



**CATALOG**

V o l . 2 7

*15<sup>th</sup> Anniversary*  
1994 - 2009



Designed and Manufactured in the **USA**

# PASSION

# EASTERN DRAG NEWS

DRAG RACING'S WEEKLY NEWS MAGAZINE

JULY 9, 1965

[Pas·sion] An intense, almost uncontrollable enthusiasm

To us, passion is defined by three generations of performance. Aeromotive is the by-product from generations of blood, sweat and tears that has shaped our knowledge and experience. Our commitment to develop the pinnacle of performance products comes from our history, our real world experiences and our passion. That's why you will see us at the track, driving our cars, testing our products, learning from our peers and living the industry we love.

## Performance

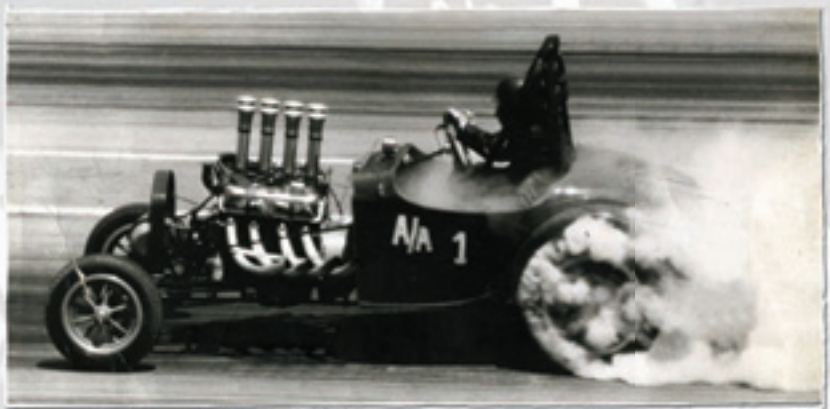
Performance products engineered by racers for racers

[Per·for·mance] A vehicle's capacity to gain speed rapidly and move efficiently at a high speed

We believe that performance means reliability, longevity and durability. This is the philosophy we've built our company and our products on. Through the years, we have grown rapidly and are distancing ourselves from our competition because of our methodical, meticulous approach to deliver unrivaled performance with unmatched durability.

When others couldn't deliver, we've asked: Why can't a performance fuel pump run for 125,000+ street miles? Why can't it fuel you through rush hour and then down the track each and every weekend? This is where we flourish. Being the best is no secret. By utilizing aerospace processes, procedures and technology, in-house engineering, true applications knowledge and 3 generations of track experience, it's easy to see why we are the "BEST".

We take great pride in the fact that everything we sell, we design and make in the U.S.A. You will never see us do a "ME TOO" product. Every product we develop offers some feature or benefit left off the table by our competition. And rest assured, every product that leaves our facility has been tested to the strictest standards and guaranteed by Aeromotive for integrity and reliability. We do all this to guarantee that you have the best performance fuel system your hard earned dollar can buy.



HISTORY

CATES CLOBBERS EASTERN GASSERS - P. 18

PERM  
ALEXA

## MATUSEK SWEEPS COMP. ELIM. AGAIN

**PITTSBURGH** International Dragway, Carnegie, Pa., July 4—Johnny Matusek continued his string of Competition Eliminator, pushing his A/Altered through at 10.56 to win this week.

Johnny has been hacking away at his speed and time marks every weekend and pushed his miles per hour to 130.62. His 10.56 is equal to the track record but he still is shy of the record 132.93 MPH set by Charlie Smythe.

Larry Wynn fell victim to Matusek's 427 Ford-powered Austin in the big run. Wynn is one of several newcomers in the A/Altered class at Pittsburgh International recently.

Another steady runner at Pittsburgh International which has been slicing its time and speed weekly is the Castertano and Schrello team, driving the '65 Plymouth, "Goldfinger".

Joe Castertano pushed Goldfinger to a new strip record in their super stock class, hitting in with a 11.65-123.62. Buzzy Schrello had stomped it to the previous strip marks of 11.74-122.61.

Castertano's latest record run came in the charge for Top Stock and, as usual, it was a breeze.

Bob Burnett ran his C/Modified Stock '55 Chevy to Street Eliminator with a miles per hour of 103.80 and 13.12 ET. It was a big weekend here for Burnett for just two nights before he had hammered the C/MS strip record down to 13.09.

Ralph Fisher charged through the middle stocks in his B/S3 '57 Ford at 13.60-104.16. Fisher's big interest, though, as with many of the fans, is the King Of The Hill series he has been running, in which the strip picks out three of its top runners and Fisher gets a chance to run against any one of them.

for a special cash prize. He now has won three weeks it is the first time he did it in






Larry Wynn, in the near lane, contested John Matusek's Competition Eliminator win at Pittsburgh International, but Matusek pushed on through for the win with a 10.56-130.62. Matusek's car is an injected 427 Ford-powered Austin, running in A/Altered.

**CASH • AWARDS • TROPHIES**

**EVERY SUNDAY**

**MILTON**



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ALL CARS  
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MADISON TO

SUPER  
ULTRA  
LATE  
XMAS



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NHRA SANCTION

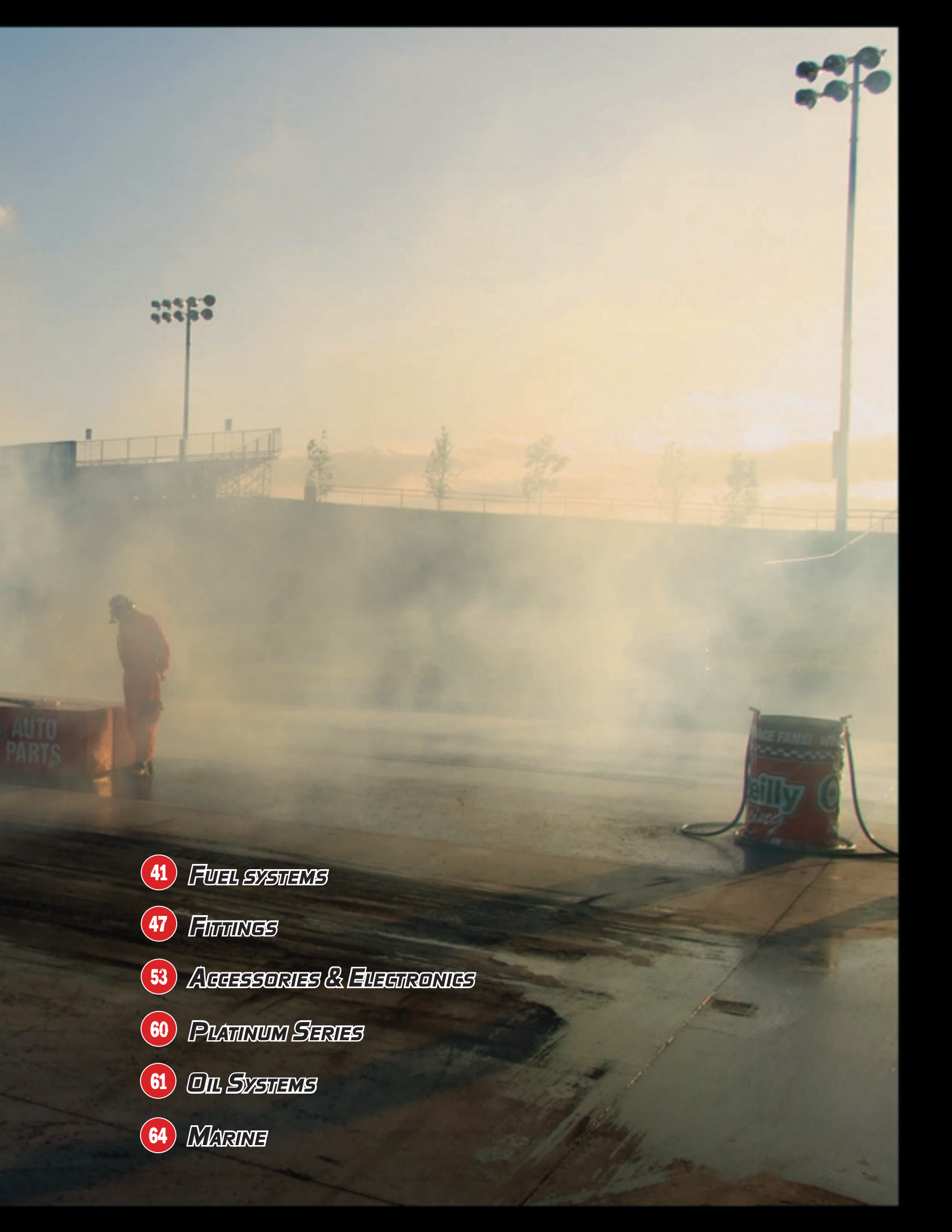
1:30 P.M.  
BOILED FOOD  
STANDSTANDS  
REST ROOMS  
SHADED PIT AREA  
WATER IN PIT AREA

ONE OF THE MOST MODERN STRIPS ON THE EAST COAST  
LOCATED ON PENSION ROAD IN



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# NEW PRODUCTS

## AEROMOTIVE STEALTH FUEL SYSTEMS



### ASFS (AEROMOTIVE STEALTH FUEL SYSTEMS)

Introducing the next generation of fuel system performance. Big, high performance, electric inline fuel pumps "IN THE TANK." The new Aeromotive Stealth Fuel System (ASFS) line features the A1000, Eliminator or P/N 11109 fuel pumps completely submersed in an innovative baffled fuel tank sump box. In addition to the pump, the ASFS feature a built in stainless steel pre-pump fuel filter completely accessible from outside the fuel tank. Utilizing a proprietary cam-lock designed housing, fuel flow is shutoff allowing for service of the components without draining or dropping the tank. These new ASFS are available as part of 14 all new kits. Two universal systems featuring the innovative baffled Stealth Sump Box designed to weld into almost any fuel tank. For the Mustang, the same Stealth Sump is available pre-welded into our Fox Body Mustang Fuel Tank and are available as complete 5.0L Systems for a full system installation. **ALSO AVAILABLE IN 15 AND 20 GALLON FUEL CELLS. For Part Numbers and details, see Page 46.**



## OIL SYSTEMS

### 3-VANE VACUUM PUMP

P/N 31101

Introducing Aeromotive's new line of performance Oil System components. Starting with the new Aeromotive Vacuum Pump featuring a 3-vane design and ORB-12 ports engineered to remove air, blow-by gasses and other contaminants from the crankcase of your engine. Choose from a variety of brackets and pulleys (sold separately) to fit your application.

See pages 61 for more details.

## VACUUM PUMP REGULATOR

P/N 33101

Aeromotive's new Vacuum Pump Regulator allows you to control and adjust crankcase vacuum easily and effectively without poking holes in your valve covers or wrestling with ineffective valves adjusted with shims. Simply loosen the lock nut and turn to adjust. Made from CNC-machined billet aluminum and features a 1/8" NPT port reserved for a gauge or data acquisition.

See pages 61 for more details.



Patent Pending

## 3/8" QUICK CONNECT SAMPLE VALVE KIT P/N 17119

Designed to simplify fuel checks and make installation a snap, the Aeromotive fuel sample valve allows you to simply rotate to unlock, press for a fuel sample, re-lock the valve and go race. Now we've made it even easier by including an OE quick connect fitting that adapts right to the feed line on Ford Modular engines like those found on S197's and the new CobraJet. And all without jeopardizing factory plumbing.



## REGULATORS

### A1000 4-PORT CARBURETED BYPASS REGULATOR

P/N 13224

The A1000 4-Port Bypass Regulator was designed for use with our A1000 and Eliminator Fuel Pumps or any similar style EFI pump in carbureted applications. This regulator is perfect for naturally aspirated dual 4-Barrel carburetor setups or "blow-through" turbo-charged or supercharged engines.

- Base fuel pressure adjustable from 3-15 PSI.
- (1) ORB-10 inlet port and (1) ORB-08 return port.
- (4) ORB-06 outlet ports and 1/8" NPT gauge port.
- Fuel pressure rises on a 1:1 ratio when referencing boost.
- Bypass design provides the ultimate, dynamic fuel delivery system.
- Ideal for converting from fuel injection to carburetion
- EFI conversions will require a larger-than-stock return line for proper low pressure control.

Note: Requires AN-08 return line from bottom of regulator back to top of the tank.



### PRO-STOCK, 4-PORT REGULATOR

P/N 13208

Redesigned for more consistent performance and increased response time, better reliability and more flow. The new Pro-Stock Fuel Pressure Regulator features an innovative opposed spring design and a new stainless steel valve and an aluminum bronze seat. Engineered for use with our A2000 Fuel Pump in either a single or a dual carburetor setup. Lighter, more consistent and better resolution than any other carbureted regulator on the planet, period!

Available in 4-port (P/N 13208) and 2-port (P/N 13210) versions.

- Adjustable from 4 - 8 PSI.
- ORB-12 inlet port. (includes AN-12 to AN-10 male flare reducer fitting)
- P/N 13208 provides (4) ORB-06 outlet ports.
- P/N 13210 provides (2) ORB-08 outlet ports.
- 1/8" NPT gauge port.



# NEW PRODUCTS



## FUEL SYSTEMS

### UNIVERSAL HOT ROD SYSTEMS

P/N 17150, 17151

Two(2) new fuel systems designed for the street rodder that's swapping a late model EFI engine or installing one of many available crate engine platforms. Both of these new systems feature an Aeromotive inline electric fuel pump, pre- and post-pump fuel filters and either a P/N 13101 or 13109 Fuel Pressure Regulator. In addition to these core components these versatile systems feature a fuel pressure gauge and all of the necessary port fittings for installation. Now you can buy an Aeromotive Fuel System, ensure that you have the appropriately matched components for your car and plumb your system with any color hose and hose-ends you want. These systems are also a good fit for those building on a budget.



**15117** 5/16" Female to ORB-06 Feed Line Adapter

**15118** 3/8" Female to ORB-08 Feed Line Adapter

**15120** 5/16" Quick Connect with AN-06 port and 1/8" gauge port

**15121** 3/8" Quick Connect with AN-08 port and 1/8" gauge port

## FITTINGS

### OEM ADAPTERS

Right in line with our new crate engine fuel systems comes the release of a new line of Aeromotive OEM Adapter Fittings. From GM LS Series to the new 5.7L and 6.1L HEMI engines to 4.6L and 5.4L Ford Modular engines. These fittings are designed specifically to adapt AN style plumbing to the OE connections. Want to use the OE Fuel Rails, but still want to convert to a larger pump and a return style system, these adapter fittings are designed with this in mind. Also perfect for installing a nitrous system or other aftermarket components that require AN style plumbing, including the easiest way to install a fuel pressure gauge without modifying the OE system.

**See page 47 for more details and specifications.**

**15123** 3/8" Male Spring Lock / AN-06 Feed Line Adapter (Ford)

**15124** 1/2" Male Spring Lock / AN-06 Feed Line Adapter (Ford)

**15125** 1/2" Male Spring Lock / AN-08 Feed Line Adapter (Ford)



P/N 15679	P/N 15678	P/N 15677	P/N 15676	P/N 15675	P/N 15674	P/N 15673	P/N 15672	P/N 15671
-12 to (2)-12	-12 to (2)-10	-12 to (2)-8	-10 to (2)-10	-10 to (2)-8	-8 to (2)-8	-8 to (2)-6	-8 to (2)-4	-6 to (2)-4

## AEROMOTIVE Y-BLOCKS

Finally, distribution blocks that eliminate the need for additional fittings. The new Aeromotive CNC-machined, billet aluminum A-Y Blocks feature A/N Style Male inlets and outlets, which eliminate potential leak paths, fittings, O-Rings and “cost”. Simply screw your AN-Style hose end directly to the A-Y Block for a positive seal. Choose from 9 different sizes ranging from AN-04 to AN-12. Constructed of 6061 T6 aluminum, these A-Y Blocks feature more area and smoother transitions from inlet to outlet eliminating turbulence and resulting in less restriction and more flow.

## FUEL FILTERS

### 40-MICRON (ORB-10) FUEL FILTERS

P/N 12335

This new high-flow fuel filter was designed to stand up to the destructive properties of alcohol based fuels, including ethanol and methanol. This 40-Micron Fuel Filter features a cleanable stainless steel element that is recommended for use on the pressure side of EFI or carbureted applications. Replacement elements available. (P/N 12635)



## ELECTRONICS

### FUEL PUMP SPEED CONTROLLER

P/N 16306

Reduce fuel heating and vapor-lock issues with the all new redesigned Billet Fuel Pump Speed Controller (FPSC). Similar to the 1st generation FPSC (P/N 16302), the new generation is more than half the weight and size, measuring in at under 3” square. Sensing engine RPM, the FPSC kicks your fuel flow into high gear when you need it, but reduces pump speed and flow to keep things cool when you don’t. It’s like an automatic transmission for your electric fuel pump.



## FUEL RAILS

**Easy installation, better performance, and great looks.** Aeromotive’s High Flow, Billet Fuel Rails combine 3,000 HP flow capabilities with “bolt-on” ease of installation. We’ve added several new Fuel Rail Kits including new applications for MOPAR HEMI engines, GM LS Series, Ford and Edelbrock® intakes.

**14115** GM LS3 / L76 Kit

**14146** Chrysler 5.7L & 6.1L HEMI

**14147** Edelbrock LS1 Intake (29085)

**14129** Edelbrock Ford Windsor Intake (29285)



# POWER PLANNER

## CARBURETED FUEL SYSTEMS

Approved for Street Duty

Approved for Racing Duty



### H/O SERIES 7 PSI CARBURETED SYSTEM - 200 to 600 HP

Fuel Cell or Sump Kit  
P/N 18650

100-micron Fuel Filter  
P/N 12304

H/O Fuel Pump  
P/N 11209

10-micron Fuel Filter  
P/N 12308  
P/N 12301



AN-08 Line



AN-08 Line



AN-08 Line



AN-06 Line

(additional regulator normally not required)



Carb



### SS SERIES CARBURETED SYSTEM - 200 to 750 HP (with either a bypass or deadhead style regulator)

Fuel Cell or Sump Kit  
P/N 18650

100-micron Fuel Filter  
P/N 12304

SS Series Fuel Pump  
P/N 11203

10-micron Fuel Filter  
P/N 12308  
P/N 12301

SS Adj Regulator  
P/N 13201,13205



AN-08 Line



AN-08 Line



AN-08 Line



AN-08 Line

Universal Bypass Regulator  
P/N 13301



AN-06 Line



Carb



AN-06 Line



Carb

AN-08 Return Line



### A2000 CARBURETED SYSTEM - Up to 2500 HP, Drag Race & Limited Street Duty (with either a bypass or deadhead style regulator)

Fuel Cell

100-micron Fuel Filter  
P/N 12302

A2000 Fuel Pump  
P/N 11202

10-micron Fuel Filter  
P/N 12335

AN-10 Line

A4 Static Regulator  
P/N 13203

AN-06 Line



AN-12 Line



AN-10 Line



AN-10 Line



AN-10 Line

A2000 Bypass Regulator  
P/N 13202 or 13212



AN-06 Line



Carb(s)



AN-06 Line



Carb(s)

AN-08 Return from pump (see note below)

AN-10 Return Line from Regulator

■ When using bypass regulator P/N 13202 or 13212, block off bypass on fuel pump.



### MECHANICAL CARBURETED SYSTEM - 200 to 500 HP (with either a bypass or deadhead style regulator)

Fuel Cell or Sump Kit  
P/N 18650

100-micron Fuel Filter  
P/N 12304

Billet Mechanical Fuel Pump  
P/N 11206

10-micron Fuel Filter  
P/N 12308  
P/N 12301

AN-08 Line

SS Adj Regulator  
P/N 13201,13205

AN-06 Line



AN-10 Line



AN-10 Line



AN-08 Line



Universal Bypass Regulator  
P/N 13301 or 13204



AN-06 Line



Carb



AN-06 Line



Carb

AN-08 Return Line



### BILLET PULSE PUMP SYSTEM - For all pulse pump engine applications.

Fuel Cell

100-micron SS Fuel Filter  
P/N 12316

Billet Pulse Fuel Pump  
P/N 11207



AN-04 Line



AN-04 Line



AN-04 Line



Carb

## CARBURETED FUEL SYSTEMS



Approved for Street Duty



Approved for Racing Duty



**A1000 CARBURETED SYSTEM** - 1200 HP forced induction, 1500 HP naturally aspirated.

Fuel Cell or Sump Kit P/N 18650

100-micron Fuel Filter P/N 12304

A1000 Fuel Pump P/N 11101

10-micron Fuel Filter P/N 12301

■ A1000 Bypass Regulator P/N 13204

AN-10 Line

AN-06 Line

■ A1000 4-Port Bypass Regulator P/N 13204

Carb

AN-08 Return Line

■ Perfect for blow-through carb applications that require a boost sensitive regulator.



**ELIMINATOR CARBURETED SYSTEM** - 1700 HP forced induction, 2300 HP naturally aspirated.

Fuel Cell or Sump Kit P/N 18650

100-micron Fuel Filter P/N 12302

Eliminator Fuel Pump P/N 11104

10-micron Fuel Filter P/N 12310

■ A2000 Bypass Regulator P/N 13212 or 13202

AN-12 Line

AN-12 Line

AN-10 Line

AN-10 Line

AN-06 Line

Carb(s)

AN-10 Return Line

■ Perfect for blow-through carb applications that require a boost sensitive regulator.



**PRO-SERIES CARBURETED SYSTEM** - 2000 HP forced induction, 2600 HP naturally aspirated.

Fuel Cell

100-micron Fuel Filter P/N 12302

■ Pro-Series Fuel Pump P/N 11102

10-micron Fuel Filter P/N 12310

■ A2000 Bypass Regulator P/N 13202 or 13212

AN-12 Line

AN-12 Line

AN-10 Line

AN-10 Line

AN-06 Line

Carb(s)

AN-10 Return Line

■ Perfect for blow-through carb applications that require a boost sensitive regulator.  
 ■ P/N 16306 Billet Fuel Pump Speed Controller necessary for extended street driving.



**BELT OR HEX DRIVE CARBURETED SYSTEM** - Gasoline 3600 HP forced induction, 4000 naturally aspirated.  
 Alcohol 1800 HP forced induction, 2000 naturally aspirated.

Fuel Cell

100-micron Fuel Filter P/N 12302

Belt or Hex Drive Fuel Pump P/N 11107 or 11105

■ 10-micron Fuel Filter P/N 12310

■ Log Kit P/N 17248 or 17250 Regulator (P/N 13212) Fuel Log (P/N 14201 or 14202)

AN-12 Line

AN-12 Line

AN-10 Line

AN-10 Line

AN-08 Line

Carb(s)

AN-10 Return Line

■ P/N 12302 and 13214 required for alcohol applications.  
 Log Kit P/N 17249 or 17251

## EFI FUEL SYSTEMS

Approved for Street Duty

Approved for Racing Duty



**500 HP EFI SYSTEM** - 350 HP forced induction, 500 HP naturally aspirated.

Fuel Cell or Sump Kit  
P/N 18650



AN-08 Line



100-micron  
**SS** Fuel Filter  
P/N 12316,  
12304

AN-08 Line

Inline EFI Fuel Pump  
P/N 11109

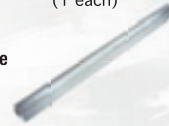


AN-06 Line

40-micron  
**SS** Fuel Filter  
P/N 12303,  
12301 (10-micron)



AN-06 Line



Raw Fuel Rail  
P/N 14107  
(1 each)

AN-06 Line

Compact EFI Regulator  
P/N 13105



AN-06 Return Line

Requires Machining



**700 HP EFI SYSTEM** - 500 HP forced induction, 700 HP naturally aspirated.

Fuel Cell or Sump Kit  
P/N 18650



AN-08 Line



100-micron  
Fuel Filter  
P/N 12304

AN-08 Line

700 HP or Tsunami Fuel Pump  
P/N 11106, 11103

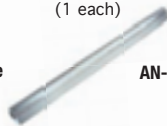


AN-06 Line

10-micron  
Fuel Filter  
P/N 12301



AN-06 Line



Raw Fuel Rail  
P/N 14107  
(1 each)

AN-06 Line

A1000-6 Injected  
Bypass Regulator  
P/N 13105, 13109



AN-06 Return Line

Requires Machining



**A1000 EFI SYSTEM** - 1000 HP forced induction, 1300 HP naturally aspirated.

Fuel Cell or Sump Kit  
P/N 18650



AN-10 Line



100-micron  
Fuel Filter  
P/N 12304

AN-10 Line

A1000 Fuel Pump  
P/N 11101



AN-10 Line

10-micron  
Fuel Filter  
P/N 12301



AN-10 Line

"Y" Block  
P/N 15620



AN-08 Line



Raw Fuel Rail  
P/N 14107  
(2 each)

AN-08 Line

A1000 Injected  
Bypass Regulator  
P/N 13101, 13109



AN-06 Return Line

Requires Machining



**ELIMINATOR EFI SYSTEM** - 1400 HP forced induction, 1900 HP naturally aspirated.

Fuel Cell or Sump Kit  
P/N 18650



AN-12 Line



100-micron  
Fuel Filter  
P/N 12302

AN-12 Line

Eliminator Fuel Pump  
P/N 11104



AN-10 Line



10-micron  
Fuel Filter  
P/N 12310

AN-10 Line



"Y" Block  
P/N 15620

AN-08 Line



Raw Fuel Rail  
P/N 14107  
(2 each)

AN-08 Line

Pro-Series Regulator  
P/N 13110



AN-10 Return Line

Requires Machining

Requires Machining

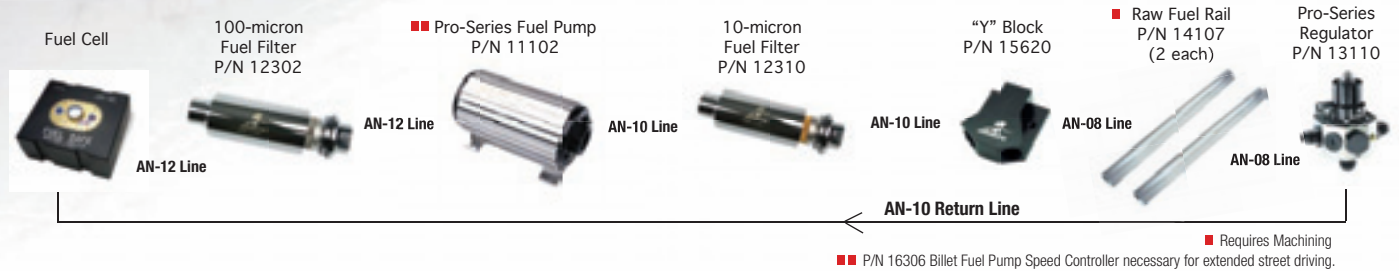
## EFI FUEL SYSTEMS

Approved for Street Duty

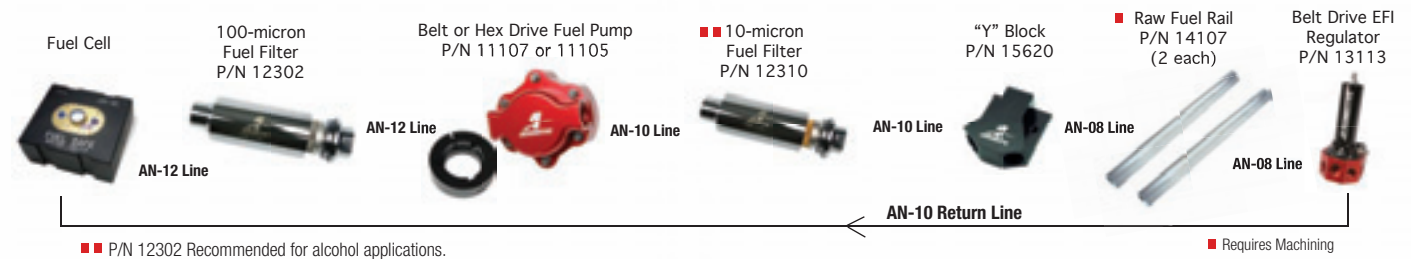
Approved for Racing Duty



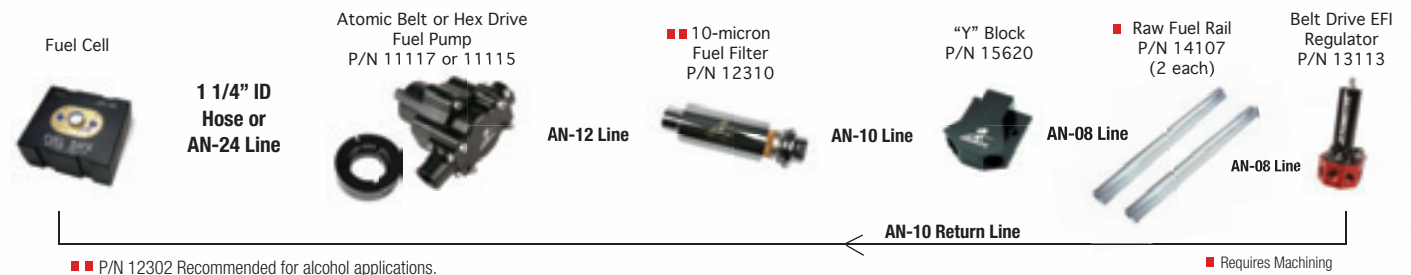
### PRO-SERIES EFI SYSTEM - 1700 HP forced induction, 2200 HP naturally aspirated.



### BELT OR HEX DRIVE EFI SYSTEM - Gasoline 3600 HP forced induction, 4000 HP naturally aspirated Alcohol 1800 HP forced induction, 2000 HP naturally aspirated.



### ATOMIC BELT OR HEX DRIVE EFI SYSTEM - Gasoline 7000 HP forced induction, 8000 HP naturally aspirated Alcohol 3500 HP forced induction, 4000 HP naturally aspirated.



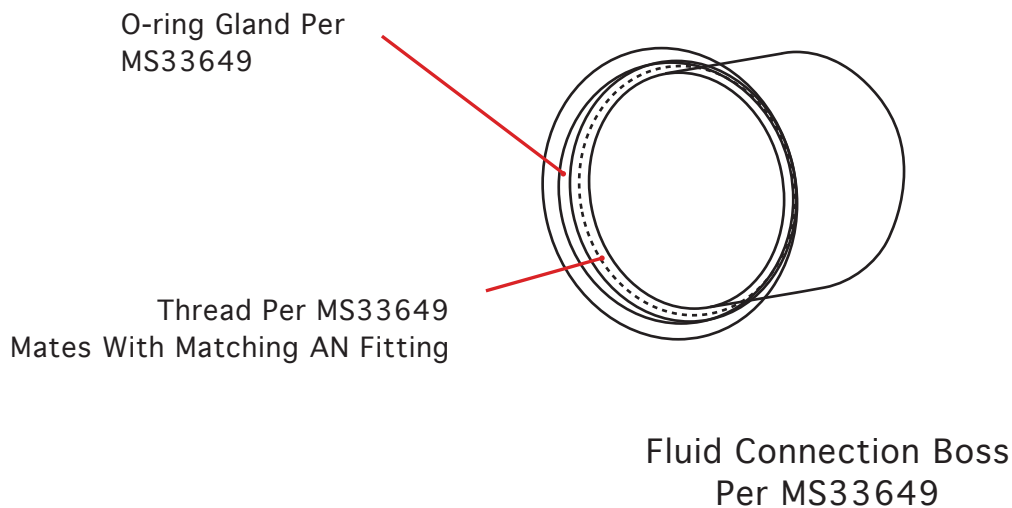
## EXTREME PERFORMANCE

Capable of withstanding extreme fluid pressures, all Aeromotive O-Ring Boss (ORB) Ports and fittings are manufactured to the strict military standards MS33649 and MS33656. (see illustration below) Sometimes referred to as “AN” ports and fittings, these reliable O-Ring sealed connections were developed for use in extreme high pressure military and commercial aircraft and spacecraft applications.

All Aeromotive Products with ORB ports are listed as ORB- followed by the ports size. (i.e. ORB-08)

Utilizing this level of engineering in every product we design, ensures the quality and performance that built the Aeromotive name.

## ORB PORTS



## CHOICE OF FUELS

A note regarding E85, Methanol and Diesel

**E/85**

The performance aftermarket has seen a variety of fuels become popular in recent years, including E85 and Diesel. Aeromotive has done extensive testing with E85 and other alcohol fuels, methanol and diesel and has qualified our pumps and regulators to be compatible with all of these fuels.

**Diesel**

Aeromotive does not recommend using paper or fabric filter elements with E85 or Methanol.

Please call our tech line for specific recommendations.

Aerospace is not just a word to us, it's our history. Exacting tolerances, higher level processes and controls, exotic materials, it's no wonder we are the *ONLY* fuel system designer / manufacturer in the performance industry that can claim an aftermarket fuel pump that can support over 1,000 rear wheel horsepower and travel over 125,000 grueling street miles.

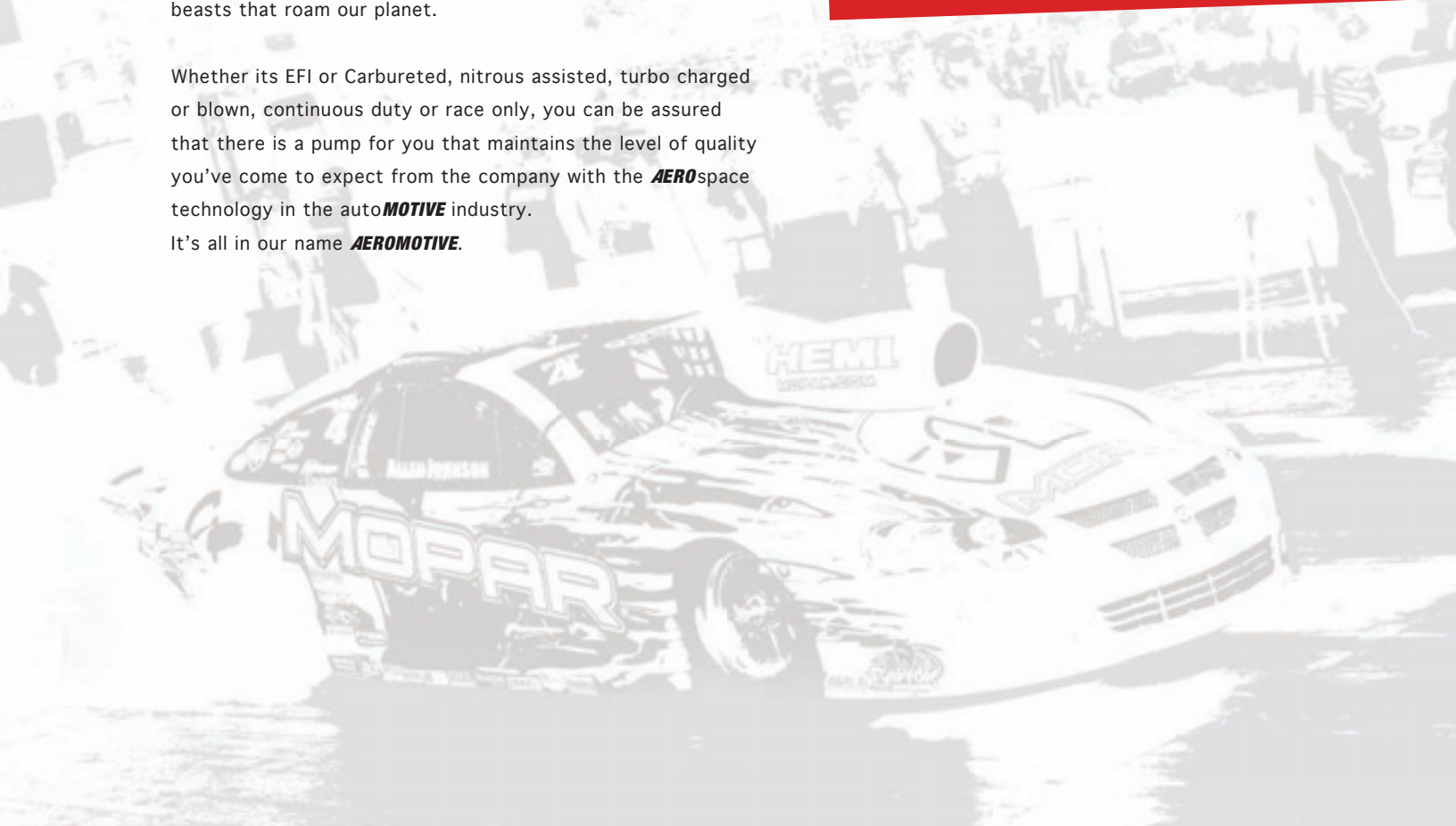
Performance, reliability and durability are designed into every performance fuel pump that carries the **AEROMOTIVE** name. And rest assured *EVERY* pump is tested for flow at a prescribed pressure, current draw and leakage. Once the pumps pass our test then, and only then, do they get date stamped and packaged, ready to quench the thirst of some of the hungriest beasts that roam our planet.

Whether its EFI or Carbureted, nitrous assisted, turbo charged or blown, continuous duty or race only, you can be assured that there is a pump for you that maintains the level of quality you've come to expect from the company with the **AERO**space technology in the auto**MOTIVE** industry.

It's all in our name **AEROMOTIVE**.



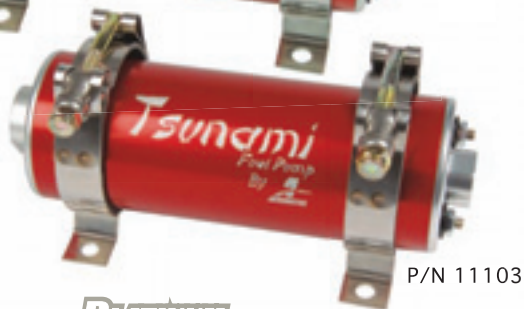
# FUEL PUMPS



# FUEL PUMPS

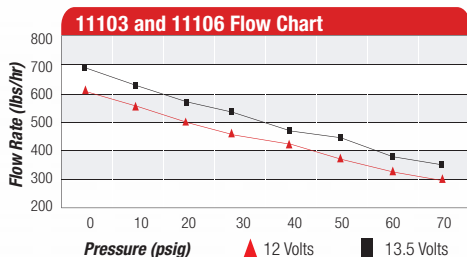


P/N 11106



P/N 11103

**PLATINUM**  
P/N 11156



## 700 HP EFI FUEL PUMP TSUNAMI! FUEL PUMP

P/N 11106

P/N 11103

Compact, quiet and durable, these billet, in-line pumps are ideal for low to medium HP applications. Perfect for street rods and muscle cars, fuel injected or carbureted.

### Fuel Injected Engines:

up to 700 HP - naturally aspirated  
up to 500 HP - forced air induction

lbs/hr	450	PSI	45	Volts	13.5
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### Carbureted Engines:

up to 900 HP - naturally aspirated  
up to 700 HP - forced air induction

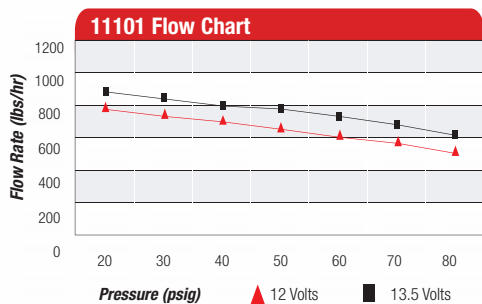
lbs/hr	600	PSI	8	Volts	13.5
--------	-----	-----	---	-------	------

- ORB-8 inlet ports and ORB-6 outlet ports.
- Durable pumping components that simply don't wear out.
- Compact size facilitates easy mounting.
- For EFI applications use regulator P/N 13101 or P/N 13109.
- For Carbureted applications use regulator P/N 13204 or P/N 13301.
- Fully submersible for custom, in-tank placement.



**PLATINUM**  
P/N 11151

**MARINE**  
P/N 11108



## A1000 FUEL PUMP

P/N 11101

This is the pump that started it all. Durable, reliable, good looking and it supports high horsepower. Perfect for the daily driver that doesn't run like a daily driver.

### Fuel Injected Engines:

up to 1300 HP - naturally aspirated  
up to 1000 HP - forced air induction

lbs/hr	700	PSI	45	Volts	13.5
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### Carbureted Engines:

up to 1500 HP - naturally aspirated  
up to 1200 HP - forced air induction

lbs/hr	900	PSI	8	Volts	13.5
--------	-----	-----	---	-------	------

- ORB-10 inlet and outlet ports.
- For EFI applications use regulator P/N 13101 or P/N 13109.
- For carbureted applications use regulator P/N 13204.
- Fully submersible for custom, in-tank placement.
- Perfect for "blow-through" carbureted engines up to 1200 HP.
- Billet Speed Pump Controller (P/N 16306) recommended for EFI street applications.

# FUEL PUMPS

## ELIMINATOR FUEL PUMP

P/N 11104

This continuous duty "street warrior" supports more horsepower in a true street car than any other pump built. Designed for high horsepower street/strip applications, EFI or Carbureted, it features our "dual chamber" pumping mechanism.

### Fuel Injected Engines:

up to 1900 HP - naturally aspirated  
up to 1400 HP - forced air induction

lbs/hr	1000	PSI	45	Volts	13.5
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### Carbureted Engines:

up to 2300 HP - naturally aspirated  
up to 1700 HP - forced air induction

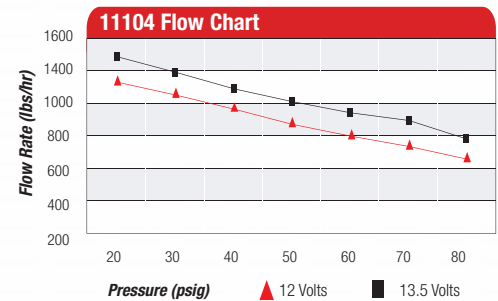
lbs/hr	1300	PSI	8	Volts	13.5
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- ORB-12 inlet port and ORB-10 outlet port.
- For EFI applications use regulator P/N 13110, carbureted P/N 13212.
- Fully submersible for custom, in-tank placement.
- 25% more flow at pressure than our A1000 Fuel Pump.
- Perfect for "blow-through" carbureted engines up to 1700 HP.
- Billet Speed Pump Controller (P/N 16306) required for EFI street applications.



**MARINE**

P/N 11110



## PRO-SERIES FUELPUMP

P/N 11102

Simply the most powerful, highest flowing, in-line fuel pump available anywhere. Engineered for high horsepower racing engines this beautiful pump features our "dual chamber" pump design.

### Fuel Injected Engines:

up to 2200 HP - naturally aspirated  
up to 1700 HP - forced air induction

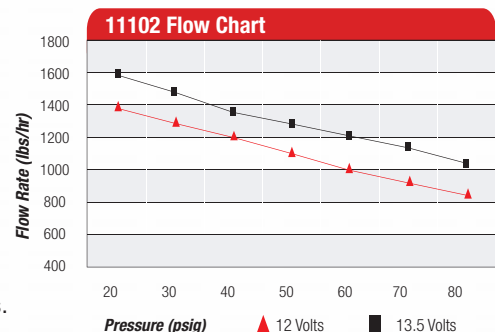
lbs/hr	1200	PSI	45	Volts	13.5
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### Carbureted Engines:

up to 2600 HP - naturally aspirated  
up to 2000 HP - forced air induction

lbs/hr	1500	PSI	8	Volts	13.5
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- ORB-12 inlet and outlet ports.
- Beautifully plated with our electroless nickel process.
- Includes two AN-12 tapered flare fittings and O-rings.
- For EFI applications use regulator P/N 13110, carbureted P/N 13212.
- Perfect for "blow-through" carbureted engines up to 2000 HP.
- Fully submersible for custom, in-tank placement.
- Billet Speed Pump Controller (P/N 16306) required for EFI street applications.



## BILLET BELT DRIVE FUEL PUMP

P/N 11105

### Zero amperage draw, less weight, and more flow!

The Aeromotive Billet Belt Drive Fuel Pump was designed to solve fuel delivery problems in high horsepower, forced-induction EFI applications, as well as the now popular, carbureted applications on gas or methanol.



- Proven performance, powering some of the world's fastest EFI vehicles.
- Supports up to 3600 HP gas, 1800 HP methanol.
- Compact size facilitates easy mounting.
- Billet aluminum CNC-machined body, not "cast".
- ORB-10 inlet and outlet ports.
- For EFI applications use regulator P/N 13113.
- Carbureted gasoline applications require regulator P/N 13202 or P/N 13212.
- Alcohol applications require Double Adjustable Regulator P/N 13209 or 13214.
- Bracket and Cog Pulley sold separately. (see Accessories)
- Available as a kit (P/N 17140) includes: Pump, Bracket and Pump Pulley.

Note: Electric Priming Kit available - P/N 17301 (see Accessories)

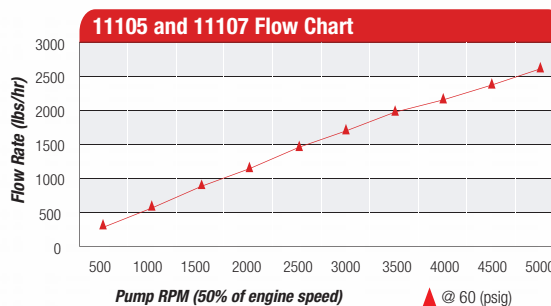
## BILLET HEX DRIVE FUEL PUMP

P/N 11107

Get the same unparalleled performance you get from our Billet Belt Drive Fuel Pump (P/N 11105), with the convenience of direct drive. The Hex Drive Fuel Pump can be mounted and driven directly from the back of a properly prepared external oil pump or driven directly by the cam through a timing cover adapter.

- Identical flow at pressure to the Billet Belt Drive Pump, P/N 11105. (see below)
- Engineered to handle either gas or alcohol.
- Billet aluminum CNC-machined body, not "cast".
- Identical port configuration and regulator requirements as P/N 11105. (see above)
- Utilizes standard, 3/8" hex drive shaft and adjustable, billet mounting collar with standard 3-bolt mounting pattern and hardware.

Note: Electric Priming Kit available - P/N 17301 (see Accessories)



## ATOMIC BELT DRIVE FUEL PUMP

P/N 11115

**Designed to feed monster EFI and Carbureted engines, gasoline or alcohol.**

The Atomic Belt Drive Pump is engineered to be driven by a pulley and cog drive allowing the pump to be driven from your crankshaft. It can be used in high or low pressure applications.

- Flows in excess of 4500 lbs/hr (over 12 GPM at 100 PSI).
- Supports over 5000 HP gas, 2500 HP methanol.
- Type III hard coat anodize protects the 6061 T6 aircraft aluminum alloy housing.
- Features removable ports with a 1.25" inlet and ORB-12 outlet port.
- EFI applications require regulator P/N 13113.
- Bracket (P/N 11705) and Cog Pulley (P/N 21109) sold separately. (see Accessories)

Note: Electric Priming Kit available - P/N 17301 (see Accessories)



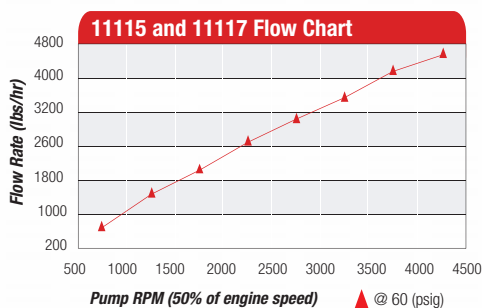
## ATOMIC HEX DRIVE FUEL PUMP

P/N 11117

The Atomic Hex Drive Pump features the same performance you get from our Atomic Belt Drive Pump (P/N 11115), with the convenience of direct drive. The Hex Drive Fuel Pump features a hex drive shaft and mounting collar designed to be mounted and driven directly from the back of a properly prepared external oil pump or driven directly by the cam through a timing cover adapter.

- Identical flow at pressure to the Atomic Belt Drive Pump, P/N 11115. (see below)
- Engineered to handle either gas or alcohol.
- Identical port configuration and regulator requirements as P/N 11115. (see above)
- Utilizes standard, 3/8" hex drive shaft and adjustable, billet mounting collar with standard 3-bolt mounting pattern and hardware.

Note: Electric Priming Kit available - P/N 17301 (see Accessories)



# FUEL PUMPS

## SS STREET/STRIP FUEL PUMP P/N 11203, 11213



A carbureted fuel pump that allows you to step up your performance by maintaining optimal line pressure and delivering high volume. The Street/Strip Pump was engineered for 200-750 HP carbureted engines making this a perfect choice for a daily driver, street rod or demanding ET-bracket race car.

- P/N 11203 features 3/8" NPT inlet and outlet ports.
- P/N 11213 features ORB-08 inlet and outlet ports.
- Perfect for use with either a Bypass Regulator (P/N 13301) or one of our Carbureted Adjustable Regulators. (P/N 13201, 13205).
- Fuel flow exceeds 140 GPH at 13.5 volts.
- Pump provides 14 PSI fuel pressure - perfect for cars that leave hard.
- Pumping mechanism features our proprietary composite rotor, stainless steel vanes and precision ground, heat treated steel plates.
- Ideal for dedicated nitrous delivery.
- Alcohol compatible.
- Low current draw. (under 5 amps)

**PLATINUM**  
P/N 11253

**MARINE**  
P/N 11211

## H/O HIGH OUTPUT FUEL PUMP P/N 11209, 11219



Ideal for carbureted power plants not using a separate fuel pressure regulator. The H/O Fuel Pump is designed for engines making 200-600 HP and is ideal for street cars and mild race cars alike. Similar to our SS Fuel Pump (P/N 11203), but internally regulated to 7 PSI.

- P/N 11209 features 3/8" NPT inlet and outlet ports.
- P/N 11219 features ORB-08 inlet and outlet ports.
- Durable billet construction.
- Fuel flow exceeds 90 GPH at 5 PSI and draws less than 5 amps.
- Internally regulated to 7 PSI, eliminating the need for a separate regulator on most carburetors.
- Rated for continuous duty, the pumping mechanism features a composite rotor, stainless steel vanes and heat treated steel top and bottom plates for durability.

**PLATINUM**  
P/N 11259

**MARINE**  
P/N 11212

## A2000 CARBURETED FUEL PUMP

P/N 11202

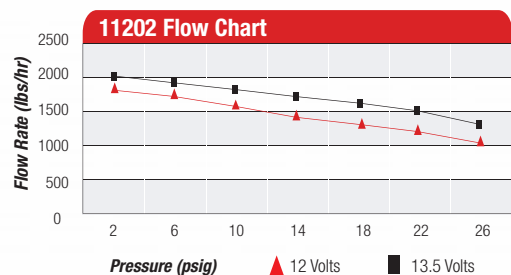
From Stock Eliminator to Pro Mod, the Aeromotive A2000 has proven to be the most versatile “big” carbureted fuel pump on the planet.

The A2000 flows enough fuel to support the world’s quickest nitrous Pro-mods on gasoline, and is the industry’s only fuel pump that uses a true diaphragm-controlled, adjustable bypass valve, integral to the pump. This design dampens pressure spikes, delivering smoother, more controlled flow and pressure, ensuring more consistent E.T.s and win lights.

- High torque, low RPM motor design delivers more than 350 GPH free flow, while developing less current draw than any other pump in its class.
- Adjustable diaphragm bypass valve outperforms ineffective poppet designs, minimizing flow loss and pressure fluctuation to the regulator and carburetor.
- ORB-10 inlet and outlet ports with ORB-8 return and 1/8” NPT gauge port.
- Proprietary seal design eliminates leakage.
- Alcohol compatible.
- Multiple bolt patterns on the bottom of the pump body fit many chassis mounting options.



The Aeromotive A2000 Fuel Pump fueled the 2007/2008 NHRA Pro Stock World Champion, the 2006 and 2008 IHRA Pro Stock Champion and all the Speedtech Nitrous Pro Mods that cracked the 5 second barrier in 2008.



Mike Castellana



## BILLET PULSE FUEL PUMP

P/N 11207

Finally, a billet, high-flow fuel pump that can handle the demands of today's emerging small engine market. Gasoline or alcohol, this pulse pump fuels the baddest small engines on the planet, whether they're in a junior dragster, racing kart or snowmobile.

- Pulse design delivers fuel as needed, based upon the engine's pressure signal.
- The first and highest flowing pulse pump designed for use with gasoline and alcohol engines.
- To prevent corrosion, surfaces in contact with fuel are Type III hardcoated.
- Billet, CNC machined design minimizes aeration and foaming, resulting in better fuel quality in the bowl.
- Features indexable inlet and outlet ports and integral mounting ears.
- ORB-04 to 5/16" hose-barb adapter fittings included.



**PLATINUM**  
P/N 11256

## BILLET MECHANICAL SBC FUEL PUMP

P/N 11206

Aeromotive's billet Small Block Chevy, block mounted pump sets a new standard for engineering to provide unparalleled durability. The six valve configuration delivers more volume than the competition while eliminating failures common to conventional cast pumps.

- For gasoline engines only.
- Develops 12 PSI line pressure when used with "static" pressure regulators. (P/N 13201, 13205)
- For dynamic fuel systems use bypass regulators. (P/N 13204, 13301)
- ORB-10 inlet port can be rotated 285° (independent of outlet) for infinite indexing.
- ORB-08 outlet port may be clocked in 60° increments.
- 1/4" NPT vent port may be used to remote vent the diaphragm as required in marine applications.
- High alloy steel, CNC machined lever arm provides high strength to weight ratio for durability in severe duty applications.
- CNC machined 6061-T6 aircraft aluminum body for superior strength and tighter tolerances.

The same standards and processes that go into developing Aeromotive pumps are used for all of our products, including our regulators. Precision engineering and integrated proprietary high quality materials provide superior durability and the kind of control an inferior design can't match. Each regulator incorporates a convoluted diaphragm utilizing proprietary elastomer materials. Our material and poppet design is unique to each individual regulator. These designs maximize piston stroke and optimize flow without stressing the diaphragm. Area of the poppet, pressure range and flow requirements are critical when deciding on the proper spring rate and orifice size to satisfy the specification we design to for all of our regulators. This translates to precise fuel pressure control for your specific application.

Regulation is one of the most important components of your fuel delivery system. If your fuel delivery system designer doesn't offer numerous regulators to support all the different requirements, they probably don't understand your application.

# REGULATORS



# EFI REGULATORS

P/N 13101



**PLATINUM**  
P/N 13151  
P/N 13159

**MARINE**  
P/N 13114

## A1000 INJECTED BYPASS REGULATOR

P/N 13101

## A1000-6 INJECTED BYPASS REGULATOR

P/N 13109

Performance EFI regulators designed for medium to high horsepower applications. Both regulators feature Aeromotive's high-flow design, superb pressure control and legendary durability. On the street and at the track, these pressure regulators have logged more miles, laps and passes than any other performance EFI regulators in the world!

- Base pressure adjustable from 40-75 PSI.
- Gasoline and alcohol compatible.
- Fuel pressure rises on a 1:1 ratio with boost.
- 1/8" NPT gauge port.
- P/N 13101 provides (2) ORB-10 inlet ports and (1) ORB-06 return port.
- P/N 13109 provides (2) ORB-06 inlet ports and (1) ORB-06 return port.



P/N 13109



**PLATINUM**  
P/N 13155

## COMPACT EFI REGULATOR

P/N 13105

Big performance in a small package. The Compact EFI Regulator is designed for applications producing up to 1,000 HP where space is at a premium. Ideal for EFI fuel delivery systems that are limited to one regulator inlet port.

- Adjustable from 30-70 PSI.
- Equipped with removable AN-6 male fittings for inlet and outlet ports, eliminates the need to buy additional fittings and O-rings.
- Dedicated, 1/8" NPT gauge port located opposite the side inlet.
- Fuel pressure rises on a 1:1 ratio when referencing boost.



**PLATINUM**  
P/N 13351

## UNIVERSAL BYPASS REGULATOR

P/N 13301

A dual purpose, universal regulator for EFI or Carbureted and street or strip applications. Base pressure adjustable from 3 to 20 PSI with standard spring, (installed) or from 20 to 60 PSI with high pressure spring (included). Offers the full flow and rock steady fuel pressure that only a dynamic, Aeromotive bypass regulator provides.

- Capable of regulating any fuel pump between 100 and 250 GPH.
- Fuel pressure rises on a 1:1 ratio when referencing boost.
- All ports are 3/8" NPT, with one inlet and three outlets on the main body and one return port on the bottom.
- Bypass design provides the ultimate, dynamic fuel pressure control.

**Note: (Requires a return line to be installed from the bottom of the regulator to the top of the tank.)**

# EFI REGULATORS

## PRO-SERIES EFI REGULATOR

P/N 13110

The tuner's choice for high horsepower EFI applications. The Pro-Series Regulator can support up to 2000 HP. For engines requiring high volume, high pressure fuel delivery the Pro-Series Boost Reference EFI Regulator is a perfect fit for serious power.

- Adjustable base pressure from 30-60 PSI.
- Auxiliary ports available for nitrous applications, pressure gauges and transducers.
- References Vacuum/Boost on a 1:1 ratio. Includes two boost line adapters, one barbed for rubber hose, the other for AN-04 braided line. (Prevents blow-off in high boost applications)
- Dedicated 1/8" NPT port.
- Includes Aeromotive's radiused tapered flare fittings:
  - (3) ORB-08 and (1) ORB-10 inlet ports, two with AN-08 flare adapters.
  - (1) ORB-10 return port with AN-10 flare adapter port plugs included.
- Virtually indestructible electroless nickel-plating finish on the body with type II bright dip black anodized cap.



## BELT/HEX DRIVE EFI REGULATOR

P/N 13113

**Ultra-High Flow EFI Regulator**, adjustable from 40-100 PSI. Engineered for our Belt-Drive and Hex-Drive Fuel Pumps, the Belt Drive EFI Regulator is suitable for engines making up to 4,000 HP on gasoline and is compatible with gasoline and methanol.

- Perfect for any mechanically driven EFI fuel pump developing over 200 GPH at EFI pressure.
- Base pressure adjustable from 40-100 PSI.
- References Vacuum/Boost on a 1:1 ratio. Includes two boost line adapters, one barbed for rubber hose, the other for AN-04 braided line. (Prevents blow-off in high boost applications)
- Ports available for nitrous fuel supply, pressure gauges and transducers.
- (4) ORB-08 inlet ports, (1) ORB-10 inlet port and (1) ORB-10 return port.



David Freiburger's F-Bomb

# CARB REGULATORS



P/N 13201

**PLATINUM**  
P/N 13251  
P/N 13255

**MARINE**  
P/N 13211  
P/N 13215

## **SS ADJUSTABLE, ORB-06 REGULATOR** P/N 13201

## **SS ADJUSTABLE, 3/8" NPT REGULATOR** P/N 13205

Specifically designed for carbureted street or racing engines, these adjustable regulators offer higher flow, quicker response and less pressure creep than competing two-port designs. Ideal for dedicated nitrous applications. These regulators are used by many of the NASCAR® teams.

- Adjustable from 5-12 PSI.
- P/N 13201 provides ORB-06 inlet and outlet ports.
- P/N 13205 provides 3/8" NPT inlet and outlet ports.
- 1/8" NPT gauge port.
- Regulators re-seat after the carburetor needle shuts down, preventing pressure creep.
- Includes mounting bracket.



P/N 13205

## **A2000 BYPASS REGULATOR** P/N 13202

## **A2000 BYPASS, 2-PORT REGULATOR** P/N 13212

Dynamic flow and rock steady pressure make this regulator perfect for naturally aspirated or carbureted blow-through applications. The A2000 Bypass Regulator provides unmatched boost reference and high flow capacity. Compatible with any high volume electric or mechanical fuel pump.

- Adjustable from 2-20 PSI.
- Bypass design provides the ultimate, dynamic fuel delivery system. (Requires AN-10 return line)
- Fuel pressure rises on a 1:1 ratio when referencing boost.
- ORB-10 inlet and return ports.
- P/N 13202 provides (4) ORB-08 outlet ports.
- P/N 13212 provides (1) ORB-10 outlet port.
- P/N 13212 available with fuel log P/N 14201 or 14202, fittings and gauge as **P/N 17248 or 17250**. (see New Products pg. 6)

Note: High pressure, boost reference applications require high volume, high pressure fuel pumps. EFI capable, electric or mechanical pumps like the Aeromotive Pro-Series (P/N 11102), Eliminator (P/N 11104), or Belt Drive Fuel Pump (P/N 11105) are strongly recommended.



P/N 13202



P/N 13212

## **A4 CARBURETED REGULATOR** P/N 13203

The only four-port regulator on the market that uses a "soft-seat" design, eliminating pressure creep at idle and, if used, on a throttle stop. Used by many of the best "Super" class racers in the world. This exclusive design ensures the precise pressure control needed for more consistent E.T.s.

- Adjustable from 5-15 PSI.
- Gasoline and alcohol compatible.
- Standard static flow design, no return line required.
- (4) ORB-06 outlet ports and 1/8" NPT gauge port.
- (2) ORB-10 inlet ports for plumbing flexibility.



# CARB REGULATORS

## A1000 CARBURETED BYPASS REGULATOR P/N 13204

### A1000, 4-PORT BYPASS REGULATOR P/N 13224

The A1000 Bypass Regulators were designed for use with our A1000 and Eliminator Fuel Pumps or similar style EFI pumps in a carbureted application. These regulators are perfect for naturally aspirated or “blow-through” supercharged engines.

- Base fuel pressure adjustable from 3-15 PSI.
- (1) ORB-10 inlet port and (1) ORB-08 return port.
- P/N 13204 provides (2) ORB-06 outlet ports and 1/8” NPT gauge port.
- P/N 13224 provides (4) ORB-06 outlet ports and 1/8” NPT gauge port.
- Fuel pressure rises on a 1:1 ratio when referencing boost.
- Bypass design provides the ultimate, dynamic fuel delivery system.
- Ideal for converting from fuel injection to carburetion using the stock, in-tank pump.
- EFI conversions will require a larger-than-stock return line for proper low pressure control.

Note: Requires AN-08 return line from bottom of regulator back to top of the tank.



**PLATINUM**  
P/N 13254

**MARINE**  
P/N 13207



## PRO-STOCK, 4-PORT REGULATOR P/N 13208

### PRO-STOCK, 2-PORT REGULATOR P/N 13210

Track-tested by record setting, professional racers, the Aeromotive Pro Stock Regulators were designed to be used with the Aeromotive A2000 Fuel Pump (P/N 11202) in either single or dual carburetor applications. Utilizing a new stainless steel valve, aluminum bronze seat, and an innovative opposed-spring design, the Pro Stock Regulators are engineered to be the quickest responding, most reliable, highest flowing regulators on the market.

- Adjustable from 4-8 PSI.
- ORB-12 inlet port. (Includes AN-12 to AN-10 male flare reducer fitting)
- P/N 13208 provides (4) ORB-06 outlet ports.
- P/N 13210 provides (2) ORB-08 outlet ports.
- 1/8” NPT gauge port.
- Includes mounting bracket.



P/N 13210



P/N 13208

## DOUBLE-ADJUSTABLE BYPASS REGULATOR P/N 13209

### DOUBLE-ADJUSTABLE BYPASS, 2-PORT REGULATOR P/N 13214

Revolutionary design provides two independent pressure adjustments; one adjustment for idle and one for wide open throttle. Engineered for use with variable volume pumps tied to engine RPM. This regulator creates the smoothest and most repeatable fuel curve from idle to wide open throttle of any bypass system.



P/N 13214

- ORB-10 return port.
- 1/8” NPT gauge port.
- P/N 13209 provides (1) ORB-08 inlet and (3) ORB-08 outlet ports.
- Can be configured for single or dual carbureted engines and provides superior pressure control and flow when installed before the carburetor or after a fuel log.
- Also available with a single inlet port for fuel logs. (P/N 13214) - provides ORB-10 inlet and return ports.
- P/N 13214 available with fuel log P/N 14201 or 14202, fittings and gauge as **P/N 17249 or 17251**. (see New Products pg. 6)



P/N 13209

# OEM RAIL MOUNT

## GM

### GM LT-1 REGULATORS

P/N 13106, 13107

Originally developed with the GM LT-1 engine specs in mind, these regulators were designed to keep these cars performing at their peak potential. These rail mount EFI regulators fit a variety of factory GM vehicles. See a list of applications below:

- Adjustable from 30-70 PSI.
- Fuel pressure rises on a 1:1 ratio when referencing boost.
- 1/8" NPT gauge port.
- Stainless steel spring, custom-designed for precise fuel control.
- A true billet regulator, CAD designed and CNC-machined.
- Return adapter may be replaced with P/N 15606 for a -06 return line. (sold separately)

#### P/N 13106

92 - 96 Corvette  
GM Ram-Jet 350 EFI Crate Engine

#### P/N 13107

94 - 96 Impala  
94 - 97 F Body Camaro/Firebird  
GM 3.1L & 3.4L V6 engines



P/N 13106



P/N 13107

## FORD

### FORD 4.6L, 5.0L & 5.4L REGULATORS P/N 13102, 13103

Adjustable billet fuel pressure regulators designed to handle the demands of the Ford 4.6L, 5.0L and 5.4L engines. Installs easily on the stock factory fuel rail.

- Adjustable from 30-70 PSI.
- Fuel pressure rises on a 1:1 ratio when referencing boost.
- 1/8" NPT gauge port.
- Stainless steel spring, custom-designed for precise fuel control.
- Installation kit includes O-rings and gaskets.



P/N 13102



P/N 13103

#### P/N 13102

94 - 98 1/2 4.6L  
94 - 95 5.0L

#### P/N 13103

86 - 93 5.0L

**PLATINUM**

P/N 13152  
P/N 13153

## HONDA / ACURA

### HONDA/ACURA BILLET ADJUSTABLE REGULATORS

P/N 13115, 13116

Billet adjustable regulators specifically designed for Honda and Acura engines to provide fully adjustable base fuel pressure. These regulators are direct bolt-on for engines with the factory fuel rail or aftermarket fuel rails designed with mounting provisions for the stock regulator.

- Adjustable from 30-70 PSI.
- Connects directly to the stock fuel rail and return line.
- Perfect for use with the factory fuel pump, yet flows enough for larger pumps like the Aeromotive A1000.
- The same unrivaled, Aeromotive fuel pressure control preferred by the top racers and tuners, in a Honda specific, bolt-on package.
- Fuel pressure rises on a 1:1 ratio when referencing boost.
- 1/8" NPT gauge port.

#### P/N 13115 (98-01 2.3L VTEC)

98 - 02 Accord 4 cyl  
96 - 97 Del Sol Si  
00 - 04 S2000  
98 - 99 CL 2.3L

#### P/N 13116 (92-97 1.6L VTEC)

86 - 89 Accord LXi/SEi	93 - 95 Del Sol S/Si
90 - 93 Accord	94 - 97 Del Sol VTEC
92 - 95 Civic	89 - 91 Prelude Si
99 - 00 Civic Si	94 - 01 Integra



P/N 13116



2009 GoodGuys Air Ride Grand Prize Giveaway

Project Supernova

# REGULATORS

## REGULATOR/PUMP COMPATIBILITY

Aeromotive has more fuel pressure regulators than anyone! Why? Because the aftermarket demands it. Nobody else is fueling as many applications: carbureted, EFI, forced induction or naturally aspirated, as Aeromotive. Whether you are trying to fuel 150HP or 3500HP, your application needs a regulator and it needs a regulator that matches your application. We don't make one-size-fits-all. So, if you're looking to control your fuel system, you need Aeromotive!

The chart below indicates the recommended applications Aeromotive regulators are designed for. The applications are listed as either carbureted "C" or EFI "E". This chart can be used as a reference to match the appropriate regulator to your fuel pump based on the application, EFI or carbureted.

### FUEL PRESSURE REGULATOR

P/N	13101	13105	13110	13113	13301	13201	13202	13203	13204	13208	13209	13115	13102	13106
	13109					13205	13212			13210	13214	13116	13103	13107
11101	E	E			EC		C		C			E	E	E
11102			E		E		C							
11103	E	E			EC				C			E	E	E
11104	E		E		EC		C		C					
11105			E	E			C				C			
11106	E	E			EC				C			E	E	E
11107			E	E			C				C			
11109	E	E			C				C			E	E	E
11115				E										
11117				E										
11202						C	C	C		C				
11203					C	C			C					
11206					C	C			C					
11209					C	C								
11213					C	C			C					
11219					C	C								

FUEL PUMP

 = Recommended

**C** = Indicates CARBURETED applications

**E** = Indicates EFI applications

Note: There are many factors that can change regulator recommendation, including forced induction and nitrous. Call Aeromotive Technical Help for further assistance and questions for your specific application.

Finally, a place where bigger really is better. What defines an efficient filter? As little pressure drop as possible. How do you achieve a low pressure drop? Surface area. How do you get a lot of area into a compact inline filter? Pleats. More pleats mean more surface area and in turn, better flowing filters. Aeromotive in-line filters boast the most surface area of any filter elements in the industry.

Our fuel filters aren't just better on the inside, they are arguably the most appealing filter in the industry on the outside. Machined out of Aircraft grade billet aluminum alloy and precision coated with your option of bright dip red or black anodize, hardcoat and even a nickel plated finish in our Platinum Series.

Variety, quality, unmatched performance and finish leave all other filters in the dust. Don't trust your investment with any other filter.

**FUEL FILTERS**



# FUEL FILTERS

## IN-LINE FUEL FILTERS

### An inexpensive insurance policy to protect your investment.

Proper filtration is key to fuel system performance. Engineered filter solutions are required to achieve protection with minimum restriction. For 200 - 3,000 plus HP applications, our filter assemblies offer unmatched flow, ease of installation and maintenance, along with the impeccable machining and finish you've come to expect from all Aeromotive components.

- 100-micron filters are designed for use between the fuel pump and fuel tank to protect the pump.
- 10-micron filters may ONLY be used after the fuel pump to protect your injectors or carburetor.
- All filter assemblies feature an O-ring for positive sealing in high pressure applications.
- CNC-machined from 6061-T6 aircraft aluminum.
- All filters feature serviceable filter elements.
- All of our filters feature pleated elements. (Pleats provide more filtration area, resulting in the least amount of pressure drop.)
- Fabric elements not suitable for use in E85 or alcohol applications.



P/N 12301



P/N 12321



P/N 12304



P/N 12324

## IN-LINE FUEL FILTERS

P/N 12301, 12304, 12321, 12324

- ORB-10 ports. Fittings available to adapt these filters to AN-10, -08 and -06 line sizes. (see Fittings & Adapters)
- Compact size: 5.5" long x 2" diameter
- **P/N 12301** High-flow, 10-micron fabric (fine) replaceable element. Flows 2,000 lb/hr with a pressure drop of less than 1 PSI.
- **P/N 12304** High-flow, 100-micron stainless steel (coarse) cleanable element. Flows 2,000 lb/hr with a pressure drop of less than .5 PSI.
- Available in anodized bright dip red and black for a corrosion resistant, show car quality appearance.

**PLATINUM**

P/N 12351, 12354

**MARINE**

P/N 12306, 12307

## SS SERIES FUEL FILTERS P/N 12303, 12316

- 3/8" NPT ports.
- Red, type II bright dip anodized finish.
- Compact size: 3.5" long x 1.25" diameter.
- **P/N 12303** 40-micron fabric replaceable element.
- **P/N 12316** 100-micron stainless steel (coarse) cleanable element.



P/N 12303  
P/N 12316

**PLATINUM**

P/N 12353

# FUEL FILTERS

## IN-LINE FUEL FILTERS

P/N 12335

- Designed to stand up to the destructive properties of alcohol based fuels, including ethanol and methanol.
- High-flow, **40-micron** stainless steel, cleanable element.
- ORB-10 ports. Fittings available to adapt these filters to AN-10, -08 and -06 line sizes. (see Fittings & Adapters)
- Compact size: 5.5" long x 2" diameter.
- Features an anodized bright dip red finish for a corrosion resistant, show car quality appearance.



## PRO-SERIES FUEL FILTERS

P/N 12310, 12302

- ORB-12 ports. Fittings available to adapt these filters to AN-12, -10 line sizes. (see Fittings & Adapters)
- Pro-Series features an indestructible electroless nickel finish.
- 7" long x 2.5" diameter.
- **P/N 12310** High-flow, 10-micron fabric (fine) replaceable element. Flows 2,000 lb/hr with a pressure drop of less than .5 PSI.
- **P/N 12302** High-flow, 100-micron stainless steel (coarse) cleanable element. Flows 2,000 lb/hr with a pressure drop of less than .15 PSI.



P/N 12310



P/N 12302

**PLATINUM**

P/N 12360, 12352

**MARINE**

P/N 12311, 12309



2008 Street Rodder Road Tour Car

Speed '33

# FUEL FILTERS

## CANISTER STYLE FUEL FILTER

P/N 12308, 12318

When an in-line filter just won't work.

- 3/8" NPT ports.
- 6.125" tall x 3.75" diameter
- **P/N 12308** High-flow 10-micron fabric (fine) element. Flows 1,500 lb/hr with a pressure drop of less than 1 PSI.
- **P/N 12318** High-flow 100 micron stainless steel (coarse) cleanable element.
- Available in a variety of finishes:

### RED/POLISHED

- 12308** - 10-Micron
- 12318** - 100-Micron

### RED/BLACK

- 12317** - 10-Micron
- 12319** - 100-Micron

**PLATINUM**

P/N 12358



P/N 12308  
P/N 12318

P/N 12317  
P/N 12319

## SHUTOFF VALVE FUEL FILTERS

P/N 12331, 12332

Ever take a fuel bath when changing your filter? We have a solution!

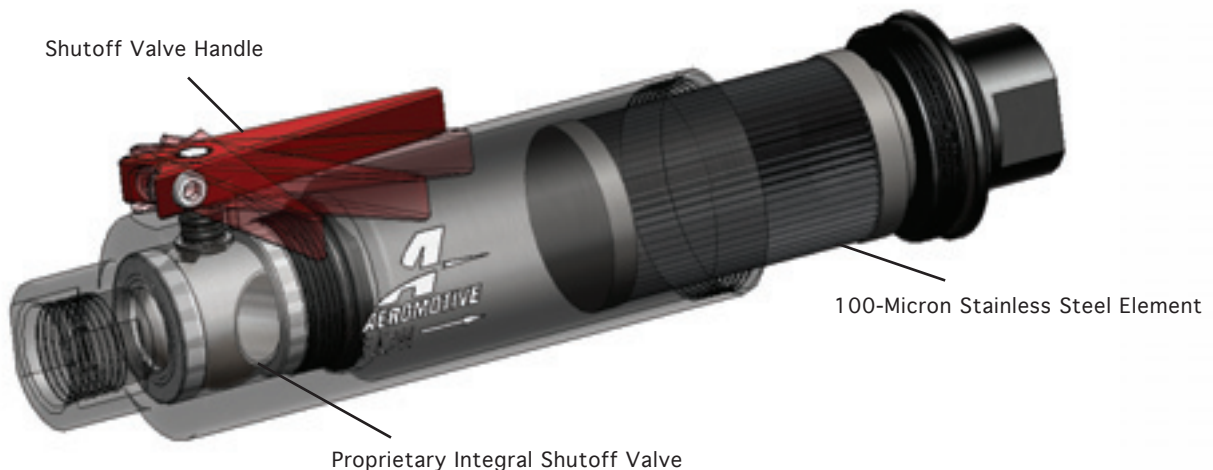
Cleaning and replacing your filter elements used to mean draining your gas tank. The new Aeromotive Shutoff Valve Fuel Filters allow you to shutoff fuel flow and replace your filter elements with little or no fuel loss. Both feature 100 micron stainless steel elements and are recommended for use between the fuel cell or sumped tank and the fuel pump inlet.

- Proprietary stainless steel shutoff valve design.
- Type II bright dip black anodized assembly and red anodized billet aluminum shutoff valve handle.
- Perfect for pre-pump filtration.
- **P/N 12331** ORB-10 ports
- **P/N 12332** ORB-12 ports

P/N 12331



P/N 12332



## REPLACEMENT ELEMENTS

Commonly the most overlooked component in a fuel system, filter neglect can be the most costly. If not cleaned or replaced regularly, filter elements can become clogged resulting in reduced fuel flow, engine performance and ultimately, fuel pump or even worse, engine damage. By simply replacing and/or cleaning your filter elements regularly, you can avoid costly repairs to your fuel system and ensure peak engine performance.

Aeromotive recommends annual inspection and service of filter elements. This includes replacing 10-micron fabric elements and cleaning or replacing 100-micron stainless steel elements. Severe duty applications or newly installed systems may require more frequent maintenance.

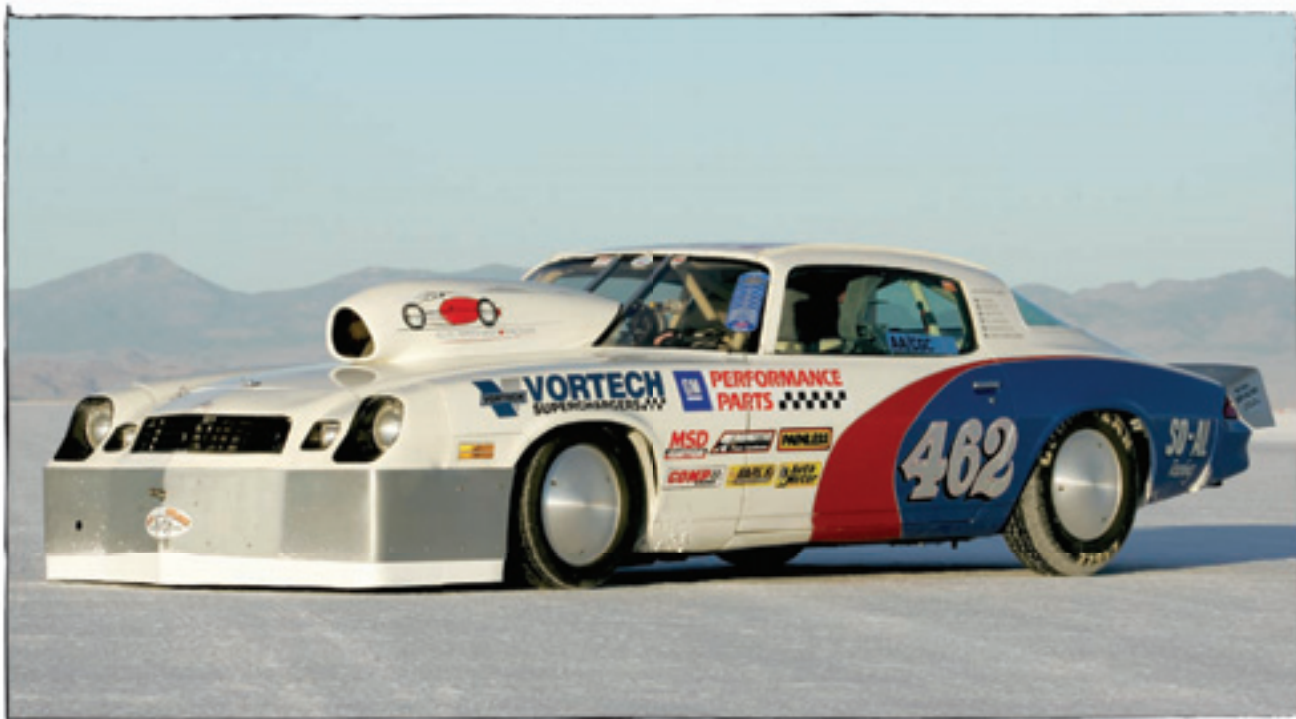
*How do you know what element you need for your filter? Several Aeromotive filters share the same housing, but the elements inside may be drastically different and putting the wrong filter or element in the wrong place could be costly for your fuel pump or your engine. To find out, look inside the inlet of the filter. Stamped on the top of the element is the micron rating. (See figure 1 below) This will tell you what element you need for your filter.*

### P/N APPLICATION

- 12601** 10-micron fabric element for P/N 12301, 12306
- 12602** PRO-SERIES 100-micron stainless element for P/N 12302, 12332, 12309
- 12603** 40-micron fabric element for P/N 12303
- 12604** 100-micron stainless element for P/N 12304, 12331, 12307
- 12608** 10-micron fabric element for P/N 12308, 12317
- 12610** PRO-SERIES 10-micron fabric element for P/N 12310, 12311
- 12616** 100-micron stainless element for P/N 12316
- 12618** 100-micron stainless element for P/N 12318, 12319
- 12635** 40-micron stainless element for P/N 12335



Micron Rating Stamp



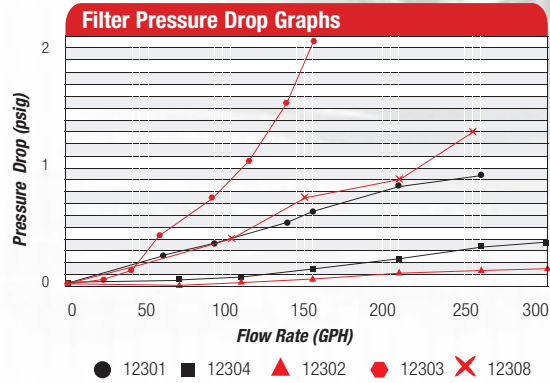
David Freiburger's Bonneville Camaro

Current holder of 8 Bonneville Speed Records

# FUEL FILTERS

## Aeromotive fuel filters are your first line of defense.

Our fuel pumps are extremely efficient by design and restricting flow of these pumps can result in catastrophic pump failure. The most common form of restriction is improper fuel filters. Aeromotive fuel filters offer more surface area of filtration media than any manufacturer in the industry. On average, more than 60 square inches! The result, the highest flowing fuel filters, with the lowest pressure drop and the ability to support 3,000 plus horsepower.



## FILTER/FUEL PUMP COMPATIBILITY

For more detailed plumbing diagrams, see the Aeromotive Systems Power Planner on page 10 - 13.

### FUEL FILTER

FUEL PUMP

P/N	12304	12301	12302	12310	12316	12303	12318 12319	12308 12317	12331	12332
11103	S	P	S	P			S	P	S	
11106	S	P	S	P			S	P	S	
11101	S	P	S	P				P	S	
11104	S	P	S	P					S	S
11102			S	P						S
11105			S	P						S
11107			S	P						S
11115			P							S
11117			P							P
11203	S	P	S	P			S	P	S	P
11213	S	P	S	P			S	P	S	
11209	S	P	S	P			S	P	S	
11219	S	P	S	P			S	P	S	
11202	P		S	P					P	
11207					S	P				S
11206	S	P	S	P			S	P	S	
11109					S	P				

= Recommended

**P** = Indicates PRESSURE side (after the fuel pump, before the engine)

**S** = Indicates SUCTION side (between the fuel tank/cell and fuel pump)

Note: Only filters indicated above should be used with Aeromotive Fuel Pumps.

Noncompatible filters could result in catastrophic pump/engine damage.

Note: Fabric elements not for use with methanol or E85.

Billet fuel rails that actually fit. The advantage of a company that understands engineering, design and manufacturing, is peace of mind. When you buy a set of rails from Aeromotive, you can be assured they will fit and deliver as promised, not leak and disappoint.

Our Rail Systems take fuel rails to another level. Adding innovative couplers allow you to install our rails on many popular domestic and import performance vehicles, while utilizing our specifically designed billet fuel pressure regulators for added tuning control.



**FUEL RAILS**

# FUEL RAILS

## BILLET FUEL RAIL KITS

Aeromotive High Flow, Billet Fuel Rails combine 3,000 HP flow capabilities with “bolt-on” ease of installation. We offer application specific solutions for Ford, GM, MOPAR and a variety of import engines. Combining legendary fit and finish with maximum performance capability, each Aeromotive Billet Fuel Rail features:

- ORB-08 Ports with compact connections and positive, leak-free sealing.
- Full 5/8” ID through bore, capable of supporting up to 3,000 HP. Fully compatible with -10 AN line if combined with custom ORB-08/AN-10 adapter P/N 15641, see page 43.
- Full size ports at each end for optimal injector supply and minimal hydraulic fluctuation.
- Additional inlet/outlet ports are provided where required for plumbing convenience.
- CNC-machined, billet aluminum construction for unequaled fit and finish.
- Steel mounting brackets, custom engineered for each application, combining a solid, durable mounting platform with correct fit and “bolt-on” ease of installation.
- Red, Type II bright dip anodized finish that looks great and protects against corrosion.

## BILLET FUEL RAIL SYSTEMS

What if you don't need a complete fuel system, but desire the beauty of an Aeromotive Fuel Rail, along with the improved flow and pressure stability they provide? An Aeromotive Billet Fuel Rail System is what you've been looking for! Each Fuel Rail System provides a custom engineered installation solution. Featuring our CNC-Machined Billet Fuel Rails and custom mounting brackets, we combine all the necessary components and accessories required to perform a complete installation, in one box.

Each Billet Fuel Rail System is comprised of:

- High Flow, CNC-machined, Billet Fuel Rails with custom, steel mounting brackets.
- Billet Adjustable Regulator or Fuel Pressure Sensor Adapter.
- All necessary ORB-Port fittings with O-rings, and Billet Aluminum, AN-hose ends.
- Stainless Steel braided fuel lines.
- Custom OEM fuel supply and return line adapter fittings, as required.

P/N 14102



## FORD

### 4.6L MUSTANG

#### FUEL RAIL KITS

**14103** 96 - 04 SOHC GT Kit

**14104** 96 - 98 1/2 DOHC Cobra Kit

**14111** 98 1/2 - 04 DOHC Cobra Kit

**14116** 05 - 09 3-valve GT Kit

#### FUEL RAIL SYSTEMS

**14119** 98 1/2 - 04 SOHC GT, Returnless

**14125** 96 - 98 1/2 SOHC GT, Return-Style

**14120** 96 - 98 1/2 DOHC Cobra, Returnless

**14122** 98 1/2 - 04 DOHC Cobra, Returnless

**14124** 05 - 09 3-valve GT, Returnless



P/N 14144

### 5.0L MUSTANG

#### FUEL RAIL KITS

**14101** 86 - 95 GT & Cobra Kit

**PLATINUM**  
P/N 14151

#### FUEL RAIL SYSTEMS

**14102** 86 - 95 GT & Cobra, Return-Style



P/N 14101

### 5.4L TRUCK & SUV

#### FUEL RAIL KITS

**14110** 99 - 04 Lightning/Harley Kit

**14117** 97 - 05 2-Valve Truck & SUV Kit

#### FUEL RAIL SYSTEMS

**14127** 99 - 04 Lightning/Harley, Return-Style

**14118** 97 - 05 2-Valve Truck & SUV, Return-Style



P/N 14128

### 5.4L GT500 MUSTANG

#### FUEL RAIL KITS

**14144** 07 - 09 GT500 Kit

#### FUEL RAIL SYSTEMS

**14145** 07 - 09 GT500, Returnless

# FUEL RAILS

## GM

### FUEL RAIL KITS

**14106** 97 - 04 LS1, 01 - 05 LS6 Kit

**14113** 05 - 06 Cadillac Northstar Kit

**14114** 05 - 06 LS2 Kit

**14115** GM LS3 / L76 Kit **NEW**

**14131** 96 - 07 GM Supercharged 3.8L Kit

**14142** LS7 Corvette Kit

**14147** Edelbrock® LS1 Intake (29085) Kit **NEW**

**PLATINUM**  
P/N 14156



P/N 14146

### FUEL RAIL SYSTEMS

**14139** 98 - 02 LS1 F-Body, Returnless

**14139** 04 LS1 GTO, Returnless

**14128** 99 - 04 LS1 Corvette, Returnless

**14129** 99 - 03 1/2 LS1 Corvette, Return-Style

## IMPORT

### FUEL RAIL KITS

**14112** 94 - 01 Acura Integra Kit

**14105** 90 - 99 Mitsubishi 4G63 Kit

**14132** 03 - 07 Mitsubishi EVO Kit

**14134** 04 - 06 Subaru 2.0L WRX Kit

**14136** 04 - 06 Subaru 2.5L STi Kit

**PLATINUM**  
P/N 14155



P/N 14136

### FUEL RAIL SYSTEMS

**14135** 04 - 06 Subaru 2.0L WRX, Return-Style

**14137** 04 - 06 Subaru 2.5L STi, Return-Style

## RAW EXTRUSION, AFTERMARKET & MOPAR

### FUEL RAIL KITS

**14146** Chrysler 5.7L & 6.1L HEMI **NEW**

**14107** Unmachined Raw Extrusion (17.75" length, one each)

**14148** SBC Edelbrock® Victor "E" Kit

**14149** Edelbrock® Ford Windsor Intake (29285) Kit **NEW**

More applications available soon.  
Visit us online for new product updates.

P/N 14107



Complete fuel system kits were created to provide bolt on solutions that give you trouble free operation, while saving time and money. One part number provides you with everything you need to completely install an Aeromotive fuel system on selected O.E. applications. We even carry universal kits to give you the flexibility to address fuel delivery requirements on street, drag strip, and off-road vehicles. Fully matched components, proper electrical connections, all the plumbing and in-depth instructions with easy to read text and illustrations are included.

All that's missing are the jack stands and hand tools.

**FUEL SYSTEMS**



## "BOLT-ON" FUEL SYSTEMS

**In a word; Aeromotive Fuel Systems DELIVER!** These systems deliver more than just the fuel your engine needs, but also the ease of installation any do-it-yourselfer can appreciate. Aeromotive Fuel Systems are more than the sum of their parts, they are a complete system engineered for your application. With thousands of our systems installed, and millions of miles in service, no other manufacturer delivers more fuel (and less headaches) than Aeromotive!

Aeromotive Fuel Systems are available for a variety of Ford and GM applications and Universal Systems for custom installations. Pump options provide the capability to support anything from street cars to 2,000 plus HP racing applications. A fuel cell or properly sumped fuel tank is recommended in most applications.

Complete, detailed information, including installation instructions and complete list of materials for each Aeromotive Fuel System can be found at [www.aeromotiveinc.com](http://www.aeromotiveinc.com) or call our Tech-Line at 913-647-7300. Tech Help is available M-F, 8 am - 5 pm CT.

## FORD

Complete Aeromotive Fuel Systems are available for a wide variety of Mustangs. Systems are configured to include either the A1000 or Eliminator fuel pump and are able to support up to 1900 HP naturally aspirated and up to 1400 HP forced induction with the Eliminator. P/N 18601 Sumped Tank is available in all 5.0L based Fuel Systems offered for '86-'95 Mustangs.

### 86-95 5.0L MUSTANG \*Does not include fuel tank.

#### P/N APPLICATION

- 17103** A1000 Back Half & Sumped Tank
- \*17107** A1000 Back Half Only
- 17105** A1000 System & Sumped Tank
- \*17109** A1000 System Only
- 17106** Eliminator System & Sumped Tank
- \*17110** Eliminator System Only
- 18653** A1000 5.0L Mustang Stealth Kit (Tank assembly only)
- 18654** Eliminator 5.0L Mustang Stealth Kit (Tank assembly only)
- 17147** A1000 5.0L Mustang Stealth System (Complete System)
- 17148** Eliminator 5.0L Mustang Stealth System (Complete System)



P/N 18653 - A1000 5.0L Mustang Stealth Kit

### 96-04 SOHC 4.6L GT

- 17141** A1000 System Only
- 17142** Eliminator System Only

### 96-98 1/2 DOHC 4.6L COBRA

- 17143** A1000 System Only
- 17144** Eliminator System Only

### 98 1/2-04 DOHC 4.6L COBRA

- 17145** A1000 System Only
- 17146** Eliminator System Only





**GM**

## 93-97 LT-1 BOLT-ON FUEL SYSTEMS

**P/N 17101, 17102**

Like all Aeromotive Bolt-On Fuel Systems, these GM Systems are designed to minimize confusion and maximize performance through perfectly matched components with everything you need for installation. The LT-1 Systems are designed for 93-97 LT-1 Camaros and Firebirds.

- Features the Aeromotive A1000 Fuel Pump
- GM LT-1 Regulator (P/N 13106 for the '93 model; P/N 13107 for the 94-97 models)
- Aeromotive 100 Micron Fuel Filter (P/N 12304)
- Includes: Stainless steel braided hose, hose ends, all necessary fittings, wiring and all additional hardware for installation on LT-1 F-Body cars utilizing stock fuel lines.

## BB CHEVY BELT DRIVE KIT

**P/N 17241**

This kit can produce anywhere from 2-200 PSI with enough volume to support 2500 HP from your big block Chevy. Includes our Belt Drive Fuel Pump (pg. 16), capable of producing high volume and supports high or low pressure whether its fuel injected (electric or mechanical), carbureted, blown, turbocharged or nitrous assisted.

- Kit includes: Belt Drive Fuel Pump (P/N 11105), BBC drive mandrel, pump pulley, crank pulley, cog belt, BBC mounting bracket, adjustment shims & hardware.
- Designed for lower left mounting. Modifications necessary for right-hand mounting.
- EFI applications use Aeromotive Regulator P/N 13113 (sold separately)
- Carbureted gasoline applications use Aeromotive Regulator P/N 13202 or 13212. (sold separately)
- Carbureted alcohol applications use Aeromotive Regulator P/N 13209 or 13214. (sold separately)

## BB CHEVY BELT DRIVE FUEL SYSTEM

**P/N 17243**

Designed for alcohol carbureted cars, this systems brings together matched components including the BBC Belt Drive Kit (P/N 17241) and our Double Adjustable Bypass Regulator (P/N 13209), designed to work together to maximize performance and consistency. It guarantees precise, accurate, repeatable and reliable fuel delivery and pressure control unmatched by any other alcohol carbureted fuel system.

- Methanol and Ethanol compatible.
- Adjust idle fuel pressure separate from the high-RPM setting, no jets, pills or other valves required.
- System includes: BBC Belt Drive Kit (P/N 17241) and Double Adjustable Bypass Regulator (P/N 13209).
- Fittings sold separately.

P/N 17243



## UNIVERSAL FUEL SYSTEMS

Aeromotive's Universal Fuel Systems are designed to provide the do-it-yourselfer with ALL the hardware and components necessary to properly install a "full-on" Aeromotive fuel system. If you're building a street/strip car or one strictly for racing, you can select one of the systems available for carbureted or fuel injected engines. Suitable for installation in any chassis, these systems provide a wide range of performance, from 250 to 2000 HP.

Bottom line, if you're tired of fuel delivery problems, Aeromotive has the fuel system solution you've been looking for. Designed to provide outstanding performance through matched component selection and correct installation, these systems offer the results only years of engineering experience can provide, while eliminating confusion, wasted time and unnecessary expense.

**See Bill of Materials on website for complete parts list.**

- These systems include filters, plumbing, wiring and installation kit.
- These systems include plumbing. (Only the appropriate hose, hose ends and fittings necessary to plumb the system)



### REGULATOR KITS

Aeromotive regulator kits provide you with everything needed to completely install these regulators on your muscle car, street rod or pro street vehicle. Comes complete with regulator, mounting hardware, stainless steel braided hose, hose-ends and port fittings. Available for single and dual carb setups.

- **17120** 13201 Regulator Kit (single Carb)  
- P/N 13201 Regulator
- **17121** A4 Regulator Kit (dual Carb)  
- P/N 13203 Regulator

P/N 17140



### PUMP KITS (Does not include Regulator)

- **17122** SS Pump Kit  
- P/N 11203 Fuel Pump
- **17202** A2000 Pump Kit  
- P/N 11202 Fuel Pump
- **17245** H/O Carbureted Pump System  
- P/N 11209 Pump
- 17140** Belt Drive Pump Kit  
- P/N 11105 Fuel Pump, pulley, universal mounting bracket

### PUMP/REGULATOR KITS

- 17246** SS Pump & Regulator Kit (NPT)  
- P/N 11203 Fuel Pump, 13205 Regulator, 15632 Gauge
- 17247** SS Pump & Regulator Kit (AN)  
- P/N 11213 Fuel Pump, 13201 Regulator, 15632 Gauge

P/N 17246



### UNIVERSAL HOT ROD SYSTEMS

Universal fuel systems designed for late model EFI swaps and crate engine installs. Systems include fuel pump, filters, regulator, gauge and all port fittings.

- NEW** **17150** 700 HP Hot Rod EFI System  
- P/N 11106 Fuel Pump, 13109 Regulator, 15633 Gauge
- NEW** **17151** A1000 Hot Rod EFI System  
- P/N 11101 Fuel Pump, 13101 Regulator, 15633 Gauge

## COMPLETE CARBURETED SYSTEMS

These systems include everything needed for a complete Aeromotive system installation in carbureted applications. All systems include filters, regulator, port fittings, stainless steel braided hose, hose-ends, wiring and installation hardware.

- **17201** SS Complete System
  - P/N 11203 Fuel Pump, 13201 Regulator
- **17203** A2000 System (single Carb)
  - P/N 11202 Fuel Pump, 13201 Regulator
- **17204** A2000 System (dual Carb)
  - P/N 11202 Fuel Pump, 13203 Regulator
- **17242** A1000 Carbureted System (single Carb)
  - P/N 11101 Fuel Pump, 13204 Regulator
- NEW** ■ **17252** A1000 Carbureted Stealth System (single Carb)
  - P/N 18651 Stealth Sump, 13204 Regulator

P/N 17151



## COMPLETE EFI SYSTEMS

These systems include everything needed for a complete Aeromotive system installation in EFI applications. All systems include filters, regulator, port fittings, stainless steel braided hose, hose-ends, wiring and installation hardware. Does not include fuel rails.

- **17125** A1000 EFI System
  - P/N 11101 Fuel Pump, 13101 Regulator
- **17126** Eliminator System
  - P/N 11104 Fuel Pump, 13101 Regulator
- **17135** Tsunami EFI System
  - P/N 11103 Fuel Pump, 13109 Regulator
- **17136** 700 HP EFI System
  - P/N 11106 Fuel Pump, 13109 Regulator

P/N 17125



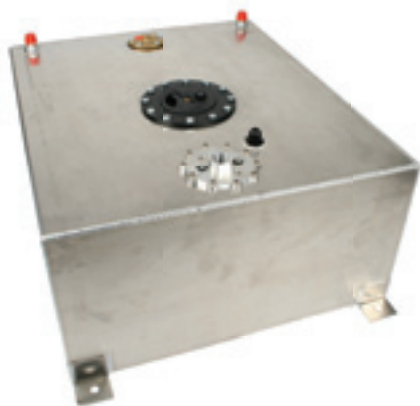
## AEROMOTIVE STEALTH FUEL SYSTEMS

Finally, a truly universal system that is built for street rods, drag racing, off-road, autocross, drifting and any other performance application you can think of! The Aeromotive Stealth Fuel Systems (**ASFS**) are a complete line of "IN TANK" fuel systems that feature 1 of 3 popular Aeromotive fuel pumps, built right into an aluminum fuel cell or an innovative fuel tank sump box. Choose from the 11109 EFI Fuel Pump, the A1000 or the Eliminator Fuel Pump. The new ASFS bring you all the advantages of an in-tank system; quiet cool operation, ideal fuel pump environments and a serious reduction in installation time and investment. In addition, this entire line of ASFS eliminate the risk of fuel pump cavitation due to hard cornering, launching or braking thanks to innovative baffling built into each of these applications. (see cutaway drawing).

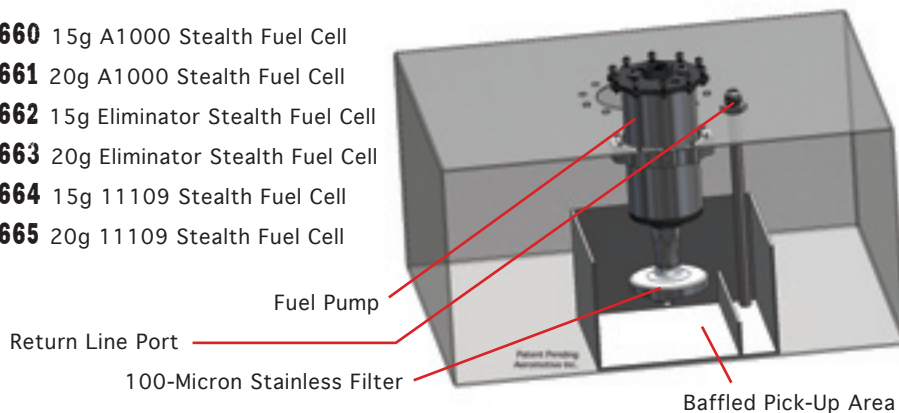
Aeromotive Stealth Fuel Systems save you time and money and take the guess workout out of plumbing your system. No longer do you have to worry about modifying your factory tank, pickup tubes or small sump boxes. One part number gets you a fuel cell or sumped tank with a high horsepower fuel pump and pre- filter built right in. Simply hook up your two wires and the feed line and your done. **The best part, the ASFS will work in low HP carbureted or high HP EFI applications, nitrous assisted or supercharged/turbocharged applications. It's just a change of the regulator. This will be the last fuel pump system you will ever buy no matter how you change the car.**

### STEALTH FUEL CELLS

Aluminum fuel cells available in a 15 or 20 gallon size fitted with any 1 of 3 popular fuel pumps. *Coming soon! Retrofit kits for your fuel cell. For more information about kits to turn your cell into a Stealth Fuel Cell, see [www.aeromotiveinc.com](http://www.aeromotiveinc.com).*



- 18660** 15g A1000 Stealth Fuel Cell
- 18661** 20g A1000 Stealth Fuel Cell
- 18662** 15g Eliminator Stealth Fuel Cell
- 18663** 20g Eliminator Stealth Fuel Cell
- 18664** 15g 11109 Stealth Fuel Cell
- 18665** 20g 11109 Stealth Fuel Cell



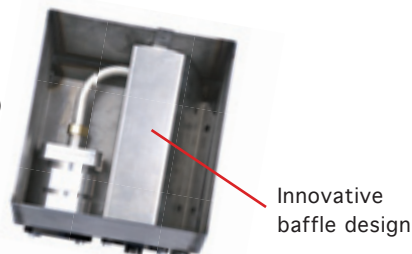
### STEALTH SUMP KITS

Fits virtually any fuel tank, these "weld-in" fuel sump boxes feature A1000 or Eliminator Fuel Pumps and 100-micron stainless pre-pump filters inside the sump box. The innovative baffled designs provides optimal performance by keeping the fuel pump pick-up covered at all times even during extreme driving conditions. Plus you can service the components including the filter element externally without draining or dropping the tank thanks to the proprietary cam lock filter cap that shuts off fuel flow when rotated.

- 18651** A1000 Stealth Sump Kit (sump assembly only)
- 18652** Eliminator Stealth Sump Kit (sump assembly only)
- 17252** A1000 Carbureted Stealth System (Complete Single Carb System)



Patent Pending



Innovative baffle design

### MUSTANG STEALTH SUMPED TANKS

Fox Body Mustang tanks come pre-welded with the A1000 or Eliminator Stealth Sump. Tank fits '86 - '95 Mustangs and other models with some modifications. Support up to 1300 HP with the A1000 and 1900 HP with the Eliminator version of these "bolt-in" Stealth Fuel Tanks.

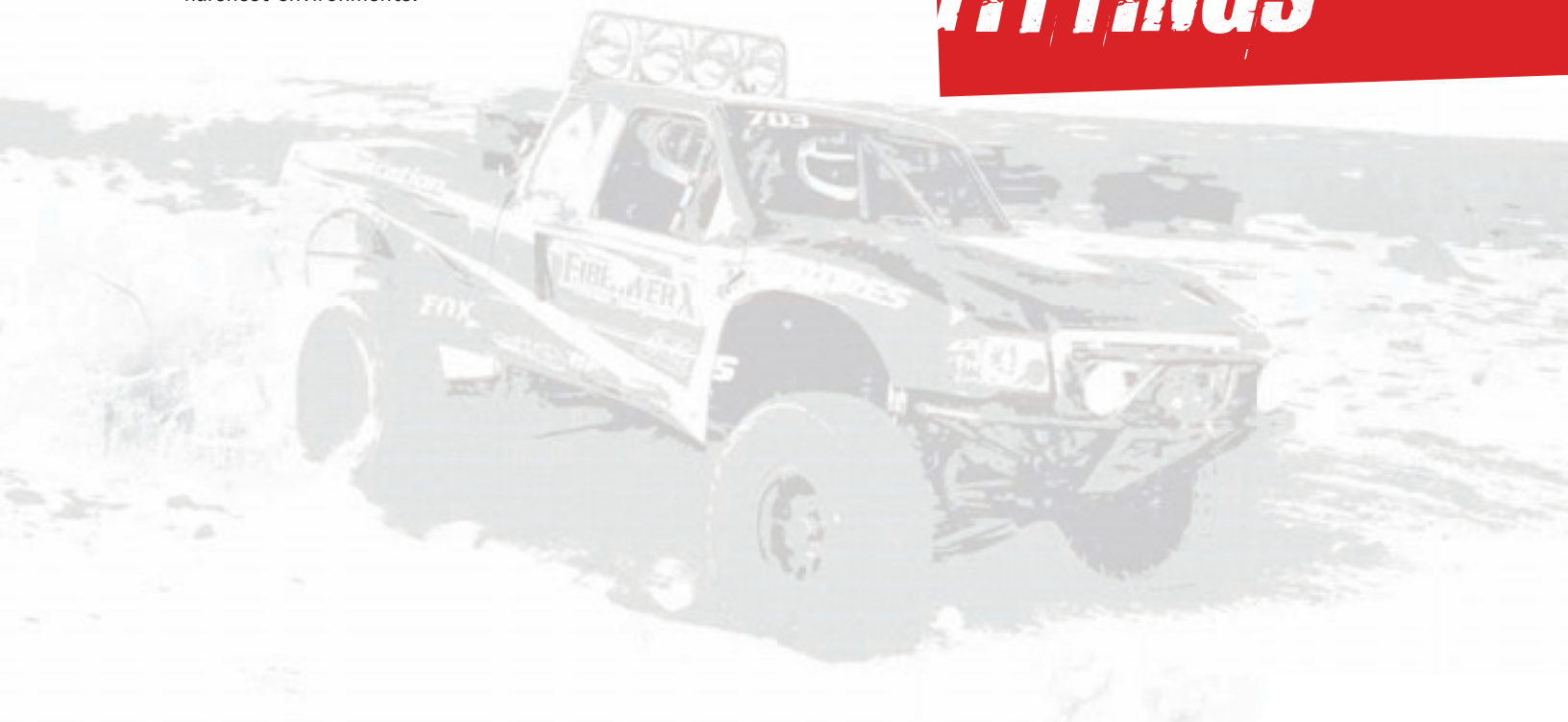
See page 42 for part numbers and applications.



Patent Pending

The first time you hold an Aeromotive fitting in your hand you will realize that all fittings aren't the same. The exacting standards, tolerances and engineering that go into our state-of-the-art fuel pumps are used on all of our products including our fittings. True billet, CNC-machined aluminum, more area and smoother transition from inlet to outlet creates less restriction and more flow with less of a chance for turbulence. Designed to AN and MS specifications, our fittings not only look and perform better, they will also survive the harshest environments.

**FITTINGS**



# FITTINGS & ADAPTERS

## AEROMOTIVE FITTINGS & ADAPTERS

**More area and smoother transitions from the inlet to the outlet, resulting in less restriction than any other fitting line.**

The Aeromotive line of custom fittings, adapters and hose-ends are a step above the norm, offering uncompromised fuel flow and positive sealing. Constructed of 6061 T6 aircraft grade aluminum or stainless steel, each component is CNC-machined for precision fit and unmatched flow. All billet aluminum fittings are anodized Type II bright dip black for corrosion protection and unrivaled aesthetics. We offer a complete line of hard to find fittings from OEM specific connections to AN adapters. All Aeromotive fittings and adapters are fully compatible with gasoline and alcohol based fuels.



### NPT ADAPTERS

**15615** 3/8" NPT / AN-06 Male Flare Adapter Fitting

**15616** 3/8" NPT / AN-08 Male Flare Adapter Fitting

**15619** 1/16" NPT / AN-04 Male Flare Stainless Steel Vacuum/Boost Fitting

**15630** 1/16" NPT / 5/32" Hose Barb Stainless Steel Vacuum/Boost Fitting



### CUTOFF FITTINGS

**15605** ORB-08 / AN-06 Male Flare Reducer Fitting

**15606** ORB-06 / AN-06 Male Flare Fitting

**15607** ORB-08 / AN-08 Male Flare Fitting

**15608** ORB-10 / AN-10 Male Flare Fitting

**15609** ORB-10 / AN-06 Male Flare Reducer Fitting

**15610** ORB-10 / AN-08 Male Flare Reducer Fitting

**15612** ORB-12 / AN-12 Male Flare Fitting

**15613** ORB-12 / AN-10 Male Flare Reducer Fitting

**15629** ORB-04 / AN-04 Male Flare Fitting



### AN HOSE ENDS

**15650** Straight AN-06 Hose End

**15653** Straight AN-08 Hose End

**15656** Straight AN-10 Hose End

**15651** 45° AN-06 Hose End

**15654** 45° AN-08 Hose End

**15657** 45° AN-10 Hose End

**15652** 90° AN-06 Hose End

**15655** 90° AN-08 Hose End

**15658** 90° AN-10 Hose End

**15665** AN-08 Male ORB to 90° Hose End



### BARB ADAPTERS

**15627** ORB-06 / 7mm Barb Adapter Fitting

**15628** ORB-04 / 5/16" Barb Adapter Fitting

**15635** AN-06 / 5/16" Barb Adapter Fitting

## UNION FITTINGS

- 15602** AN-06 Male Flare / AN-06 Male Flare Union
- 15603** AN-08 Male Flare / AN-08 Male Flare Union
- 15604** AN-10 Male Flare / AN-10 Male Flare Union
- 15611** AN-12 Male Flare / AN-12 Male Flare Union
- 15614** AN-08 Male Flare / AN-06 Male Flare Union Reducer Fitting



## PORT PLUGS

- 15617** ORB-10 Port Plug
- 15618** ORB-08 - Slim Line Port Plug
- 15626** ORB-06 Port Plug
- 15637** ORB-08 Port Plug with 1/8" NPT Port



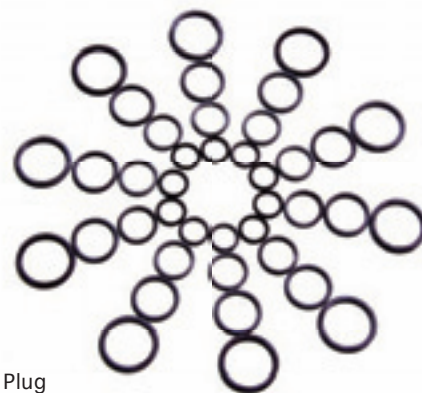
## FUEL CELL BULKHEAD FITTING

- 15644** AN-06 Fuel Cell Bulkhead Fitting
- 15645** AN-08 Fuel Cell Bulkhead Fitting
- 15646** AN-10 Fuel Cell Bulkhead Fitting
- 15647** AN-12 Fuel Cell Bulkhead Fitting



## O-RINGS (PACK OF 10)

- 15621** ORB-06 O-Ring, Fuel Resistant Nitrile - 10-Pack
- 15622** ORB-08 O-Ring, Fuel Resistant Nitrile - 10-Pack
- 15623** ORB-10 O-Ring, Fuel Resistant Nitrile - 10-Pack
- 15624** ORB-12 O-Ring, Fuel Resistant Nitrile - 10-Pack



## AEROMOTIVE PUMP & REGULATOR PLUMBING KITS

- 15108** Regulator P/N 13109 or 13201 Fitting Kit: (3) AN-06
- 15202** Regulator P/N 13203 Fitting Kit (dual carb): (4) AN-06, (1) AN-10, (1) AN-10 Plug
- 15203** Regulator P/N 13109 or 13201 Fitting Kit: (3) AN-08
- 15204** Regulator P/N 13205 Fitting Kit: (3) 3/8" NPT / AN-06 Male Flare Adapter Fittings
- 15205** Regulator P/N 13205 Fitting Kit: (3) 3/8" NPT / AN-08 Male Flare Adapter Fittings
- 15206** A2000 Pump Fitting Kit: (2) AN-10, (1) AN-08, O-Rings

Visit us online for more details on Aeromotive Fittings and Adapters.

## SWIVEL FITTINGS

Allows 360° motion while maintaining ORB seal.

- 15638** Swivel ORB-08 / ORB-10 Adapter Fitting
- 15639** Swivel ORB-10 / ORB-10 with ORB-06 Port Fitting
- 15640** Swivel ORB-10 / ORB-10 Fitting
- 15680** Swivel ORB-12 / ORB-12 Fitting
- 15681** Swivel ORB-08 / ORB-06 Adapter Fitting



# FITTINGS & ADAPTERS

## OEM & SPECIALTY ADAPTERS



**P/N 15101** 3/8" Female Spring-Lock / AN-06 Male (Ford Return Line)



**P/N 15102** 1/2" Female Spring-Lock / (2) AN-08 Male "T" (86-06 Ford Supply Line)



**P/N 15103** 5/16" Male Quick Connect / AN-06 Male (Ford filter inlet / outlet)



**P/N 15104** 3/8" Male Quick Connect / AN-10 Male (GM LT-1 filter inlet)



**P/N 15105** 5/8" Female to AN-10 Male (GM LT-1 filter outlet)



**P/N 15112** 96-04 Ford 4.6L Sensor Adapter Log (2) ORB-08 Ports

**P/N 15115** 05-06 Ford 4.6L Sensor Adapter Log (2) ORB-08 Ports



**P/N 15114** AN-08 Inlet Male Flare Adapter for Inline EFI Pump (P/N 11109)



**P/N 15116** 3/8" Male Quick Connect / (2) ORB-08 Male Flare "T" (GM pressure line)

**NEW**



**P/N 15117** 5/16" Female Quick Connect / ORB-06 Port

**NEW**



**P/N 15118** 3/8" Female Quick Connect / ORB-08 Port



**P/N 15119** 2x male AN-08 x ORB-06 Port Tee with 1/8" NPT gauge port



**P/N 15201** Holley AN-06 to 7/8" x 20 Thread Float Bowl Fitting



**P/N 15636** ORB-08 / AN-06 Male Flare Banjo Fitting



**P/N 15641** Cutoff ORB-08 / AN-10 Male Flare Fitting

**P/N 15642** Cutoff ORB-10 / AN-12 Male Flare Fitting

**NEW**



**P/N 15120** 5/16" Quick Connect with AN-06 Fuel Access Port and 1/8" NPT gauge port

**NEW**



**P/N 15121** 3/8" Quick Connect with AN-08 Fuel Access Port and 1/8" NPT gauge port

**NEW**



**P/N 15649** AN-06 / AN-08 Reverse Port Adapter

# FITTINGS & ADAPTERS

**NEW**



**15123** Ford 3/8" Male Spring Lock /  
AN-06 Feed Line Adapter

**NEW**



**15124** Ford 1/2" Male Spring Lock /  
AN-06 Feed Line Adapter

**NEW**



**15125** Ford 1/2" Male Spring Lock /  
AN-08 Feed Line Adapter

**NEW**



**15207** Demon Carb AN-06 to 9/16" x 24  
Thread Float Bowl Fitting

**NEW**



**15208** Demon Carb AN-08 to 9/16" x 24  
Thread Float Bowl Fitting

## Aeromotive Component Fitting Guide

The charts below match the appropriate Aeromotive fittings with Aeromotive components. For more details on specifications and adapters, call our tech line.

	Fitting Size / PN	Fitting Size / PN	Fitting Size / PN	
Pump P/N	Inlet Port Adapter	Outlet Port Adapter	Bypass Port	
<b>Fuel Pump</b>	<b>11101</b>	AN-10 / 15608	AN-10 / 15608 AN-08 / 15610	
	<b>11102</b>	AN-12 / 15612	AN-12 / 15612 AN-10 / 15613	
	<b>11103</b>	AN-08 / 15607	AN-06 / 15606	
	<b>11104</b>	AN-12 / 15612	AN-10 / 15608 AN-08 / 15610	
	<b>11105</b>	AN-10 / 15608	AN-10 / 15608 AN-08 / 15610	
	<b>11106</b>	AN-08 / 15607	AN-06 / 15606	
	<b>11107</b>	AN-10 / 15608	AN-10 / 15608 AN-08 / 15610	
	<b>11202</b>	AN-10 / 15608	AN-10 / 15608 AN-08 / 15610	AN-08 / 15608
	<b>11203</b>	3/8-AN-08 / 15616	3/8-AN-08 / 15616 3/8-AN-06 / 15615	
	<b>11209</b>	3/8-AN-08 / 15616	3/8-AN-08 / 15616 3/8-AN-06 / 15615	
	<b>11213</b>	AN-08 / 15607	AN-08 / 15607 AN-06 / 15605	
	<b>11219</b>	AN-08 / 15607	AN-08 / 15607 AN-06 / 15605	

# FITTINGS & ADAPTERS

Fitting Size / PN

Fitting Size / PN

Fitting Size / PN

Regulator P/N	Inlet(s) Adapter	Outlet(s) Adapter	Return	
<b>Fuel Pressure Regulator</b>	<b>13101/13211</b>	AN-10 / 15608 AN-08 / 15610 AN-06 / 15609	N/A	AN-06 / 15606
	<b>13109</b>	AN-06 / 15606	N/A	AN-06 / 15606
	<b>13110</b>	Fittings Included	N/A	
	<b>13113</b>	(1) AN-10 / 15608 (4) AN-08 / 15607 (1) AN-10 Plug / 15617 (4) AN-08 Plug / 15618	N/A	AN-10 / 15608 AN-08 / 15610
	<b>13201</b>	AN-06 / 15606 AN-08 / 15614	AN-06 / 15606 AN-08 / 15614	
	<b>13202</b>	AN-10 / 15608	AN-08 / 15607 AN-06 / 15605 AN-08 Plug / 15618	AN-10 / 15608
	<b>13203</b>	AN-10 / 15608 AN-10 Plug / 15617	AN-06 / 15605 AN-08 / 15614 AN-06 Plug / 15626	
	<b>13204</b>	AN-10 / 15608 AN-08 / 15610 AN-06 / 15606	AN-06 / 15605 AN-08 / 15614 AN-06 Plug / 15626	AN-08 / 15607
	<b>13205/13215</b>	3/8-AN-08 / 15616 3/8-AN-06 / 15615	3/8-AN-08 / 15616 3/8-AN-06 / 15615	
	<b>13208</b>	*AN-10 / 15613	AN-06 / 15605 AN-08 / 15614 AN-06 Plug / 15626	
	<b>13209</b>	AN-08 / 15607	AN-08 / 15607 AN-08 Plug / 15618	AN-10 / 15608
	<b>13210</b>	*AN-10 / 15613	AN-08 / 15607 AN-06 / 15605	
	<b>13212</b>	AN-10 / 15608 AN-10-10 Swivel / 15640 AN-10-08 Swivel / 15638	AN-10 / 15608 AN-08 / 15610	AN-10 / 15608
	<b>13214</b>	AN-10 / 15608 AN-10-10 Swivel / 15640 AN-10-08 Swivel / 15638	Log Mount	AN-10 / 15608
	<b>13301</b>	3/8-AN-08 / 15616 3/8-AN-06 / 15615	3/8-AN-08 / 15616 3/8-AN-06 / 15615	3/8-AN-08 / 15616

\*Included

Filter P/N	Inlet Port Adapter	Outlet Port Adapter	N/A	
<b>Fuel Filter</b>	<b>12301/12318</b>	AN-10 / 15608 AN-08 / 15610 AN-06 / 15609	AN-10 / 15608 AN-08 / 15610 AN-06 / 15609	
	<b>12302/12332</b>	AN-12 / 15612 AN-10 / 15613	AN-12 / 15612 AN-10 / 15613	
	<b>12303</b>	3/8-AN-08 / 15616 3/8-AN-06 / 15615	3/8-AN-08 / 15616 3/8-AN-06 / 15615	
	<b>12304/12319 12331</b>	AN-10 / 15608 AN-08 / 15610 AN-06 / 15609	AN-10 / 15608 AN-08 / 15610 AN-06 / 15609	
	<b>12308/12317</b>	3/8-AN-08 / 15616 3/8-AN-06 / 15615	3/8-AN-08 / 15616 3/8-AN-06 / 15615	
	<b>12310</b>	*AN-12 / 15612 AN-10 / 15613	*AN-12 / 15612 AN-10 / 15613	
	<b>12316</b>	3/8-AN-08 / 15616 3/8-AN-06 / 15615	3/8-AN-08 / 15616 3/8-AN-06 / 15615	

\*Included

At Aeromotive we know that developing the proper fuel system for your application is about more than just a fuel pump. It's about the complete system, every component working in harmony to deliver optimal fuel control ensuring your engine reaches its full potential. That's why we have developed a complete line of fuel system accessories and electronics to compliment our fuel pumps and core components. Everything from fuel pump speed controllers to double adjustable fuel logs. Whether you have the most standard application or the most unique, we can fuel your ride.

# ACCESSORIES



# ACCESSORIES



## CARBURETED FLOAT BOWL SENSOR

P/N 16304

The Aeromotive Carbureted Float Bowl Sensor pioneered a new frontier in carburetor tuning and data acquisition. Awarded the prestigious SEMA Best New Racing/Performance Product in 2005, the sensor provides data never before available for carbureted applications. Anybody can measure carburetor inlet pressure, now “YOU” can measure the volume of fuel in the float bowl.

- Patented design outputs 0-5 Volts relative to fuel mass in the carburetor float bowl, working in conjunction with existing data acquisition.
- Allows the user to determine and record the amount of fuel inside the float bowl of a conventional racing carburetor without interfering with the float bowl volume.
- Sensor is small and light, mounting externally with no drilling or tapping of the float bowl required.



## BILLET FUEL PUMP SPEED CONTROLLER

P/N 16302

For any pump, on any type of vehicle, the Aeromotive Fuel Pump Speed Controller (FPSC) minimizes fuel heating and vapor-lock problems by matching the duty cycle of the fuel pump to engine RPM. At low demand, the FPSC slows the fuel pump down, reducing the chance of suction side cavitation and vapor lock. When demand increases, the FPSC returns the fuel pump to 100% duty cycle for maximum flow. It's like an automatic transmission for your fuel pump.

**Avoid any device that reduces voltage to your fuel pump. Low voltage will destroy a 12V DC motor. The Aeromotive FPSC does not reduce voltage! The FPSC emits a pulse modulation signal that is harmless to the pump's motor.**

- LED indicators confirm correct ignition signal hookup, verifies activation of the manual override circuit, and indicates when the circuit is providing full voltage to the pump.
- A solid-state transistor circuit, rated up to 40 amps, replaces the relays recommended in most fuel pump electrical circuits.
- Adjustable, full-speed RPM threshold.
- Billet 6061-T651 aircraft aluminum housing, protected with a beautiful bright dip black anodized finish.
- Complete installation kit includes: wire, override toggle switch, installation hardware, and instructions.



## DUAL ACTION ADJUSTABLE FUEL LOG

P/N 14201, 14202

The new Aeromotive Fuel Log incorporates features never before available. Each carburetor inlet features a ball and socket assembly that swivels +/-20 degrees, allowing additional clearance for throttle stops, nitrous plates and other accessories; then locks in place at the desired position. The telescoping log will fit 4150 or 4500 Dominator (P/N 14201) and Demon (P/N 14202) carburetors. The ORB-10 inlet and outlet ports will feed the hungriest big blocks, and adapt easily to Aeromotive P/N 13212 (A2000 Bypass - gasoline) or P/N 13214 (Double Adjustable Bypass - alcohol) fuel pressure regulators.

- Carburetor inlets swivel + or - 20° in all directions.
- Telescoping center line 7.700" to 13.450".
- ORB-10 inlet and outlet ports.
- (2) 1/8" NPT ports for gauges or pressure transducers.
- 1.056 / .806" ID bore.
- Type II bright dip black anodized finish.

Available as a kit with regulator, gauge & fittings:

### P/N 14201 4150/4500 HOLLEY STYLE FLOAT BOWLS

**17248** - Includes A2000 Bypass, 2-port Regulator - P/N 13212

**17249** - Includes Double Adjustable Bypass Regulator - P/N 13214

### P/N 14202 DEMON STYLE FLOAT BOWLS

**17250** - Includes A2000 Bypass, 2-port Regulator - P/N 13212

**17251** - Includes Double Adjustable Bypass Regulator - P/N 13214



P/N 14201



P/N 17249



## ONE-WAY CHECK VALVE

P/N 15106, 15107

High flow one-way check valves designed to prevent back-flow with minimal pressure drop. Ideal to prevent drain back after the fuel pump is turned off, or when dual pumps are used and both pumps may not run simultaneously.

- CNC-machined billet aluminum and Type II bright dip black anodized finish.
- AN O-ring male inlet/female outlet connections allow easy installation into fuel pump outlet port without adding additional lines, hose-ends or fittings.
- Suitable for use with gasoline fuels only.



P/N 15106 ORB-06



P/N 15107 ORB-10

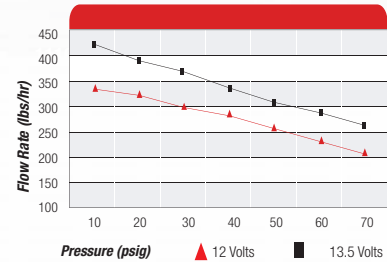


## IN-LINE ELECTRIC FUEL PUMP

P/N 11109

For fuel injected and carbureted applications when used with a bypass regulator. This affordable pump can support up to 500 HP naturally aspirated or 375 HP forced induction. Popular as a secondary pump, in "series" with an in-tank fuel pump, making a combined system capable of supporting up to 500 HP Forced induction.

- Universal inline pump, designed for external mounting.
- Submersible - custom installation required.
- Rated for continuous duty applications.
- Flows 325 lbs. per hour @ 13.5 Volts and 45 PSI.
- 5/16" hose barb inlet and outlet are standard.
- Suitable for use with Aeromotive Digital FMU P/N 16303.
- Inlet can be upgraded to AN-08 using fitting P/N 15114 (sold separately)



## BELT OR HEX DRIVE ELECTRIC PRIMING KIT P/N 17103

If you're considering a belt or hex drive fuel pump but are concerned with low cranking fuel pressure, Aeromotive has engineered a perfect solution. The Electric Priming Kit is suitable for fuel injected or carbureted applications and includes:

- Inline EFI Fuel Pump (P/N 11109)
- AN-08 inlet and AN-06 outlet pump adapter fittings
- ORB-10 male / ORB-06 female adapter
- Stainless Steel Braided AN Hose
- All ORB fittings and AN Hose Ends
- Fuel Pump Wiring Kit and complete installation instructions.



## DIGITAL PROGRAMMABLE FMU

P/N 16303

Now you can add fuel flow and pressure control to any returnless fuel system and maintain the proper air/fuel ratio under all WOT operating conditions. The new Aeromotive Digital Programmable FMU is a fully adjustable, scalable, electronic fuel pump controller. Programmable control provides new fueling solutions for cars with returnless fuel systems.

- Controls auxiliary fuel pump (sold separately), mounted in-line with the stock in-tank pump.
- The unique capability of the DPFMU, unlike fixed ratio mechanical FMUs, is to permit a custom pressure and flow curve for each engine application.
- The DPFMU features 15 independent adjustment bands scalable across 1-30 PSI of boost or any range of engine RPM. Will also scale across any 0-5 Volt input, including mass air flow signal or throttle position. LCD readout and easy programming are built in, **NO** laptop computer required.

Also available as a complete system for late model Mustang returnless fuel systems. (see below)



## FORD DIGITAL PROGRAMMABLE FMU SYSTEM P/N 17113

Complete with all the necessary components for installation on your 99 - 04 Mustang GT or Cobra. Includes:

- Digital Programmable FMU, P/N 16303
- Inline EFI Fuel Pump, P/N 11109
- Fuel Pressure Sensor Relocation Kit, P/N 17114
- Fuel Line Adapter Fittings, plumbing T's, one-way check valve and all necessary wiring for easy installation.

\* Fittings and accessories not shown

## BILLET FUEL SAMPLE VALVE

P/N 15631

Aeromotive's Billet Fuel Sample Valve is designed to simplify installation and make fuel checks a snap! Packed with common sense features, it's simply the best sample valve on the market.

- Installs into any 1/8" NPT gauge port.
- Provides a duplicate 1/8" NPT port on the valve for installation of fuel pressure gauge or pressure sensor transducer.
- Sample port is equipped with stainless steel barb fitting for extension hose and rotates 360° for ease of installation and sampling.
- The "dual action", spring loaded safety valve keeps the valve sealed when unlocked and rotates into a locked position for racing.
- When a fuel sample is required, rotate to the unlocked position, press for fuel sample and release, re-lock the valve and go race.

Available as a 3/8" Quick Connect Sample Valve Kit, P/N 17119

Fits most Ford Modular and GM LS Series Engines



## FORD MUSTANG SUMPED FUEL TANK

P/N 18601

For easy, bolt-on installation in EFI & carbureted applications. Ensures a constant fuel supply at the pump inlet while eliminating cavitation, vapor lock, and premature pump wear due to restrictive fuel inserts or "pick-up" tubes. There's no need to struggle engineering a proper baffle box, welding a used, rusty tank or building a firewall to give up your cargo space for a fuel cell.

- Aeromotive's advanced EFI sump design features a large reservoir volume, floor to ceiling baffling and proprietary return ramp to ensure a constant head of calm fuel is always available at the pump's inlet, right down to "E" empty.
- Equipped with two ORB-10 outlet ports and an ORB-10 return port which can be adapted to AN-8 or AN-6 with the correct ORB reducer fitting.
- Bolts in the stock location with no chassis or floor pan modifications, utilizes the stock filler neck/door, fuel level sending unit and tank mounting straps.
- Fits 86 - 98 Ford Mustang.
- Easily fits 79 - 86 Fox Body Mustangs, requiring the later '86 - '98 fuel level sending unit as the only modification.

## BAFFLED FUEL TANK SUMP BOX

SOLD SEPARATELY - P/N 18650

Take advantage of Aeromotive's leading edge engineering and design. You can keep all the benefits of our Mustang sumped fuel tank in virtually any automotive application by installing the P/N 18650 sump box. Perfect for EFI crate engine installations and early muscle cars and trucks.



**18650** Baffled Fuel Tank Sump Box

**18601** Sumped Mustang Fuel Tank (see page 42 for details)

## AEROMOTIVE Y-BLOCKS

Aeromotive distribution blocks eliminate the need for additional fittings. The new Aeromotive CNC-machined, billet aluminum Y-Blocks feature A/N Style Male inlets and outlets, which eliminate potential leak paths, fittings, O-Rings and “cost”. Choose from 9 different sizes ranging from AN-04 to AN-12.



P/N 15679  
-12 to (2)-12

P/N 15678  
-12 to (2)-10

P/N 15677  
-12 to (2)-8

P/N 15676  
-10 to (2)-10

P/N 15675  
-10 to (2)-8

P/N 15674  
-8 to (2)-8

P/N 15673  
-8 to (2)-6

P/N 15672  
-8 to (2)-4

P/N 15671  
-6 to (2)-4

## FUEL PUMP/FILTER BRACKETS & CLAMPS



P/N 11703

**11703** Billet 2 1/2" Bracket - Can be used with:

**Fuel Pumps P/N** 11103, 11106, 11156, 11211, 11212 11203, 11213, 11209, 11219, 11253, 11259

**Filters P/N** 12302, 12310, 12332, 12309, 12311, 12352, 12360

**PLATINUM**  
P/N 11753



P/N 12702

**12702** 2 1/2" T-Bolt Clamp (2 1/2") - Can be used with:

**Fuel Pumps P/N** 11103, 11106, 11156, 11211, 11212 11203, 11213, 11209, 11219, 11253, 11259

**Filters P/N** 12302, 12310, 12332, 12309, 12311, 12352, 12360

P/N 12305



**12305** Billet 2" Filter Bracket - Can be used with:

**Filters P/N** 12301, 12304, 12306, 12307, 12321, 12324, 12351, 12354, 12331

**PLATINUM**  
P/N 12355

## FUEL PRESSURE REGULATOR SERVICE KITS

Complete rebuild kits for your Aeromotive fuel pressure regulator.

**P/N** Kit for Regulator P/N

**13001** 13101, 13109, 13151, 13159, 13114

**13002** 13102, 13103, 13152, 13153

**13003** 13105, 13155, 13106, 13107, 13115, 13116

**13004** 13110

**13005** 13201, 13205, 13211, 13215, 13251, 13255

**13006** 13202, 13113, 13209, 13214, 13212

**13007** 13203

**13008** 13204, 13207, 13254

**13009** 13301, 13351



# ACCESSORIES



**P/N 14601** 4 Port Fuel Distribution Log -  
(2) ORB-08, (2) ORB-06



**P/N 15620** High-Flow "Y" Block -  
(1) ORB-10 / (2) ORB-08



**P/N 21108** 14 Tooth Cog Belt Pulley  
(3/8" Pitch, 1" ID)



**P/N 15632** 0 - 15 PSI (1 1/2")  
"Dry" Fuel Pressure Gauge

**P/N 15633** 0 - 100 PSI (1 1/2")  
"Dry" Fuel Pressure Gauge



**P/N 21109** 28 Tooth Cog Belt Pulley  
(3/8" Pitch)



**11601** Fuel Pump Vibration  
Dampener Mounting Kit



**P/N 21106** Billet BBC Drive Mandrel



**P/N 11704** Straight Billet Bracket  
for P/N 11105, 11115 Fuel Pumps



**P/N 11705** Billet Bracket for  
P/N 11105, 11115 Fuel Pumps

## ADDITIONAL ACCESSORIES

- 16301** 30 AMP Fuel Pump Wiring Kit
- 18603** Ford Fuel Tank Billet Return Adapter (ORB-08 return port)
- 21101** 34% Underdrive Pulley (GM LT-1)
- 21102** 32% Alternator Overdrive Pulley (Ford & GM)
- 21103** 50% Alternator Underdrive Pulley - Deep V Groove (Ford & GM)
- 21104** 15% Alternator Underdrive Pulley - Serpentine Belt (Ford & GM)
- 21105** GM LT-1 Underdrive Pulley & 15% Alternator Underdrive Pulley Kit (P/N 21101, 21104)
- 21110** Timing Belt - 1/2" wide Neoprene with fiberglass cord, 60 groove (22.5"), L pitch (.375")

## STAINLESS STEEL BRAIDED FUEL LINE

- 15701** AN-06 4'
- 15702** AN-06 8'
- 15703** AN-06 12'
- 15704** AN-08 4'
- 15705** AN-08 8'
- 15706** AN-08 12'
- 15707** AN-10 4'
- 15708** AN-10 8'
- 15709** AN-10 12'

# PLATINUM SERIES

## AEROMOTIVE PLATINUM SERIES

The Aeromotive Platinum Series features a mirror nickel finish for a show quality line of fuel system components prepared for the discriminating street rod and show car builder. Encompassing 25 of our most popular fuel pumps, pressure regulators, filters, fuel rails and accessories, the Aeromotive Platinum Series components are built to the same exact performance standards you've come to expect from the maker of Serious Fuel Systems.

Each of these products is identical in performance to its anodized brother. Performance information and specs are listed with these products as noted below. In addition, these products are noted with the **PLATINUM** logo, indicating it is also available as a "Platinum Series" product.

## PLATINUM SERIES

### FUEL PUMPS

- 11151** A1000 Fuel Pump (see P/N 11101, pg. 16)
- 11156** 700 HP EFI Fuel Pump (see P/N 11106, pg. 16)
- 11253** *SS* Street / Strip Fuel Pump (see P/N 11203, pg. 20)
- 11256** Mechanical SBC Fuel Pump (see P/N 11206, pg. 22)
- 11259** H/O Electric Fuel Pump (see P/N 11209, pg. 20)

### REGULATORS

- 13151** A1000 Injected Bypass Regulator (see P/N 13101, pg. 24)
- 13152** Ford 5.0L and 4.6L Rail Mount Regulator (see P/N 13102, pg. 28)
- 13153** Ford 5.0L and 4.6L Rail Mount Regulator (see P/N 13103, pg. 28)
- 13155** Compact EFI Regulator (see P/N 13105, pg. 24)
- 13159** A1000-6 Injected Bypass Regulator (see P/N 13109, pg. 24)
- 13251** *SS* Adjustable Regulator, AN-6 (see P/N 13201, pg. 26)
- 13254** A1000 Carbureted Bypass Regulator (see P/N 13204, pg. 27)
- 13255** *SS* Adjustable Regulator, 3/8" NPT (see P/N 13205, pg. 26)
- 13351** Universal Bypass Regulator (see P/N 13301, pg. 24)

### FUEL RAILS

- 14151** 86 - 95 5.0L GT & Cobra Kit (see P/N 14101, pg. 39)
- 14155** 90 - 99 Mitsubishi 4G63 Kit (see P/N 14105, pg. 40)
- 14156** 94 - 97 LS1, 01 - 04 LS6 Kit (see P/N 14106, pg. 40)

### FUEL FILTERS

- 12351** 10-micron (see P/N 12301, pg. 32)
- 12354** 100-micron (see P/N 12304, pg. 32)
- 12360** Pro-Series 10-micron (see P/N 12310, pg. 33)
- 12352** Pro-Series 100-micron (see P/N 12302, pg. 33)
- 12353** *SS* Series 40-micron (see P/N 12303, pg. 32)
- 12366** *SS* Series 100-micron (see P/N 12316, pg. 32)
- 12358** Canister 10-micron (see P/N 12308, pg. 34)

### ACCESSORIES

- 11753** Billet 2 1/2" Bracket (see P/N 11703, pg. 58)
- 12355** Billet 2" Filter Bracket (see P/N 12305, pg. 58)



Introducing Aeromotive's new line of performance Oil System components. Relying on our methodical and meticulous approach to engineering, years of track experience and the most modern materials and processes, we are developing the next generation of Oil Systems. The company that you have relied on to provide quality and durable fuel system components, now guarantees you'll get that same quality and durability with our new Aeromotive Oil Systems.

# OIL SYSTEMS



Aeromotive



## 3-VANE VACUUM PUMP

P/N 31101

Aeromotive's new Vacuum Pump features a 3-vane design and ORB-12 ports engineered to remove air, blow-by gasses and other contaminants from the crankcase of your engine. Choose from a variety of brackets and pulleys (sold separately) to fit your application.

- 3-Vane Pump Design
- Equipped with (2) ORB-12 Ports
- Black Type II Hardcoat anodized finish for superior protection and corrosion resistance.



Patent Pending

## VACUUM PUMP REGULATOR

P/N 33101

Aeromotive's new Vacuum Pump Regulator allows you to control and adjust crankcase vacuum easily and effectively without the use of shims. Simply loosen the lock nut and turn to adjust. Designed to work with the Aeromotive Vacuum Pump.

- Attaches directly to the Aeromotive Vacuum Pump.  
(Note: Use port fitting P/N 15612)
- Equipped with (2) ORB-12 Inlet and Outlet Ports.
- Features a 1/8" gauge port.
- Made from CNC-Machined Billet Aluminum

P/N 12333



P/N 12334

## DUAL OUTLET FILTERS

P/N 12333, 12334

New Dual Outlet Oil/Fuel Filters with secondary outlet port. Available in ORB-10 and ORB-12 port sizes, the new fuel/oil filters eliminate the need for additional fittings and y-blocks allowing you to feed separate systems from one filter.

- Feature 100-Micron stainless steel filter elements.
- P/N 12333 features ORB-10 inlet and outlet ports with ORB-06 secondary port.
- P/N 12334 features ORB-12 inlet and outlet ports with ORB-08 secondary port.
- Port plug for secondary port included.

## VACUUM PUMP ACCESSORIES

New Aeromotive Vacuum Pump brackets and pulleys to fit a variety of applications and custom installations.

**31701** Small Block Chevy Vacuum Pump Bracket

**31703** V-Belt Vacuum Pump Pulley

**31705** 4" V-Belt Crank Pulley

**31706** 2.5" V-Belt Crank Pulley



P/N 31701



P/N 31705



P/N 31703



Aeromotive 2007 Mustang Cobra

Driver: Aeromotive President, Steve Matusek



## MARINE A1000 FUEL PUMP

P/N 11108

- Certified to ISO 8846, SAE J1171 & United States Coast Guard Requirements for Ignition Protection & Fire Resistance.
- Compatible with all pump and racing gasoline and high grade diesel fuels.
- ORB-10 inlet and outlet ports.
- For EFI applications use regulator P/N 13114, carbureted P/N 13207
- Qualified to run continuously for over 2,000 hours.
- Full, 2 year, factory direct warranty.

### Carbureted Engines:

up to 1500 HP - naturally aspirated  
up to 1200 HP - forced air induction

### Fuel Injected Engines:

up to 1300 HP - naturally aspirated  
up to 1000 HP - forced air induction



## MARINE ELIMINATOR FUEL PUMP

P/N 11110

- Certified to ISO 8846, SAE J1171 & United States Coast Guard Requirements for Ignition Protection & Fire Resistance.
- Compatible with all pump and racing gasoline and high grade diesel fuels.
- ORB-12 inlet and ORB-10 outlet ports
- For EFI applications use regulator P/N 13114, carbureted P/N 13207
- 25% more flow at pressure than our Marine A1000 Fuel Pump.
- Qualified to run continuously for over 2,000 hours.
- Full, 2 year, factory direct warranty.

### Carbureted Engines:

up to 2300 HP - naturally aspirated  
up to 1700 HP - forced air induction

### Fuel Injected Engines:

up to 1900 HP - naturally aspirated  
up to 1400 HP - forced air induction



## MARINE CARBURETED SS FUEL PUMP

P/N 11211

- Certified to ISO 8846, SAE J1171 & United States Coast Guard Requirements for Ignition Protection & Fire Resistance.
- Supports up to 750 HP.
- Fuel flow exceeds 140 GPH at 13.5 Volts.
- Provides 14 PSI fuel pressure.
- Perfect for use with one of our Carbureted Adjustable Regulators (P/N 13211, 13215)
- 3/8" NPT inlet and outlet ports.
- Full, 2 year, factory direct warranty.

## MARINE CARBURETED N/O FUEL PUMP

P/N 11212

- Certified to ISO 8846, SAE J1171 & United States Coast Guard Requirements for Ignition Protection & Fire Resistance.
- Supports up to 600 HP.
- Fuel flow exceeds 90 GPH at 5 PSI and draws less than 5 amps.
- Internally regulated to 7 PSI, eliminating the need for a separate regulator on most carburetors.
- 3/8" NPT inlet and outlet ports.
- Full, 2 year, factory direct warranty.

## MARINE CARBURETED ADJUSTABLE, ORB-06 REGULATOR

P/N 13211

Specifically designed for carbureted marine engines, these adjustable regulators offer higher flow, quicker response and less pressure creep than competing two-port designs.

- Adjustable from 5-12 PSI
- Provides ORB-06 inlet and outlet ports.
- 1/8" NPT gauge port included
- Regulator re-seats after the needle shuts down, preventing pressure creep.



## MARINE CARBURETED ADJUSTABLE, 3/8" NPT REGULATOR

P/N 13215

Specifically designed for carbureted marine engines, these adjustable regulators offer higher flow, quicker response and less pressure creep than competing two-port designs.

- Adjustable from 5-12 PSI
- Provides 3/8" NPT inlet and outlet ports.
- 1/8" NPT gauge port included
- Regulators re-seat after the needle shuts down, preventing pressure creep.



## MARINE A1000 BYPASS REGULATOR

P/N 13207

Full volume at perfect pressure, the A1000 Regulator was designed for use with our Marine A1000 Fuel Pump or any similar style pump. This regulator is perfect for naturally aspirated or "blow-through" turbo-charged or supercharged engines.

- Base fuel pressure adjustable from 3-15 PSI
- (1) ORB-10 inlet port and (1) ORB-8 return port.
- (2) ORB-6 outlet ports and 1/8" NPT gauge port.
- Fuel pressure rises on a 1:1 ratio when referencing boost.



## MARINE A1000 INJECTED BYPASS REGULATOR

P/N 13114

A true performance EFI Regulator designed for medium to high horsepower marine applications. Features Aeromotive's high-flow design, superb pressure control and legendary durability. This pressure control regulator has logged more hours than any other performance EFI marine regulator in the world!

- Base pressure adjustable from 40-75 PSI
- Fuel pressure rises on a 1:1 ratio with boost
- 1/8" gauge port included
- Provides (2) ORB-10 inlet ports and one ORB-06 return port.



# MARINE Fuel Filters



## MARINE OUTLET, ORB-10 FUEL FILTER

P/N 12306

- High-flow, 10-micron fabric (fine) replaceable element.
- Flows 2,000 lb/hr with a pressure drop of less than 1 PSI.
- ORB-10 ports. Fittings available to adapt these filters to AN-10, -08 and -06 line sizes. (see Fittings & Adapters)
- Compact size: 5.5" long x 2" diameter



## MARINE INLET, ORB-10 FUEL FILTER

P/N 12307

- High-flow, 100-micron stainless steel (coarse) cleanable element.
- Flows 2,000 lb/hr with a pressure drop of less than .5 PSI.
- ORB-10 ports. Fittings available to adapt these filters to AN-10, -08 and -06 line sizes. (see Fittings & Adapters)
- Compact size: 5.5" long x 2" diameter



## MARINE OUTLET, ORB-12 FUEL FILTER

P/N 12311

- High-flow, 10-micron fabric (fine) replaceable element.
- Flows 2,000 lb/hr with a pressure drop of less than .5 PSI.
- ORB-12 ports. Fittings available to adapt these filters to AN-12, -10 line sizes. (see Fittings & Adapters)
- 7" long x 2.5" diameter



## MARINE INLET, ORB-12 FUEL FILTER

P/N 12309

- High-flow, 100-micron stainless steel (coarse) cleanable element.
- Flows 2,000 lb/hr with a pressure drop of less than .15 PSI.
- ORB-12 ports. Fittings available to adapt these filters to AN-12, -10 line sizes. (see Fittings & Adapters)
- 7" long x 2.5" diameter



# General Information

## Placing Orders

Aeromotive is open for business Monday through Friday, 8:00 AM to 5:00 PM CST. Warehouse distributors (WD) and jobber accounts may fax written purchase orders to 913-647-7207.

## WD Accounts

Aeromotive has established requirements that must be met and maintained by all WD accounts. WD's must be able to maintain a representative stock of Aeromotive merchandise for distribution to jobber accounts. All orders will be shipped COD or prepaid via credit card unless approved for open terms prior to ordering.

## Direct Sales to Individuals

Direct sales to individuals will not be made. In all cases, Aeromotive will route the sale through an authorized dealer.

## Shipping

Aeromotive normally ships all merchandise via UPS Ground. Customers may authorize expedited shipment for an additional charge. All shipments are sent FOB Origin. Claims for damaged materials must be made with freight company. Damaged merchandise should not be returned to Aeromotive without prior arrangements.

## Pricing

All prices are subject to change without notice. Current price lists are available from Aeromotive or your local warehouse distributor.

## Aeromotive Product Warranty, Policy and Procedure: Distributor

Any product returned for warranty by a distributor, retailer or party that is NOT the actual retail purchaser, requires proper RGA and authentic proof of customer purchase. Authorized returns that do qualify as "in warranty and defective" will NOT be processed for credit, but handled as any other warranty return, where the product will be repaired if possible or replaced with rebuilt or new merchandise of equal performance and value. Returned product NOT "defective" or NOT "in warranty" will be destroyed or returned as-is, by distributor request.

New product returns for stock adjustment are allowed annually. All returned merchandise requires advance approval from Aeromotive along with the assigned RGA number. All returns for stock adjustment must be in perfect condition and if above 5% of annual sales orders, are subject to a 15% restocking fee. All returns will be for account credit only. Aeromotive does not make cash refunds.

**AEROMOTIVE FUEL SYSTEM COMPONENTS ARE NOT LEGAL FOR SALE OR USE ON EMISSION CONTROLLED VEHICLES.**

## Aeromotive Product Warranty, Policy and Procedure: Retail

All Aeromotive products sold are warranted free from defects in materials and workmanship for a period of one year from the original date of purchase. No warranty claim will be valid without authentic, dated proof of purchase.

This warranty is to the original retail purchaser and none other and is available directly from Aeromotive and not through any point of distribution or purchase.

If a defect is suspected, the retail purchaser must contact Aeromotive directly to discuss the problem, possible solutions and obtain a Return Goods Authorization (RGA), if deemed necessary by the company. All returns must be shipped freight pre-paid to the company and with valid RGA before they will be processed.

Aeromotive will examine any product returned with proper authorization to determine if the failure resulted from a defect or from abuse, improper installation, misapplication or alteration. Aeromotive will then, at its sole discretion return, repair or replace the product.

## Limitation of Remedies

If any Aeromotive product is determined defective, buyer's exclusive remedy is limited in value to the sale price of the good. In no event shall Aeromotive be liable for incidental or consequential damages. Aeromotive fuel system components are not legal for sale or use on emission controlled motor vehicles.

The telephone number to contact Aeromotive Returns and Repairs for help with a warranty claim is 913-647-7300, then dial option 5. Be certain to have the part in question, along with proof of purchase and a pen and paper when you call.

**Aeromotive Inc.**

7805 Barton St.  
Lenexa, KS 66214

TEL: 913.647.7300

FAX: 913.647.7207

*Celebrating 15 years and 3 generations of performance.*



**[AeromotiveInc.com](http://AeromotiveInc.com)**