the dust. Gain 25-35hp with this direct replacement, 100% new high performance carb main bodies. Easy swap in, swap out installation utilizing existing metering blocks, fuel bowls and base plates. Flows 850 cfm, adjustable screw in air bleeds, down leg boosters. Get maximum air with no air horn choke tower , or choke control in the way.



| Mounting                    | Main Body Material | Part #         |
|-----------------------------|--------------------|----------------|
| 4-barrel square bore (4150) | Billet Aluminum    | PCE116.1006.** |
| 4-barrel Dominator (4500)   | Billet Aluminum    | PCE116.1002    |

## Throttle Cable Brackets

These brackets provide for throttle cable and throttle return spring installation. They are just what you need to install your throttle cable the right way. Throttle linkage kits make your carb installation look clean and professional, other kits on the market, have 3 separate items needed to complete the install, however this kit comes complete with the return spring assembly and brackets, also the passing gear bracket.

### Two-Piece



| Type                        | Material | Part #         |
|-----------------------------|----------|----------------|
| w/ Return Springs and Mount | Aluminum | PCE124.1007.** |

### One-Piece Billet



| Type                        | Material        | Part #         |
|-----------------------------|-----------------|----------------|
| w/ Return Springs and Mount | Billet aluminum | PCE124.1014.** |

## Throttle Cables

Our universal throttle cable kits contain all of the necessary hardware for a complete installation onto your carburetor. They feature a long cable, that can be cut to length to fit your specific application. The cables are designed with a specially extruded liner for the extended life of the cable and are not to be confused with ordinary braided brake hose. The cables are equipped with polished aluminum fittings and ferrules to eliminate fraying.



| Cable Length (in) | Material                | Part #      |
|-------------------|-------------------------|-------------|
| 24.000 in.        | Braided stainless steel | PCE125.1002 |
| 36.000 in.        | Braided stainless steel | PCE125.1001 |

## Carburetor Linkage Kits

Our sideways-mounted kits are designed for tunnel ram intake manifolds and even 6-71, 8-71 supercharger applications. These kits are competition-style sets using spherical-type rod ends for precise adjustment, and are designed for long and reliable service. They save you the hassle of trying to put together a linkage from scratch.



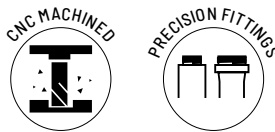
| Carburetor Quantity | Carburetor Orientation | Part #      |
|---------------------|------------------------|-------------|
| Two                 | Sideways               | PCE476.1001 |



# Carburetor Feed Lines

Speedmaster™ Carburetor Feed Lines, the perfect solution to optimize your fuel system. These dual feed fuel lines are designed to enhance the performance and aesthetics of your engine compartment while ensuring proper fuel flow to your carburetor. Speedmaster™ Carburetor Feed Lines are pre-assembled, eliminating the hassle of complex installation and providing a clean, organized appearance under the hood. With their sleek design and quality construction, these fuel lines not only enhance the overall look of your engine bay but also ensure reliable fuel delivery to maximize engine performance.

Crafted with precision and durability in mind, Speedmaster™ Carburetor Feed Lines are built to withstand the demands of high-performance applications. Made from top-quality materials, these lines provide optimal fuel flow and minimize any potential fuel delivery issues. They are designed to route fuel directly from the fuel pump to the carburetor, ensuring efficient and consistent fuel supply under various driving conditions. With Speedmaster™ Carburetor Feed Lines, you can have peace of mind knowing that your fuel system is properly set up and ready to deliver the fuel your engine needs for optimal performance. Experience improved throttle response, smoother acceleration, and enhanced fuel efficiency.



| Outlet Size               | Fuel Line Type    | Finish            | Part #      |
|---------------------------|-------------------|-------------------|-------------|
| 7/8-20 in.                | Aluminum log      | Red/Blue anodized | PCE341.1006 |
|                           | Braided flex line | Red/Blue anodized | PCE341.1008 |
| 9/16-24 in.               | Aluminum log      | Red/Blue anodized | PCE341.1007 |
|                           | Braided flex line | Red/Blue anodized | PCE341.1009 |
| 7/8-20 in. or 9/16-24 in. | Aluminum log      | Black anodized    | PCE341.1018 |

CHOOSE THE RIGHT OUTLET SIZE

9/16-24 in.

Suits Speedmaster™ Barry Grant Demon

7/8-20 in.

Suits Holley

A lightbulb icon with a pencil inside it, indicating a tip or note.

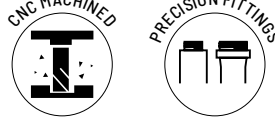
QUICK TIP

# Fuel Rails

Speedmaster™ Fuel Rails, the ultimate solution for maximizing fuel delivery and unlocking peak performance. Our billet aluminum lightweight fuel rail kits are designed to fit seamlessly in your vehicle, providing an enhanced fuel volume capacity while maintaining a stock-like appearance.

Speedmaster™ Fuel Rails are meticulously engineered to deliver the increased fuel flow required for optimal performance. Crafted from high-quality billet aluminum, these fuel rails are not only lightweight but also offer exceptional durability and precision. With their precise fit and design, they seamlessly integrate into your fuel system, ensuring proper fuel distribution to each injector.

Our fuel rail kits may include fittings with O-rings, providing a superior seal and preventing any fuel leaks or loss of pressure. Additionally, they come complete with mounting brackets and stainless steel hardware for easy installation and a secure, long-lasting setup.



| Application                                | Part #         |
|--|----------------|
| Chevy SBC 350                              | PCE137.1002.** |
| Chevy BBC 454                              | PCE137.1004.** |
| Chevy LS1 LS2 LS6                          | PCE137.1001    |
| Chevy LS2 LS7 2005-2006                    | PCE137.1011    |
| Ford 4.6L EFI 2 Valve                      | PCE137.1010.** |
| Ford SB 289 302 351                        | PCE137.1005    |
| Ford SB 289 302 351 (OEM Angled EFI)       | PCE137.1009.** |
| Mopar Chrysler BB 383 440                  | PCE137.1008    |
| Oldsmobile 400 425 455                     | PCE137.1014.** |
| Pontiac 326 350 389 400 421 428 455        | PCE137.1012.** |
| Pontiac 326 350 389 400 421 428 455 Single | PCE137.1013    |

### Quick Installation Tips

- Gather all necessary tools and review the provided instructions before starting.
- Ensure engine is cool and disconnect the battery for safety.
- Depressurize the fuel system following recommended procedures.
- Remove existing fuel rails and components carefully, noting their positions.
- Attach mounting brackets securely to the engine using provided hardware.
- Install new fuel rails, aligning them with the fuel injectors and securing them to the brackets.
- Connect fuel lines and fittings, ensuring a secure and sealed connection.
- Double-check all connections for tightness and leaks.
- Reconnect the battery, inspect for leaks, and test the fuel pressure.

For detailed instructions, refer to the included manual or consult a professional if needed.

# Air Cleaner Assemblies

## DRESS UP YOUR ENGINE

Speedmaster™ Air Cleaners, the ideal solution for maintaining a clean and efficient engine. Our air cleaners are available in a variety of shapes, sizes, base styles, and finishes to meet your specific needs. Whether you have a single-barrel or dual-barrel carburetor, our air filter assemblies offer optimal airflow and superior filtration.

With Speedmaster™ Air Cleaners, you can ensure that your engine receives clean, filtered air, safeguarding it against contaminants and promoting longevity. By improving air intake quality, our air cleaners contribute to reduced engine wear, enhanced performance, and improved fuel efficiency. Choose from our diverse selection of air cleaner designs to not only optimize your car's respiratory system but also add a stylish touch to your engine compartment.

### Classic / Nostalgic Series



| Air Cleaner Shape | Air Cleaner Size             | Base Style | Part #         |
|-------------------|------------------------------|------------|----------------|
| Oval              | 12 in. long x 8 3/8 in. wide | Raised     | PCE104.1005.** |
| Oval              | 15 in. long x 8 3/8 in. wide | Raised     | PCE104.1010.** |
| Round             | 14 in. diameter              | Dropped    | PCE104.1015.** |

### Extreme Series



| Air Cleaner Shape | Air Cleaner Size | Base Style | Part #         |
|-------------------|------------------|------------|----------------|
| Round             | 14 in. diameter  | Dropped    | PCE104.1026.** |
| Round             | 14 in. diameter  | Flat       | PCE104.1030.** |

### Downdraft Look



| Air Cleaner Shape | Air Cleaner Size         | Base Style | Part #      |
|-------------------|--------------------------|------------|-------------|
| Rectangular       | 16 in. long x 8 in. wide | Flat 4150  | PCE104.1083 |

### Plain Series



| Air Cleaner Shape | Air Cleaner Size | Base Style | Part #         |
|-------------------|------------------|------------|----------------|
| Round             | 14 in. diameter  | Dropped    | PCE104.1050.** |
| Round             | 14 in. diameter  | Flat       | PCE104.1070.** |
| Round             | 6 in. diameter   | Raised     | PCE104.1087**  |

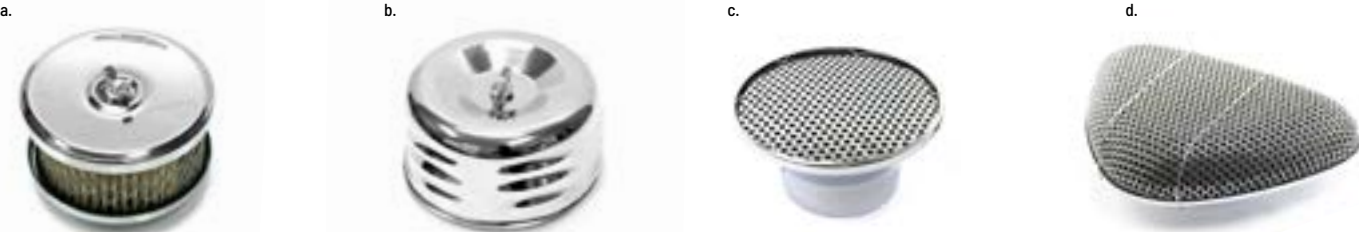


#### When Buying Air Cleaners

When buying air cleaners, consider a few key factors. Start by measuring the available space in your engine compartment to ensure the air cleaner will fit properly. Take into account the specific requirements of your vehicle, such as the carburetor type and clearance needed. Choose the appropriate base style and size that matches your carburetor configuration. Additionally, decide on the desired finish or design that complements your vehicle's style and aesthetics.

For further assistance or specific inquiries, feel free to reach out to the Speedmaster™ customer support team or visit speedmaster79.com to explore their range of air cleaners and accessories.

### Steel



| Ref. | Design          | Air Cleaner Shape | Air Cleaner Size                 | Base Style | Part #      |
|------|-----------------|-------------------|----------------------------------|------------|-------------|
| a.   | Deep Dish       | Round             | 4 in. diameter                   | Raised     | PCE104.1002 |
| b.   | Louvered design | Round             | 4 in. diameter                   | Raised     | PCE104.1004 |
| c.   | Velocity Stack  | Round             | 9 in. diameter                   | Raised     | PCE104.1001 |
| d.   | Superflow       | Triangular        | 11 1/2 in. long x 8 1/2 in. wide | Flat       | PCE104.1082 |

### Stack Intake Horns Sidedraft / Downdraft



| Ref. | Air Cleaner Shape | Air Cleaner Size   | Base Style          | Part #        |
|------|-------------------|--------------------|---------------------|---------------|
| a.   | Round             | 2.20 in. diameter  | Push-in             | PCE104.1090** |
| b.   | Round             | 4.200 in. diameter | Horns 3.10" - 3.45" | PCE104.1088   |
|      | Round             | 4.200 in. diameter | Horns 3.30" - 3.75" | PCE104.1089   |

# Carburetor Scoops

Speedmaster™ Carburetor Scoops, the perfect addition to enhance your engine's performance and aesthetics. These high-performance air scoops are designed to optimize air intake, resulting in improved horsepower and overall engine performance. By increasing the flow of air, our carburetor scoops help unleash the full potential of your engine, enhancing throttle response and acceleration.

Not only do our carburetor scoops deliver on performance, but they also make a visual statement under the hood. With their eye-catching designs and quality construction, these scoops add a touch of style and aggression to your engine compartment. Stand out from the crowd with a Speedmaster™ Carburetor Scoop that not only performs but also looks great.

## Street / Bug Catcher



| Carburetor Quantity | Scoop Mounting Flange | Part #      |
|---------------------|-----------------------|-------------|
| One or two          | 5 1/8 in. (4-barrel)  | PCE106.1004 |

## Hilborn



| Carburetor Quantity | Scoop Mounting Flange | Part #         |
|---------------------|-----------------------|----------------|
| One                 | 5 1/8 in. (4-barrel)  | PCE106.1003.** |
| Two                 | 5 1/8 in. (4-barrel)  | PCE106.1002    |

## Hilborn / Shotgun



| Carburetor Quantity | Scoop Mounting Flange | Part #      |
|---------------------|-----------------------|-------------|
| One or two          | 5 1/8 in. (4-barrel)  | PCE106.1005 |
| Two                 | 5 1/8 in. (4-barrel)  | PCE106.1001 |

## Shaker



| Application            | Scoop Mounting | Part #      |
|------------------------|----------------|-------------|
| Ford Mustang Cobra Jet | Bolt-On        | PCE106.1007 |

# Nitrous Systems

## Nitrous Burst Panel Spacers

Speedmaster™ Nitrous burst panel spacers provide the benefits of an open carburetor spacer, but also incorporates replaceable burst panels that will vent pressure between 75-90 psi. for backfire protection with direct port & plate type nitrous systems. These light weight spacers are precision machined from billet aluminum with a military spec hard coat for durability and corrosion resistance. Can be used with existing nitrous plate systems and burst panels are easily replaced within minutes so you can make the next round.

Compatible Check Valve: PCE573.1001  
Kit Option: PCE474.1002



| Thickness (in) | Pressure Range (psi) | Part #      |
|----------------|----------------------|-------------|
| 1.500 in.      | 75-90                | PCE474.1001 |

## Nitrous Oxide Plates

Speedmaster™ perimeter plates employ multiple injection points to ensure that a perfectly atomized, cylinder-to-cylinder balanced blend of fuel and nitrous reaches your engine. The technology eliminates nitrous delivery imbalance, the major drawback with spray-bar type nitrous systems. The plates are manufactured from aluminum and are anodized for protection.



| Carburetor Flange | Thickness (in) | Part #         |
|-------------------|----------------|----------------|
| Square bore       | 0.500 in.      | PCE151.1002.** |

## Nitrous Oxide Bottle Brackets

Speedmaster™ nitrous oxide bottle brackets are designed to mount your nitrous oxide bottle at the optimal usage angle for the best performance and consistency. They are manufactured from billet aluminum and have a bright machined finish. Suitable with 10-pound nitrous bottle, these lightweight billet aluminum (14.5mm thick) brackets bolt down quickly and simply with the supplied wing nuts. The bracket is lined with rubber to ensure the bottle does not move and is secure. Suits Bottle size 7 in. Diameter. Mounting rails are included in this package



| Bottle Quantity | Bracket Finish | Part #      |
|-----------------|----------------|-------------|
| One             | Natural        | PCE150.1001 |
|                 | Black          | PCE150.1003 |
| Two             | Natural        | PCE150.1002 |
|                 | Black          | PCE150.1004 |

## Nitrous Oxide Installation Kit

Speedmaster™ nitrous kit comes with everything shown. All you do is hook up your bottle and your solenoids and you're ready for the track. Designed with 40 delivery holes which makes it the best performing single stage plate system on the market. The kit includes mounting brackets for tank, steel braided lines, carb base plate, carb gaskets, mounting hardware and stainless steel jets.



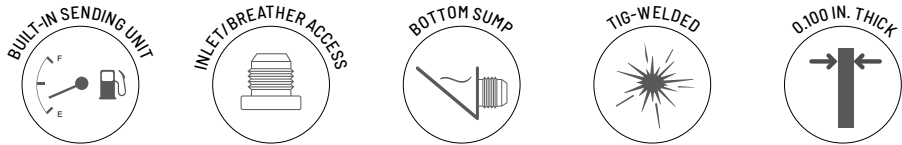
| Style       | Maximum Advertised Horsepower Increase | Jet Sizes Included (hp) | Part #      |
|-------------|--|-------------------------|-------------|
| Square bore | 250                                    | 125                     | PCE151.1001 |



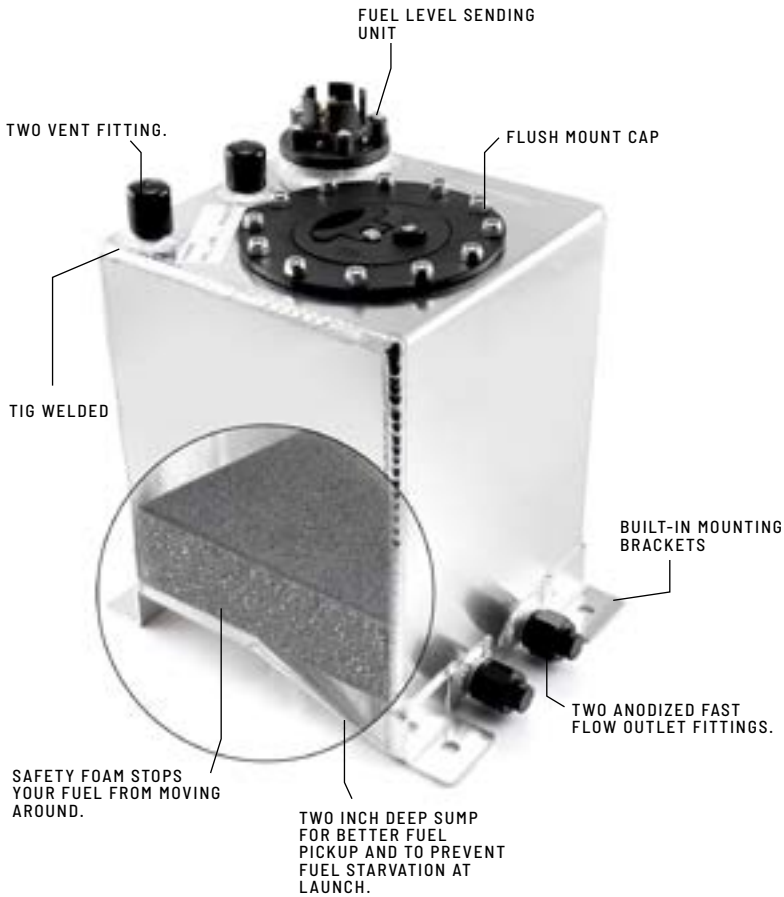
# Fuel Cells

## SUPERIOR STRENGTH IN A LIGHTWEIGHT PACKAGE

Made from 5051 aircraft aluminum alloy, Speedmaster™ aluminum fuel cells offer superior strength in a lightweight package. The cells have foam in the base to prevent fuel aeration, and have TIG-welded seams. Other features include a flush mount, aircraft-style cap and -10 AN pickup, vent, and return line fittings. Plus, all our models include a 0-90 ohm GM sending unit. Not to be used with methanol.



| Capacity               | Length (in) | Width (in) | Height (in) | Natural Satin Part # | Black Painted Part # |
|------------------------|-------------|------------|-------------|----------------------|----------------------|
| 2.5 gallons (10 litre) | 8.500 in.   | 8.500 in.  | 11.000 in.  | 1-130-001            | 1-130-002            |
| 5 gallons (20 litre)   | 12.000 in.  | 12.000 in. | 9.000 in.   | 1-130-003            | 1-130-004            |
| 8 gallons (30 litre)   | 12.500 in.  | 15.000 in. | 10.000 in.  | 1-130-005            | 1-130-006            |
| 10 gallons (40 litre)  | 16.500 in.  | 16.500 in. | 9.000 in.   | 1-130-007            | 1-130-008            |
| 13 gallons (50 litre)  | 20.000 in.  | 17.000 in. | 9.000 in.   | 1-130-009            | 1-130-010            |
| 15 gallons (60 litre)  | 18.000 in.  | 20.000 in. | 10.000 in.  | 1-130-011            | 1-130-012            |
| 20 gallons (80 litre)  | 20.000 in.  | 24.000 in. | 10.000 in.  | 1-130-013            | 1-130-014            |



**Safety Foam Information**

Under no circumstances should you remove the safety foam from your fuel cell, it serves the following important functions:

**Explosion Prevention**

Safety foam virtually eliminates the possibility of an explosion in a properly installed fuel cell.

**Surge Reduction**

Safety foam eliminates sudden fuel movement when the vehicle quickly changes direction. This also helps prevent the fuel cell from rupturing if it receives a sudden impact. In a cell without safety foam, the sudden, violent movement of fuel can deform the cell from the inside out, often causing a massive rupture.

**Atomization Prevention**

If a fuel cell ruptures violently, a fine, atomized mist of fuel is ejected into the air, creating an explosion hazard. Safety foam minimizes this effect by resisting the rapid dispersement of fuel into the air during an impact.

# Fuel Cells Accessories

### Caps

Perfect for replacing missing or damaged mounting caps. Speedmaster™ caps will get your project back on the road.

| Material | Mounting              | Part #      |
|----------|-----------------------|-------------|
| Aluminum | 12-bolt               | PCE128.1002 |
| Plastic  | 12-bolt               | PCE128.1003 |
| Plastic  | Inner Section Replace | PCE128.1005 |

### Filler Valves

Designed for those who need to fuel their vehicles as fast as possible. The valves simply replace the flush or D-ring style 12-bolt mounting caps.

| Type      | Part #      |
|-----------|-------------|
| 45 Degree | PCE504.1001 |

### Sending Units

Speedmaster™ tube-type fuel sender is designed to operate correctly with most aftermarket and OEM gauges. Ohm range is 0-90 Ohm.

| Length    | Part #      |
|-----------|-------------|
| 8.000 in. | PCE505.1002 |

### Tip Over Valves

Speedmaster™ fuel cell tip valves close if your race car rolls, to help prevent fuel leakage and a possible fire. They feature the unique check ball inside to stop the fuel flow during a roll over.

| Fitting Size | Part #      |
|--------------|-------------|
| -6 AN        | PCE129.1001 |
| -8 AN        | PCE129.1002 |
| -10 AN       | PCE129.1003 |
| -12 AN       | PCE129.1004 |



# AN Hose

LIGHTWEIGHT, FLEXIBLE, AND DURABLE

Plumb your vehicle with premium AN hose for gas, oil, coolant, transmission fluid, and more. Speedmaster manufactures a selection of AN hose in various sizes, lengths and materials, and you must ensure that they are compatible with the fluid you intend to convey.



## Stainless Steel Braided 1,000 PSI RATING

Speedmaster stainless steel braided hose when you need something that has extra strength. This hose is perfect for extreme environments where there is extra heat or where chaffing might occur. The Stainless Steel Braided Hose works great with fluids like coolant, lubricants, oils, fuel systems and vacuum applications.

## Black Nylon Braided 500 PSI MAX RATING

Speedmaster braided hoses feature a heavy-duty, protective, full nylon braid, making it exceptionally lightweight, flexible, and durable. It is suggested for transporting kerosene, diesel fuels, liquid petroleum products, mineral oils, lubricating oil, transformers, light oils, and other similar materials.



| Size   | Length (ft) | Stainless Steel Part # | Black Nylon Part # |
|--------|-------------|------------------------|--------------------|
| -4 AN  | 3 ft.       | 1-339-001-01           | 1-339-007-01       |
|        | 6 ft.       | 1-339-001-02           | 1-339-007-02       |
|        | 10 ft.      | 1-339-001-03           | 1-339-007-03       |
|        | 15 ft.      | 1-339-001-04           | 1-339-007-04       |
|        | 20 ft.      | 1-339-001-05           | 1-339-007-05       |
| -6 AN  | 3 ft.       | 1-339-002-01           | 1-339-008-01       |
|        | 6 ft.       | 1-339-002-02           | 1-339-008-02       |
|        | 10 ft.      | 1-339-002-03           | 1-339-008-03       |
|        | 15 ft.      | 1-339-002-04           | 1-339-008-04       |
|        | 20 ft.      | 1-339-002-05           | 1-339-008-05       |
| -8 AN  | 3 ft.       | 1-339-003-01           | 1-339-009-01       |
|        | 6 ft.       | 1-339-003-02           | 1-339-009-02       |
|        | 10 ft.      | 1-339-003-03           | 1-339-009-03       |
|        | 15 ft.      | 1-339-003-04           | 1-339-009-04       |
|        | 20 ft.      | 1-339-003-05           | 1-339-009-05       |
| -10 AN | 3 ft.       | 1-339-004-01           | 1-339-010-01       |
|        | 6 ft.       | 1-339-004-02           | 1-339-010-02       |
|        | 10 ft.      | 1-339-004-03           | 1-339-010-03       |
|        | 15 ft.      | 1-339-004-04           | 1-339-010-04       |
|        | 20 ft.      | 1-339-004-05           | 1-339-010-05       |
| -12 AN | 3 ft.       | 1-339-005-01           | 1-339-011-01       |
|        | 6 ft.       | 1-339-005-02           | 1-339-011-02       |
|        | 10 ft.      | 1-339-005-03           | 1-339-011-03       |
|        | 15 ft.      | 1-339-005-04           | 1-339-011-04       |
|        | 20 ft.      | 1-339-005-05           | 1-339-011-05       |
| -16 AN | 3 ft.       | 1-339-006-01           | 1-339-012-01       |
|        | 6 ft.       | 1-339-006-02           | 1-339-012-02       |
|        | 10 ft.      | 1-339-006-03           | 1-339-012-03       |
|        | 15 ft.      | 1-339-006-04           | 1-339-012-04       |
|        | 20 ft.      | 1-339-006-05           | 1-339-012-05       |





# Fuel Pumps

## HIGH FLOW & PERFORMANCE

Speedmaster™ Fuel Pumps, the reliable solution for delivering a steady flow of fuel to your engine. Whether you require a mechanical or electric external fuel pump, our extensive catalog has the perfect option to meet your specific application and performance needs. Designed to create positive pressure in the fuel lines, Speedmaster™ Fuel Pumps ensure a consistent supply of gasoline to the engine. With their robust construction and dependable operation, these fuel pumps provide the fuel flow required for optimal engine performance, whether it's for a high-performance build, a racing application, or everyday driving.

### Mechanical

The Diaphragm Style Mechanical Fuel Pumps are designed to work with stock or mildly modified engines, and deliver free-flow outputs of 115 gph, that's twice what a normal pump delivers. These pumps are plated with a bright finish for good looks and corrosion resistance, and the lower housings of both can be rotated through 360 degrees, to make fitting into tight places a snap. They have large orifices for high flow rates. These pumps are not compatible with methanol or alcohol fuels, and should not be used with fuel injection systems.



| Application             | Notes            | Part #      |
|-------------------------|------------------|-------------|
| Chevy SBC 350           | 1/4" NPT Fitting | PCE146.1009 |
| Chevy SBC 350           | 3/8" NPT Fitting | PCE146.1007 |
| Chevy BBC 454           | 1/4" NPT Fitting | PCE146.1012 |
| Chevy BBC 454           | 3/8" NPT Fitting | PCE146.1011 |
| Ford SB 289 302W        | -                | PCE146.1013 |
| Ford 302 351C Cleveland | -                | PCE146.1014 |
| Ford FE 390 427 428     | -                | PCE146.1019 |
| Ford BB 429 460         | -                | PCE146.1018 |
| Pontiac 301 455 V8      | -                | PCE146.1021 |



#### QUICK TIP

##### Choosing the Correct Fuel Pump System

The better way to select a fuel pump to use in your fuel system is to consider three factors:

- How much horsepower your engine will produce.
- What fuel pressure is required for your engine.
- How much voltage is supplied to your fuel pump when the engine is running.

### Electric External Carb

The EC100 fuel pumps feature an improved design for street and strip applications. Externally accessible pressure relief valves and repair kits are readily available. Not for use with fuel injection systems.



| Free Flow Rate | Maximum Pressure (psi) | Material        | Part #         |
|----------------|------------------------|-----------------|----------------|
| 95 Gph         | 7 psi                  | Cast Aluminum   | PCE145.1002    |
| 110 Gph        | 14 psi                 | Cast Aluminum   | PCE145.1004    |
| 140 Gph        | 14 psi                 | Cast Aluminum   | PCE145.1006    |
| 140 Gph        | 14 psi                 | Billet Aluminum | PCE145.1019.** |

### Electric External EFI

Feed your beast with these EFI fuel pumps. Beautiful, compact, durable, and reliable, these fuel pumps will fuel the fire whether it's naturally aspirated, nitrous enhanced, blown, or turbocharged.



| Free Flow Rate | Maximum Pressure (psi) | Material        | Part #      |
|----------------|------------------------|-----------------|-------------|
| 450 lbs./hr.   | 65 psi                 | Billet Aluminum | PCE145.1039 |
| 800 lbs./hr.   | 65 psi                 | Billet Aluminum | PCE145.1040 |
| 1000 lbs./hr.  | 65 psi                 | Billet Aluminum | PCE145.1041 |

### Electric External EFI Command Centre

The Billet Command Centre sump kit uses the stock low-pressure, manual or EFI pump, to feed its sump tank—delivering enough fuel to power up to 800 HP engines. The pump is submerged in fuel, allowing it to run cooler and quieter than external units. The sump tank is generally mounted in the engine compartment, but it can be attached on the vehicle's chassis, if needed.

- Improved design for street and strip applications
- Externally accessible pressure relief valve



| Free Flow Rate | Maximum Pressure (psi) | Material        | Part #      |
|----------------|------------------------|-----------------|-------------|
| 90 gah         | 90 psi                 | Billet Aluminum | PCE145.1043 |

### Electric In-Tank

The ultimate fuel delivery solution for your vehicle. This high-performance fuel pump is designed to be installed directly inside your fuel tank, providing a reliable and efficient fuel supply. Crafted from durable billet aluminum, this fuel pump offers exceptional strength and durability. With its compact design, it seamlessly integrates into your fuel system for improved fuel flow and enhanced engine performance.



| Free Flow Rate | Pump Quantity | Part #      |
|----------------|---------------|-------------|
| 67 gah/255 mph | Single        | PCE662.1001 |
| 67 gah/255 mph | Dual          | PCE662.1002 |



# Fuel Pumps Accessories

## Fuel Pump Mounting Brackets

The fuel pump mounting brackets are designed to securely mount any Bosh or our in-line fuel pump. They are made of aluminum and are available in different colors to accent any color fuel pump. They are designed to hold 52mm (2 in.) & 60mm (2.5 in.) diameter fuel pump and filters. Available in single and dual mounting.



| Style                   | Part #      |
|-------------------------|-------------|
| 2.5 in. and 2 in. clamp | PCE142.1005 |

## Fuel Pump Block-Off Plates

The fuel pump block off plates are a must when you're switching to an electric fuel pump. Block off the unused port in your engine block where the mechanical pump used to be, with a fancy block-off plate. Offered in a variety of finishes to complement and coordinate with your engine bay accessories.



| Application                             | Part #         |
|---|----------------|
| Chevy SBC 350                           | PCE140.1001.** |
| Universal Chevy BBC Ford SB BB Chrysler | PCE140.1004.** |

## Fuel Pump Pushrods

Lightweight fuel pump pushrods feature hardened ends to reduce reciprocating mass, which prevents pump arm float and subsequent fuel starvation. They're ideal for use in drag, Oval Track, and street performance applications.



| Application   | Diameter (in) | Length (in) | Part #      |
|---------------|---------------|-------------|-------------|
| Chevy SBC 350 | 0.500 in.     | 5.750 in.   | PCE143.1001 |

# Fuel Pressure Regulators

An essential part of the Fuel System, the Fuel Pressure Regulators' sole purpose is to maintain fuel pressure at a constant differential to manifold vacuum under all engine load conditions. The fuel pressure regulator is responsible for controlling the set fuel pressure of the system.

### Dead-Head CARBURETED ENGINES

The needle and seat assemblies that are installed in Our carburetors can sufficiently control fuel pressure up to about 8 psi. If the fuel pump is putting out more than 8 psi, a regulator should be used to keep the fuel pressure within safe limits and avoid the possibility of flooding.



| Pressure Range (psi) | Inlet/Outlet Size | Part #         |
|----------------------|-------------------|----------------|
| 4 - 9                | 3/8 in. NPT       | PCE139.1001    |
| 3 - 12               | 3/8 in. NPT       | PCE139.1004.** |

### Return-Style CARBURETED ENGINES

The Return-Style regulators are ideal for use with high-volume electric or mechanical fuel pumps , where dynamic flow and rock-steady pressure control are desired. With their high-flow capacity, they're perfect for blow-through carburetor applications with a turbo or centrifugal supercharger.



| Pressure Range (psi) | Outlet Quantity | Inlet/Outlet Size | Part #      |
|----------------------|-----------------|-------------------|-------------|
| 2 - 14               | Two             | 3/8 in. NPT       | PCE139.1007 |
| 2 - 14               | Four            | 3/8 in. NPT       | PCE139.1008 |

### EFI BOOST/VACUUM REFERENCE PORT

The EFI regulators give you total control of your fuel pressure settings. The regulators feature AN O-ring boss inlet, outlet, and return fittings, a 1/8 in. NPT gauge port, and a 1:1 fuel pressure rise from the boost reference port.



| Pressure Range (psi) | Inlet/Outlet Size | Part #         |
|----------------------|-------------------|----------------|
| 30 - 70              | 3/8 in. NPT       | PCE139.1009.** |
| 30 - 70              | -8 AN O-ring      | PCE139.1012.** |
| 30 - 70              | -10 AN O-ring     | PCE139.1015.** |

# Fuel Filters

Take fuel, add in dirt and contaminants, and you've got a recipe for disaster. Luckily, our fuel filter selection is ready to keep your fuel system debris-free and your engine running strong and healthy! Choose from inline, canister, clear, and glass styles for carbureted and fuel injected engines—all designed to meet your engine's demands for fuel flow and filtration. Don't put your engine at risk.

### Canister CARBURETED ENGINES

Flow up to 90 gph, filter out particles as small as 10 microns, and withstand pressure up to 15 psi. They've got a chrome plated bracket and housing with a Billet aluminum top and come with a replaceable filter element.



| Port Size   | Attachment     | Part #      |
|-------------|----------------|-------------|
| 3/8 in. NPT | Female threads | PCE132.1016 |

### Inline CARBURETED ENGINES

The inline filters are terrific inline street filters, which can be easily installed in any stock hose or metal fuel line. Simply cut the existing rubber hose line and insert the inline street filters with two hose clamps.



| Port Size | Attachment | Housing Material | Part #      |
|-----------|------------|------------------|-------------|
| 3/8 in.   | Hose barb  | Aluminum         | PCE132.1003 |
| 3/8 in.   | Hose barb  | Glass            | PCE132.1001 |
| 5/16 in.  | Hose barb  | Glass            | PCE132.1002 |

### Inline Hi Flow CARBURETED OR EFI ENGINES

Manufactured using the best Aircraft Grade Aluminum, and are precision coated with anodizing with the impeccable finish you've come to expect from all our components. Comes complete with a 100 micron filter.



| Port Size | Attachment   | Part #        |
|-----------|--------------|---------------|
| 9/16-18   | Hose barb    | PCE132.1009** |
| -6 AN     | Male threads | PCE132.1011   |
| -8 AN     | Male threads | PCE132.1012   |
| -10 AN    | Male threads | PCE132.1013   |
| -10 AN    | Female Orb   | PCE132.1014   |

# Supercharger Centrifugal

## GEARBOX-LESS

The supercharger has proven to be one of the most effective means for obtaining increased power from an internal combustion engine without having to make major engine modifications. This is accomplished by compressing combustion air before it enters the cylinders, which increases density. This results in improved cylinder filling, allowing more air and fuel to be burned in the combustion cycle, with dramatic increases in torque and horsepower. Speedmaster™ has developed its line of centrifugal superchargers to a performance level that has it regarded as the performance and technological leader in aftermarket supercharging.

+ HORSEPOWER  
TORQUE



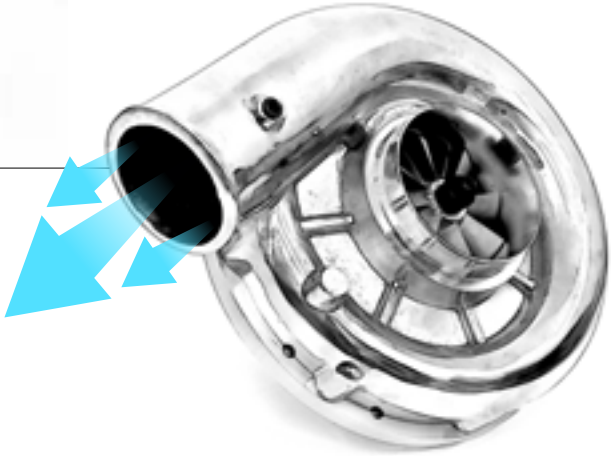
| Style                           | Part #      |
|---------------------------------|-------------|
| P-2 Centrifugal Without Gearbox | PCE157.1002 |

**Speedmaster™ Gearbox-Less Supercharger Features:**

- This design allows for supercharger installation and operation without oil lines.
- Extraordinary 78% peak efficiency.
- Ideal for latest generation of improved breathing, high -power street and strip engines.
- Vastly improved flow and efficiency at high boost levels, providing completely new levels of power gain.
- Helical gear design with 3.6:1 step-up.
- Includes remote fluid drain hose (attached to supercharger) that allows for simple fluid changes without removing the supercharger from the vehicle.
- A ventilated gear case assembly eliminates any potential internal pressure issues that are currently associated with non-vented competitive designs.
- Integrated gear case baffling for proper oil control.
- Simple oil slinger design does not require separate shaft or bearing set. This provides proper fluid delivery to gears and bearings.

| Performance     |            | Dimensions                 | Overall Size      |
|-----------------|------------|----------------------------|-------------------|
| Max Boost       |            | Discharge OD 2.750 in.     | Height 11.400 in. |
| Max Flow        | 52,000 RPM | Inlet OD 3.500 in.         | Length 9.450 in.  |
| Max Power       | 22 PSI     | Discharge ID 2.380 in.     | Width 8.700 in.   |
| Peak Efficiency | 1150 CFM   | Inducer Diameter 3.100 in. |                   |
|                 | 775 HP     |                            |                   |
|                 | 78%        |                            |                   |

Performance specs apply to units equipped with standard gear case.



# Supercharger Roots Style

## UNLEASH THE FORCE OF BOOST

Speedmaster Supercharger Roots Style, a powerful and versatile forced induction solution for boosting the performance of your vehicle. Designed based on the iconic Roots-style supercharger, this unit delivers instant power and increased torque across the entire RPM range. Crafted with precision and engineering excellence, the Speedmaster Roots Style Supercharger offers exceptional durability and efficient operation. With its unique design, it forces a high volume of air into the engine, resulting in enhanced combustion and substantial horsepower gains. Whether you're looking to improve acceleration on the street or dominate the track, the Speedmaster Supercharger Roots Style is the ultimate choice for achieving exhilarating performance and unleashing the full potential of your engine. Experience the thrill of boosted power and take your driving experience to new heights with the Speedmaster Supercharger Roots Style.



Speedmaster 6-71 Street Supercharger's can give you 45-55 percent more power. They feature double-pinned rotors (timed and clearanced after assembly), heavy-duty front and rear bearing plate. We offer complete kits that included everything you including an intake manifold with a pop-off valve relocated to the back.

| Style                      | Part #      |
|----------------------------|-------------|
| 6-71 3-Lobe Twisted Rotors | PCE159.1010 |



# Supercharger Accessories

## Pulleys

These pulleys are designed specifically for supercharger applications, featuring a Gilmer-style design that ensures maximum power transmission and efficiency. Crafted from durable aluminum, these pulleys offer lightweight construction without compromising strength or reliability. With a precise 8mm round tooth pitch, Speedmaster Supercharger Pulleys ensure secure and accurate power transfer, resulting in enhanced supercharger performance.



| Style  | Tooth Quantity | Part #      |
|--------|----------------|-------------|
| Gilmer | 48 tooth       | PCE155.1008 |
|        | 50 tooth       | PCE155.1004 |
|        | 55 tooth       | PCE155.1005 |
|        | 60 tooth       | PCE155.1006 |
|        | 65 tooth       | PCE155.1007 |

## Nose Drive Assembly

Built to withstand the harshest conditions on and off the track, these snouts are race-proven and designed to deliver exceptional performance. The heavy-duty bearing and robust oil seals ensure durability and reliability even under extreme stress. Crafted from high-quality materials, the snout housing offers strength and precision, while the main shaft is made from heat-treated steel for superior resilience.



| Length (in) | Part #      |
|-------------|-------------|
| 3.900 in.   | PCE467.1001 |
| 4.000 in.   | PCE467.1003 |
| 5.900 in.   | PCE467.1004 |
| 8.400 in.   | PCE467.1002 |

## Hood Scoop

This hood scoop hat is one of the best in the fuel and alcohol classes. The aluminum scoop comes fully polished with 3 gold butterflies giving you a unique look.



| Butterfly Valve Diameter (in.) | Scoop Mounting Flange  | Part #      |
|--------------------------------|------------------------|-------------|
| 3.625 in.                      | 4.438 in. x 13.250 in. | PCE106.1008 |

## Fasteners

7/16" red anodized aluminum break away studs allow your blower and manifold to separate during a blower explosion to minimize engine damage. These kits also include 12-point, aerospace-quality 12pt nuts, ground-hardened washers.



| Thread Size    | Overall Length (in) | Part #      |
|----------------|---------------------|-------------|
| 7/16-20 in. RH | 2.500 in.           | PCE153.1003 |
|                | 2.750 in.           | PCE153.1002 |

## Mounting Bracket

Speedmaster offers these replacement supercharger mounting brackets to fit your specific application. Don't worry about cracked or warped brackets anymore—these replacement supercharger mounting brackets will keep your supercharger operating correctly.

### Swing Arm Idler



| Application                          | Notes                   | Part #      |
|--------------------------------------|-------------------------|-------------|
| 6-71 Blower Supercharger Snout Mount | 3.412" ID Snout Opening | PCE154.1010 |

### Crank Support



| Application   | Material        | Part #      |
|---------------|-----------------|-------------|
| Chevy SBC 350 | Billet Aluminum | PCE154.1009 |

## Drive Belts

Speedmaster supercharger belts are designed to fit 6-71 / 8-71 roots-style superchargers. They are manufactured from belted nylon for strength and durability.



| Style  | Pitch | Length    | Part #      |
|--------|-------|-----------|-------------|
| Gilmer | 8 mm  | 170 Tooth | PCE467.1001 |
| Gilmer | 8 mm  | 180 Tooth | PCE467.1003 |
| Gilmer | 8 mm  | 186 Tooth | PCE467.1002 |

## Top Plates

1" Speedmaster carburetor blower adaptor plate to suit a GMC style 6-71 / 10-71 superchargers. These Speedmaster supercharger carburetor top plate adapters will allow you to mount your carburetor on top of roots-style superchargers.



| Carburetor Quantity | Height (in) | Part #         |
|---------------------|-------------|----------------|
| Two                 | 1.000 in.   | PCE156.1001.** |



IGNITION & ELECTRICAL



Ignition & Electrical (IE) "Engine Related Electronic Parts Department", our electronics range of products are the finest components you can install on your car whether it's a daily driver, dirt tracker, 4-wheel drive or Big Foot. The IE team at Speedmaster™ designs, develops, tests and manufactures the entire line of Speedmaster™ Electronic products including Ignition Controls, Coils, Timing Accessories and Spark Plug Wires and Accessories.



# Distributors

FIRE IT UP!

The distributor handles several jobs. Its first job is to distribute the high voltage from the coil to the correct cylinder. This is done by the cap and rotor. The coil is connected to the rotor, which spins inside the cap. The rotor spins past a series of contacts, one contact per cylinder. As the tip of the rotor passes each contact, a high-voltage pulse comes from the coil. The pulse arcs across the small gap between the rotor and the contact (they don't actually touch) and then continues down the spark-plug wire to the spark plug on the appropriate cylinder.



CHEVROLET

FORD

CHRYSLER

CHRYSLER  
6-CYL

PONTIAC

OLDSMOBILE

## All-in-One

TRIGGER

MODULE

COIL

Perfect for muscle cars, street rods, and circle track racers, the Speedmaster™ All-in-One HEI Distributors offer an elegant solution that simplifies underhood wiring, with an integrated coil that allows for a single wire connection. These distributors are designed for those in search of a high-performance HEI that outperforms stock options. The All-in-One series boasts strong, accurate ignition, delivering the power and precision your engine deserves.

## Ready-to-Run

TRIGGER

MODULE

COIL

Ideal for your hot rod, the Speedmaster™ Ready-to-Run Distributors are a complete high-output ignition solution. They feature "spark plug" type terminals for secure wire attachment and an extremely accurate, self-adjusting magnetic pickup under the cap's brass terminals. Coupled with an easy-to-adjust mechanical advance mechanism, these distributors ensure consistent, high-performance ignition, delivering the spark your engine needs to run at its best.

## Trigger Only

TRIGGER

BOX

COIL

Designed with high performance in mind, the Speedmaster™ Professional Pro-Billet Distributors cater to those who demand nothing less than the best. They feature an exceptionally accurate magnetic pickup that requires no adjustment, paired with an easy-to-adjust mechanical advance assembly. Guiding the advance and reluctor is a 0.5" steel shaft, maintained by a sealed ball bearing and a long sintered bushing. This setup ensures stable timing signals and dependable spark delivery, allowing your engine to perform optimally at any RPM.



HEI

THUNDER HEI DNA®

CAST

BILLET

BILLET

OEM

Legend: INCLUDED (black box) NEEDED (gray box)

All-in-One

HEI



Speedmaster™ High Energy Ignition (HEI) Distributors are a brilliant solution for enthusiasts seeking an accessible performance upgrade. Suitable for your daily ride or weekend warrior, the HEI distributors embody high-quality features and components, promoting straightforward installation and improved performance.

These distributors showcase a high output coil and a low saturation ignition module, working in unison to generate a potent spark, critical for efficient fuel mixture ignition. They house these components within a CNC machined aluminum body, ensuring durability while maintaining a lightweight design.

Additionally, they come equipped with a billet 4340 steel gear that’s compatible with cast cams, ensuring reliable operation up to 7000 RPM. The adjustable vacuum advance offers customizable performance, allowing optimal ignition timing based on your engine’s specific needs.

To facilitate better spark alignment, the distributors feature a large diameter cap, made premium with brass terminals for superior conductivity and longevity. In essence, the Speedmaster™ HEI distributors reaffirm that top-quality performance enhancements don't have to be exorbitantly priced. Experience the performance lift with Speedmaster™ and feel the difference in your vehicle's operation!



| Application                        | Notes         | Part #         |
|------------------------------------|---------------|----------------|
| Amc Dr1618X 6 Cylinder             | -             | PCE376.1068    |
| Amc Jeep 290 304 360 401           | -             | PCE376.1065    |
| Amc Jeep Amc 6 Cyl 232 258 4.0 4.2 | -             | PCE376.1067    |
| Chevrolet Inline 6 194 230 250 292 | -             | PCE376.1066    |
| Chevy SBC 348 409 Tall Block       | -             | PCE376.1253    |
| Chevrolet SBC 350 BBC 454          | -             | PCE376.1032.** |
|                                    | w/ Tach Drive | PCE376.1036    |
| Chevrolet V6 3.8L 4.3L             | -             | PCE376.1027.** |
| Ford SB 289 302 Windsor            | -             | PCE376.1038.** |
| Ford 351W Windsor                  | -             | PCE376.1042.** |
| Ford 302 351C Cleveland 460 Early  | -             | PCE376.1046.** |
| Ford 302 351C Cleveland 460 Late   | -             | PCE376.1182    |
| Ford Fe 390 427 428                | -             | PCE376.1078    |
| Mopar Chrysler SB 318 340 360      | -             | PCE376.1051.** |
| Mopar Chrysler BB 440              | -             | PCE376.1052.** |
| Pontiac 326 400 455                | -             | PCE376.1053    |
| Oldsmobile 400 425 455             | -             | PCE376.1054    |

.\*\* = Multiple Variations Available



Thunder HEI DNA®



Speedmaster™ Thunder Series HEI Distributors are highly sought after by muscle car enthusiasts, street rod aficionados, and circle track racers alike. The convenience of an integrated coil minimizes underhood wiring clutter, appealing especially to racers who prefer a single wire running to the distributor for simplicity.

These distributors rise above the rest when it comes to performance, offering an accurate, potent, and high-performance HEI solution where standard stock units fall short. Atop the distributor shaft, an adjustable centrifugal advance assembly is tig welded, fine-tuning the ignition timing to optimize engine performance.

The distributor comes fully equipped with a thunder cap, rotor, coil cover, and heavy-duty gear, ready to be installed in your engine. It boasts a powerful 65,000 V coil that works in tandem with the ignition module to produce a robust spark, effectively igniting the fuel mixture for superior performance.

Ultimately, the Speedmaster™ Thunder Series distributors validate that top-tier quality can be affordable. They are designed to generate increased energy up to 9,000 rpm, ensuring your engine performs at its peak.



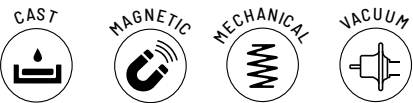
| Application               | Part #    |
|---------------------------|-----------|
| Chevy SBC 350 BBC 454     | 1-376-001 |
| Ford 289 302 Windsor      | 1-376-003 |
| Ford 351W Windsor         | 1-376-004 |
| Ford 351C Cleveland 460   | 1-376-005 |
| Ford FE 390 427 428       | 1-376-006 |
| Mopar Chrysler SB 340 360 | 1-376-007 |
| Mopar Chrysler BB 440     | 1-376-008 |
| Pontiac 326 400 455       | 1-376-009 |
| Oldsmobile 400 425 455    | 1-376-010 |





Ready-to-Run

Cast



Speedmaster™ Cast Body Ready-to-Run distributors are the perfect upgrade for your outdated and worn out stock distributor. All that is required to install one of these distributors is to hook up two wires and you are Ready-to-Run!

A maintenance free magnetic pick up inside the distributor is used to trigger a state of the art ignition module under the chrome cover. The increased output of this self contained ignition easily outperforms stock ignitions and helps to smooth out the power-band from idle to high RPM. For stability and endurance, an oversize steel shaft spins in a top mounted sealed bearing while an extra-long sentried bushing guides the shaft at the bottom of the housing. To increase gas mileage, we included a vacuum advance assembly, and you can tailor the mechanical advance curve to suit your engine. For excellent street performance, the Cast Ready-to-Run distributor is the best choice!



| Application                       | Part #         |
|-----------------------------------|----------------|
| Chevrolet 348 409                 | PCE376.1095    |
| Chevrolet V6 3.8L 4.3L            | PCE376.1080.** |
| Chevrolet SBC 350 BBC 454         | PCE376.1079.** |
| Ford SB 289 302 Windsor           | PCE376.1081.** |
| Ford 302 Windsor 5.0L EFI         | PCE376.1082.** |
| Ford 351W Windsor                 | PCE376.1083.** |
| Ford 302 351C Cleveland Early 460 | PCE376.1085.** |
| Ford 302 351C Cleveland Late      | PCE376.1086.** |
| Mopar Chrysler 6 Cyl              | PCE376.1090.** |
| Mopar Chrysler SB 318 340 360     | PCE376.1089.** |
| Mopar Chrysler BB 440             | PCE376.1091.** |
| Pontiac 326 400 455               | PCE376.1093.** |
| Oldsmobile 400 425 455            | PCE376.1094.** |

.\*\* = Multiple Variations Available

Billet



Speedmaster™ Ready-to-Run Billet distributor is the perfect upgrade for outdated points distributors or bulky HEI's. All that is required is to install the distributor in the engine, connect three wires and the coil! A maintenance-free magnetic pickup accurately triggers this ignition. The increased output of the amplifier easily outperforms stock ignitions and will smooth out the engine's idle; improve starting and provide a much higher rpm range. For positive street performance, the Ready-to-Run is the best choice.



| Application                      | Notes        | Part #                        |
|----------------------------------|--------------|-------------------------------|
| Amc Jeep 290 304 360 390 401     |              | PCE376.1300                   |
| Chevy Buick 400 430 455          |              | PCE376.1301                   |
| Chevy SBC 350 BBC 454            |              | PCE376.1218.**<br>PCE376.1305 |
|                                  | w/Tach Drive | PCE376.1184                   |
| Chevy V6 3.8L 4.3L               |              | PCE376.1121                   |
| Chrysler Hemi 392                |              | PCE376.1308                   |
| Ford 289 302 Windsor             |              | PCE376.1226.**                |
| Ford 351c Cleveland 460          |              | PCE376.1222.**                |
| Ford 351W Windsor                |              | PCE376.1225.**                |
| Ford FE 390 427 428              |              | PCE376.1134.**                |
| Ford Flat Head 239 1939-48       |              | PCE376.1244                   |
| Ford Y-Block 239 256 272 292 312 |              | PCE376.1316                   |
| Mopar Chrysler BB 383 400        |              | PCE376.1307                   |
| Mopar Chrysler BB 440            |              | PCE376.1131.**                |
| Mopar Chrysler SB 318 340 360    |              | PCE376.1130.**<br>PCE376.1306 |
| Oldsmobile 400 425 455           |              | PCE376.1187                   |
| Pontiac 326 400 455              |              | PCE376.1186**                 |

.\*\* = Multiple Variations Available

Trigger Only

Billet



Designed for performance enthusiasts who require a compact cap size due to space constraints, Speedmaster™ Pro-Billet Distributors are a pinnacle of precision and durability. They are CNC machined from billet 6061-T6 aluminum, maintaining the highest quality standards while ensuring a sturdy build.

These distributors feature "spark plug" type terminals for secure wire attachment and an extremely accurate magnetic pickup underneath the cap and rotor's brass terminals, requiring no adjustments. An easy-to-adjust mechanical advance mechanism ensures precise performance tuning to fit your engine's needs.

The heavy-duty 1/2" steel shaft, guided by a long sintered bushing and a sealed ball bearing, accurately locates the reluctor. This results in stable timing and dependable spark delivery at all RPMs. Choose Speedmaster™ Pro-Billet Distributors for compact, superior performance, and reliable ignition system enhancement.



| Application                        | Notes | Part #         |
|------------------------------------|-------|----------------|
| Amc Jeep 290 304 360 401           |       | PCE376.1155    |
| Chevy 348 409 Tall Block           |       | PCE376.1118.** |
| Chevy SBC 350 BBC 454              |       | PCE376.1096.** |
| Ford 2.3L L4 1974-84               |       | PCE376.1148    |
| Ford 289 302 Windsor               |       | PCE376.1100.** |
| Ford 302 351C Cleveland Early 460  |       | PCE376.1107.** |
| Ford 351W Windsor                  |       | PCE376.1104.** |
| Ford Fe 390 427 428                |       | PCE376.1157.** |
| Ford Flat Head 225 239 1949-53     |       | PCE376.1156    |
| Ford Flathead 2 Bolt 239 1939-1948 |       | PCE376.1142.** |
| Mopar Chrysler BB 383              |       | PCE376.1164    |
| Mopar Chrysler BB 440              |       | PCE376.1115.** |
| Mopar Chrysler SB 318 340 360      |       | PCE376.1114.** |
| Oldsmobile 400 425 455             |       | PCE376.1117.** |
| Pontiac 326 400 455                |       | PCE376.1116.** |
| Volkswagen H4 1954-79              |       | PCE376.1149    |

.\*\* = Multiple Variations Available

OEM



Speedmaster™ OEM Replacement Pro Distributors are specifically designed for enthusiasts keen on preserving the original performance of their vehicles. They are meticulously engineered to restore the optimal spark in your machine, complete with all-new, high-quality components that offer direct OEM replacement.

Each unit is ready for installation straight out of the box, facilitating a hassle-free solution to reignite your vehicle's performance. Ideal for replacing worn-out distributors or completing new engine swaps, these distributors seamlessly integrate with your existing setup.

In essence, the Speedmaster™ OEM Pro Distributors combine OEM specifications with Speedmaster's commitment to quality and performance. Restore your vehicle's spark with the confidence and convenience that these reliable, precision-engineered distributors bring.



| Application                                     | Part #         |
|---|----------------|
| Chevrolet 350 5.7L 1987-95 TBI TPI EFI Vortec   | PCE376.1001    |
| Chevrolet V6 4.3L 1985-95 TBI TPI EFI Vortec    | PCE376.1002    |
| Chevrolet 350 454 50L 57L 7.4L 1996-03 Vortec   | PCE376.1013.** |
| Chevrolet V6 4.3L 1996-07 Vortec                | PCE376.1012.** |
| Chevrolet 350 LT1 LT4 5.7L 1992-94 Optispark I  | PCE376.1192.** |
| Chevrolet 350 LT1 LT4 5.7L 1994-97 Optispark II | PCE376.1008.** |
| Ford 302 Windsor 5.0L 1986-93 EFI               | PCE376.1004    |
| Ford 302 Windsor 5.0L 1994-95 EFI               | PCE376.1003    |

.\*\* = Multiple Variations Available

# Crank Trigger Kits

## STABLE IGNITION TIMING

Stable ignition timing is a necessity in performance engines. The ignition must be triggered at a precise time in relation to the position of the piston in the compression stroke. However, think of all the mechanical stretching and flexing that takes place through the timing chain, gears and cam before the distributor pickup triggers the ignition. The crankshaft on the other hand, knows exactly where each piston is, plus it is the most stable component of the engine in relation to piston position. That's why a Crank Trigger Wheel & Sensor Kit is needed.

Speedmaster uses a non-magnetic pickup which gets triggered by powerful magnets that are embedded in the trigger wheel. The only way to trigger the ignition is when a magnet passes the pickup. This non-magnet pickup is securely held in position by CNC machined aluminum brackets. These brackets feature a long adjustment slot providing a large range of accurate timing adjustments. Plus, many of the brackets can be used on either side of the balancer for easy installation. Most kits are supplied with several spacers for different accessories and pulley systems.

Each magnet is pressed and then riveted into the wheel to handle the fierce rpm and vibration that high horsepower engines put out. By installing the magnets in the trigger wheel, Speedmaster has done away with the chance of false triggering. As the engine is rotating, the magnets pass the Non-Magnetic Pickup and create a signal that triggers the Ignition. The magnets are the only thing that can trigger the ignition making it the most reliable and accurate way



| Application                 | Pickup Included | Adjustable Mounting Bracket Included | Crank Trigger Wheel Included | Material | Finish       | Part #      |
|-----------------------------|-----------------|--------------------------------------|------------------------------|----------|--------------|-------------|
| Chevrolet SBC 350           | Yes             | Yes                                  | Yes                          | Aluminum | Red anodized | PCE680.1002 |
| Chevrolet BBC 454           | Yes             | Yes                                  | Yes                          | Aluminum | Red anodized | PCE680.1003 |
| Ford SB 289 302 351 Windsor | Yes             | Yes                                  | Yes                          | Aluminum | Red anodized | PCE680.1001 |

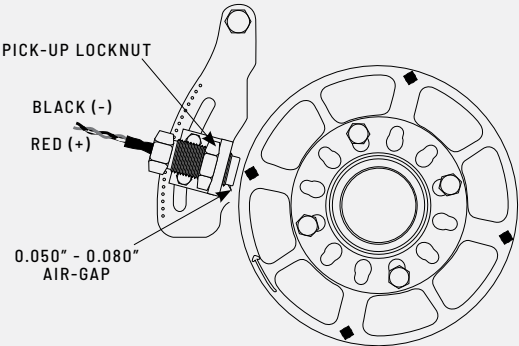


QUICK TIP

### Setting the Air-Gap

The air-gap between the trigger wheel and the non-magnetic pickup is important to the operation of the crank trigger system, however its adjustment does not affect engine power or performance. The proper air-gap will result in a good trigger signal at cranking rpm through high rpm with no interference to the wheel. The optimum setting is generally between 0.050" – 0.080".

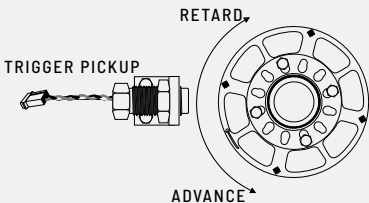
With the brackets and trigger wheel mounted (with the arrow on the wheel facing out) position the pickup within 0.050" – 0.080" from the wheel then tighten the locknut (Do not over tighten).



### Timing the Ignition System

The timing can be adjusted by sliding the pickup holder assembly up or down in the bracket slot. To retard the timing, move the pickup holder assembly in the direction that the crank trigger wheel rotates. To advance the timing, move the pickup holder assembly in the opposite direction of the trigger wheel rotation. Check the air-gap whenever the timing is changed.

Note: Do not attempt to adjust the timing while the engine is running.



# Ignition Components

## Distributor Gears

### Iron

Match your camshaft with Speedmaster™ iron distributor gears. These small gears have a big impact on your engine's performance. Best suited for hydraulic or solid flat tappet camshafts, our iron distributor gears are the perfect mates for your cast iron cams. The right choice is critical for your engine and your wallet—choose Speedmaster™ iron distributor gears. They are manufactured from top-quality cast iron, and then nitrided for durability.



| Application                 | Diameter Shaft | Part #         |
|-----------------------------|----------------|----------------|
| Chevrolet SBC 350 BBC 454   | 0.491 in.      | PCE372.1003    |
|                             | 0.500 in.      | PCE372.1005    |
| Ford SB 289 302 351 Windsor | 0.491 in.      | PCE372.1007.01 |
|                             | 0.500 in.      | PCE372.1007.02 |
|                             | 0.531 in.      | PCE372.1007.03 |
| Ford 302 351C Cleveland 460 | 0.491 in.      | PCE372.1013.01 |
|                             | 0.500 in.      | PCE372.1013.02 |

### Aluminum/Bronze

Bronze distributor gears from Speedmaster™ are recommended for steel billet mechanical roller tappet cams and slot hard-faced steel billet mechanical flat tappet cams. Bronze gears absorb the increased wear in special cams and magnetos and are easily replaced before costly damage to the camshaft gear occurs. The gears are precision-machined from the highest quality aluminum silicon bronze alloy for maximum durability. Bronze distributor gears must be checked often and replaced as needed.



| Application                   | Diameter Shaft | Part #      |
|-------------------------------|----------------|-------------|
| Chevrolet SBC 350 BBC 454     | 0.491 in.      | PCE372.1002 |
|                               | 0.500 in.      | PCE372.1004 |
| Ford SB 289 302 351 Windsor   | 0.491 in.      | PCE372.1006 |
|                               | 0.500 in.      | PCE372.1008 |
|                               | 0.531 in.      | PCE372.1010 |
| Ford 302 351C Cleveland 460   | 0.491 in.      | PCE372.1018 |
|                               | 0.500 in.      | PCE372.1012 |
|                               | 0.531 in.      | PCE372.1019 |
| Mopar Chrysler SB 318 340 360 | 0.484 in.      | PCE372.1015 |
| Oldsmobile 400 425 455        | 0.491 in.      | PCE372.1014 |

## Distributor Hold-Down Clamps

Since you're installing that new distributor, you'll need to hold it down with something. Why not use Speedmaster™ distributor clamps? Made from top quality materials, they're the perfect way to dress up your engine compartment. They may include the clamp, stud, nut, and washer.



| Application                          | Part #         |
|--------------------------------------|----------------|
| Chevrolet SBC 350 BBC 454            | PCE373.1008.** |
| Ford SB 289 302 351 Windsor 351C     | PCE373.1006    |
| Mopar Chrysler 440 Big Block 361 440 | PCE373.1009    |

.\*\* = Multiple Variations Available



# Ignition Coils

## CAUTION: HIGH VOLTAGE!

Caution: high voltage! Our line of direct-fit and universal ignition coils delivers the voltage you need for increased performance on the street, track, or trail. Choose from canister, coil pack, E-core, magneto, and in-cap designs built to give your ignition system an added punch! Don't let weak spark derail your vehicle's performance—crank up the juice with a powerful ignition coil from Speedmaster.

### In-Cap

Speedmaster™ HEI Coils are one of the most powerful coils, producing 50,000 volts, and still able to fit under your stock HEI Cap.



| Application                       | Part #      |
|-----------------------------------|-------------|
| Universal HEI Distributor 12V 65K | PCE382.1021 |

### Coil Pack

If you're still running stock coils on your car, you could be missing out on extra horsepower, and you're not getting the best fuel mileage or throttle response. Our direct replacement coil pack ignition coils increase power to the spark plug significantly when compared with stock coils.



| Application   | Part #         |
|---|----------------|
| Chevy Gm LS1 LS6 12V High Output External Female E-Poxy Ignition Coil Red | PCE382.1024.** |
| FORD 4.6 5.4L Coil-on-Plug Ignition Coil - Yellow                         | PCE382.1031.** |
| Ford 4.6L EFI 1999-04 Sohc Ignition Coil                                  | PCE382.1017.** |
| GM LS LS1 LS2 LS6 Ignition Coil On Plug (D585)                            | PCE382.1032.** |

.\*\* = Multiple Variations Available

### Remote Mount

#### Canister OIL-FILLED

Speedmaster™ Oil Filled heavy duty coils are guaranteed to out perform your stock unit delivering over 30% more spark energy. The Oil Filled design and arc resistant top, results in superior performance. The Coil delivers the added voltage required by street and strip performance engines, and will fit in most standard OEM brackets.



| Coil Wire Attachment | Coil Style | Coil Internal Construction | Primary Resistance | Maximum Voltage | Turns Ratio | Secondary Resistance | Peak Current | Part #         |
|----------------------|------------|----------------------------|--------------------|-----------------|-------------|----------------------|--------------|----------------|
| Female/HEI           | Canister   | Oil-filled                 | 0.600 ohms         | 40,000 V        | 70:01:00    | 3.10K ohms           | 180 mA       | PCE382.1016.** |
| Male/HEI             | Canister   | Oil-filled                 | 0.600 ohms         | 40,000 V        | 70:01:00    | 3.10K ohms           | 180 mA       | PCE382.1014.** |
| Male/HEI             | E-core     | Epoxy                      | 0.450 ohms         | 60,000 V        | 100:01:00   | 3.80K ohms           | 280 mA       | PCE382.1007.** |
| Male/HEI             | E-core     | Epoxy                      | 0.700 ohms         | 45,000 V        | 85:01:00    | 3.50K ohms           | 220 mA       | PCE382.1020    |
| Male/HEI             | E-core     | Epoxy                      | 0.600 ohms         | 45,000 V        | 90:01:00    | 3.40K ohms           | 220 mA       | PCE382.1010    |

.\*\* = Multiple Variations Available

#### E-Core EPOXY

The Speedmaster™ high output technology coil produces up to 70% more spark energy than stock coils with outstanding reliability. This unit is recommended for street, strip, circle track and drag racing. Internally the coil also has large gauge wire windings for maximum spark current and voltage with better heat dissipation at high rpm. Ideal for use with capacitive discharge (CD) ignition systems and all of Speedmaster™ range of High Output Ignitions.



#### HVC - High Voltage & Current - El Rayo DNA® EPOXY

Speedmaster DNA Ignition Coil, a game-changer in the world of high-performance ignition systems. Designed with a forward-thinking approach to balancing voltage and current outputs, it dispenses with the usual trade-offs and ushers in a new era of enhanced power and efficiency.

##### Features:

- Tailored for high-RPM, enduring operations: Built with endurance in mind, the Speedmaster DNA Ignition Coil is well-suited to cope with high-rpm and long duration applications. It assures unflinching performance even under the most challenging conditions.
- Compatible with electronic ignitions and Speedmaster Ignition Controls: Its universal design ensures compatibility with both electronic ignitions and Ignition Controls. For points systems, a ballast resistor is necessary.
- Optimum turns ratio and reduced primary resistance: With a 100:1 turns ratio and diminished primary resistance, the Speedmaster DNA Ignition Coil delivers high voltage output, optimizing your vehicle's ignition performance.
- High-quality windings and secure construction: The internal windings are housed in durable, blue epoxy and are safely fastened with sturdy, extruded brackets, promising a robust design and a long service life.
- Enhanced connection with spark plug style terminal and brass primary studs: For superior connectivity, it features a spark plug style terminal and threaded brass primary studs, ensuring a seamless link to your vehicle's ignition system.
- Supplied with rubber shock mounts: To minimize vibrational damage and improve the coil's longevity, it comes equipped with robust rubber shock mounts.



| Coil Wire Attachment | Coil Style | Coil Internal Construction | Primary Resistance | Maximum Voltage | Turns Ratio | Secondary Resistance | Peak Current | Part #    |
|----------------------|------------|----------------------------|--------------------|-----------------|-------------|----------------------|--------------|-----------|
| Male/HEI             | E-core     | Epoxy                      | 0.450 ohms         | 60,000 V        | 100:01:00   | 3.80K ohms           | 300 mA       | 1-382-001 |



# Ignition System

## EL RAYO



SPEEDMASTER™  
PatentDesign

Speedmaster El Rayo ignition system are designed for the enthusiast that is serious about performance but needs the small cap size due to space considerations when installed. They are precision CNC machined from billet 6061-T6 aluminum to exacting tolerances. The "spark plug" type terminals offer secure wire attachment. Under the brass terminals of the cap and rotor is an extremely accurate magnetic pickup that never requires adjustment along with an easy to adjust mechanical advance mechanism. The heavy duty 1/2" steel shaft is guided in a long sintered bushing as well as a sealed ball bearing at the top to precisely locate the reluctor. This combination yields stable timing and spark delivery at any RPM.



Speedmaster El Rayo high output coil features a very efficient design where less loss occurs during the transfer of electricity due to the closed core of the coil. Another benefit is that the coils run extremely cool, even at high racing rpm, thanks to the efficient design and huge laminations.

- Features:
- Efficient E-core winding design produces more voltage and current
  - 85:1 turns ratio and lower primary resistance produce high voltage output
  - Windings are encased in red epoxy and secured with extruded brackets
  - Spark plug style terminal and threaded brass primary studs
  - Supplied with rubber shock mounts

| Application                   | Part #    |
|-------------------------------|-----------|
| Chevy SBC 350 BBC 454         | 1-385-001 |
| Ford 302 351C Cleveland 460   | 1-385-004 |
| Ford 302 Windsor 5.0L EFI     | 1-385-010 |
| Ford 351W Windsor             | 1-385-003 |
| Ford SB 289 302 Windsor       | 1-385-002 |
| Mopar Chrysler BB 440         | 1-385-007 |
| Mopar Chrysler SB 318 340 360 | 1-385-006 |
| Oldsmobile 400 425 455        | 1-385-009 |
| Pontiac 326 400 455           | 1-385-008 |



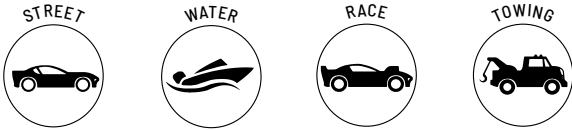
ONE ALLEN KEY THAT DOES IT ALL!



# Ignition Boxes

## EFFICIENT AND POWERFUL

Achieve increased starting power, complete combustion burns, and greater fuel efficiency with an ignition box from Our catalog. We have electronic ignition boxes with rev limiters and both digital and analog circuitry. Explore our large, in-stock selection today for the starting power you need to keep your engine revving drive after drive.



### CDI Ignition

The entire line of Speedmaster™ Ignitions is the most popular aftermarket ignition in the world due to our race-proven performance on and off the track. The increased voltage that the 6AL unit puts across the plug gap will improve the driveability and performance of everyday drivers to Saturday night racers! The 6AL Ignition can be installed on 4, 6 or 8-cylinder engines equipped with a 12 volt, negative ground electrical system and a distributor. They can be triggered by points, electronic amplifiers, magnetic pickups and other aftermarket distributors.

Speedmaster™ 6AL uses capacitive discharge (CD) technology to produce a very high primary voltage. This high voltage is always present regardless if you're at idle or racing down a straight away at 10,000 rpm. The high quality transformer is hand wound and instantly steps up the supply voltage from the battery then stores this high voltage in a large capacitor. When the ignition is triggered the capacitor releases all of this voltage to the coil so the primary voltage is at full power at any rpm. These high powered sparks ensure complete combustion of the fuel mixture at racing rpm which in turn produces more power!

Speedmaster™ 6AL Ignitions produce multiple sparks up to at least 3,000 rpm. This series of sparks (each spark is at full voltage), whether there are two or six, will always last for 20° of crankshaft rotation. This powerful series will improve the starting ability, idle quality & throttle response. If you have a multiple carb set up that is a little off at idle or an engine that burns a little oil, the spark series will help prevent the cylinders loading up. At higher rpm there isn't enough time to fire the plug more than once during the combustion stroke so there is only a single full power spark. With the Speedmaster™ 6AL CD technology, this spark is always at full power even through 10,000+ rpm so you know the fuel mixture is being burned efficiently, creating maximum power!

Speedmaster™ 6AL Soft Touch circuitry produces an accurate and smooth limit without loading up the cylinders or excessive back fires. Even if your car is a mild street machine, a rev limiter can save you from expensive engine damage due to driveline failure or a missed shift.

You can run a Speedmaster™ 6AL Ignition with your stock distributor, then upgrade to a Pro-Billet model or even a crank trigger. You don't have to buy everything at once or spend money on features that you will never use.



| Type   | Rev Limiter | Timing Retard | CD Voltage Output to Coil | Current Draw:      | Spark Output (millijoules) | Operating Voltage | Part #         |
|--------|-------------|---------------|---------------------------|--------------------|----------------------------|-------------------|----------------|
| Analog | Yes - 2     | None          | 500 V                     | 1 amp at 1,000 rpm | 115 Millijoules            | 9 V - 16 V        | PCE380.1007.** |



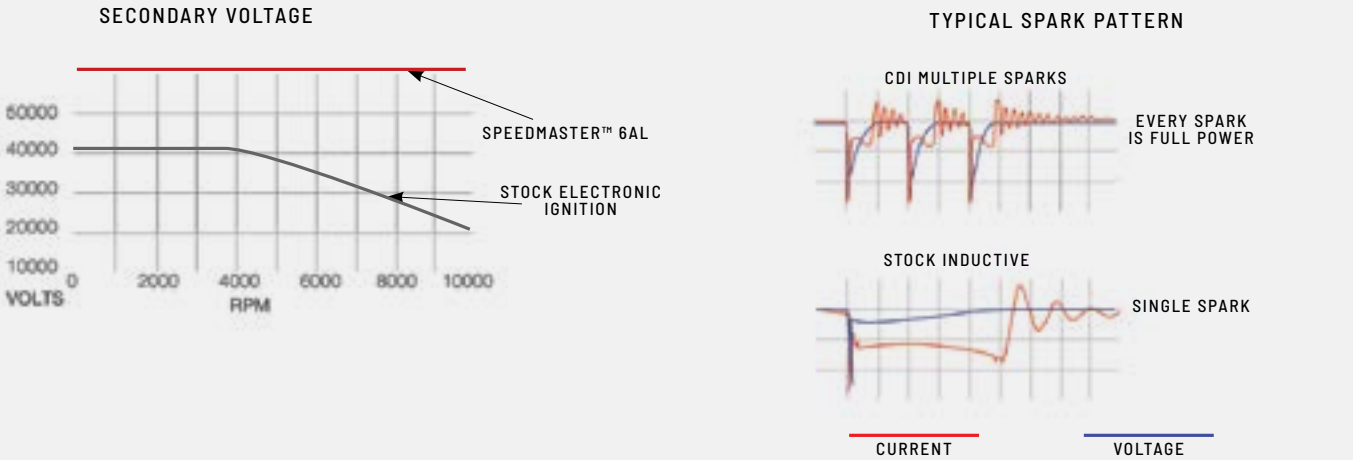
The CDI system works by storing an electrical charge in a capacitor within the unit, which can be released to the ignition coil in a quick, powerful burst. This fast discharge rate results in a shorter spark duration that is significantly hotter and more powerful than those produced by traditional inductive ignition systems.

A key feature of the 6AL CDI ignition is its multiple sparks throughout the entire RPM range. This feature ensures complete combustion of the air/fuel mixture in the cylinders, resulting in improved engine performance and smoother operation.

Furthermore, the 6AL CDI ignition typically comes with an adjustable rev limiter for added protection. This feature allows you to set an upper limit on the engine's RPM to prevent over-revving that could potentially cause damage.

Here's a summary of the benefits of a 6AL CDI ignition system:

- **Improved Spark Energy:** By providing a more powerful and efficient spark, the CDI ignition can significantly improve engine performance.
- **Enhanced Combustion:** The multi-spark feature ensures more complete combustion, reducing misfires and improving engine efficiency and power.
- **Added Protection:** The adjustable rev limiter feature can protect the engine from potential damage caused by over-revving.
- **Versatility:** The 6AL CDI ignition is suitable for a wide range of applications, from street vehicles to high-performance racing cars.



# Spark Plug Wire Sets

10.5MM | SPIRAL WOUND CORE

Get more spark from your plugs with a set of Speedmaster™ ignition wires. These 10.5mm wires feature high-temperature 100% pure silicone insulator outer layer! Their spiral-wound copper conductor has extremely low resistance combined with extremely high EMI suppression. In plain terms, these wires deliver the highest possible energy to the spark plugs so that your ignition upgrades reach their full potential, without creating interference for onboard electronics. The wires have a high dielectric strength insulator and heavy glass braid, topped with heavy-duty black silicone jackets and high-temperature black boots to resist damage from heat and abrasion.



| Application                    | Distributor Terminal Ends | Notes             | Black Part #   | Blue Part #    | Red Part #     |
|--------------------------------|---------------------------|-------------------|----------------|----------------|----------------|
| Universal 90-90<br>Suits Chevy | Female/Socket             | Over the covers.  | PCE390.1003.01 | PCE390.1003.02 | PCE390.1003.03 |
|                                | Female/Socket             | Under the covers. | PCE390.1009.01 | PCE390.1009.02 | PCE390.1009.03 |
|                                | Male/HEI                  | Over the covers.  | PCE390.1006.01 | PCE390.1006.02 | PCE390.1006.03 |
|                                | Male/HEI                  | Under the covers. | PCE390.1012.01 | PCE390.1012.02 | PCE390.1012.03 |
|                                | Male/HEI - Unterminated   | -                 | -              | PCE390.1014.01 | PCE390.1014.02 |
| Universal 90-STR<br>Suits Ford | Female/Socket             | -                 | PCE390.1021.01 | PCE390.1021.02 | PCE390.1021.03 |
|                                | Male/HEI                  | -                 | PCE390.1024.01 | PCE390.1024.02 | PCE390.1024.03 |
|                                | Male/HEI - Unterminated   | -                 | -              | PCE390.1017.01 | PCE390.1017.02 |
| GM LSX STR-STR                 | Stock                     | -                 | -              | -              | PCE390.1025    |
| GM LSX 45-STR                  | Coil pack                 | -                 | PCE390.1028.01 | PCE390.1028.02 | PCE390.1028.03 |



## FEATURES

Professional-grade silicone rubber outer jacket shields against chemicals, heat, moisture and gas. Remains flexible in most engine operation conditions.

High-dielectric strength Ethylene Propylene Diene Copolymer Compound (EPDM) eliminates voltage leaks and radio frequency interference (RFI).

The ferromagnetic compound absorbs the interferences 4 + 5. Perfect suppression all along the cable.

Woven fiberglass reinforced braid allows for superior pull strength between extrusions.

A synthetic string supports the ferromagnetic compound.

Stainless steel conductor spirally wound around the ferromagnetic compound, with 50 non-touching spirals per centimeter, to ensure high tension current conduction and canalizes the magnetic field induced in the core of the cable. Greater ignition current and longer spark duration.

## Spark Plugs

Speedmaster™ copper core spark plugs feature a cold-formed steel shell with precision-rolled threads, a full copper core electrode to provide better performance, triple-ground electrode for more efficient combustion and a one-piece terminal post to add strength. Speedmaster™ copper core spark plugs use a copper-glass seal that bonds the insulator and terminal post center electrode together. This ensures full voltage at the spark gap and a 100 percent leak-proof, gas-tight seal. Keep your engine running smoothly and reliably with Speedmaster™ copper core spark plugs.



| Resistor | Electrode Core Material | Electrode Tip Material | Insulator Type | Spark Plug Thread Size | Spark Plug Reach | Spark Plug Seat Style | Wrench Diameter | Ground Strap Quantity | Quantity | Part #      |
|----------|-------------------------|------------------------|----------------|------------------------|------------------|-----------------------|-----------------|-----------------------|----------|-------------|
| Yes      | Copper                  | Copper                 | Projected      | 14mm                   | 0.708 in.        | Tapered               | 5/8 in.         | Three                 | Set of 4 | PCE444.1001 |
|          |                         |                        |                |                        |                  |                       |                 |                       | Set of 8 | PCE444.1002 |

## QUICK TIP



### Standard Application Angles:

| Engine Make     | Distributor Cap End | Spark Plug End        |
|-----------------|---------------------|-----------------------|
| Chevrolet SB    | 90                  | 90                    |
| Chevrolet BB    | 90                  | 90                    |
| Holden          | 90                  | Straight              |
| GM LS           | 45                  | Straight(LS Specific) |
| Ford SB Windsor | 90                  | 90                    |
| Ford Cleveland  | 90                  | Straight              |
| Chrysler        | 90                  | Straight              |

### Type of Spark Plug Wire Ends

| Distributor Cap End | Spark Plug End |
|---------------------|----------------|
| Male 90 Deg.        | 90 Deg.        |
| Female 90 Deg.      | Straight       |
| Coil Pack 45 Deg.   |                |



# Alternators

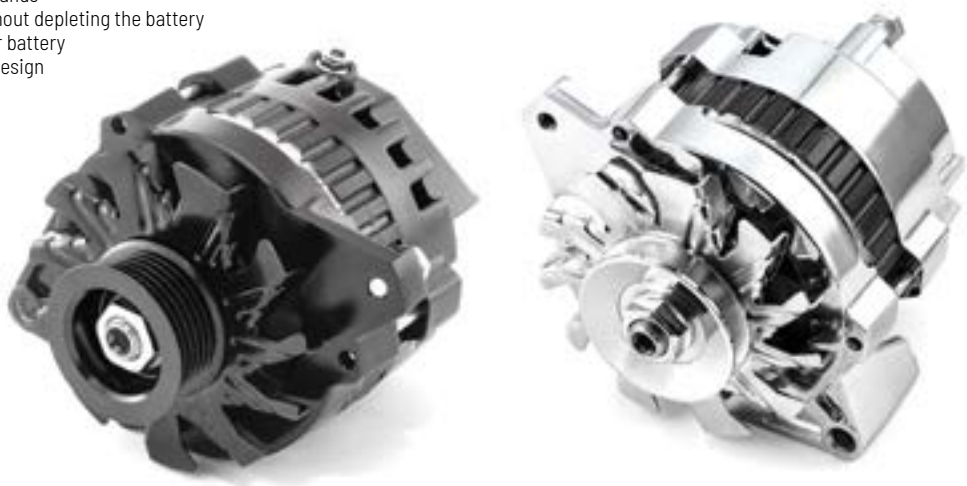
## HIGH OUTPUT

Your engine runs on air, fuel and spark. The spark is the center of it all, and for that we need electricity. Your battery supplies electricity, but only enough to get you a few miles down the road. We need more. That's where the alternator comes in. The alternator continually charges the battery so that we never have to worry about that whole "running out of juice" problem. They also provide power to operate your electric accessories while your car is running.

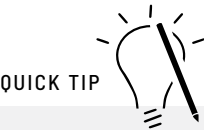
These High Output Alternators allow more current to be created by a higher output therefore minimizing the strain on your battery. They combine reliable amperage with stunning good looks. They come completely assembled, ready to bolt on. Its parts are selectively tested with acid spray machines to verify corrosion resistance, and with de-plating equipment to measure plating thickness. They are available in multiple finishes and applications. They look great in any engine compartment, while providing the power you need to run your accessories. For high-quality, great looking alternators, you can count on us.

### Alternator Benefits

- Handle high electrical demands
- Provide enough power without depleting the battery
- Minimize the strain on your battery
- Compact and lightweight design



| Application              | Pulley Style | Case Style | Advertised Amperage Output | One-Wire Capable | Part Number    |
|--------------------------|--------------|------------|----------------------------|------------------|----------------|
| Chevy Buick Olds 7933-11 | Serpentine   | 7933       | 90 amps                    | Yes              | PCE360.1015    |
| Chevy GM Left Mount      | Serpentine   | GM CS130   | 130 amps                   | Yes              | PCE360.1007    |
| Chevy GM Right Mount     | Serpentine   | GM CS130   | 130 amps                   | Yes              | PCE360.1006    |
| Universal                | Serpentine   | GM CS130   | 130 amps                   | Yes              | PCE360.1008.** |
| Ford 1963-1986           | V-belt       | Ford       | 100 amps                   | No               | PCE360.1011    |
| Universal                | V-belt       | GM 10si    | 100 amps                   | Yes              | PCE360.1001    |
|                          | V-belt       | GM 10si    | 100 amps                   | No - 3 Wires     | PCE360.1009    |
|                          | V-belt       | GM 10si    | 120 amps                   | Yes              | PCE360.1010    |
|                          | V-Belt       | GM CS130   | 130 amps                   | Yes              | PCE360.1023.** |



### QUICK TIP

1

**1-Wire:** A 1-wire alternator offers a simplified installation and clean setup. It has one wire that connects the charge terminal directly to the battery or a 12V source. They are internally regulated and grounded through the block. 1-wire alternators will not have a way to hook up a warning light, but most custom applications work well with a voltage gauge in its place. The cut in speed (the speed at which the regulator begins to charge) will be slightly higher (1200rpm or higher) than most alternators which means they do not charge at idle.

3

**3-Wire:** A 3-wire or "OEM-style" alternator will also be internally regulated and have a charge post and two terminals on the side (viewed from back). Typically the left terminal is for the field or exciter circuit and the right terminal is used for the sensing circuit. They are slightly more complicated to wire up, but have the advantage of charging at lower rpm and the ability to use an original warning light.

# Starters

## MAXIMUM CRANKING POWER

High Torque gear reduction Starter Motors turn the engine over faster than any stock starters. Producing between 30 - 40% more cranking power our starter motors also feature an offset design resulting in more clearance between the oil pan and the starter. Start your engines with starters that deliver maximum cranking power! Our lineup includes standard full-size starters for street machines, high-torque and high-compression starters for race engines, and compact mini starters for tight clearances.



### Starter Benefits

- Maximum cranking torque under all conditions
- Environmentally designed to start in cold and hot weather conditions
- High-voltage tested armature and field coils to ensure reliable performance

Up to **40%** MORE CRANKING POWER

### Mini High-Torque



The OEM-Style starters are manufactured from high-quality materials that exceed the factory specifications. They are designed to fit in the factory location and install easily without any modifications. They provide the torque necessary in several applications.

### Mini High-Torque 2.5Hp



The super mini-muscle have the same distinguishing characteristics as their mini-muscle with additional features such as larger field windings, stronger armature and bigger brushes. These super mini-muscle are 2.5 horsepower motors which deliver about 40 percent more torque.

### Mini High-Torque 4Hp



The Thunder Starters are designed to crank over the highest compression engines on a hot day in Death Valley. Not that too many race cars are sitting in Death Valley, but it's good to know that you have the oomph to make it happen. They feature all new components beginning with a 3.0 horsepower motor. This power is used to crank over the reduced 4.4:1 gear set to deliver great torque to the engine's ring gear to get the engine turning.

| Style                  | Application                           | Notes                         | Part #         |
|------------------------|---------------------------------------|-------------------------------|----------------|
| Mini High-Torque       | Chevrolet SBC 350 BBC 454             | 153-tooth Straight            | PCE393.1001    |
|                        | Chevrolet SBC 350 BBC 454             | 168-tooth Offset              | PCE393.1002    |
|                        | Ford SB 289 302 351 Windsor Cleveland | 2 Bolt Manual Transmission    | PCE393.1011    |
|                        | Ford SB 289 302 351 Windsor Cleveland | 2 Bolt Automatic Transmission | PCE393.1010    |
| Mini High-Torque 2.5HP | Mopar Chrysler SB 318 340 360 383 440 | -                             | PCE393.1013    |
| Mini High-Torque 4HP   | Chevrolet SBC 350 BBC 454             | 168-tooth 153-tooth           | PCE393.1020.** |
|                        | GM LS1 LS2 LS6 LS7                    | -                             | PCE393.1028    |
|                        | Ford SB 289 302 351 Windsor Cleveland | 2 Bolt Automatic Transmission | PCE393.1026    |
|                        | Ford FE 390 428                       | 3 Bolt Automatic Transmission | PCE393.1025    |
|                        | Mopar Chrysler SB 318 340 360 383 440 | -                             | PCE393.1036    |

# Wiring Harnesses

Speedmaster™ Universal Automotive Harnesses, the perfect solution for all your wiring needs. Whether you're working on a classic car, a custom build, or a truck with long beds and extra cabs, these harnesses provide the versatility and convenience you require.

With generous wire lengths, our harnesses are designed to accommodate a wide range of vehicles and ensure hassle-free installation. We offer various circuit options to suit your specific requirements, including 8, 12, 14, 20, 21, and 22 circuit harnesses. Additionally, we provide specialized harnesses designed for GM keyed steering columns, ensuring a seamless fit for those specific applications.

Our Speedmaster™ Universal Automotive Harnesses come equipped with a fuse block, eliminating the need for separate fuse holders. The fuse block includes ATO/ATC style fuses, providing reliable and efficient circuit protection for your vehicle's electrical system.

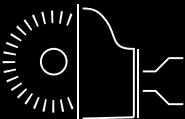
Choose Speedmaster™ Universal Automotive Harnesses for their ample wire lengths, comprehensive circuit options, and included fuse block. Trust in our high-quality wiring solutions to simplify your vehicle's electrical installation and ensure optimal performance.



| Circuit Quantity | Harness Length | Fuse Block Included | Fuse Block Location | Fuse Style | Part #      |
|------------------|----------------|---------------------|---------------------|------------|-------------|
| 8                | Ample          | Yes                 | Front               | ATO/ATC    | PCE368.1010 |
| 12               | Ample          | Yes                 | Front               | ATO/ATC    | PCE368.1011 |
| 14               | Ample          | Yes                 | Front               | ATO/ATC    | PCE368.1012 |
| 20               | Ample          | Yes                 | Front               | ATO/ATC    | PCE368.1001 |
| 21               | Ample          | Yes                 | Front               | ATO/ATC    | PCE368.1013 |
| 22               | Ample          | Yes                 | Front               | ATO/ATC    | PCE368.1002 |



DRIVELINE & CHASSIS



Driveline & Chassis (TDS) "Total Drive Line Solution Department" is a customer focused, passion driven department; with its sole aim being to solve all customers traction needs and wants. Our department utilizes both technical & Design knowledge, which has been attained over 40 years experience In the differential repair industry. The TDS mission has been cemented from years of constant commitment to the research and development by the founder.



# Automatic Transmissions

## RELIABLE PERFORMANCE

Experience smooth and reliable shifting with our Automatic Transmissions. Whether you choose our meticulously rebuilt transmissions or our performance-engineered options built from new components, you can expect exceptional performance and durability. Our rebuilt transmissions are specifically designed for performance street applications, featuring upgraded components for a firm yet manageable shift that's perfect for daily driving. On the other hand, our performance-engineered transmissions are built from scratch using new components, providing increased torque capacity, optimized power delivery, and lightning-fast shifts. With a commitment to quality and precision, both options undergo rigorous inspection, cleaning, and assembly processes to ensure reliability and performance. Upgrade your vehicle's transmission to unlock the full potential of your engine and enjoy a seamless and exhilarating driving experience.

### Performance-Engineered Transmissions

Unleash unparalleled power with our Performance-Engineered Transmissions. Designed from the ground up with new components and advanced engineering techniques, these transmissions deliver exceptional performance in high-demand applications. Each transmission is meticulously assembled by skilled technicians, utilizing high-performance parts and strict quality control measures. Experience lightning-fast shifts, increased torque capacity, and optimized power delivery for an exhilarating driving experience that meets the demands of high-performance vehicles.



| Application        | Part #      |
|--------------------|-------------|
| Ford C4            | PCE432.1050 |
| GM Turbo 400 TH400 | PCE432.1053 |
|                    | PCE432.1048 |
|                    | PCE432.1049 |

### Rebuilt Transmissions

Our Rebuilt Transmissions are expertly remanufactured for performance street applications. Built stronger than stock with upgraded components, they offer a firm yet manageable shift for daily driving. Each transmission undergoes a meticulous process, including thorough cleaning, inspection for wear or damage, and precise reassembly. Rest assured that the same attention to detail applied to our engines is carried through to our rebuilt transmissions, ensuring reliable performance with every shift.



| Application                        | Part #      |
|------------------------------------|-------------|
| Ford BB 351M 400 429 460 C6        | PCE432.1032 |
| Ford SB C4 1964-1980 26 Spline     | PCE432.1031 |
| GM LS 4L60E 1998 -UP               | PCE432.1001 |
| GM Powerglide                      | PCE432.1044 |
| GM Turbo 350 TH350                 | PCE432.1030 |
| GM Turbo 400 TH400                 | PCE432.1029 |
| GM Turbo 700R4 TH700R-4            | PCE432.1028 |
| GM Turbo 700R4 4x4 (4WD) 30 Spline | PCE432.1047 |

# Automatic Transmission Components

## Automatic Transmission Case



Elevate the durability and performance of your automatic transmission with our Automatic Transmission Case. Designed to exceed industry standards, our transmission cases are built to withstand rigorous conditions and deliver optimal performance. Constructed with high-quality materials and advanced engineering, our transmission cases offer enhanced strength, heat dissipation, and resistance to wear and tear. Experience peace of mind knowing that your transmission is protected by a reliable and robust case, ensuring smooth shifting, improved power transfer, and prolonged transmission life. Upgrade your automatic transmission with our premium Transmission Case and elevate your driving experience to new heights.



| Application     | Case Material | Rating  | Part #      |
|-----------------|---------------|---------|-------------|
| Turbo 400 TH400 | Aluminum      | SFI 4.1 | PCE628.1002 |
| GM Powerglide   | Aluminum      | SFI 4.1 | PCE628.1001 |
| Ford C4         | Aluminum      | SFI 4.1 | PCE628.1003 |

## Automatic Transmission Tailhousing

Experience unparalleled strength and rigidity with Speedmaster's Automatic Transmission Tailhousing. Crafted from aircraft-grade aluminum alloy, this tailshaft housing is engineered to be five times stronger than stock options. With thicker walls and enhanced gusseting, it surpasses competitors in durability. Upgrade your transmission with confidence, knowing that Speedmaster's Tailhousing offers unmatched performance and reliability.



| Application        | Notes                                      | Part #         |
|--------------------|--|----------------|
| GM Turbo 700R4     | Mechanical speedometer applications        | PCE598.1008.** |
| GM Turbo 400 TH400 | -  | PCE598.1006.** |
|                    | Powerglide Length Accepts a Turbo 400 yoke | PCE598.1002    |
| GM Powerglide      | This case takes a TH400 Yoke (32 spline)   | PCE598.1001    |
| Ford C4            | -  | PCE598.1005    |

# Automatic Transmission Components

## Automatic Transmission Gear


### Complete Planetary Gear Sets

Upgrade your transmission with our Complete Gear Sets. Designed for a full transmission rebuild or replacement, these sets include all necessary components for a comprehensive overhaul. Experience enhanced performance, improved torque transfer, and increased durability. Trust our precision craftsmanship and high-quality materials to revitalize your transmission and unlock its full potential.

|  |                   |                                      |                                     |             |
|---|-------------------|--------------------------------------|-------------------------------------|-------------|
| Application   | Gear Set Material | Front Planetary Pinion Gear Quantity | Rear Planetary Pinion Gear Quantity | Part #      |
| Ford C6   | 4340 Steel        | 5                                    | 6                                   | PCE550.1011 |
| Ford C4   | 4340 Steel        | 6                                    | 8                                   | PCE550.1009 |
| Chrysler 727 TorqueFlite  | 4340 Steel        | 5                                    | 6                                   | PCE550.1010 |

### Planetary Pinion-Based Gear Sets


Customize your transmission's performance with our Pinion-Based Gear Sets. Available for a range of transmissions, these sets optimize the planetary gear system. Choose from different pinion configurations and gear ratios to fine-tune power delivery. Upgrade your planetary gear set for smoother shifts, improved acceleration, and a tailored driving experience.

|  |                       |             |  |
|--|-----------------------|-------------|--|
| Application  | Notes                 | Part #      |  |
| GM TH700R4 4L60 - 4L70E  | 6-Pinion              | PCE550.1012 |  |
| GM 4L80  | 6-Pinion              | PCE550.1013 |  |
| GM TH400   | 2.10 - 1.40 Ratio     | PCE550.1006 |  |
| GM Powerglide  | Short - 18 in.        | PCE550.1003 |  |
| GM Powerglide  | Long - 28 in.         | PCE550.1004 |  |
| Ford C6  | 6-Pinion - 2.72 Ratio | PCE550.1008 |  |
| Ford C4  | 8-Pinion - 2.20 Ratio | PCE550.1005 |  |
|  | 6-Pinion - 2.46 Ratio | PCE550.1001 |  |
|  | 4-Pinion - 2.46 Ratio | PCE550.1007 |  |

## Automatic Transmission Shaft

Our hardened input shafts offer increased lubrication, flow and strength, a resized diameter provides optimum stress lubrication along the entire length of the shaft, and extended high gear splines to the oil ring. It is manufactured from 300M high-strength steel with additional processing for resistance to fracture.

| Application                      | Type               | Part #      |
|----------------------------------|--------------------|-------------|
| GM Powerglide                    | Input / Main Shaft | PCE602.1005 |
| GM Powerglide to TH400 Converter | Input / Main Shaft | PCE602.1006 |
| GM Turbo 400 TH400 - Stage II    | Intermediate Shaft | PCE602.1007 |
|                                  | Input / Main Shaft | PCE602.1004 |
| GM 4L80                          | Input / Main Shaft | PCE602.1009 |
| Ford C6                          | Input / Main Shaft | PCE602.1010 |
| Ford C4 0.839" 26 / 26 Spline    | Input / Main Shaft | PCE602.1002 |
| Ford C4 0.839" 26 / 24 Spline    | Input / Main Shaft | PCE602.1001 |
| Ford C4 0.788" 26 / 24 Spline    | Input / Main Shaft | PCE602.1008 |



QUICK TIP

**Ford C4 Input Shaft Variations?**

The early model C4 (1964-1969) used a .788-inch 24-spline input shaft, which was upgraded in 1970 to 26-spline and .839-inch. The upgrade also included a matching clutch hub of 26-spline. In 1971, Ford went to a .839-inch 26/24-spline input shaft, meaning the torque-converter side is 26-spline and the clutch hub is 24-spline.

## Automatic Transmission Pump

Upgrade your automatic transmission with the Speedmaster Automatic Transmission Pump. Designed for optimal fluid flow and pressure, this pump ensures smooth shifts and improved performance. With advanced technology and high-quality materials, it provides enhanced cooling and lubrication, extending your transmission's lifespan. Elevate your driving experience with the Speedmaster Automatic Transmission Pump.

|  |             |
|---|-------------|
| Application   | Part #      |
| GM TH400  | PCE693.1003 |
| GM Powerglide   | PCE693.1001 |
| Ford C4   | PCE693.1002 |


## Automatic Transmission Servo

If you're looking for an easy upgrade to your automatic transmission, Speedmaster Servo piston kits may be the answer. The improvement in shift quality is an immediate and noticeable value. These direct replacement kits will help to eliminate a bit of a "sloppy" gear performance caused by faulty OEM servo units. With all necessary rings and seals to prevent leakage and handle higher pressure, Speedmaster servo pistons can be your link to greater band apply force. Choose the kit that matches your vehicle specs, then expect faster and firmer shifts!

|  |            |                |
|---|------------|----------------|
| Application   | Type       | Part #         |
| GM Powerglide 1st Gear  | Servo Kit  | PCE610.1002.** |
|   | Cover Only | PCE610.1004.** |
| Ford C4 C5 C Ratio  | Servo Kit  | PCE610.1001.** |
|   | Cover Only | PCE610.1003.** |

## Automatic Transmission Valve Body

Speedmaster billet aluminum valve bodies are a direct replacement for your original valve body. These valve bodies shift quickly and incorporate an adjustable pressure regulator. Fully 5 axis CNC machined from billet aluminum, these valve bodies will help your project shed some weight.

|  |                     |                |
|---|---------------------|----------------|
| Application   | Notes               | Part #         |
| GM Powerglide   | -                   | PCE634.1001    |
| GM TH400  | -                   | PCE634.1006.** |
|   | 2-Speed             | PCE634.1008.01 |
|   | External TransBrake | PCE634.1007    |
| GM 4L80   | Full Manual         | PCE634.1009.** |
| Ford C4   | Reverse Pattern     | PCE634.1004.** |
| Chrysler 727 TorqueFlite  | Full Manual         | PCE634.1010.01 |

# Automatic Transmission Components

## Clutch Assembly

The clutch assembly in an automatic transmission enables power transfer and smooth gear selection. It consists of friction plates and steel plates that engage and disengage, ensuring efficient shifting and reliable operation.



| Application | Type                    | Notes        | Part #         |
|-------------|-------------------------|--------------|----------------|
| GM TH400    | Forward Clutch          | -            | PCE623.1025.** |
|             | Direct Clutch           | -            | PCE623.1022.** |
|             | Forward & Direct Clutch | -            | PCE623.1018.** |
|             | Forward & Direct Clutch | +CF Clutches | PCE623.1019.** |
| Ford C4     | Forward Clutch          | -            | PCE623.1004    |

## Drum

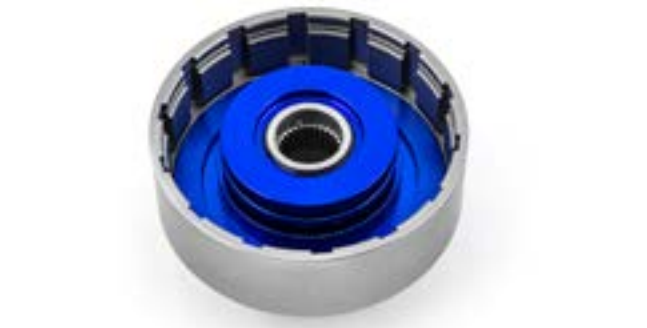
The drum in an automatic transmission contains clutch packs or brake bands, enabling gear selection and vehicle movement. Built to withstand high speeds and torque, it ensures reliable power transmission and smooth gear shifts.



| Application   | Gear Set Material          | Sprag Included  | Notes      | Part #      |
|---------------|----------------------------|-----------------|------------|-------------|
| GM TH400      | Forward Drum & Input Shaft | No              | No         | PCE623.1009 |
|               | Direct Drum                | No              | 34 Element | PCE623.1013 |
|               | Direct Drum                | Yes -36 Element | HD Racing  | PCE623.1010 |
| GM Powerglide | Direct Drum                | No              | 10 Clutch  | PCE623.1003 |
| Ford C4       | Direct Drum                | No              | -          | PCE623.1012 |

## Drum & Piston

The drum and piston assembly controls the application and release of clutches and bands in an automatic transmission. The drum houses these components, while the piston applies pressure to engage or release them, facilitating precise gear changes and optimal transmission performance.



| Application | Notes        | Part #      |
|-------------|--------------|-------------|
| GM TH400    | -            | PCE623.1002 |
| GM TH400    | XLarge Sprag | PCE623.1027 |

## Piston

The piston is a hydraulic component that regulates clutch and band engagement within the automatic transmission. By applying hydraulic pressure, it enables accurate clutch operation, resulting in responsive gear shifts and efficient power transfer.



| Application   | Notes                        | Part #      |
|---------------|------------------------------|-------------|
| GM TH400      | Piston for Direct or Forward | PCE623.1006 |
| GM Powerglide | Reverse Piston               | PCE623.1024 |
|               | Piston for 10 Clutch Drum    | PCE623.1005 |

## Drive Shaft Transmission Slip Yoke

Upgrade your transmission swap with Speedmaster Transmission Slip Yokes. These yokes provide a perfect fit for your application and allow for larger U-joints, making them ideal for high horsepower setups. Trust Speedmaster for reliable power transfer and a seamless transmission upgrade. Maximize performance with Speedmaster Transmission Slip Yokes.



| Application                | Yoke Inner Spline Quantity      | Yoke Material | Yoke Overall Length | Universal Joint Style | Part Number    |
|----------------------------|---------------------------------|---------------|---------------------|-----------------------|----------------|
| Chrysler 727 Torqueflite   | 29(Fits 30 Spline Trans output) | Billet CNC    | 7.125 in.           | 1350 Series           | PCE216.1023    |
| Ford C4 AOD T5             | 27(Fits 28 Spline Trans output) | Steel         | 6.500 in.           | 1330 Series           | PCE216.1010    |
| Ford C4                    | 27                              | Billet CNC    | 7.250 in.           | 1350 Series           | PCE216.1016.02 |
| Ford C6                    | 30                              | Billet CNC    | 7.125 in.           | 1350 Series           | PCE216.1017.02 |
| Ford ZF 6HP26              | 43                              | Billet CNC    | 5.125 in.           | 1350 Series           | PCE216.1027    |
| GM 6L80E                   | 32                              | Billet CNC    | 6.375 in.           | 1350 Series           | PCE216.1026    |
| Turbo 350 Powerglide       | 26(Fits 27 Spline Trans output) | Billet CNC    | 6.250 in.           | 1350 Series           | PCE216.1015.02 |
| Turbo 400 Muncie Super T10 | 31(Fits 32 Spline Trans output) | Billet CNC    | 6.500 in.           | 1350 Series           | PCE216.1012.02 |



# Automatic Transmission Pans

## Stock - Standard

Standard-depth automatic transmission pans are quality replacement for your pan. No modifications to the dipstick are needed, and these cast aluminum pans have a beautiful polished finish for great looks.

### CAST ALUMINUM



| Application              | Capacity           | Pan Material        | Pan Finish | Part #         |
|--------------------------|--------------------|---------------------|------------|----------------|
| Turbo TH350              | Stock - Standard   | Aluminum            | Polished   | PCE221.1004    |
|                          | Deep - High Volume | Aluminum            | Black      | PCE221.1024.** |
|                          | Deep - High Volume | Fabricated Aluminum | Natural    | PCE221.1030    |
| Turbo TH400              | Stock - Standard   | Aluminum            | Polished   | PCE221.1005    |
|                          | Deep - High Volume | Aluminum            | Black      | PCE221.1021    |
|                          | Deep - High Volume | Fabricated Aluminum | Natural    | PCE221.1031    |
| Turbo 700R4              | Stock - Standard   | Aluminum            | Polished   | PCE221.1006    |
|                          | Deep - High Volume | Aluminum            | Black      | PCE221.1032    |
| GM 4L80E                 | Deep - High Volume | Aluminum            | Black      | PCE221.1029    |
| GM Powerglide            | Deep - High Volume | Aluminum            | Black      | PCE221.1027    |
|                          | Deep - High Volume | Fabricated Aluminum | Natural    | PCE221.1025    |
| Chrysler Torqueflite 727 | Deep - High Volume | Aluminum            | Black      | PCE221.1015.** |
| Ford C4                  | Deep - High Volume | Aluminum            | Black      | PCE221.1022.** |
|                          | Deep - High Volume | Fabricated Aluminum | Natural    | PCE221.1028    |

## Deep - High Volume

Deep automatic transmission pans provide additional fluid capacity and cooling ability. No modifications to the dipstick are needed. They Feature a cast aluminum construction that not only adds strength and structural integrity to the transmission but helps dissipate heat and keeps the fluid cooler.

### CAST ALUMINUM



### FABRICATED ALUMINUM



# Automatic Transmission Components

## Transmission Pan Gaskets

These gaskets are designed for today's performance transmissions, nothing worse than a leaky transmission, and leaks can lead to the death of your performance transmission. Constructed from a cellulose/nitrile material that features excellent tensile strength and superior blowout resistance, and their latex coating conforms to minor sealing-surface irregularities for a better seal.

| Application                    | Material                 | Part #      |
|--------------------------------|--------------------------|-------------|
| Turbo TH350                    | Rubber Coated Core       | PCE613.1001 |
|                                | Silicone with Steel Core | PCE613.1008 |
| Turbo TH400                    | Rubber Coated Core       | PCE613.1004 |
|                                | Silicone with Steel Core | PCE613.1006 |
| GM Powerglide                  | Rubber Coated Core       | PCE613.1005 |
|                                | Silicone with Steel Core | PCE613.1009 |
| Ford C4                        | Rubber Coated Core       | PCE613.1003 |
|                                | Silicone with Steel Core | PCE613.1007 |
| Chrysler Dodge 727 Torqueflite | Rubber Coated Core       | PCE613.1002 |



## Transmission Fluid Dipstick

### Braided Stainless Steel



Speedmaster flexible braided stainless transmission dipsticks match right up with other Speedmaster accessories. They feature a flexible, heat-resistant PTFE rod with a braided stainless steel cover. The inner rod is stamped with appropriate trans-fluid levels, and the outer housing has a slim design that allows for mounting inside of the headers. These dipsticks are available in both firewall-mount and trans-mount styles, and a funnel adapter is included for assistance with filling.

### Steel Tube



Dress up your engine compartment with one of these Speedmaster transmission dipstick-and-tube combinations. Similar in design to OEM units, they feature a gold iridited finish for durability. They have all of the tabs necessary for mounting, and can be installed with simple hand tools.

| Application               | Tube Material           | Entry             | Mounting Location | Part #      |
|---------------------------|-------------------------|-------------------|-------------------|-------------|
| Ford C6 BB 460            | Braided stainless steel | Transmission case | Bellhousing mount | PCE495.1018 |
| Ford C4                   | Steel Tube              | Transmission pan  | Bellhousing mount | PCE495.1011 |
|                           | Steel Tube              | Transmission case | Bellhousing mount | PCE495.1012 |
|                           | Braided stainless steel | Transmission pan  | Bellhousing mount | PCE495.1016 |
|                           | Braided stainless steel | Transmission case | Bellhousing mount | PCE495.1017 |
| Chrysler Torqueflite A904 | Braided stainless steel | Transmission case | Firewall mount    | PCE495.1010 |
| GM Turbo TH400 24"        | Steel Tube              | Transmission case | Bellhousing mount | PCE495.1014 |
| GM Turbo TH350 34"        | Steel Tube              | Transmission case | Bellhousing mount | PCE495.1013 |
| GM Turbo TH350 27"        | Steel Tube              | Transmission case | Bellhousing mount | PCE495.1015 |
| GM Powerglide 1962+       | Steel Tube              | Transmission case | Bellhousing mount | PCE414.1004 |

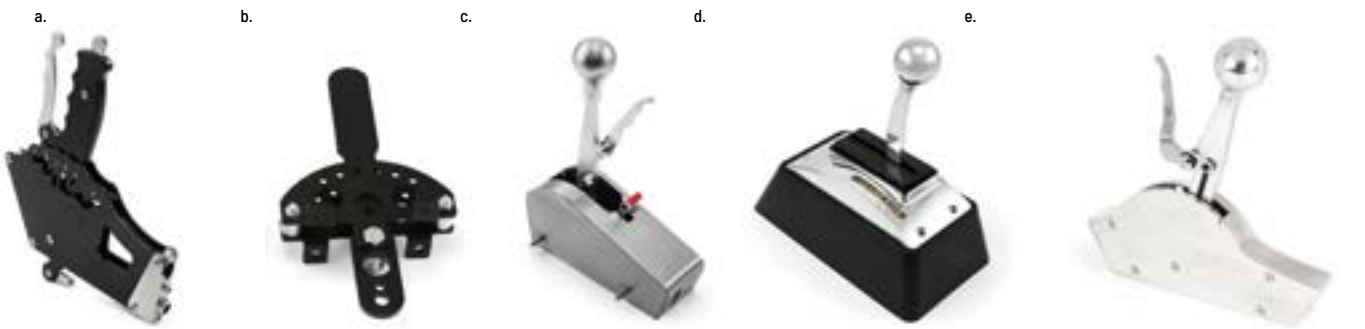
# Shifters

## PUT YOUR HANDS ON IT

Discover a new level of control and driving comfort with our collection of precision-engineered shifters for both manual and automatic transmissions. Whether you're an enthusiast of the classic manual transmission or prefer the convenience of an automatic, our wide range of shifters is designed to enhance your driving experience. Built from high-quality materials, they offer a smooth, responsive gear-changing performance, allowing you to navigate the power of your vehicle with precision and ease. Experience the blend of innovation, quality, and style with our collection of shifters, designed to put the power and control right at your fingertips.

### Automatic Transmission

Experience the seamless integration of comfort and control with Speedmaster's range of shifters for automatic transmissions. Designed for a variety of applications, our shifters optimize your vehicle's automatic gear transitions, delivering a smooth, efficient, and responsive performance. Constructed from durable materials and engineered for easy installation, Speedmaster shifters ensure longevity and consistent performance. Elevate your driving experience with Speedmaster's automatic transmission shifters, the perfect blend of functionality, quality, and style.



| Ref. | Application                        | Shifter Style    | Shift Mechanism | Knob Included | Knob Style     | Shift Pattern | Cable Entry | Cable Included | Linkage Included | Part #         |
|------|------------------------------------|------------------|-----------------|---------------|----------------|---------------|-------------|----------------|------------------|----------------|
| a.   | Ford C4 C6                         | Cable operated   | Gate            | Yes           | Pistol grip    | Reverse       | Rear        | No             | No               | PCE220.1010    |
|      | GM Turbo TH200 TH350 TH400         | Cable operated   | Gate            | Yes           | Pistol grip    | Reverse       | Rear        | No             | No               | PCE220.1007    |
|      | GM Turbo TH350 TH400               | Cable operated   | Gate            | Yes           | Pistol grip    | Reverse       | Rear        | No             | No               | PCE220.1008    |
|      | GM Powerglide 2 Speed Manual Shift | Cable operated   | Gate            | Yes           | Pistol grip    | Forward       | Rear        | No             | No               | PCE220.1013    |
|      | GM Powerglide                      | Cable operated   | Gate            | Yes           | Pistol grip    | Forward       | Front       | No             | No               | PCE220.1009    |
| b.   | GM Powerglide Racing               | Linkage operated | Detent          | No            | Standard       |               | Front       | No             | Yes              | PCE220.1005    |
| c.   | Universal 3 & 4 Speed              | Cable operated   | Gate            | Yes           | Round          |               | Front       | Yes            | Yes              | PCE220.1015    |
| d.   | Universal 3 & 4 Speed              | Cable operated   | Ratchet         | Yes           | Round          |               | Front       | Yes            | Yes              | PCE220.1014    |
| e.   | Universal 2,3 & 4 Speed            | Cable operated   | Gate            | Yes           | Knob and Lever |               | Rear        | Yes            | Yes              | PCE220.1011.** |

### Shifter Cables

Speedmaster™ high-quality steel cables have a nylon liner and are pre-lubricated for smooth operation. The red cover is heat-resistant for longer life and more dependable service. They have one threaded and one eyelet end to fit most aftermarket cable-operated automatic shifters.

| Overall Cable Length | Suits | Part #      |
|----------------------|-------|-------------|
| 4 ft.                | B&M   | PCE219.1001 |
| 4 ft.                | Hurst | PCE219.1002 |



# Torque Converter

Engineered with strength in mind, this torque converter boasts a one-piece forged steel turbine hub, preventing ballooning and ensuring durability. The 5-axis CNC machined rear cover further enhances its strength and precision. With a 10" diameter construction, it reduces rotational weight, maximizing horsepower scavenging. But the real standout feature is the adjustability it offers. You can easily change your stall speed at home, thanks to its self-serviceable design.

#### Additional Benefits:

- Anti ballooning impeller and engineered base.
- Bolt on Modification that requires no additional tuning.
- Billet, bolt together and self service-able, enabling easy stall adjustments
- Heavy Duty Thrust bearings
- O ring Sealed
- 5 Axis CNC machined body and Fins
- Internally and Externally Balanced
- Hardened One piece Pump Hub



| Application       | Diameter (in.) | Info          | Anti Ballooning Plate | Part #        |
|-------------------|----------------|---------------|-----------------------|---------------|
| Turbo Th350 Th400 | 10.000 in.     | 3750-4250 RPM | Yes                   | PCE533.1014** |
| Ford C4           | 10.000 in.     | 3750-4250 RPM | Yes                   | PCE533.1019   |



SPEEDMASTER™  
AwardConqueror



### Bellhousing

These bell housings are designed for circle track, strip, and street applications. Built from high-grade steel, the cone is spun, not rolled or stamped, allowing these bell housings to be the most dimensionally stable and accurate for today's high performance vehicles.



| Application   | Yoke Material | Part Number |
|---|---------------|-------------|
| Chevy SBC BBC Ford SB to C4   | Steel         | PCE542.1015 |
|   | Aluminum      | PCE542.1022 |
| Chevy SBC BBC Ford SB to Powerglide / TH400 (Speedmaster & Reid Case) | Steel         | PCE542.1003 |
|   | Aluminum      | PCE542.1021 |
| Ford 289 302 351 400 Cleveland Windsor 164 Tooth to Toploader         | Aluminum      | PCE542.1001 |
| Ford FE 390 427 428 to GM TH400                                       | Steel         | PCE542.1010 |



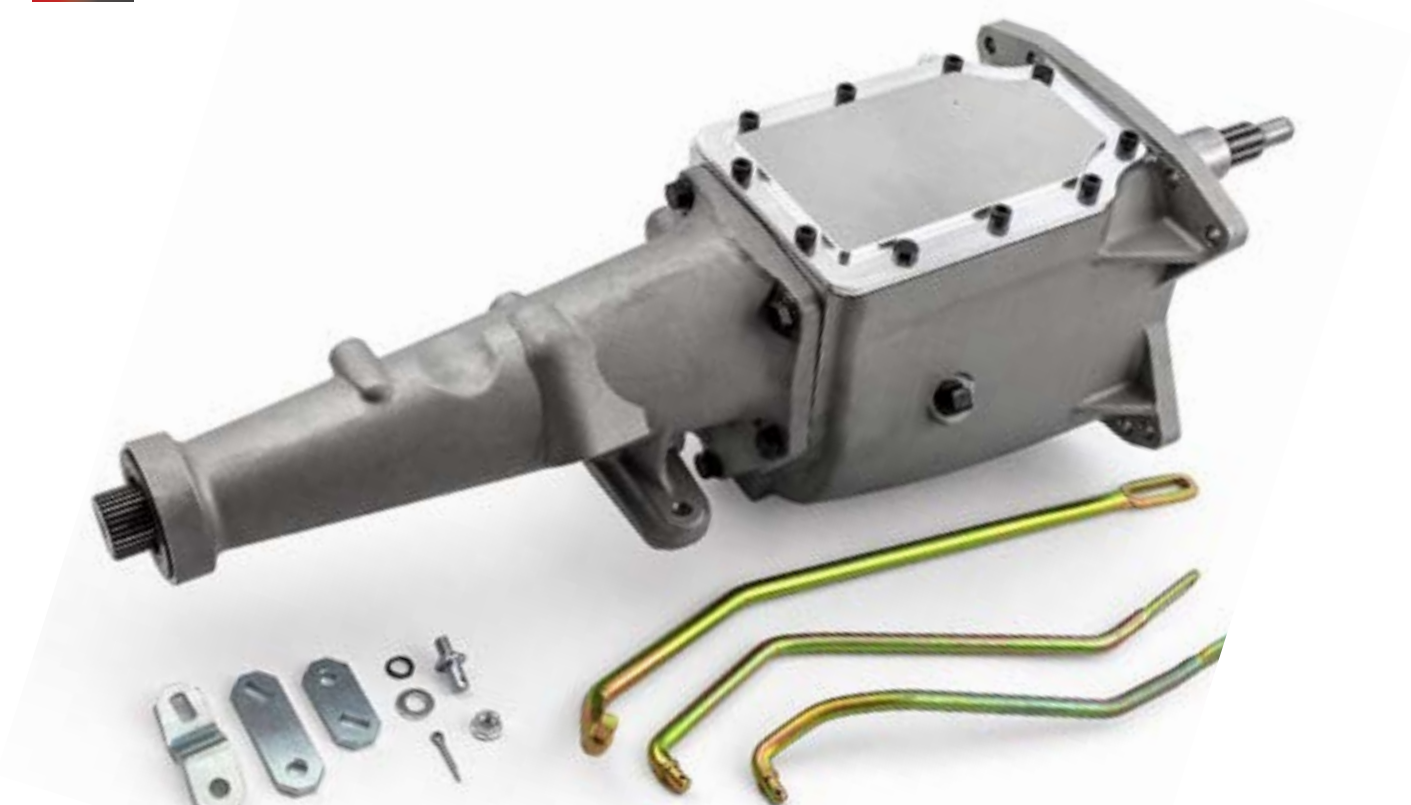
# Manual Transmissions

## POWER AND DURABILITY

Experience uncompromising performance and reliability with Speedmaster Manual Transmissions. Crafted with precision and attention to detail, these transmissions are built using all-new components and a sturdy case. Engineered for engines producing up to 500hp, each component is meticulously hand-fit and assembled in the USA, ensuring the ultimate in precision fit and finish. Whether you're seeking aggressive shifts on the track or smooth operation on the street, Speedmaster Manual Transmissions deliver the power and durability you need. Upgrade your drivetrain with confidence and unlock the full potential of your high-performance vehicle with Speedmaster Manual Transmissions.



USA Assembled



| Application    | Number of Gears | Gear Ratio | Input Shaft Diameter | Input Spline Quantity | Output Shaft Spline Quantity | Output Shaft Spline Diameter | Yoke Style | First Gear Ratio | Second Gear Ratio | Third Gear Ratio | Fourth Gear Ratio | Case Material | Tailshaft Length | Part #      |
|----------------|-----------------|------------|----------------------|-----------------------|------------------------------|------------------------------|------------|------------------|-------------------|------------------|-------------------|---------------|------------------|-------------|
| Ford Toploader | 4               | Wide       | 1.0625 in            | 10                    | 31                           | 1.360 in.                    | Slip-on    | 01:02.8          | 01:01.9           | 01:01.4          | 01:01.0           | Cast Iron     | Short            | PCE646.1004 |
|                | 4               | Wide       | 1.0625 in            | 10                    | 31                           | 1.360 in.                    | Slip-on    | 01:02.8          | 01:01.9           | 01:01.4          | 01:01.0           | Cast Iron     | Long             | PCE646.1003 |
|                | 4               | Wide       | 1.0625 in            | 10                    | 31                           | 1.360 in.                    | Slip-on    | 01:02.8          | 01:01.9           | 01:01.4          | 01:01.0           | Aluminum      | Short            | PCE646.1002 |
|                | 4               | Wide       | 1.0625 in.           | 10                    | 31                           | 1.360 in.                    | Slip-on    | 01:02.8          | 01:01.9           | 01:01.4          | 01:01.0           | Aluminum      | Long             | PCE646.1001 |





# Flywheels and Flexplates

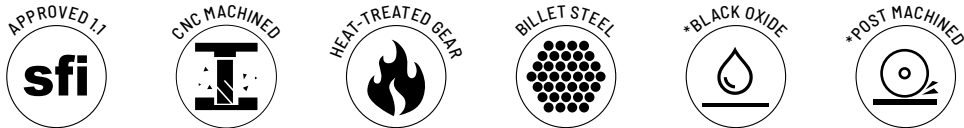
## BORN FOR HIGH-RPM

The transmission can be one of the more confusing parts of a vehicle, but also one of the most important. Transmissions – whether manual or automatic – essentially take the power from the engine and apply it to the drive wheels. As such, this is one of the most critical systems in any car. Flywheels are used in manual transmissions and flexplates are used exclusively for automatics; essentially they serve as the link that marries the transmission to the engine.

### Flywheels

MANUAL TRANSMISSIONS

Speedmaster™ flywheels are fully CNC machined from a high tensile aircraft billet steel. The high carbon steel material is incredibly strong and can withstand the rigors of the most extreme engines, drivers, and road conditions. Grab one of these race-ready Speedmaster™ billet steel flywheels for the durability and performance that you demand at a great price! To withstand the severe abuse of high-rpm racing in heavy drag cars, use Speedmaster™ billet steel flywheels. Most are drilled for both Borg & Beck and Long-style clutch assemblies.



| Application                      | Ring Gear Tooth Quantity | Rear Main Seal Style | Billet Natural Part # | Billet Black Oxide Part # |
|----------------------------------|--------------------------|----------------------|-----------------------|---------------------------|
| Chevrolet SBC 350 Late           | 153-tooth                | 1-piece              | PCE229.1004           | -                         |
|                                  | 168-tooth                | 1-piece              | 1-229-011             | 1-229-003                 |
| Chevy SBC 350 BBC 454            | 153-tooth                | 2-piece              | 1-229-009             | 1-229-001                 |
| Chevy SBC 350 400 BBC 454        | 168-tooth                | 2-piece              | 1-229-010             | 1-229-002                 |
| GM LS1 LS2 LS3 LS6 LS7 L76       | 168-tooth                | -                    | 1-229-015             | 1-229-007                 |
| Ford SB 289 302 351 351C Windsor | 157-tooth                | -                    | 1-229-012             | 1-229-004                 |
|                                  | 164-tooth                | -                    | 1-229-013             | 1-229-005                 |
| Ford 429 460                     | 164-tooth                | -                    | 1-229-014             | 1-229-006                 |
| Oldsmobile / Pontiac V8          | 166-tooth                | 2-piece              | PCE229.1046           | -                         |



**Black Oxide Finish**  
Black oxide is a conversion coating for ferrous materials. It is used to add mild corrosion resistance, for appearance, dimensional stability, anti-galling and more.



### Flexplates

AUTOMATIC TRANSMISSIONS

Speedmaster™ flexplates make excellent upgrades to your stock design. They feature extra-thick steel that's double-welded to the ring gear for added strength and anodized for corrosion resistance. Speedmaster™ flexplates will withstand the extreme power and rpm of today's engines.



| Application                              | Ring Gear Tooth Quantity | Rear Main Seal Style | Steel Part # | Billet Natural Part # | Billet Black Oxide Part # |
|--|--------------------------|----------------------|--------------|-----------------------|---------------------------|
| Chevrolet SBC 350 Late                   | 168-tooth                | 1-piece              | PCE226.1005  | 1-226-003             | 1-226-011                 |
| Chevy SBC 350 BBC 454                    | 153-tooth                | 2-piece              | PCE226.1001  | 1-226-001             | 1-226-009                 |
| Chevy SBC 350 400 BBC 454                | 168-tooth                | 2-piece              | PCE226.1002  | 1-226-002             | 1-226-010                 |
|  |                          |                      | PCE226.1003  |                       |                           |
|  |                          |                      | PCE226.1008  |                       |                           |
| GM LS1 LS2 LS3 LS6 LS7 L76               | 168-tooth                | -                    | PCE226.1006  | 1-226-008             | 1-226-016                 |
| Ford SB 289 302 351 351C Windsor         | 157-tooth                | -                    | PCE226.1012  | 1-226-005             | 1-226-013                 |
|  | 164-tooth                | -                    | -            | 1-226-006             | 1-226-014                 |
| Ford 429 460                             | 164-tooth                | -                    | PCE226.1028  | 1-226-007             | 1-226-015                 |
| Oldsmobile V8                            | 166-tooth                | 2-piece              | PCE226.1014  | 1-226-004             | 1-226-012                 |
| Mopar Chrysler SB 318 340 360 BB 383 440 | -                        | -                    | PCE226.1031  | -                     | -                         |
| Ford 6.4L 2008 - 2010 Diesel             | 141-tooth                | -                    | -            | -                     | 1-226-017                 |
| Nissan RB RB25 RB30                      | 120-tooth                | -                    | -            | PCE226.1033           | PCE226.1032               |

# Axle Assemblies

## EAGER FOR ACTION

Is your axle assembly up to the challenge of managing the high-torque, high-power output of your customized street/strip engine? Can it withstand the rough, relentless landscape of your next off-road adventure? Guarantee a positive response by replacing your standard or damaged axle assembly with a superior version from Speedmaster. Remember, broken axles lead to shattered dreams—dodge the disaster with complete axle assemblies from Speedmaster™.



### 28-Spline

UP TO 500HP

Speedmaster™ Ford 9 inch 28-Spline Modular Differential Complete, a perfect fit for mildly-tuned street cars. With a capacity to handle up to 500HP, it ensures a smooth and reliable driving experience.

### 31-Spline

UP TO 700HP

Speedmaster™ Ford 9 inch 31-Spline Modular Differential Complete is tailored for high-performance street cars reaching up to 700 horsepower. A valuable upgrade from the 28-Spline, this assembly guarantees improved power delivery and longevity.

### 35-Spline

UP TO 1,200HP

For the most serious street and racing applications, consider the Ford 9 inch 35-Spline Modular Differential Complete. Designed to withstand up to 1,200 HP, it provides uncompromising strength and endurance for high-stress environments.

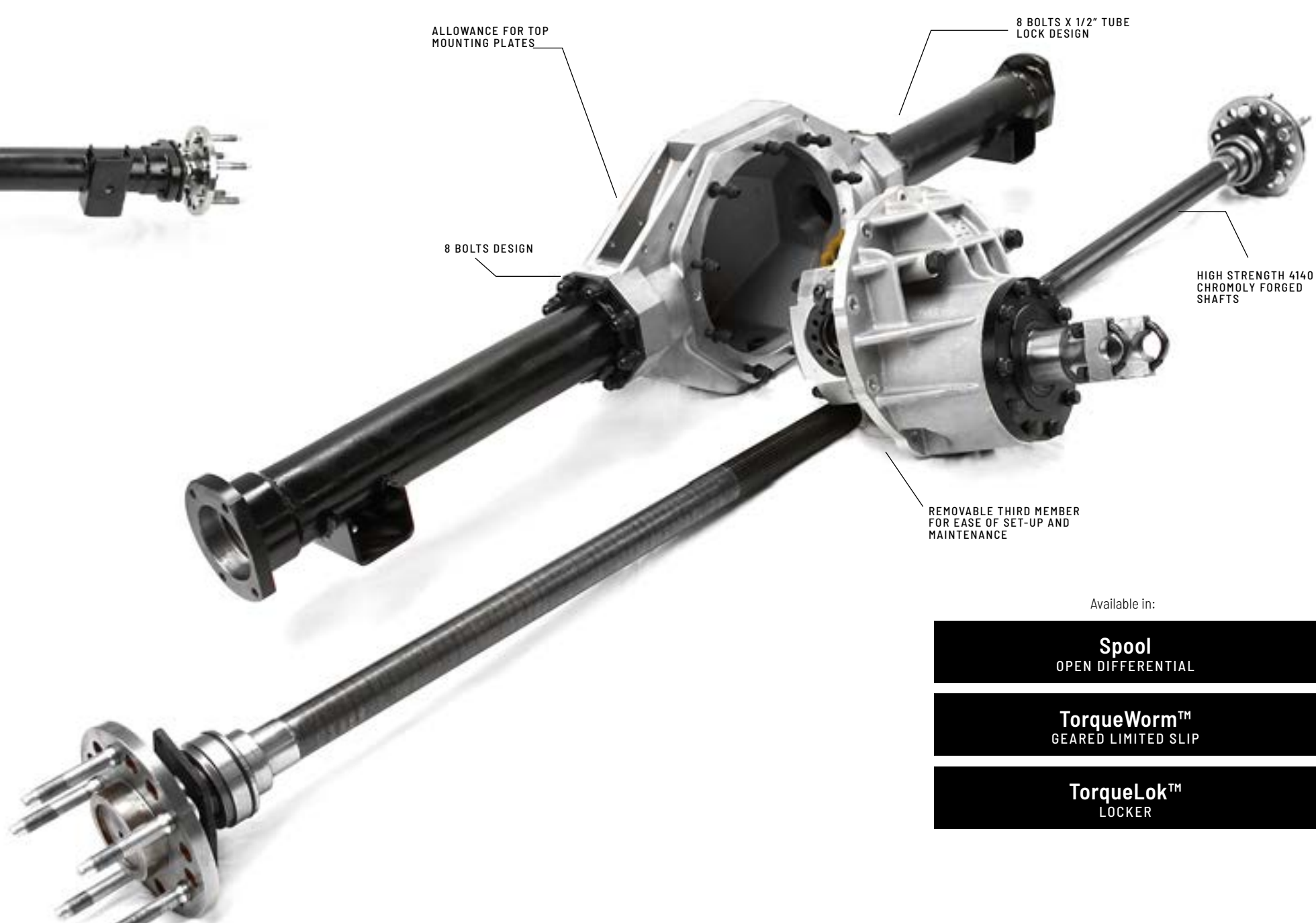
### 40-Spline

UP TO 1,200HP+

Engineered for the most aggressive racing and street applications, the Speedmaster™ Ford 9 inch 40-Spline Modular Differential Complete is ideal for vehicles that exceed 1,200 horsepower. This high-performance option guarantees superior durability and strength.

### Assembly:

The assembly process is meticulously performed at Speedmaster's Differential Department under the careful supervision of our Head Differential Technician. With 40 years of unrivaled experience in the Differential Industry, we offer quality assurance in our products. Our expertise extends to all forms of motorsport, from V8 SUPERCAR to Group 1 Drag Racing. For any queries, requirements, or upgrade discussions related to your differential, our seasoned Technician is readily available.



Available in:

**Spool**  
OPEN DIFFERENTIAL

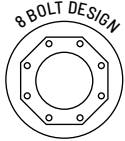
**TorqueWorm™**  
GEARED LIMITED SLIP

**TorqueLok™**  
LOCKER

# Rear Axle Housings

## INNOVATIVE PERFORMANCE

"STRONG AND VERSATILE" - That's what makes the 9 inch Ford diff so popular. Most people running performance street vehicles have had the misfortune to break either axles or a center and once you start combining high horse power with big tires, the inevitable occurs. The added stress is usually too much for the stock rear axle assembly. However Speedmaster™ is here to solve the problem, Speedmaster's Axle Housings combine brute strength and light weight with the added benefit of a removable third member for ease of set-up and maintenance.

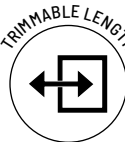


| Application | Part #      |
|-------------|-------------|
| Ford 9"     | PCE210.1005 |

# Axle Shafts

## WHEN QUALITY IS THE AIM

Speedmaster™ axles are produced using state of the art equipment and manufacturing techniques. We constantly strive to improve the processes and we stand behind the quality of Speedmaster™ axle shafts. These forged steel street axles are non-tapered with hardened bearing seats and machined to fit a variety of applications. These axles are available in any length up to 34 inch and if you choose to narrow your rear-end at a later time, these axles can be shortened to suit.



### Full Floating

These forged steel axles are splined on both ends for floater style rear ends. Will fit most quick change and 9" Ford rear end applications. Designed for use with 35 spline drive plates. Cut to length design 8 in. of spline on both ends of axle.



| Inner Axle Splines | Outer Axle Splines | Axle Length (in) | Part #      |
|--------------------|--------------------|------------------|-------------|
| 35                 | 35                 | 24.000 in.       | PCE201.1020 |
| 35                 | 35                 | 28.000 in.       | PCE201.1021 |

### Flanged

These forged steel axles are designed to fit a range of applications and are non-tapered with hardened bearing seats. Cut to length design 10 in. of spline, trim to desired length, press-in Wheel Stud Style and dual stud pattern 5 x 4.50 in. and 5 x 4.75 in.



| Inner Axle Splines | Bearing Size (in)               | Axle Length (in) | Part #      |
|--------------------|---------------------------------|------------------|-------------|
| 28                 | Small Bearing (1.378 in.)       | 24.000 in.       | PCE201.1010 |
|                    | Small Bearing (1.378 in.)       | 30.000 in.       | PCE201.1002 |
|                    | Small Bearing (1.378 in.)       | 34.000 in.       | PCE201.1003 |
| 31                 | Small Bearing (1.378 in.)       | 24.000 in.       | PCE201.1012 |
|                    | Small Bearing (1.378 in.)       | 30.000 in.       | PCE201.1005 |
|                    | Small Bearing (1.378 in.)       | 34.000 in.       | PCE201.1006 |
|                    | F-100 Large Bearing (1.562 in.) | 24.000 in.       | PCE201.1016 |
|                    | F-100 Large Bearing (1.562 in.) | 30.000 in.       | PCE201.1017 |
|                    | F-100 Large Bearing (1.562 in.) | 34.000 in.       | PCE201.1018 |
| 35                 | F-100 Large Bearing (1.562 in.) | 24.000 in.       | PCE201.1014 |
|                    | F-100 Large Bearing (1.562 in.) | 30.000 in.       | PCE201.1008 |
|                    | F-100 Large Bearing (1.562 in.) | 34.000 in.       | PCE201.1009 |





# Rear Axle Components

## Axle Housing Ends

Whether you are narrowing a rear axle housing for bigger tires or just building a new housing for your street car, you will need housing ends to complete your project. These rear housing ends will get the job done, forged from mild steel for ease of welding then fully machined on CNC equipment. This unit is designed to slide over the housing tube for a better weld. For 3" tube diameters.



| Flange Type       | Size | Part #      |
|-------------------|------|-------------|
| Small Ford        | 72mm | PCE198.1002 |
| Large Ford        | 80mm | PCE198.1003 |
| Large Ford Torino | 80mm | PCE198.1004 |

## Axle Retainer Plates

Axle retainer plates are designed to be mounted solidly to the axle housing end, to keep your rear axle in place and are laser cut to ensure perfect fitment.



| Flange Type       | Part #      |
|-------------------|-------------|
| Small Ford        | PCE200.1001 |
| Large Ford        | PCE200.1002 |
| Large Ford Torino | PCE200.1003 |

## Wheel Studs

Speedmaster™ press-in wheel studs are constructed from heat-treated alloy steel with a tensile and shear strength that exceeds SAE Grade 8 specs by 25 percent. These wheel studs feature durable finish and fatigue-resistant rolled threads.



| Thread Size | Knurl Diameter (in.) | Underhead Length (in) | Part #      |
|-------------|----------------------|-----------------------|-------------|
| 1/2 in. UNF | 0.610 in.            | 3.750 in.             | PCE408.1002 |
| 1/2 in. UNF | 0.630 in.            | 2.500 in.             | PCE408.1001 |

## Axle Sleeve

Adjust your axle backspacing with these axle sleeves.



| Type                            | Width    | Part #      |
|---------------------------------|----------|-------------|
| Small Bearing (1.378 in.)       | 0.869 in | PCE679.1001 |
| F-100 Large Bearing (1.562 in.) | 0.375 in | PCE679.1004 |
| F-100 Large Bearing (1.562 in.) | 0.593 in | PCE679.1003 |
| F-100 Large Bearing (1.562 in.) | 1.183 in | PCE679.1002 |

# Third Member Case

A good third member needs to start with a good case and we have them in two options: nodular iron and aluminum. Iron is the ultimate for strength, but aluminum will save you weight. House your carrier to handle the street or racing abuse with Speedmaster third member cases.

## Nodular Iron

Speedmaster 9 in. third member cases are made from heavy-duty nodular iron for maximum strength. They are heat-treated and stress-relieved before any of the CNC machine work is done.



| Case Style | Carrier Bearing | Pinion Support Bolt Quantity | Part #    |
|------------|-----------------|------------------------------|-----------|
| Ford 9 in. | 3.062 in.       | 5                            | 1-214-007 |
|            | 3.250 in.       | 5                            | 1-214-008 |

## Aluminum

Speedmaster aluminum cases are made from 356 T6 aluminum, our bearing caps are from one-piece billet, with a through bolt design and extra material is added to the bearing caps. This results in 50% less deflection that can occur with other units on the market.



| Case Style | Carrier Bearing | Pinion Support Bolt Quantity | Part #    |
|------------|-----------------|------------------------------|-----------|
| Ford 9 in. | 3.250 in.       | 5 or 10                      | 1-214-001 |
|            | 4.000 in.       | 5 or 10                      | 1-214-005 |



# Third Member Components

## Pinion Supports

Speedmaster pinion supports are CNC machined and available in two materials, Nodular Iron and aluminum. They are an economical solution to replacing failure-prone stock supports. Speedmaster pinion supports are designed to withstand extreme use.



| Style          | Pinion Support Material | Pinion Bearings | Pinion Support Bolt Quantity | Part #      |
|----------------|-------------------------|-----------------|------------------------------|-------------|
| Ford 9"        | Aluminum                | Daytona Style   | 5 & 10                       | 1-209-001   |
|                | Aluminum                | Oversize        | 5 & 10                       | 1-209-003   |
|                | Nodular Iron            | Daytona Style   | 5                            | 1-209-006   |
| Ford 9" 4.000" | Aluminum                | Oversize        | 5 & 10                       | 1-209-005   |
| Ford 8"        | Aluminum                | M88043-010      | 5                            | PCE209.1011 |

## Yokes

When building rear-ends for race cars or trucks, people tend to forget that the yoke is the one piece that ties it all together. They just reuse the old, beat-up OEM cast iron yoke. A forged steel yoke can mean the difference between winning and losing.



| Application                 | Yoke Inner Spline | Joint Style  | Yoke Overall Length (in) | Part #      |
|-----------------------------|-------------------|--------------|--------------------------|-------------|
| Ford 8"                     | 25                | 1350 U-Joint | 4.450 in.                | PCE216.1036 |
| Ford 9"                     | 28                | 1350 U-Joint | 4.750 in.                | PCE216.1002 |
|                             | 28                | 1310 U-Joint | 4.750 in.                | PCE216.1025 |
|                             | 28                | 1350 U-Joint | 3.750 in.                | PCE216.1003 |
|                             | 28                | CV Joint     | 5.250 in.                | PCE216.1031 |
|                             | 35                | 1350 U-Joint | 3.750 in.                | PCE216.1004 |
| M80 2004-06 Pontiac GTO IRS | 27                | CV Joint     | 5.000 in.                | PCE216.1030 |
| GM 6L80E                    | 32                | 1350 U-Joint | 6.375 in.                | PCE216.1026 |
| Dana M75 M78 M80 Borg/W     | 27                | 1350 U-Joint | 4.530 in.                | PCE216.1034 |

## U-Joint Fasteners

Speedmaster™ u-joint have a unique design which provides more bearing surface for the universal joint bearing cap. The result is greater strength compared to conventional girdles.



| U-Joint Type | Universal Joint Style | Material   | Part #      |
|--------------|-----------------------|------------|-------------|
| U-Bolts      | 1310 Series           | 4140 Steel | PCE433.1001 |
|              | 1350 Series           | 4140 Steel | PCE433.1002 |
| Girdles      | 1350 Series           | Aluminum   | PCE433.1003 |
|              | 1350 Series           | 4140 Steel | PCE433.1004 |

# Differential Carriers

THIS IS THE NEW LEVEL

## TorqueWorm™ - Geared Limited Slip

MAINTENANCE-FREE



The TorqueWorm is a torque biasing 6 pinion gear type limited slip unit. This is a preloaded unit allowing for a faster reacting unit. Unlike our competitors that only use 3 or 4 pinion gears. The use of 6 pinion gears means the stress on gears is spread over a greater surface area, reducing the load on all internal components.

The internal components are made from EN36 Material as used in racing such as V8 SUPERCAR. The outer cases made from 8620 Chrome-Nickel-Moly steel and the case hardened for long life and improved strength. The Torque Work unit is available in 28, 31 and 35 spline counts.



HELICAL-CUT WORM GEARS

| Application                           | Axle Shaft Spline Quantity | Part #      |
|---------------------------------------|----------------------------|-------------|
| BMW 3 Series E46 E90 E91 E92 E93 168L | 27                         | PCE204.1063 |
| Borg Warner Dana M80 Series GTD       | 28                         | PCE204.1018 |
|                                       | 31                         | PCE204.1005 |
| Borg Warner Dana M86 Series           | 30                         | PCE204.1006 |
| Chrysler 300 AMG E65                  | 30                         | PCE204.1048 |
| Chrysler 9.25" Rear                   | 31                         | PCE204.1023 |
| Chrysler AAM 9.25" Front              | 33                         | PCE204.1022 |
| DANA 44 - 3.73 & Down Ratio           | 30                         | PCE204.1027 |
| DANA 44 - 3.73 & Down Ratio           | 32                         | PCE204.1059 |
| DANA 44 - 3.92 & Up Ratio             | 30                         | PCE204.1029 |
| DANA 60 - 4.10 & Down Ratio           | 35                         | PCE204.1034 |
| DANA 60 - 4.56 & Up Ratio             | 35                         | PCE204.1035 |
| Ford 10.25" 10.50"                    | 35                         | PCE204.1045 |
| Ford 8.8" C-Clip                      | 31                         | PCE204.1036 |
| Ford 8.8" IRS Super Duty              | 31                         | PCE204.1012 |
| Ford 8"                               | 28                         | PCE204.1014 |
|                                       | 31                         | PCE204.1015 |
| Ford 9.75"                            | 34                         | PCE204.1024 |
| Ford 9"                               | 28                         | PCE204.1001 |
|                                       | 31                         | PCE204.1002 |
|                                       | 35                         | PCE204.1003 |
|                                       | 40                         | PCE204.1067 |
|                                       | 34                         | PCE204.1037 |
| Ford Mustang 2015-Up Super 8.8"       | 34                         | PCE204.1047 |
| Ford Ranger PJ PK Mazda BT50          | 34                         | PCE204.1066 |
| GM 10.5" 14 Bolt 4.10-Down            | 30                         | PCE204.1043 |
| GM 8.5" 8.6" 10 Bolt                  | 30                         | PCE204.1025 |
| GM 8.875" 12 Bolt 12P Car             | 30                         | PCE204.1040 |
| GM 8.875" 12 Bolt 12T Truck           | 30                         | PCE204.1031 |
| GM 9.5"                               | 33                         | PCE204.1046 |
| GM Camaro 2010-Up AAM 8.6             | 32                         | PCE204.1008 |
| GM Camaro ZL1 2014 - 17               | 32                         | PCE204.1038 |
| Isuzu D-Max / MU-X                    | 26                         | PCE204.1054 |
| Mazda MX5 Mk1 Mk2 NC Miata 94-05      | 26                         | PCE204.1061 |
| Nissan M226 Dana 44 Variant           | 32                         | PCE204.1041 |
| Quick Change                          | 31                         | PCE204.1075 |
| Toyota 10.5"                          | 36                         | PCE204.1051 |
| Toyota 8" 4-Cyl V6                    | 30                         | PCE204.1042 |
| Toyota 86 Fits Subaru BRZ             | 30                         | PCE204.1064 |
| Toyota IFS / Clamshell 8"             | 30                         | PCE204.1049 |
| Toyota LandCruiser 100 Series         | 32                         | PCE204.1058 |
| Toyota LandCruiser 80 Series          | 30                         | PCE204.1057 |

## TorqueLok™ - Locker

The purpose of the Locker is to maximize traction by delivering 100 percent of the torque and power to both drive wheels. They are engineered to keep both wheels in a constant drive mode and have the ability to automatically allow wheel speed differentiation when required to ease cornering at low speeds.



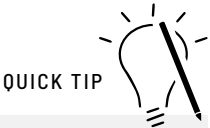
| Application | Axle Shaft Spline Quantity | Part #      |
|-------------|----------------------------|-------------|
| Ford 9"     | 28                         | PCE204.1009 |
|             | 31                         | PCE204.1010 |
|             | 35                         | PCE204.1011 |

## Spool

Spools are actually the lack of a differential. Spools are a 100% lock-up between both wheels of an axle all the time. Spools are generally used for racing and serious offroad use where little or no street driving is seen by the vehicle and a stronger, lighter rear end is needed. They're CNC-machined from forged chromoly steel to provide a more rigid ring gear mounting.



| Application | Axle Shaft Spline Quantity | Part #      |
|-------------|----------------------------|-------------|
| Ford 9"     | 28                         | PCE213.1005 |
|             | 31                         | PCE213.1006 |
|             | 35                         | PCE213.1007 |
|             | 40                         | PCE213.1016 |



QUICK TIP

## How to Choose the Appropriate Differential

Your differential transmits the power to the axle shafts while allowing the wheels to rotate at different speeds, since they travel different paths as a vehicle turns. The standard open differential works great for this application, but has its shortcomings when it comes to off road and performance driving. To remedy this, there are different options such as limited slip differentials, lockers & spools. They each have their advantages for different driving conditions. The following guide will help you decide which kind of differential works best for your driving needs.

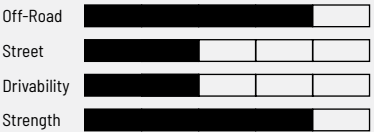
### LIMITED SLIP

Distribute power to the axle with the most traction; Suitable for daily driving on pavement.



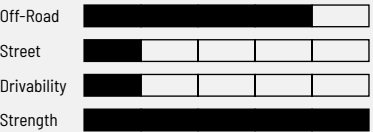
### LOCKERS

Locked both axles but allows the tires to rotate at different speeds around corners; Great for extreme off road use.



### SPOOLS

Open differential with the strength & traction of a spool; Controlled by the driver.





# Ring and Pinion Gears

READY FOR THE HARSHTEST CONDITIONS

Ring and pinion gears are the automotive hardware that rotates the wheels of a car backwards and forwards; they work in conjunction with the drive shaft to create torque for the drive wheels. The pinion and drive shaft are attached and therefore must spin together to generate enough torque that in turn creates the power that moves the wheels forward.



for Hardness



Precise Fit



Avoid long term distortions



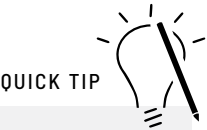
Outstanding Durability

These Speedmaster™ ring and pinion sets are engineered, manufactured and tested for maximum performance. These ring and pinion sets are CNC-cut from 8620 steel for outstanding durability, factory-lapped for a precise fit, and Rockwell-tested for hardness. Available in many different ratios to fit a variety of differentials.



| Axle Model | Pinion Spline Count | Ring and Pinion Ratio | Part #      |
|------------|---------------------|-----------------------|-------------|
| Ford 9"    | 28                  | 3.00:1                | PCE211.1034 |
|            |                     | 3.25:1                | PCE211.1001 |
|            |                     | 3.50:1                | PCE211.1002 |
|            |                     | 3.70:1                | PCE211.1003 |
|            |                     | 3.89:1                | PCE211.1004 |
|            |                     | 4.11:1                | PCE211.1005 |
|            |                     | 4.30:1                | PCE211.1036 |
|            |                     | 4.56:1                | PCE211.1006 |
|            |                     | 4.86:1                | PCE211.1007 |
|            |                     | 5.14:1                | PCE211.1008 |
|            |                     | 5.38:1                | PCE211.1112 |
|            |                     | 5.43:1                | PCE211.1035 |
|            |                     | 5.50:1                | PCE211.1111 |
|            |                     | 5.67:1                | PCE211.1038 |
|            |                     | 5.83:1                | PCE211.1037 |
|            |                     | 6.43:1                | PCE211.1110 |

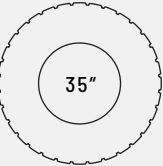



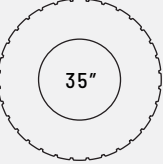



| Axle Model | Pinion Spline Count | Ring and Pinion Ratio | Part #      |
|------------|---------------------|-----------------------|-------------|
| Ford 9"    | 35                  | 3.00:1                | PCE211.1048 |
|            |                     | 3.25:1                | PCE211.1040 |
|            |                     | 3.50:1                | PCE211.1041 |
|            |                     | 3.70:1                | PCE211.1042 |
|            |                     | 3.89:1                | PCE211.1043 |
|            |                     | 4.11:1                | PCE211.1044 |
|            |                     | 4.30:1                | PCE211.1050 |
|            |                     | 4.56:1                | PCE211.1045 |
|            |                     | 4.88:1                | PCE211.1046 |
|            |                     | 5.14:1                | PCE211.1047 |
|            |                     | 5.43:1                | PCE211.1049 |
|            |                     | 5.67:1                | PCE211.1052 |
|            |                     | 5.83:1                | PCE211.1051 |



QUICK TIP

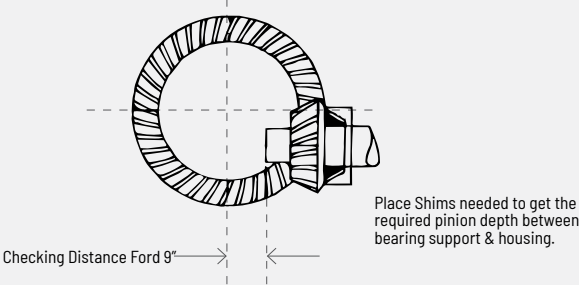
## What Gears Can Do for You

Avoid losing power & gas mileage when adding larger tires. The diagram below shows the impact of installing larger tires and changing the overall drive ratio on your vehicle. This diagram is based on 65 MPH and a 1:1 gear ratio on a manual transmission (4th gear). Please NOTE: RPM in overdrive will vary on vehicles equipped with an automatic or an overdrive transmission.

|                       | Tire Size  | Gear Ratio   | 5th Gear   | Engine RPM   | Results                                    |
|-----------------------|--|--|--|--|--|
| Before Changing Gears |   |   |   |   | Lacks performance and reduces fuel economy |
| After Changing Gears  |  |  |  |  | Returns power band to factory settings     |

## Checking Distance

Each ring and pinion is pre-run and marked on the pinion face with its proper depth setting called the "Checking Distance". This dimension is from the face of the pinion to the axle center-line. A setting tool must be used to measure the checking distance. Pinion depth is adjusted by adding or subtracting shim distance. Stay +/- .002" of the pinion dimension (see Illustrations).



# Diff. & Rear-End Components

## Differential Carrier Bearings

When changing your ring and pinion set, don't forget these Speedmaster™ carrier bearings. Made of top-notch materials, these bearings are made with all of the quality that Speedmaster™ is known for. These bearings have tapered inner and outer raceways between which tapered roller are arranged. The design of taper rollers makes them particularly suited to accommodating combined axial and radial loads. They are supplied as a cup and cone set (inner and outer).



| Outside Diameter | Inside Diameter | Width     | Industry STD Reference | Notes   | Part #      |
|------------------|-----------------|-----------|------------------------|---|-------------|
| 2.8910 in        | 1.7812 in       | 0.7700 in | LM102949 / LM102910    |   | PCE203.1001 |
| 3.0625 in        | 1.7812 in       | 0.7812 in | LM603049 /LM603 011    |   | PCE203.1002 |
|                  | 1.9845 in       | 0.8437 in | LM104949               |   | PCE203.1005 |
| 3.2500 in        | 1.7812 in       | 0.6560 in | LM102949 / WXJ-001     |   | PCE203.1004 |
|                  | 2.000 in        | 0.8500 in | LM104949 / LM104911    |   | PCE203.1003 |
| 4.000 in         | 2.000 in        | 0.8628 in | 385A / 382A            | Fits 35 spline spools and TorqueWorms   | PCE203.1008 |
|                  | 2.250 in        | 0.8628 in | 387A / 382A            | Fits 40 spline spools   | PCE203.1007 |
|                  | 2.750 in        | 0.7500 in | L713049 / L713010      | Fits 36 and 45 spline GearWorks spools, 40 Spline TorqueWorms and ARB/GearWorks Air Lockers | PCE203.1006 |

## Pinion Bearings

Speedmaster™ pinion bearings offer durability and peace of mind. Known the world over, Speedmaster™ bearings are precision-engineered to provide you with quality, energy-efficient, and cost-effective friction management. For a proper fit that will run smoothly, these single-row tapered roller bearings are your best bet to replace old and worn pinion bearings.



| Outside Diameter | Inside Diameter | Width     | Industry STD Reference | Notes  | Part #      |
|------------------|-----------------|-----------|------------------------|--|-------------|
| 2.6875 in        | 1.3125 in       | 0.8750 in | M88048 / M88010        |  | PCE207.1005 |
| 3.000 in         | 1.3125 in       | 0.9375 in | 2729 / 2790            |  | PCE207.1007 |
|                  | 1.3125 in       | 1.1563 in | HM89410 / HM89443      |  | PCE207.1006 |
|                  | 1.500 in        | 0.0750 in | 2729 / 2788            |  | PCE207.1008 |
| 3.750 in         | 1.3125 in       | 1.1563 in | HM804810               | Fits Ford 9-inch 28 spline Ring and Pinions and Oversize Pinion Support (No Pinion Spacers required) | PCE207.1010 |
|                  | 1.875 in        | 0.9063 in | HM804810 / HM804846    |  | PCE207.1009 |

## Axle Bearings

Precision-machined and constructed from the highest quality materials, these Speedmaster™ axle bearings provide outstanding and long-lasting performance. Offered in a wide variety of sizes and styles, Speedmaster™ axle bearings are sure to meet any bearing needs you may have.



| Industry STD Reference                      | Part #      |
|---|-------------|
| RW507ER - Seal OD 2.8346" x ID 1.3779")     | PCE231.1004 |
| RW9022834 - Seal OD 2.8346" x ID 1.562")    | PCE231.1005 |
| RW508ER - Double Seal OD 3.150" x ID 1.377" | PCE231.1013 |

## Pinion Seals

Speedmaster™ offers pinion seals separately for those of you who ran out or just plain need some. They are designed for most axle models. They feature steel construction and inner rubber with a spring to create the leak-free seal.



| Appliaction                  | Industry STD Reference | Part #      |
|------------------------------|------------------------|-------------|
| Ford 9" 28 Spline            | 1.812 x 3.000 X 0.375  | PCE416.1001 |
| Ford 9" 28 Spline - Oversize | 2.125 x 3.000 X 0.375  | PCE416.1002 |
| Ford 9" 35 Spline            | 2.000 x 3.000 X 0.375  | PCE416.1003 |

## Pilot Bearings & Circlip

Speedmaster™ roller pilot bearings are direct replacements. When you install a new clutch, just pick up one of these to obtain less friction and longer life out of your clutch assembly.



| Industry STD Reference                            | Part #      |
|---|-------------|
| R1535TAV - OD 1.580" x ID 1.109" x W 0.655"       | PCE468.1001 |
| Retainer Snap Ring Circlip - OD 1.986" x W 0.060" | PCE468.1002 |

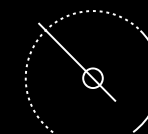
## Differential Cover

Speedmaster™ aluminum differential covers. Made from cast aluminum and feature cast-in ribs for added strength and heat dissipation.



| Appliaction                 | Part #      |
|-----------------------------|-------------|
| Camaro Gen 5 2010-2015 IRS  | PCE515.1009 |
| Dana 50 60 70 10-Bolt       | PCE515.1012 |
| Borg Warner GM 7.75" 9-Bolt | PCE515.1010 |

## ACCESSORIES & TOOLS



Every automotive enthusiast and professional mechanic knows that it's nearly impossible to get the job done without the right tools. That's why Speedmaster™ is your place to go for garage equipment, specialty tools, and everyday problem solvers.



# Steering Components

## Power Steering Pumps

Speedmaster™ power steering pumps turn your power steering system into a showpiece. They are direct replacements for your old used-up OEM pump.



| Application | Power Steering Pump Model | Reservoir Included | Reservoir Style | Inlet Attachment | Inlet Size | Outlet Attachment | Outlet Size | Pulley Attachment Style | Part #         |
|-------------|---------------------------|--------------------|-----------------|------------------|------------|-------------------|-------------|-------------------------|----------------|
| GM 1963-74  | Saginaw P series          | Yes                | Attached        | Hose barb        | 3/8 in.    | Female threads    | 5/8-18 in.  | Keyway                  | PCE172.1002    |
| GM 1975-79  | Saginaw P series          | Yes                | Attached        | Hose barb        | 3/8 in.    | Female threads    | 5/8-18 in.  | Keyway                  | PCE172.1001    |
| GM 1980-01  | GM Type 2                 | No                 | Remote          | Female threads   | Stock      | Nipple            | Stock       | Press-fit               | PCE172.1003.** |
| GM 1980-01  | GM Type 2                 | Yes                | Attached        | Female threads   | Stock      | Nipple            | Stock       | Press-fit               | PCE172.1005    |

## Power Steering Reservoirs

Speedmaster™ power steering tanks are manufactured from high-grade aluminum. They are baffled for proper fluid control and come with the necessary brackets for installation in the factory position. Help out your power steering with one of these Speedmaster™ power steering tanks.



| Application                | Inlet Attachment | Outlet Attachment | Notes                             | Part #      |
|----------------------------|------------------|-------------------|-----------------------------------|-------------|
| Chevy GM Saginaw TC Type 2 | Hose Barb        | Male Threads      |                                   | PCE173.1004 |
| Ford Mustang 1999-04       | Nipple           | Nipple            | -                                 | PCE173.1001 |
| Dodge 2005-12 2.7L to 6.1L | Nipple           | Nipple            | -                                 | PCE173.1002 |
| Universal                  | Male threads     | Male threads      | Billet Aluminum 8.5 in. x 2.5 in. | PCE173.1003 |

## Steering Boxes

Speedmaster™ steering boxes are made from totally new components, these boxes have improved designs. Needle bearings, precision worm and nuts, stronger casting designs, and quicker ratios are just a few of the great features found in these steering boxes.



| Application                          | Steering Box Style | Steering Box Type | Steering Ratio | Part #         |
|--------------------------------------|--------------------|-------------------|----------------|----------------|
| hevy Belair 1955-1957                | Front Steer        | Power Assist      | 14:1           | PCE500.1005    |
| Chevy Belair 1958-1964               | Front Steer        | Power Assist      | 14:1           | PCE500.1006    |
| Ford 1923-48 Model A Street Rod Vega | Front steer        | Manual            | 20:1           | PCE500.1001.** |

## Pitman Arms

Speedmaster™ precision-built pitman arms are not only manufactured to strict tolerances using the latest steering technology, but they are also given a virtually rustproof, trick-looking black coating for added durability! They are lab-tested and real-world proven to ensure crisp, predictable handling and reliability.



| Application            | Steering Box | Part #      |
|------------------------|--------------|-------------|
| 1968-72 525 605 Manual | 32 Ford Vega | PCE499.1001 |
| 1964-67 525 605 Manual | 32 Ford Vega | PCE499.1002 |
| 1968-72 GM 600/700     | 32 Ford Vega | PCE499.1003 |
| 1964-67 GM 600/700     | 32 Ford Vega | PCE499.1004 |

## Steering U-Joints

Steering U-joints are constructed from carefully selected 303 stainless steel for its strength, superior corrosion resistance, and shine. They have such a precision-machined finish that they look great right out of the box. They feature a sealed, needle-bearing design that'll outlast normal steering joints, while providing positive steering response with no backlash.



| Joint Style | Shaft End 1        | Shaft End 2 | Part #      |
|-------------|--------------------|-------------|-------------|
| Standard    | 3/4 in. DD         | 3/4 in. DD  | PCE514.1001 |
| Standard    | 3/4 in. 30-spline  | 3/4 in. DD  | PCE514.1002 |
| Standard    | 3/4 in. 36-spline  | 3/4 in. DD  | PCE514.1005 |
| Standard    | 5/8 in. 36-spline  | 3/4 in. DD  | PCE514.1003 |
| Standard    | 9/16 in. 26-spline | 3/4 in. DD  | PCE514.1004 |

# Steering Components

## Steering Columns

Speedmaster™ steering columns are chromed stainless steel, the wheel hub is aluminum and has a 9 Bolt GM Style wheel pattern. Most columns feature GM wiring, an emergency flasher, directionals, and 5-position tilt, and accept most aftermarket steering wheels. Each column is shipped with our 3-piece dress up kit, which consists of a tilt lever, a turn signal lever, and an emergency flasher knob, they also include the steering wheel adapter. The dress up kit pieces are machined from stainless steel and aluminum.



| Ref. | Column Length (in) | Column Diameter (in) | Column Lower Output Shaft | Shifter Location | Ignition Key Location | Gear Indicator Included | Hazard Switch | Tilt | Turn Signal Switch Included | Part #      |
|------|--------------------|----------------------|---------------------------|------------------|-----------------------|-------------------------|---------------|------|-----------------------------|-------------|
| a.   | 33.000 in.         | 2.000 in.            | 1 in. DD                  | Column           | Dash                  | Yes                     | Yes           | Yes  | Yes                         | PCE423.1001 |
| b.   | 32.000 in.         | 2.000 in.            | 1 in. DD                  | Floor            | Dash                  | No                      | Yes           | Yes  | Yes                         | PCE423.1002 |
| c.   | 32.000 in.         | 2.000 in.            | 1 in. DD                  | Column           | Column                | Yes                     | Yes           | Yes  | Yes                         | PCE423.1003 |
| d.   | 32.000 in.         | 2.000 in.            | 1 in. DD                  | Floor            | Column                | No                      | Yes           | Yes  | Yes                         | PCE423.1004 |

## Steering Column Shift Arms

Speedmaster™ billet shifter arms are a great way to dress up your GM vehicle. With their billet aluminum construction and polished finish, they are a great way to put the finishing touches on your ride.



| Application          | Shifter Arm Material | Shifter Arm Finish | Part #      |
|----------------------|----------------------|--------------------|-------------|
| Chevrolet Gm 1964-94 | Billet aluminum      | Polished           | PCE394.1001 |

## Steering Shafts

Speedmaster offers Double D steering shafts. They feature strong, durable steel construction and can be cut to fit your custom installation. Just cut, position, mark, and then drill a countersink hole for the set screw.



| Application | Shaft Style | Length (in.) | Part #      |
|-------------|-------------|--------------|-------------|
| Universal   | 1" Double D | 12.000 in.   | PCE616.1001 |





# Suspension Components

## Control Arms

Add a cool new look to your ride and lower your curb weight with Speedmaster™ control arms. These control arms are manufactured to strict tolerances to employ a great fit and exceptional performance.

Features:

- Stronger than the factory control arm
- Improved suspension geometry
- Provides additional built in positive caster which improves your handling ability
- Urethane bump stops to provide ball joint protection at full drop
- No modifications required to install the control arms
- Complete factory replacement
- Low drag and self lubricating properties for a bind free operation
- Bushings do not squeak and are high wearing
- Control arms come powder coated with new hardware
- Sway arm bushings and mounts

Huge tube design for less Deflection

Special cam plugs allow for more caster adjustment, giving vehicle more high speed stability. These will work with stock/standard coil springs and even coil overs. Anything you can use on the stock arms you can use with these.



| Application                             | Part #      |
|---|-------------|
| Camaro 1967-69 Nova 1967-74 SS X Body   | PCE179.1011 |
| Chevelle Monte Carlo GT0 A Body 1964-67 | PCE179.1013 |
| Chevelle Monte Carlo GT0 A Body 1968-72 | PCE179.1012 |
| Ford Mustang II 2 1974-78               | PCE179.1008 |

## Coil-Over Shock Assemblies

Speedmaster™ has put together these coil-over shock and spring value packs to help you replace your OEM rear suspension and help your race car be more consistent on starting line launches. They include a pair of adjustable coil-over shocks and a pair of silver powdercoated coil-over springs. The Speedmaster™ coil-over shock and spring are available with a variety of spring rates that you can match to the specific rear weight of your vehicle. Stop wasting precious time on the starting line pick up one of these Speedmaster™ coil-over shock Assemblies and outrun your competition.

Features:

- Coil-Over Kit Position: Rear
- Internal Design: Twin-tube
- Extended Length (in): 13.840 in.
- Collapsed Length (in): 10.000 in.
- Upper & Lower Mount: Eyelet(5/8")
- Shock Body Material: Aluminum
- Bushing Material: Steel rod end
- Spring Finish: Black powdercoated



| Spring Rate (lbs/in) | Part #      |
|----------------------|-------------|
| 150 lbs./in.         | PCE494.1001 |
| 180 lbs./in.         | PCE494.1002 |
| 200 lbs./in.         | PCE494.1003 |
| 250 lbs./in.         | PCE494.1004 |
| 300 lbs./in.         | PCE494.1005 |
| 350 lbs./in.         | PCE494.1006 |

## Coil-Over Springs

Speedmaster™ coil springs are designed to withstand the high stress levels of modern suspensions. They're manufactured from high-quality chrome silicone steel, heat-treated and shot-peened, and then Silver powdercoated for protection and appearance. Each spring is guaranteed to be within five percent of its advertised rate.



| Coil-Over Spring Length (in) | Coil-Over Spring Inside Diameter (in) | Coil-Over Spring Rate (lbs/in) | Part #         |
|------------------------------|---------------------------------------|--------------------------------|----------------|
| 12.000 in.                   | 2.500 in.                             | 110 lbs./in.                   | PCE493.1001.** |
|                              |                                       | 130 lbs./in.                   | PCE493.1002.** |
|                              |                                       | 150 lbs./in.                   | PCE493.1003.** |
|                              |                                       | 170 lbs./in.                   | PCE493.1004.** |
|                              |                                       | 200 lbs./in.                   | PCE493.1005.** |
| 7.000 in.                    | 2.500 in.                             | 450 lbs./in.                   | PCE493.1006    |
|                              |                                       | 550 lbs./in.                   | PCE493.1007    |

## Suspension Lift Kits

Speedmaster lowering block kits allow you to drop your truck with leaf spring suspension. The packages include blocks, U-bolts, washers, and nuts. Achieve the dynamic stance you want with these easy-to-install components.



| Height (in) | Block Material | Part #      |
|-------------|----------------|-------------|
| 2.000 in.   | Aluminum       | PCE170.1005 |
| 3.000 in.   | Aluminum       | PCE170.1006 |
| 4.000 in.   | Aluminum       | PCE170.1007 |
| 4.000 in.   | Ductile Steel  | PCE170.1008 |

## Spindles

Speedmaster™ one-piece spindles are great replacements for worn pieces. Speedmaster™ spindles make it easy to retrofit cars already equipped with OEM single-piston disc brakes or aftermarket kits that bolt to the stock disc brake spindles. Steering geometry remains unchanged, since they are direct bolt-ons to stock steering arms.



| Application              | Ride Height | Spindle Material | Part #         |
|--------------------------|-------------|------------------|----------------|
| Ford Mustang li 1974-78  | Stock       | Forged steel     | PCE180.1010    |
| Ford Mustang li 1974-78  | Lowered 2"  | Forged steel     | PCE180.1009    |
| Ford Early Model 1928-48 | Stock       | Forged steel     | PCE180.1005.** |
| GM A-F and A Body Front  | Stock       | Steel            | PCE180.1007    |
| GM 1955-57 TRI 5 Front   | Lowered 2"  | Steel            | PCE180.1008    |

## Chassis Brackets

Speedmaster™ has designed all new replacement bracketry for the HQ-WB Holden, Torana LH-LX, Torana LC-LJ as well as the universal leaf spring housing mounting pads.



| Application                    | Bracket Style       | Part #      |
|--------------------------------|---------------------|-------------|
| GM A-Body Late 1967-72         | Rear Axle Housing   | PCE443.1014 |
| Leaf Spring Pad Perch 3" Mount | Weld-on style perch | PCE443.1007 |



# Disc Brakes

## Disc Brake Kits

Speedmaster Disc Brake Kits, the complete solution for upgrading your vehicle's braking system. Designed for exceptional performance and reliability, our disc brake kits provide superior stopping power and improved safety. With a comprehensive range of options available, Speedmaster offers disc brake kits to fit various vehicle models and applications.



| Application                                    | Part #         |
|--|----------------|
| Ford Late Model Large & Small Bearing 4 Piston | PCE164.1015    |
| Ford Mustang 1966-1969                         | PCE164.1021.** |
| GM 10 12 Bolt Rear                             | PCE164.1014    |
| GM C5 Corvette 13" Slotted Front               | PCE164.1011.** |

## Brake Calipers

Speedmaster Brake Calipers, the ultimate choice for achieving exceptional braking performance and reliability. Engineered with precision and built to exceed expectations, our high-quality brake calipers deliver unparalleled stopping power and precise control for your vehicle. Designed to withstand the demands of aggressive driving, these calipers provide consistent and dependable braking performance in various driving conditions.



| Location | Caliper Series           | Piston Diameter (in)  | Caliper Piston Quantity | Caliper Material | Parking Brake Provision | Fittings Included | Thread Size | Part #                    |
|----------|--------------------------|-----------------------|-------------------------|------------------|-------------------------|-------------------|-------------|---------------------------|
| Rear     | Speedmaster              | 1.750 in.             | 1                       | Aluminum         | Yes                     | Yes               | M10 x 1.5   | PCE521.1021               |
| Front    | Speedmaster              | 1.250/1.250/1.100 in. | 6                       | Aluminum         | No                      | No                | 1/8 in. NPT | PCE521.1012.**            |
| Rear     | Speedmaster              | 1.250/1.250/1.100 in. | 6                       | Aluminum         | No                      | No                | 1/8 in. NPT | PCE521.1013**             |
| Rear     | Speedmaster              | 1.750 in.             | 4                       | Aluminum         | No                      | No                | 1/8 in. NPT | PCE521.1010               |
| Front    | GM                       | 1.575 in.             | 2                       | Steel            | No                      | No                | 7/16 in.    | PCE521.1016               |
| Rear     | GM Metric                | 2.380 in.             | 1                       | Cast Iron        | No                      | No                | 7/16 in.    | PCE521.1005 / PCE521.1006 |
| Front    | GM Metric - Small 5" Pin | 2.380 in.             | 1                       | Cast Iron        | No                      | No                | 7/16 in.    | PCE521.1003 / PCE521.1004 |
| Front    | GM Metric - Large 7" Pin | 2.380 in.             | 1                       | Cast Iron        | No                      | No                | 7/16 in.    | PCE521.1001 / PCE521.1002 |

## Caliper Mounting Brackets

Get your stoppers working for you with these Speedmaster brake caliper brackets. These brackets will keep your calipers in place so that they can perform to their full potential. PCE brake caliper brackets are constructed from durable steel and are finished in gold iridite, so they are meant to last.



| Application   | Part #      |
|---|-------------|
| 1964-72 Chevelle GM A-Body F & X Body                   | PCE497.1001 |
| Ford 9" 80mm Large Ford Housing End Retaining Plate     | PCE497.1003 |
| Ford 9" to GM 5" Caliper Brake Mounting Adapter         | PCE497.1004 |
| Gm 1955 1964 Chevy Full Size Front Disc Brake           | PCE497.1002 |
| Large GM 10 12 Bolt Rear Disc Conversion                | PCE497.1010 |
| Mustang 2 II GM Metric Style Caliper                    | PCE497.1006 |
| Mustang Conversion Kit for 285mm Disc 6 Piston Calipers | PCE497.1011 |
| Mustang Conversion Kit for 315mm Disc 6 Piston Calipers | PCE497.1012 |

## Caliper Mounting Brackets

Get your stoppers working for you with these Speedmaster brake caliper brackets. These brackets will keep your calipers in place so that they can perform to their full potential. PCE brake caliper brackets are constructed from durable steel and are finished in gold iridite, so they are meant to last.



| Brake Pad Material | Designed For                         | Part #      |
|--------------------|--------------------------------------|-------------|
| Semi-metallic      | Speedmaster 4 piston billet calipers | PCE596.1001 |
| Semi-metallic      | Speedmaster 6 piston billet calipers | PCE596.1002 |
| Ceramic            | Speedmaster 1 piston billet calipers | PCE596.1003 |

## Brake Rotors

Speedmaster makes brake rotors for a variety of applications in cross-drilled and/or slotted styles. These rotors are made from high-quality materials to exacting standards for perfect fit and function, making them a great choice for your disc brake conversion.



| Rotor Style               | Rotor OD   | Rotor ID  | Wheel Stud Spacing | Location   | Part #      |
|---------------------------|------------|-----------|--------------------|------------|-------------|
| Slotted                   | 11.25 in.  | 2.748 in. | 5x4.75/ 5x5        | Left Rear  | PCE571.1002 |
| Slotted                   | 11.25 in.  | 2.748 in. | 5x4.75/ 5x5        | Right Rear | PCE571.1001 |
| Cross Drilled and Slotted | 12.375 in. | 2.748 in. | 5x4.75/ 5x5        | Left Rear  | PCE571.1003 |
| Cross Drilled and Slotted | 12.375 in. | 2.748 in. | 5x4.75/ 5x5        | Right Rear | PCE571.1004 |
| Slotted                   | 11.25 in.  | 3.000 in. | 5x4.75/ 5x5        | Left Rear  | PCE571.1009 |
| Slotted                   | 11.25 in.  | 3.000 in. | 5x4.75/ 5x5        | Right Rear | PCE571.1010 |

## Brake Caliper Spacer

Correctly align your brake calipers with Speedmaster caliper bracket spacers. Getting the right fit and pad grip on your rotors is easier with the help of these high-quality spacers.



| Bolt Hole Diameter | Center to Center Distance | Thickness | Part #      |
|--------------------|---------------------------|-----------|-------------|
| 0.3130 in.         | 0.8585 in.                | 0.200 in. | PCE661.1001 |
| 0.3130 in.         | 0.8585 in.                | 0.580 in. | PCE661.1002 |

# Brake Systems

## Master Cylinders

Do you need a replacement master cylinder for your braking system? Speedmaster™ master cylinders will increase performance and reliability. Speedmaster™ manufactures these master cylinders from quality materials to ensure proper fitment. They are equipped with 1 1/8 bores and a high luster finish for just the right look. Bolts right on to our brake boosters.



| Application  | Style       | Part #      |
|--------------|-------------|-------------|
| Universal Gm | Clip On Top | PCE166.1002 |
| Universal Gm | Smooth Top  | PCE166.1003 |
| Universal Gm | Finned Top  | PCE166.1004 |

## Brake Boosters

Speedmaster™ brake boosters are the perfect addition to your street rod or custom application. Have you lost that vacuum feeling? If you're pushing your brake to the floor, it may be that your brake booster needs replaced, and Speedmaster™ has brake boosters for you.



| Style            | Diameter (in) | Part #         |
|------------------|---------------|----------------|
| Single Diaphragm | 7.000 in.     | PCE165.1008**  |
| Single Diaphragm | 9.000 in.     | PCE165.1010**  |
| Single Diaphragm | 11.000 in.    | PCE165.1005.** |
| Dual Diaphragm   | 7.000 in.     | PCE165.1002**  |
| Dual Diaphragm   | 8.000 in.     | PCE165.1004**  |

## Brake Hoses

Speedmaster™ universal pre-assembled brake hose assemblies are constructed from PowerFlex stainless steel braided hose. The ends are factory-crimped to eliminate leakag.



| Hose End               | Length (in) | Brake Hose Outer Material | Part #         |
|------------------------|-------------|---------------------------|----------------|
| 10mm or 3/8 in. banjo  | 18.000 in.  | Rubber                    | PCE496.1001    |
| 10mm or 3/8 in. banjo  | 18.000 in.  | Raided stainless steel    | PCE496.1002.** |
| 12mm or 7/16 in. banjo | 18.000 in.  | Raided stainless steel    | PCE496.1003    |



### QUICK TIP

**Quality Matters:** When it comes to brake components, quality should never be compromised. Whether it's master cylinders, brake boosters, or vacuum pumps, always choose reliable and trusted brands. Your safety depends on it.

**Proper Installation:** Ensuring the correct installation of brake components like master cylinders and brake boosters is crucial. Incorrect installation could lead to performance issues or even system failure. Always follow manufacturer instructions or seek professional help.

**Regular Inspection:** Keep an eye on the brake system components. Regularly inspect brake hoses for any signs of wear, tear, or leaks. A failing hose can significantly impact your braking performance.

**Balance and Compatibility:** Ensure all parts of your brake system are compatible with each other and your vehicle for optimal performance. For instance, the vacuum pump must match your specific engine and booster requirements.

## Residual Pressure Valves

Ideal for drag racing, street rods and many off-road applications, these inline residual pressure valves from Speedmaster™ retain a minimum brake line pressure to help eliminate excessive pedal travel.



| Brake Line Pressure Retained (psi) | Fitting Size 1            | Fitting Size 2 | Part #      |
|------------------------------------|---------------------------|----------------|-------------|
| 2 psi                              | 3/8 in.-24 inverted flare | 3/16 in.       | PCE492.1001 |
| 10 psi                             | 3/8 in.-24 inverted flare | 3/16 in.       | PCE492.1002 |

## Vacuum Pumps

Cars with big cams may run a little short on vacuum for their power brake boosters. For all of the vacuum that you need, just install one Speedmaster™ electric vacuum pump kits. They include a shiny 12 V pump and all of the vacuum line, fittings, and hardware required for installation.



| Maximum Vacuum (hg) | Power Supply | Height (in) | Length (in) | Width (in) | Part #      |
|---------------------|--------------|-------------|-------------|------------|-------------|
| 20                  | 12 V DC      | 8.000 in.   | 7.500 in.   | 5.000 in.  | PCE490.1001 |
| 20                  | 12 V DC      | 7.125 in.   | 4.125 in.   | 5.375 in.  | PCE166.1003 |



# Tools & Accessories

## Piston Ring Compressors

Now you can install your pistons with the ease of fixed ring compressors and the versatility of adjustable band compressors. These Speedmaster™ adjustable piston ring compressors have adjustability to fit most engine builders needs. The tapered aluminum design makes installation easy, and the worm clamp speeds up adjustment.

| Adjustable                   | Piston Ring Compressor Material | Piston Ring Compressor Finish | Part #      |
|------------------------------|---------------------------------|-------------------------------|-------------|
| Yes - 4.000 in. to 4.060 in. | Aluminum                        | Black anodized                | PCE428.1001 |
| Yes - 4.125 in. to 4.185 in. | Aluminum                        | Blue anodized                 | PCE428.1002 |
| Yes - 4.250 in. to 4.310 in. | Aluminum                        | Red anodized                  | PCE428.1003 |



## Oil Pump Primers

Those first moments that an engine runs prior to building oil pressure are when damage can easily occur. Speedmaster™ oil pump primer kits let you spin the oil pump with a drill motor and bring up the oil pressure prior to starting the engine. This prevents unnecessary wear or damage to rotating, reciprocating, and valvetrain components. Speedmaster™ rugged primer shafts are rated at 170,000 psi to ensure extended service life. They also feature a special billet aluminum sleeve that accurately positions the shaft and keeps it from wobbling. Speedmaster oil pump primers make it easy to get oil to the top of your engine. They are designed to fit in your distributor hole and require no modifications to use. They feature a billet aluminum adjustable collar and black oxide coated steel shaft.



| Application           | Part #      |
|-----------------------|-------------|
| Chevy SBC 350 BBC 454 | PCE400.1001 |

## Pushrod Length Checkers

Speedmaster™ pushrod length checking tools are precision crafted from steel alloy for years of accurate measurements. Speedmaster™ offers these pushrod length checkers as easy and economical tools to lay out and determine proper pushrod length for proper valvetrain geometry. This is necessary to obtain the desired results from the cam and ensure that damage is not done to the rest of the valvetrain. Made from a 3/8 in. pushrod that is cut and threaded with over 1 in. of travel, they have a 3/8 in. ball tip on both ends.



| Tip Diameter    | Maximum Pushrod Length | Minimum Pushrod Length | Part #      |
|-----------------|------------------------|------------------------|-------------|
| 3/8 in.         | 7.300 in.              | 5.800 in.              | PCE401.1001 |
|                 | 8.500 in.              | 7.000 in.              | PCE401.1002 |
|                 | 8.300 in.              | 7.800 in.              | PCE401.1003 |
| 5/16 in.        | 9.600 in.              | 8.400 in.              | PCE401.1004 |
|                 | 9.200 in.              | 6.900 in.              | PCE401.1005 |
|                 | 10.400 in.             | 6.000 in.              | PCE401.1006 |
| 5/16 in. Female | 10.400 in.             | 6.000 in.              | PCE401.1007 |

## Crankshaft Sockets

Speedmaster™ crankshaft turning sockets are a necessity for engine building. These steel black oxide sockets are available for several applications to assist you in turning the crank while adjusting valve lash and piston-to-valve clearance. Give your engine build a good turn with help from Speedmaster crankshaft turning sockets.

| Application  | Socket Drive | Socket Material | Socket Finish | Part #      |
|--|--------------|-----------------|---------------|-------------|
| Chevrolet SBC 265 283 305 327 350 Holden 253 304 308 | 1/2 in.      | Steel           | Black oxide   | PCE397.1001 |
| Chevrolet BBC 366 396 402 427 454                    | 1/2 in.      | Steel           | Black oxide   | PCE397.1002 |
| Ford SB 289 302 351W Windsor 351C Cleveland          | 1/2 in.      | Steel           | Black oxide   | PCE397.1003 |



## Gauges, Analog

Speedmaster™ analog gauges are the perfect choice. A white dial face with performance-inspired graphics, a polished chrome bezel, and a classic domed lens reveal a look that truly reflects the American muscle style.

Proper fuel pressure is critical for adjusting your carburetor or fuel injection. These Speedmaster gauges come with a classic white face and are available in dry or liquidfilled designs, for accurate, steady readings. In addition, all gauges come with a 1/8 in. NPT male fitting.



| Gauge Type    | Gauge Range | Gauge Size (in)    | Sweep      | Gauge Face Color | Gauge Number Color | Pointer Color | Bezel Finish | Liquid-Filled | Part #      |
|---------------|-------------|--------------------|------------|------------------|--------------------|---------------|--------------|---------------|-------------|
| Fuel pressure | 0-15 psi    | 1 1/2 in. diameter | Full sweep | White            | Black              | Black         | Chrome       | No            | PCE357.1001 |
|               |             |                    |            |                  |                    |               |              | Yes           | PCE357.1003 |
|               | 0-100 psi   | 1 1/2 in. diameter | Full sweep | White            | Black              | Black         | Chrome       | No            | PCE357.1002 |
|               |             |                    |            |                  |                    |               |              | Yes           | PCE357.1004 |



### QUICK TIP

#### Fluid Filled Pressure Gauges

When reading fuel pressure, keep in mind that a fluid filled pressure gauge will change it's reading as the temperature of the gauge case changes (Under hood temperature). Because it's sealed to contain the liquid inside, a liquid filled gauge no longer compares line pressure to actual atmospheric pressure, reporting the difference. Instead, it compares line pressure to the pressure inside the gauge case. As the liquid in the case heats or cools, it expands and contracts, causing case pressure to change as much as 1 psi for every 30 degrees temperature change of the gauge.

## Engine Port Block Off Kits

Made of strong and durable plastic, these Speedmaster™ engine block-off kits protect your engine by blocking off open ports during storage or as a work in progress. These kits keep dirt and debris from entering various inlets and outlets on your engine.



| Application                  | Block Off Type  | Part #      |
|------------------------------|-----------------|-------------|
| Chevrolet SBC 350            | Complete Engine | PCE399.1001 |
| Chevrolet BBC 454            | Complete Engine | PCE399.1008 |
| Ford SB 289 302 351W Windsor | Complete Engine | PCE399.1014 |

## Degree Wheels

Speedmaster™ universal degree wheels are designed for the normal rebuild. They accurately measure camshaft centerline, valve timing, TDC, and BDC. Made from heavy-gauge metal with a silkscreen finish for long-lasting use, they include an adapter to fit virtually any engine.



| Degree Wheel Diameter (in) | Degree Wheel Material | Degree Wheel Finish | Number Color | Part #    |
|----------------------------|-----------------------|---------------------|--------------|-----------|
| 10.000 in.                 | Steel                 | Black               | White        | 1-398-001 |



# Tools & Accessories

## Engine Lift Plates

Speedmaster™ engine lift plates will allow you to lift your engine up by its intake manifold for easier maneuvering. You can also use them as a manifold cover when you store your engine. These lift plates fit most 4-barrel intake manifolds.



| Application                             | Lift Plate Material | Part #         |
|---|---------------------|----------------|
| Universal 4 Barrel 4150 Intake Manifold | Steel               | PCE406.1002.** |
| GM LS                                   | Steel               | PCE406.1003    |

## Engine Stands

Speedmaster™ engine stands are constructed from high-quality steel tubing, the mount brackets are 1/4 inch steel plate with pre-drilled holes that match; the motor mount pattern welded to tubular steel supports. Tube steel featuring solid welds on all joints and plastic end caps are included. Red powdercoat finish for protection. They have been specially designed to clear most oversized dry sump oil pans with up to 9 in. deep sumps.



| Style        | Appllication                   | Caster | Part #      |
|--------------|--------------------------------|--------|-------------|
| 2 Leg        | Chevrolet SBC 350 BBC 454      | No     | PCE407.1001 |
|              | GM LS LS1 LS2 LS3 LS6 LS7      | No     | PCE407.1009 |
|              | Ford 289 302 351W Windsor 351C | No     | PCE407.1002 |
| 4 Leg Cradle | Chevrolet SBC 350 BBC 454      | Yes    | PCE407.1007 |

## Driveshaft Safety Loops

The failure of a U-joint or driveshaft can have big consequences, ranging from major vehicle damage to slinging a driveshaft toward bystanders. Speedmaster™ safety loops surround the driveshaft with a heavy-gauge steel cage that restrains the shaft after a failure, making things safer for you and everyone nearby.



| Application | Installation | Style | Adjustable | Part #      |
|-------------|--------------|-------|------------|-------------|
| Universal   | Bolt-on      | Flat  | Yes        | PCE430.1001 |

## Flywheel Dust Covers

Speedmaster™ flywheel allow for easy access to the torque converter area and prevent debris from entering your transmission's bellhousing.



| Transmission Type | Material | Finish   | Part #      |
|-------------------|----------|----------|-------------|
| TH350, TH400      | Aluminum | Polished | PCE227.1002 |
| TH350, TH400      | Steel    | Chrome   | PCE227.1003 |
| Powerglide 1962+  | Steel    | Chrome   | PCE227.1001 |





# 5<sup>\*</sup> SPEEDMASTER™ Peace of Mind YEARS

The Speedmaster™ Peace of Mind 5-year warranty offers a comprehensive coverage for selected items marked with the 5-year Peace of Mind badge. This warranty underscores our unwavering commitment to providing top-quality products and customer satisfaction. With the Peace of Mind badge, you can trust in the exceptional craftsmanship and reliability of your purchase. Should any manufacturing defects or faults arise during the warranty period, our dedicated team of experts will promptly address and resolve them, ensuring that you can enjoy your Speedmaster™ product with complete peace of mind. Choose Speedmaster™ and experience worry-free ownership with our industry-leading 5-year warranty.

---

**\*5 YEARS ON SELECTED ITEMS MARKED WITH THE 5 YEAR PEACE OF MIND BADGE**

**For warranty details please visit:  
[speedmaster79.com/warranty](http://speedmaster79.com/warranty)**



"IT'S NOT ABOUT ENDINGS AT  
SPEEDMASTER; IT'S ABOUT THE  
TIMELESS ADVENTURES YET TO  
COME. THE JOURNEY NEVER ENDS!"





Not The End...

Los Angeles /// Sydney /// Shanghai

