

Professional Products®

- Intake Manifolds
- Harmonic Dampers
- Fuel Injection Systems
- Fuel System Components
- Distributors & Ignition
- Engine Accessories
- Throttle Bodies

2010-1/2 Catalog



The Premier Line of Affordable Performance Products

Professional Products® 2010 Catalog Index

Power+Plus® Intake Manifolds

Small Block Chevrolet	Pages 4-7
Big Block Chevrolet	Pages 7-8
Small Block Ford	Pages 8-9
5.0L Ford V8	Page 9
4.6L 2V Ford V8	Page 10
Small Block Chrysler	Page 10
Pontiac V8	Page 10-11
Oldsmobile V8	Page 11
Acura Type R, GSR	Page 11
GM LS1, LS2, LS6	Page 12
RealChrome Manifolds	Page 13
EFI Manifolds	Page 14
Manifold Technical Specifications	Page 15

Powerjection™ EFI Systems

Powerjection II™ & Powerjection III™	Pages 16-23
EFI Snorkle Inlet & Adapters	Page 26

Intake Manifold Accessories & Engine Accessories

LS1, LS2, LS 6 Coil Covers	Page 24
12-Point Stainless Bolt Kits	Page 24
Airflo™ Power Enhancer	Page 24
Upper Plenum & Elbow Adapter	Page 24
Throttle Cable Bracket Kits	Page 24
Gaskets	Page 25
EGR Adapter, Carb Adapters	Page 25
4.6L to 5.4L Adapter Plates	Page 25

Engine Accessories & Fuel Delivery Components

Carburetor Stud Kits	Page 25
SB Chevy Water Pumps	Page 26
Powerfire Ignition Systems & Coils	Page 27
Powerfilter™ Oil Filters	Page 28
EFI Fuel Line Fittings	Page 45

Power™ Throttle Bodies

Ford, Acura & GM	Page 35
------------------	---------

Powerflow™ Fuel Filters

Street Fuel Filters	Page 29
Competition Fuel Filters	Page 29

Powerflow™ Fuel Pumps

Piston Pumps and EFI Pumps	Page 32
----------------------------	---------

Powerflow™ Carburetor Inlet Kits

Carburetor Inlet Kits	Page 34
-----------------------	---------

Powerflow™ Fuel Rail Kits

Powerflow™ Fuel Rail Kits, Ford & GM	Page 33
Powerflow™ Fuel Rail Kits, Acura	Page 23

Powerflow™ Fuel Pressure Regulators

Powerflow™ Regulators	Page 30
-----------------------	---------

Powerforce™ & Powerforce+Plus™ Harmonic Dampers

Features and benefits	Page 36
Application Listing with weights	Page 37
SB Chevy	Page 38
BB Chevy	Page 38

GM LT1	Page 38
GM LS1, & L92	Page 38, 39
SB Ford	Page 39
429-460 Ford, FE Ford	Page 39
4.6L 2V & 4V Ford	Page 39
SB and BB Chrysler plus late Hemi	Page 39, 40
Pontiac	Page 40
Oldsmobile	Page 40
4.6L 3V Ford	Page 41
Honda, Acura, & Nissan	Page 42
AMC, Jeep	Page 42
Dodge Viper	Page 42
Harmonic Damper Technical Notes	Page 43
Harmonic Damper Accessories	Page 44

Powerflow™ Hose, Hose Ends, & Adapter Fittings

Powerflow™ & Powerbraid™ Hose	Page 43
Powerflow™ Hose Ends	Page 44
Powerflow™ Adapter Fittings	Page 44, 45
Powerflow™ Specialty Fittings	Page 45

Stud Girdle Kits & High Performance Gauges

Stud Girdle Kits & Gauges	Page 46
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Important Note About the Professional Products Website: In the interest of conserving our trees as well as other efficiencies, we have reduced the size of many photos in our print catalog along with reduced descriptive copy for less total pages. For larger photos and more complete text on many of the products in the catalog, please go to our website at: www.professional-products.com

Emission Codes

Professional Products, as well as other SEMA manufacturers, have adopted a series of color coded symbols that are used throughout the catalog to identify emission-sensitive products and to make the necessary information

available to consumers regarding the various uses that individual products will have related to any emissions regulations. Please review these symbols and their explanations as shown below.



The product marked with this symbol has been granted a California Air Resources Board (CARB) exemption, an "EO" number, or is a direct or consolidated replacement part. It is 50-state legal per the manufacturer's application guide. (Must be used on listed applications for that part to be legal.)



The manufacturer of the product marked with this symbol represents that it has not been found, nor is believed to be, unlawful for use under provisions of the clean air act, per the manufacturer's application guide. This product is not legal for sale or use in the state of California, or in states which have adopted the CA emissions standards, except on pre-emission controlled motor vehicles/motor vehicle engines (pre-1966 model years).



The product marked with this symbol is legal only for off-highway use (except in CA or states which have adopted CA emission standards), racing use or for use on pre-emission controlled motor vehicles/motor vehicle engines (pre-1966 domestic vehicles certified to CA standards, pre-1968 domestic vehicles certified to federal standards, and all pre-1968 foreign vehicles, per the manufacturer's application guide).

Professional Products POWER+PLUS® Manifold Features

Professional Products' Power+Plus is the newest line of performance intake manifolds available. As a result, we have been able to incorporate many new features in our manifolds not found in competitive models. Some of today's most popular manifolds were designed 40 years ago and the makers have never bothered to update the tooling to include many of the new features desired by performance enthusiasts. We engineered

those features into our manifolds. Our LSX manifolds and our recent model for 4.6L 2V Fords have led the way in manifold development. Our newest Hurricane+Plus is the ultimate racing manifold for SB Chevy and has been proven in numerous dyno tests to outperform the competition. Professional Products has pioneered a number of new developments in manifold technology that have now been adopted by others.

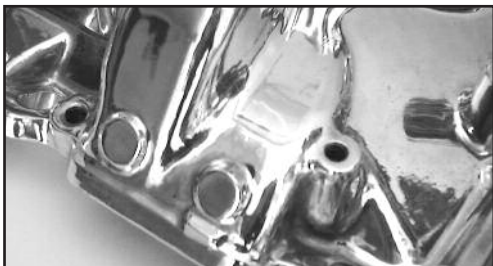
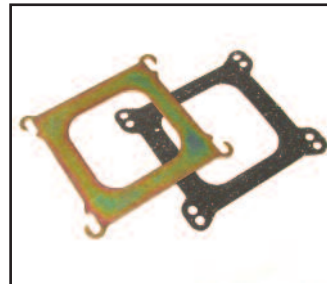


Dual Distributor Holddowns

Sometimes the standard single distributor holddown is difficult to access. So we have provided dual distributor holddowns on most Power+Plus Chevy intake manifolds, which gives you an optional position. And on our 52030 and 52031 Racing Manifold, you can use two hold-downs for extra protection against distributor rotation in racing applications.

Carburetor Adapter Plate

Many Chevy manifolds accept the stock Rochester Quadra-Jet spread-bore carb. But if you want to use one of the popular Holley or Edelbrock square bore carbs, you have to spend more bucks for a carb adapter plate. Power+Plus spread-bore manifolds include adapter plates and gaskets to accept square bore carbs. Adapter plates included with manifold.



Four Corner Water Ports

Most of our performance manifolds feature two extra water ports at the rear of the manifold, a feature normally only found in manifolds costing hundreds more. Some enthusiasts have found that plumbing a line between these two rear ports can reduce engine overheating. Many racers also find these ports to be an advantageous special feature for plumbing special additional water lines.



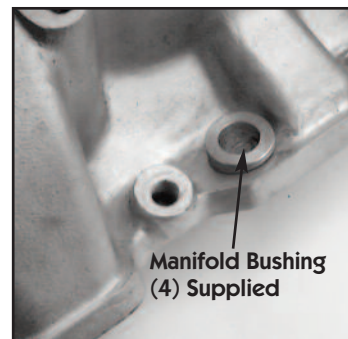
Nitrous Bosses

If you want to run nitrous with the injectors mounted directly in the ports, Power+Plus Manifolds provide a simple solution. Many of our manifolds include cast-in nitrous bosses which provide the extra thickness not found in most competitive manifolds without spending a lot more money. This extra thickness is necessary to provide the proper amount of thread engagement. All you have to do is drill and tap the bosses to accept any manufacturer's nitrous injectors.



Special Manifold Adapters

All Power+Plus Street and High Performance Street Manifolds for small block Chevys (except Vortec) come with special adapters that allow these manifolds to fit the '87-'95 cast iron heads. If you have '86 or earlier heads, or '87-'95 aluminum heads, our manifolds bolt right on without the adapters. For '87-'95 cast iron heads, drop the adapters in the four slotted holes and bolt up the manifold with no fuss and no special tools required.



Manifold Bushing (4) Supplied

Water Divider Baffle

The Power+Plus #52030/52031 Manifold is designed for both racing and street applications. It has all the necessary bosses and tapped holes to accommodate street accessories yet it also includes every feature found in manifolds costing hundreds more. One trick feature is the Water Divider Baffle. Expensive race manifolds have this baffle cast in place in the manifold but this precludes the use of a thermostat if you want to use one. The Power+Plus Manifold is machined for a thermostat but the package also includes a drop-in Water Divider Baffle for those who desire this feature.

Other Special Features:

- Many Ford Manifolds includes rear water crossover passage.
- All ports very accurately positioned due to advanced permanent mold casting techniques. Not sand cast like most others.
- Before packing, every tapped hole in each manifold is chased with a tap to clear out polishing residue and to assure the threads are not damaged. Each manifold is pressure tested for leaks.
- All polished manifolds are meticulously hand polished to show levels.

Manufacturing Processes

All Power+Plus Manifolds are cast in steel dies rather than in sand molds as used by all other manifold manufacturers. This type of tooling costs two or three times what conventional sand cast patterns cost, but the finished product is worth this additional expense. And because the cores (which form the internal ports and water passages) are mounted in steel instead of sand during the casting process, there is no chance of any core shifts, which can sometimes go undetected in sand castings. Core shifts can cause misalignment between the ports and the heads, or even actual air or water leakage. That is one problem you won't

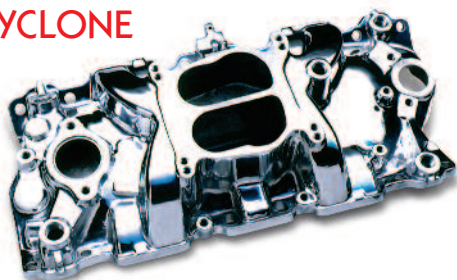
have to worry about with Power+Plus. Each and every Power+Plus manifold is subjected to a very thorough pressure test that will detect any air or water leakage. We find any problems first so you don't have to go to the effort of installing your manifold only to find out that it leaks. Power+Plus Manifolds are manufactured in a factory which produces OE aluminum manifolds for major Japanese and European auto makers, so you know the quality is there. That same OE level quality can be found in every Power+Plus Manifold. And this high quality level is brought to you at the most affordable prices in the industry.

Selecting the right manifold for your small block Chevy

We make a number of manifolds for small block Chevys and for some people, it may be confusing trying to figure out which one is the best for a specific application. The following information

should be helpful in allowing you to make an informed decision. All of these manifolds will fit up through model years 1995 (except Vortec) due to our unique supplied adapters.

CYCLONE

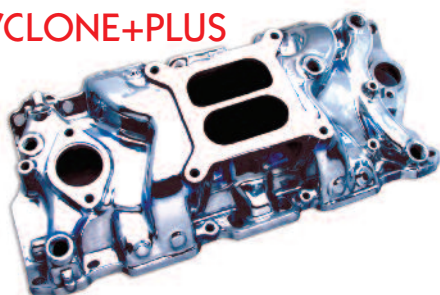


CYCLONE - The Cyclone is our lowest profile SB Chevy manifold and is also the only one that is street legal on pollution controlled vehicles. It is set up to accept a spread bore carb but comes with an adapter plate that permits the use of square bore carbs. To remain street legal with a square bore carb, you must use one that is also approved as street legal for your application. This is our largest selling manifold with tens of thousands of them in use. This manifold is available in eight different de-

sign configurations:

52000 - Polished for std heads
52001 - Satin for standard heads
52002 - RealChrome for std heads
52003 - RealChrome/Vortec heads
52006 - Polished for Vortec heads
52007 - Standard for Vortec heads
52008 - Polished w/EGR provision
52009 - Satin w/EGR provision
These are great all around street manifold for medium performance applications at affordable prices.

CYCLONE+PLUS



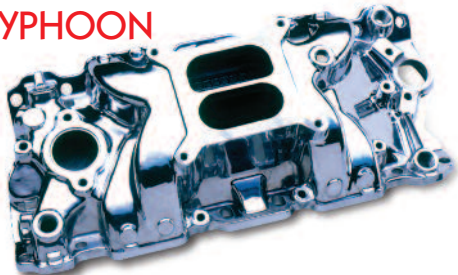
CYCLONE+PLUS - The terrific Cyclone+Plus is a step up from the Cyclone. Due to its slightly taller height, it can provide more power and torque. It is about 3/8" taller than the Cyclone. It also has a rear water crossover (the only SB Chevy manifold made by anyone with this feature), nitrous bosses and a square bore carburetor flange. It comes in a version with intake gaskets, a tube of gasket sealer, 12-point stainless bolts, and all necessary pipe plugs. The Cyclone+Plus is available in six

different versions:

52010 - Polished with complete kit
52011 - Satin with complete kit
52012 - Polished w/o kit
52013 - Satin w/o kit
52014 - RealChrome w/kit
52016 - RealChrome w/o kit

A great medium performance manifold that includes all the latest manifold technology for the street.

TYPHOON



TYPHOON - The Typhoon manifolds, along with the similar CrossWind, are the most powerful dual plane manifolds available for a small block Chevy. For non-pollution controlled street machines, these are among the very best manifolds you can use. They feature a square bore carburetor flange, nitrous bosses, four corner water ports, and dual distributor holddowns. These manifolds are approximately 5/8" taller than the Cyclone series. On medium horsepower engines, our dyno tests have

shown that this manifold comes very close to producing similar power and torque numbers as our Hurricane racing intake manifold.

There are three part numbers in this series:

52020 - Polished finish
52021 - Satin finish
52022 - RealChrome finish

CROSSWIND



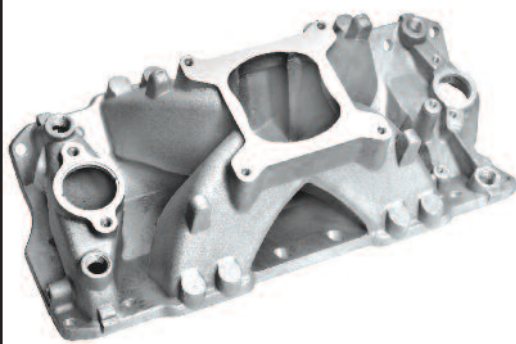
CROSSWIND - The CrossWind design features the identical plenum and runner design as the Typhoon. The main difference is that there is an open area under the plenum chamber. This feature is sometimes called an air gap design. The air flowing under the plenum provides a cooler charge for the incoming air with less heat transfer from the engine. This cooler air charge provides additional power. The CrossWind design is very popular. However, if looks is your main interest, along

with more power, the Typhoon might be a better choice because it is impractical to polish the open area below the plenum on the CrossWind.

52025 - Polished finish
52026 - Satin finish

RealChrome is not available on this manifold due to the difficulty in polishing under the plenum.

HURRICANE Series



HURRICANE, HURRICANE+PLUS & SUPER HURRICANE

We now offer three models of this outstanding racing manifold. The Hurricane is one of our very most popular race manifolds. If you are looking for the utmost performance for the very least cost, this is your manifold. Professional Products now offers the Hurricane+Plus which is an improved version of the Hurricane. Depending upon exact engine configuration, this manifold has shown as much as 20 hp over the Hurricane. Note that these increases mainly occur in the 7,500 to 8,000 rpm range. For all out racing with large cubic inch engines (420+) on gas, or any size alcohol engine, the Super Hurricane is the manifold to se-

lect. Dyno tests have shown significant power increases over competitive manifolds. The Super Hurricane is also available in a version with machined injector bosses.

52030 - Polished Hurricane
52031 - Satin Hurricane
52032 - Polished Vortec Hurricane
52033 - Satin Vortec Hurricane
52036 - Polished Super Hurricane
52037 - Satin Super Hurricane
52038 - Polished Super Hurricane*
52039 - Satin Super Hurricane*

*Includes machined injector bosses

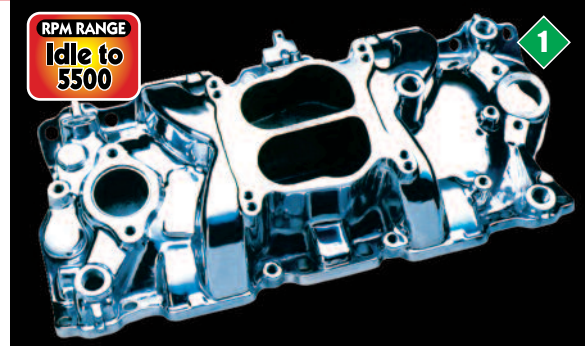
In comparison dyno tests, the Hurricane series of manifolds consistently outperform the competitor.

Small Block Chevrolet V8 Intake Manifolds

CYCLONE™ for 1957-'95 Small Block Chevrolet V8*

This is a great all around street manifold. It is a direct replacement for the stock intake manifold on non-EGR engines. The manifold includes special adapter bushings to allow fitment to 1987-'95 cylinder heads. Also includes an adapter plate to permit use of certain square bore carburetors. Professional Products intake manifolds are cast from steel molds, not sand. These permanent steel molds provide a tighter grain casting thereby reducing porosity as well as eliminating core shifting. Each manifold is 100% pressure tested to assure no leaks.

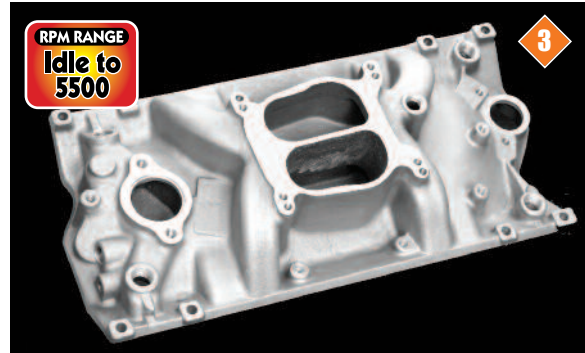
Pt. No.	Application
52000	1957-'95 SB Chevy V8 - Polished Finish (Non EGR)
52001	1957-'95 SB Chevy V8 - Satin Finish (Non EGR)
52002	1957-'95 SB Chevy V8 - RealChrome Finish (Non EGR)



CYCLONE™ for SB Chevrolet V8 w/Vortec heads

This manifold is essentially identical to the above Cyclone model except it is designed to fit the 1996 and later Vortec style cast iron head (Gen1+) which features eight vertical attachment bolts instead of twelve angled attachment bolts. Will also work on 1996 and later Vortec engines or engines equipped with Edelbrock E-Tec aluminum heads. As with most Professional Products manifolds, this one features four corner water ports and is also supplied with an adapter plate to permit the use of most square bore carburetors such as the popular Holley, Demon and Edelbrock.

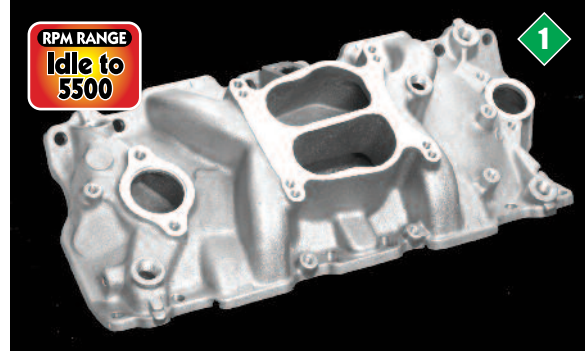
Pt. No.	Application
52006	SB Chevy V8 w/1996 & later Vortec heads - Polished
52007	SB Chevy V8 w/1996 & later Vortec heads - Satin
52003	SB Chevy V8 w/1996 & later Vortec heads - Re-



CYCLONE™ for 1957-'95 SB Chevrolet V8 (EGR)*

This manifold is a direct replacement for the stock 4-bbl manifold on 1972-'86 GM small block Chevy V8s with EGR and 1981-'86 GM Corporate 350 V8 engines with EGR. It is essentially the same design as the above two manifolds but incorporates EGR. Some applications may require our EGR adapter (52115) to provide clearance. This manifold is a great all around street manifold that is street legal on the listed applications. It will accept late model choke, waterneck, air conditioning, alternator, and HEI ignition systems. The manifold features dual distributor holddowns and four corner water ports. It is also supplied with an adapter plate and gasket to accept most square bore carbs.

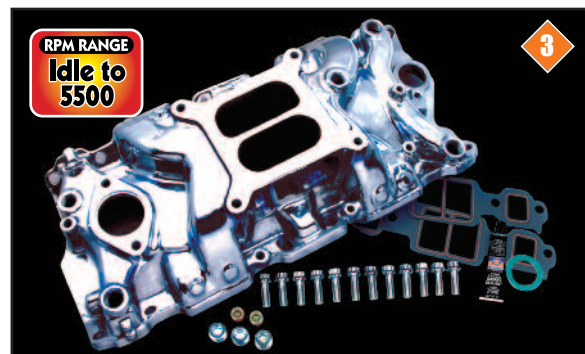
Pt. No.	Application
52008	1957-'95 SB Chevy V8 - Polished Finish (EGR)
52009	1957-'95 SB Chevy V8 - Satin Finish (EGR)



CYCLONE+PLUS™ for 1957-'95 SB Chevrolet V8*

The CYCLONE+PLUS is a unique new design unmatched by any other manifold manufacturer. It is approximately 3/8" taller than the Cyclone and it comes with a square bore carburetor flange which accepts most of the popular aftermarket carburetors. It's most distinctive feature is a rear water crossover passage. This is the only SB Chevy manifold with this feature. A feature which contributes significantly to a cooler running engine. The manifold also has nitrous bosses and four corner water ports. It also comes with stainless 12-pt bolts, intake gaskets, Permatex gasket sealer, pipe plugs, and insert bushings.

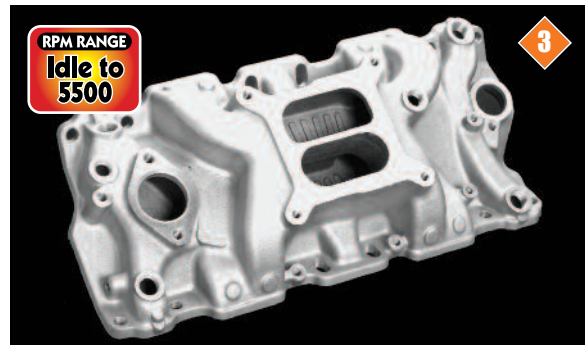
Pt. No.	Application
52010	1957-'95 SB Chevy V8 - Polished Finish
52011	1957-'95 SB Chevy V8 - Satin Finish
52014	1957-'95 SB Chevy V8 - RealChrome Finish



CYCLONE+PLUS™ for 1957-'95 SB Chevrolet V8*

This manifold is the same as the above Cyclone+Plus but comes without the stainless bolts, gaskets, and other supplied parts. It has all the same features outlined for the Cyclone+Plus shown above which includes the rear water crossover passage (an industry exclusive), four corner water ports, and nitrous bosses. This is an outstanding all around street manifold and is available in a polished finish, satin finish, or our terrific RealChrome finish which is a true triple chrome plated treatment. See page 13 for photo of RealChrome manifold.

Pt. No.	Application
52012	1957-'95 SB Chevy V8 - Polished Finish
52013	1957-'95 SB Chevy V8 - Satin Finish
52016	1957-'95 SB Chevy V8 - RealChrome Finish



CYCLONE™

CYCLONE+PLUS™

Small Block Chevrolet V8 Intake Manifolds

TYPHOON™

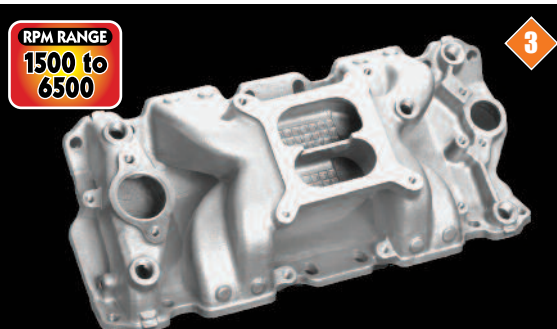


TYPHOON™ for 1957-'95 Small Block Chevrolet V8*

The Typhoon is one of our most popular high performance street manifolds. For most street applications we recommend a 600 to 700 CFM vacuum secondary carburetor. For high performance street use and bracket racing use a 700-800 CFM double pumper carburetor. This manifold produces outstanding power and is .70" taller than our low profile 52000/52001 Cyclone. It has a provision to machine for a front oil fill tube. No provision for exhaust heated or stock style chokes. This manifold will not fit under a stock Corvette hood.

Pt. No.	Application
52020	1957-'95 SB Chevy V8 - Polished Finish (Non EGR)
52021	1957-'95 SB Chevy V8 - Satin Finish (Non EGR)
52022	1957-'95 SB Chevy V8 - RealChrome Finish (Non EGR)

CROSSWIND®

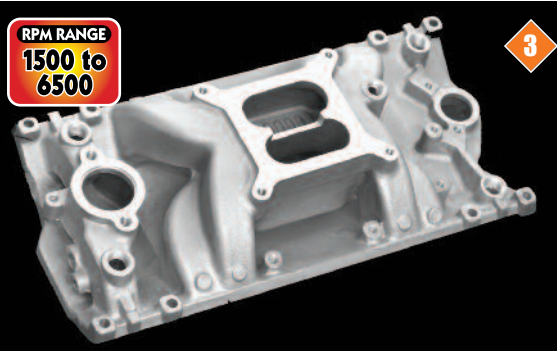


CROSSWIND® for 1957-'95 SB Chevrolet V8*

This manifold is essentially identical to the above Typhoon model except it is designed with an open area under the plenum (commonly referred to as an air gap design) which helps cool the incoming fuel/air charge and produces additional horsepower. It has all the same features as the above Typhoon. This is a truly outstanding high performance street manifold and one of our best sellers.

Pt. No.	Application
52025	1957-'95 Small Block Chevy V8 - Polished
52026	1957-'95 Small Block Chevy V8 - Satin

***Special Note: None of the marked manifolds for SB Chevys will work on engines with reverse flow heads as utilized on 1992-'96 LT1 Corvette or on 1993-'97 LT1 Camaro, Firebird, Caprice, Impala or Roadmaster.**

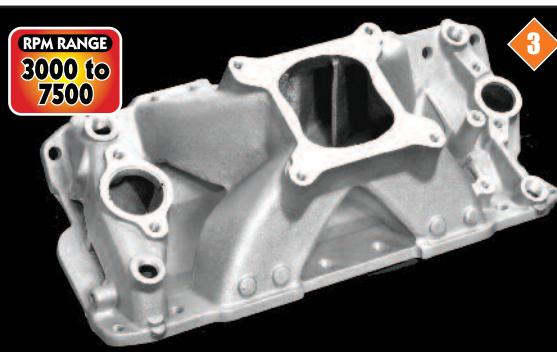


CROSSWIND® for SB Chevrolet V8 w/Vortec heads

This is one of our very top selling manifolds and is very popular on a number of crate engines. It has been selected for use by leading crate engine builders because comparison dyno tests showed that it outperformed every other competitive manifold by a significant margin and was also less costly. It features a similar design to our Typhoon and conventional Crosswind. It offers nitrous bosses, four corner water ports, and dual distributor holdowns. We recommend using our Power+Plus intake gaskets #52605 which feature silicone sealing beads and are also significantly less expensive than competitive gaskets. If your engine has Vortec heads you can't buy a better street manifold for it than this one.

Pt. No.	Application
52027	1957-'95 SB Chevy V8 - Polished Finish
52028	1957-'95 SB Chevy V8 - Satin Finish

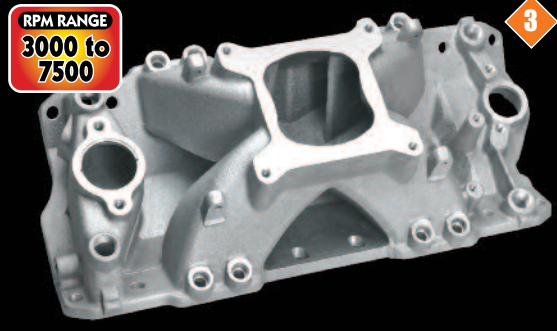
HURRICANE™



HURRICANE™ for 1957-'95 SB Chevrolet V8*

This manifold has long been the leader of the pack for single plane manifolds for small block Chevys with 23° cylinders heads. This manifold has consistently outperformed all of the well known brands which are also much more expensive. Numerous dyno tests have proven over and over that there is no better manifold of this type for achieving maximum power and torque while actually using less fuel doing it. Proving again the overall efficiency of the Hurricane. We have now developed the Hurricane+Plus which does the impossible by outperforming the Hurricane. However we will continue to offer the Hurricane as it is less expensive and provides more than enough power for most applications.

Pt. No.	Application
52030	1957-'95 SB Chevy V8 - Polished Finish
52031	1957-'95 SB Chevy V8 - Satin Finish



SUPER HURRICANE™ for 1957-'95 SB Chevrolet V8*

The Super Hurricane features a larger plenum and bigger runners than the other Hurricane manifolds. It was designed specifically for the new range of large cubic inch small blocks and works best on engines over 400 cubic inches. On the 427 and 454 small blocks now available there is no other manifold that will produce the power and torque of the Super Hurricane. It is also available machined for injectors. Use our 10608 Complete Fuel Rail Kit with this manifold when set up for fuel injection. This manifold can be ported out to a Fel-Pro 1209 gasket.

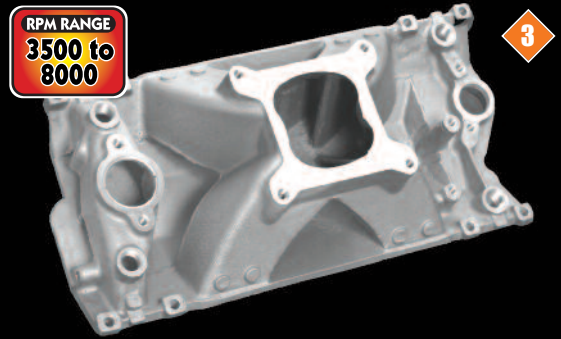
Pt. No.	Application
52036	1957-'95 SB Chevy V8 - Polished Finish
52037	1957-'95 SB Chevy V8 - Satin Finish
52038	1957-'95 SB Chevy V8 - EFI Version - Polished Finish
52039	1957-'95 SB Chevy V8 - EFI Version - Satin Finish

Small Block Chevrolet V8 Intake Manifolds

HURRICANE+PLUS™ for SB Chevrolet V8 w/Vortec

This manifold is the best performing single plane race style manifold available for engines using the 1996 and later Vortec (Gen 1+) cylinder heads. It has been proven over and over in dyno tests and on track use to provide unequaled power and performance. It features four corner water ports, a tapped fifth port in the front face, nitrous bosses, and dual distributor holddowns. We recommend our Power+Plus #52605 intake gaskets which have silicone sealing beads and are significantly less expensive than competitive gaskets for Vortec heads. This is one of our top selling manifolds.

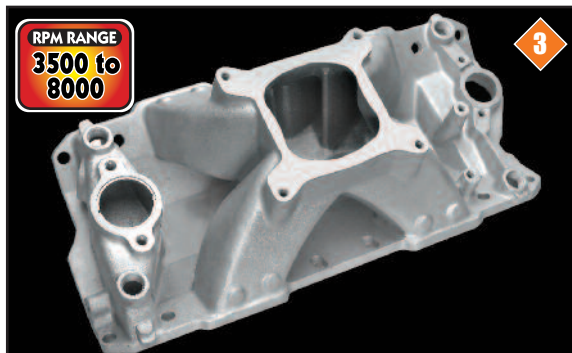
Pt. No.	Application
52032	SB Chevy V8 w/Vortec Heads - Polished Finish
52033	SB Chevy V8 w/Vortec Heads - Satin Finish



HURRICANE+PLUS™ for 1957-'95 SB Chevrolet V8*

They said it wasn't possible to improve on the standard Hurricane, the best performing single plane manifold for 23° heads. But we proved them wrong. After three years of extensive development we have a manifold that outperforms the Hurricane. Depending on the specific engine combination we have seen as much as 20 extra horsepower over the standard Hurricane. Note that this extra power is mostly showing up over 7,000 rpm. So if you aren't turning your engine in the 7,000 to 8,000 rpm range, stick with the standard Hurricane. Below 7,000 this manifold is only 3 or 4 more horsepower better. This manifold also has all the special features found in our other Hurricane manifolds. Can be ported to 1209.

Pt. No.	Application
52034	1957-'95 SB Chevy V8 - Polished Finish
52035	1957-'95 SB Chevy V8 - Satin Finish



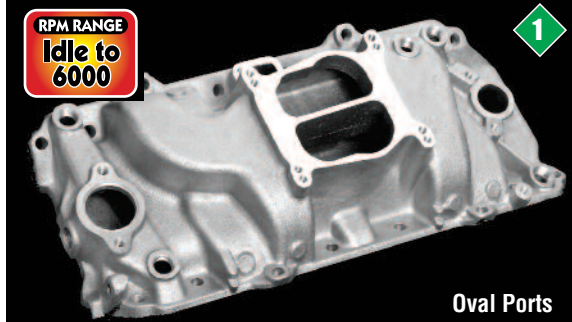
HURRICANE™

Big Block Chevrolet V8 Intake Manifolds

CYCLONE™ for Big Block Chevrolet V8 w/Oval Ports

This manifold is a stock replacement/street legal part for 396, 402, 427, and 454 V8's with OEM 4-bbl carb; 1965-'72 (1973 non-CA) passenger cars and 1966-'83 trucks, Suburbans and heavy vehicles, except stock equipped EGR. This manifold design includes nitrous bosses, dual distributor holddowns, and four corner water ports. This manifold also includes a special carb adapter to allow the use of aftermarket square bore carburetors. This is an excellent street performance manifold. It will not fit under the hood of Corvettes without hood modifications.

Pt. No.	Application
53000	Big Block Chevy V8 w/oval ports - Polished Finish
53001	Big Block Chevy V8 w/oval ports - Satin Finish
53002	Big Block Chevy V8 w/oval ports - RealChrome Finish



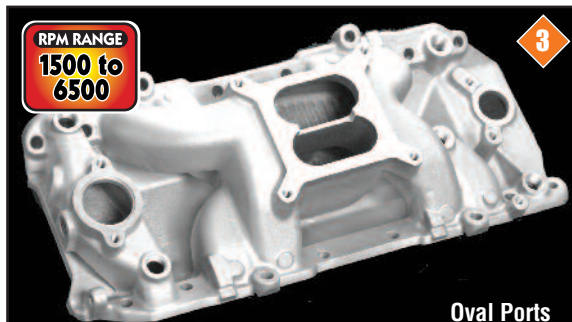
Oval Ports

CYCLONE™

CROSSWIND® for BB Chevrolet V8 w/Oval Ports

Now available for big block Chevy engines with oval ports is our popular Crosswind manifold, commonly referred to as an air gap style design. This open area under the plenum chamber allows ambient air to provide additional cooling to the intake charge which produces additional power. This extra space also helps isolate the upper part of the manifold from the transference of engine heat. Like many of our manifolds, the Crosswind features nitrous bosses, four corner water ports and dual distributor holddowns. This is our best selling manifold for big block Chevrolet engines.

Pt. No.	Application
53025	Big Block Chevy V8 w/oval ports - Polished Finish
53026	Big Block Chevy V8 w/oval ports - Satin Finish



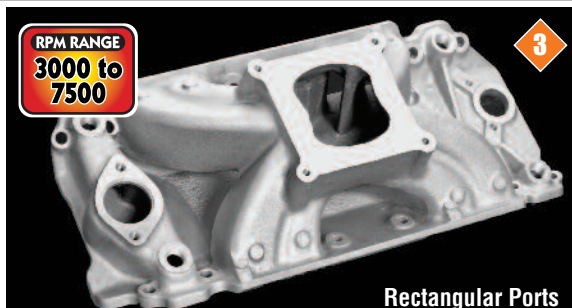
Oval Ports

CROSSWIND®

HURRICANE™ for BB Chevrolet V8 w/rectangular ports

This manifold is primarily best on big block engines in the 396, 427, 454 displacement area producing power in the 600 to 700 horsepower range. The manifold features large rectangular ports (1.63" x 2.25") along with nitrous bosses, four corner water ports and dual distributor holddowns. Use the Professional Products Power+Plus Intake Gasket #53601. This is a very affordable manifold that makes outstanding power and torque.

Pt. No.	Application
53030	Big Block Chevy V8 - Polished Finish
53031	Big Block Chevy V8 - Satin Finish



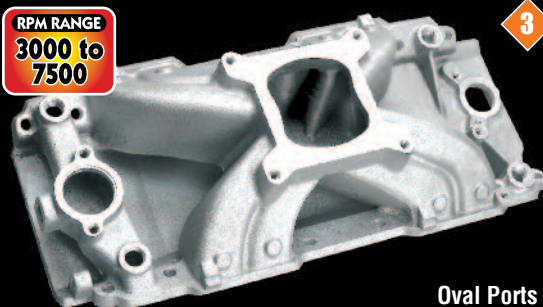
Rectangular Ports

HURRICANE™

Big Block Chevrolet V8 Intake Manifolds

HURRICANE™

RPM RANGE
3000 to
7500



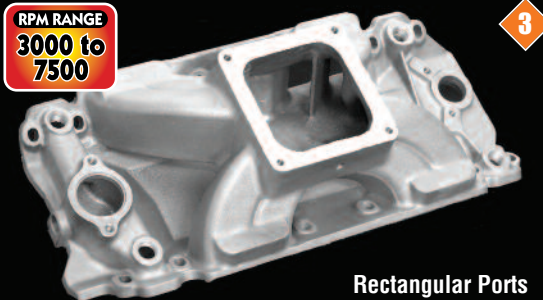
Oval Ports

HURRICANE™ for BB Chevrolet V8 w/oval ports

This manifold is basically the same as the 53030/53031 but has oval ports instead of rectangular ports. It features four corner water ports, dual distributor holddowns and nitrous bosses. This is a proven design that produces outstanding torque and horsepower when used in the right engine combination. Best on engines with displacement in the 396 to 454 range producing from 600 to 700 horsepower.

Pt. No.	Application
53036	Big Block Chevy V8 w/oval ports - Polished Finish
53037	Big Block Chevy V8 w/oval ports - Satin Finish

RPM RANGE
3000 to
7500



Rectangular Ports

HURRICANE™ for BB Chevrolet V8 w/rectangular ports Accepts Dominator style carburetor

This manifold is very similar in design to our 53030/53031 Hurricane but has a carb flange that accommodates a Dominator (4500) type carburetor. This manifold also has pads on the ports which can be drilled and tapped for nitrous nozzles or it is available from Professional Products machined for injector nozzles. Use the Professional Products Complete Fuel Rail Kit #10626 with this manifold.

Pt. No.	Application
53032	BB Chevy V8 w/machined injector ports - Polished
53033	BB Chevy V8 w/machined injector ports - Satin
53034	BB Chevy V8 w/rectangular ports - Polished
53035	BB Chevy V8 w/rectangular ports - Satin

Small Block Ford V8 Intake Manifolds

TYPHOON™

RPM RANGE
1500 to
6500



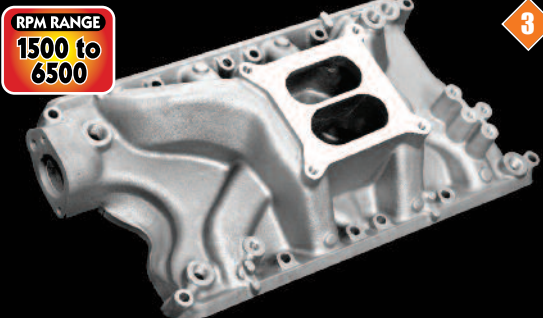
TYPHOON™ for Small Block Ford except 351 Windsor

This is an ideal street performance manifold that delivers strong performance across nearly the entire power band while maintaining good throttle response at any speed. Will not fit 255, Boss 302, or 351W engines. It will also fit 1983 and later 5.0L Mustangs and will work with cruise control.

Pt. No.	Application
54000	Small Block Ford V8 - Polished Finish
54001	Small Block Ford V8 - Satin Finish
54002	Small Block Ford V8 - RealChrome Finish

This manifold is a stock replacement/street legal part for 289 1965-'66 Cobra V8s with OEM 4V carb. Certain exempt aftermarket carbs may also be legal.

RPM RANGE
1500 to
6500



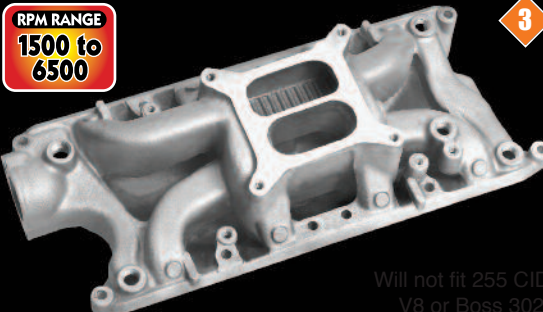
TYPHOON™ for Small Block Ford 351W

The Typhoon for 351W engines is a great street manifold for this engine. It provides good top end power without sacrificing bottom end torque. Its long runner, dual plane design provides the best of both worlds. This manifold performs best with an aggressive street cam. For street, use a 600-750 CFM vacuum secondary or double pumper carburetor. For competition, use a 750-850 double pumper carb. One major feature on this manifold not found on competitive models is a rear water crossover passage which promotes a cooler running engine.

Pt. No.	Application
54022	Small Block Ford 351W - Polished Finish
54023	Small Block Ford 351W - Satin Finish
54024	Small Block Ford 351W - RealChrome Finish

CROSSWIND®

RPM RANGE
1500 to
6500



Will not fit 255 CID
V8 or Boss 302.

CROSSWIND® for Small Block Ford except 351 Windsor

To create this manifold we took our popular 54000/54001 Typhoon manifold for small block Fords and modified it to produce an open area under the plenum (commonly called an air gap). This then became our Crosswind model. This design allows ambient air to pass beneath the plenum which has a cooling effect on the incoming fuel/air charge thus producing more power. This isolation also keeps engine heat from transferring into the plenum chamber. This manifold has several unique features such as a rear water crossover passage which contributes to a cooler running engine, nitrous bosses and four corner water ports.

Pt. No.	Application
54025	Small Block Ford V8 - Polished Finish
54026	Small Block Ford V8 - Satin Finish

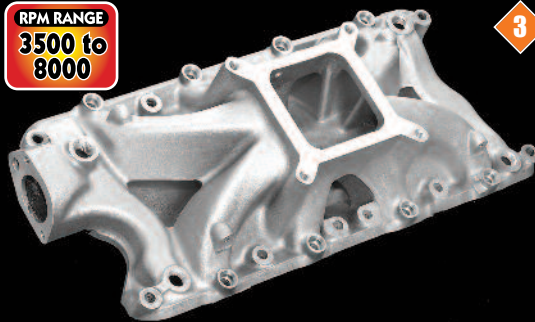
Small Block Ford V8 Intake Manifolds

HURRICANE™ for SB Ford V8 except 351W

The Hurricane manifold for SB Fords can be used for racing applications or for serious street performance. It has a number of unique features such as a rear water crossover passage, nitrous/injector bosses, and four corner water ports. This manifold is available with the injector bosses machined for injectors. The port size on this manifold is 1.06" x 1.94" which is somewhat larger than some competitive manifolds. Use Fuel Rail Kit #10607 with EFI manifold.

Pt. No.	Application
54030	Small Block Ford V8 - Polished Finish
54031	Small Block Ford V8 - Satin Finish
54038	Small Block Ford V8 - With EFI - Polished Finish
54039	Small Block Ford V8 - With EFI - Satin Finish

RPM RANGE
3500 to 8000



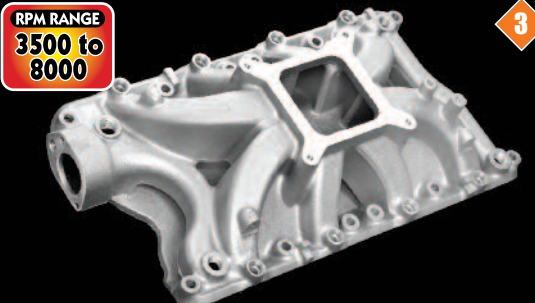
3

HURRICANE+PLUS™ for SB Ford V8 351W

The Hurricane manifold for Ford 351W engines has a number of features not found in similar competitive manifolds. It has a bridged rear water crossover passage which contributes to a cooler running engine. It also comes with injector bosses than can be drilled and tapped for nitrous nozzles or can be purchased from Professional Products with the injector bosses machined. We also offer a Complete Fuel Rail Kit (#10607) for the EFI version of this manifold.

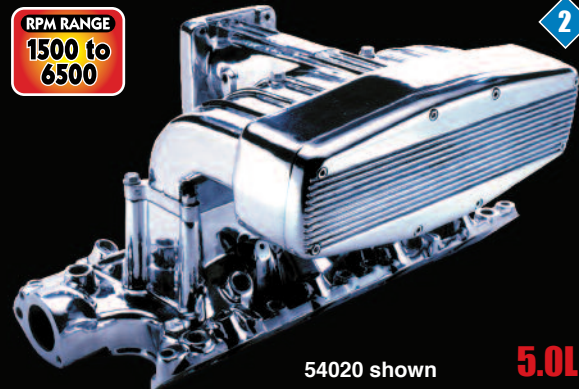
Pt. No.	Application
54032	Small Block Ford V8 - Polished Finish
54033	Small Block Ford V8 - Satin Finish
54034	Small Block Ford V8 - With EFI - Polished Finish
54035	Small Block Ford V8 - With EFI - Satin Finish

RPM RANGE
3500 to 8000



3

RPM RANGE
1500 to 6500

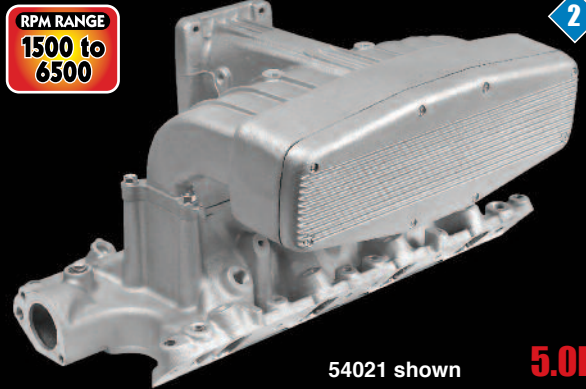


2

54020 shown

5.0L

RPM RANGE
1500 to 6500



2

54021 shown

5.0L

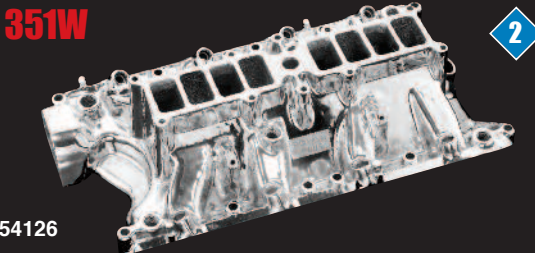
TYPHOON™ for 5.0L Ford and 351W

The Typhoon Manifold System for 5.0L and 351W Fords is an ideal performance upgrade for your Mustang or other vehicle with one of these engines. The 5.0L System is sold as a complete kit with both the lower manifold and upper plenum in one package. However, if you have a 351W engine, you need to buy the 351W manifold and the upper plenum separately. Note that if your vehicle is a 1994 or 1995 Mustang, you will also need the optional Elbow Adapter and EGR Adapter available from Professional Products (listed below) as well as a strut tower brace available from Ford (M-20201-A51) or Edelbrock (#5225).

Note that our Upper Plenum will bolt to an Edelbrock #3821 or #7126 manifold. If a customer already has an Edelbrock setup it is an easy and economical swap to bolt on one of our polished upper plenum units.

Pt. No.	Application
54020	Complete System for 5.0L Ford - Polished Finish
54021	Complete System for 5.0L Ford - Satin Finish
54122	Manifold only for 5.0L Ford - Polished Finish
54123	Manifold only for 5.0L Ford - Satin Finish
54124	Upper Plenum - 5.0L or 351W - Polished Finish
54125	Upper Plenum - 5.0L or 351W - Satin Finish
54126	Manifold only for 351W - Polished Finish
54127	Manifold only for 351W - Satin Finish
54100	Phenolic Spacer - 1/2" thick
54150	Elbow Adapter for 1994-'95 - Polished Finish
54151	Elbow Adapter for 1994-'95 - Satin Finish
54152	EGR Adapter for 1994-'95

351W



2

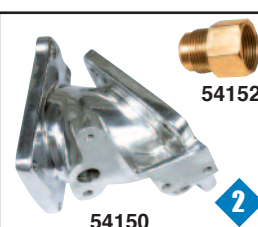
54126



3

54100

The Phenolic Spacer raises the Upper Plenum by 1/2". This provides heat isolation plus clearance for removing the valve cover. The two parts shown to the right are required when installing one of these systems on a 1994 or '95 Mustang. A strut tower brace is also required, available from Ford Racing (M-20201-A51) or Edelbrock (#5225).



54152

54150

2

HURRICANE™

TYPHOON™

4.6L 2V Ford V8 Intake Manifolds

TYPHOON™

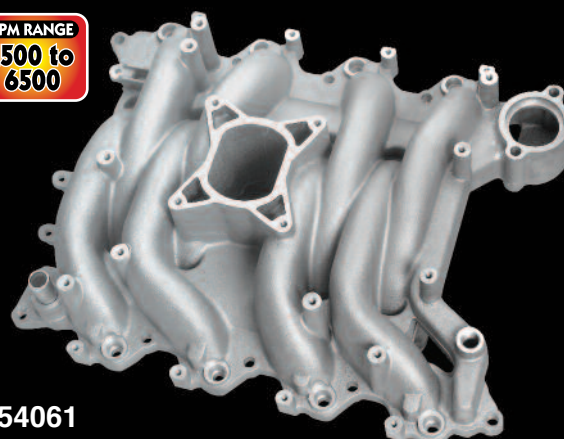
RPM RANGE
1500 to
6500



54060

3

RPM RANGE
1500 to
6500



54061

3

TYPHOON™ for 4.6L 2V Ford V8

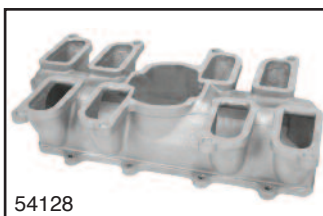
This manifold is an ideal street manifold. When used with stock cams it can produce good mid-range torque improvements. With cams that will allow the engine to rev to at least 6,300 RPM, as much as 20 additional horsepower is available with this manifold. This manifold is a bolt-in replacement for the stock manifold on 1999-'04 engines but can be used on earlier engines if '99 or later heads are used. Note that we also offer an adapter kit that will allow this manifold to be used on a 5.4L 2V engine. We also have an Upper Plenum, Throttle Bodies, and Fuel Rail Kits for these engines. We offer the 54128 Center Plenum as a separate part for those tuners who feel they can improve the flow of this manifold.

Pt. No.

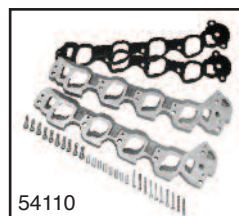
54060
54061
54110
54128
54154
54155
54156
54165

Application

4.6L 2V Ford V8 Typhoon Manifold - Polished
4.6L 2V Ford V8 Typhoon Manifold - Satin Finish
Adapter Plates for 4.6L manifold to 5.4L heads
Center Plenum for 54060/54061 manifold
Upper Plenum - Polished
Upper Plenum - Satin
Stainless Alternator Bracket (Comes w/manifold kit)
Upper Plenum to Manifold Gasket



54128



54110

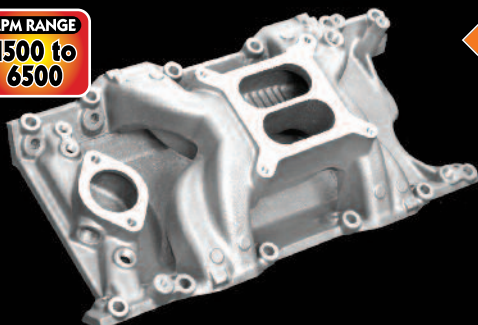
The Upper Plenum at right is a direct bolt-on replacement for the stock unit and is reported to provide as much as 10 additional horsepower with no additional changes. Available in either a satin or polished finish.



318*/340/360 Chrysler V8 Intake Manifolds

CYCLONE™

RPM RANGE
1500 to
6500



3

CROSSWIND® for 318*-340-360 Chrysler V8

This manifold is designed with two sets of bolt holes so that it will fit both the early style Chrysler heads and the later Magnum heads. This is an air gap style design which provides air space under the plenum which helps cool the intake charge and produce more power. This manifold includes nitrous bosses, an extra rear water port and is available in either a polished or satin finish. This is a terrific all around high performance street manifold. Use our intake manifold gasket #55600 (except Magnum) and #55601 for Magnums.

Pt. No.

55025 318/340/360 Chrysler V8 - Polished Finish
55026 318/340/360 Chrysler V8 - Satin Finish

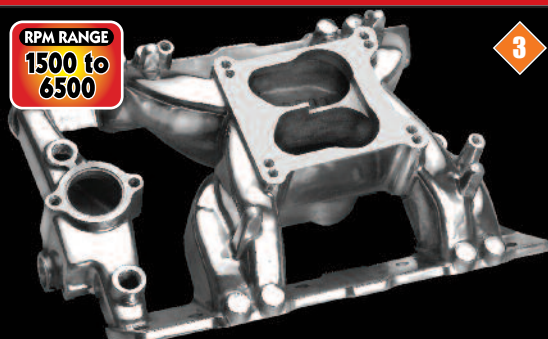
Application

*Fits 1967 and later 318's only.

Pontiac V8 Intake Manifolds

CROSSWIND®

RPM RANGE
1500 to
6500



3

CROSSWIND® for 1965-'79 325-455 Pontiac

This is an outstanding manifold for high performance street Pontiac engines. Unlike similar competitive manifolds, the Crosswind allows unlimited ambient air-flow under the plenum and around the runners which helps create a cooler incoming air/fuel charge which produces additional power. This manifold is also available with machined injector bores. Use our Complete Fuel Rail Kit #10618 with this manifold for fuel injection applications.

Pt. No.

56025 326-455 Pontiac V8 - Polished Finish
56026 326-455 Pontiac V8 - Satin Finish
56027 326-455 Pontiac V8 - EFI - Polished Finish
56028 326-455 Pontiac V8 - EFI - Satin Finish

Application

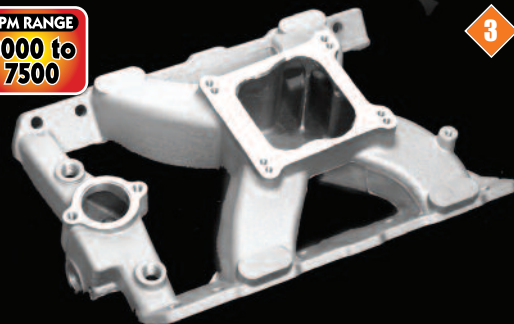
Pontiac V8 Intake Manifolds

HURRICANE™ for Pontiac V8

This manifold was developed in conjunction with Pontiac specialist Pacific Performance and porting expert Dave Bishop. It is a single plane manifold that will fit under all Pontiac hoods including the Trans Am "Shaker" hood. It accepts a stock Quadrajet carb but we also include an adapter plate for standard square bore carbs. This manifold is designed to work with cylinder heads up to 300 CFM. It is also available machined for injectors. Use Fuel Rail Kit #10625.

Pt. No.	Application
56030	1965-'79 326-455 Pontiac V8 - Polished Finish
56031	1965-'79 326-455 Pontiac V8 - Satin Finish
56032	1965-'79 326-455 Pontiac V8 - EFI - Polished Finish
56033	1965-'79 326-455 Pontiac V8 - EFI - Satin Finish

RPM RANGE
3000 to
7500



3

HURRICANE™

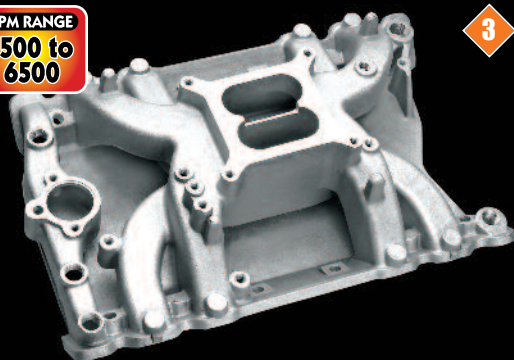
Oldsmobile V8 Intake Manifolds

CROSSWIND® for 400-425-455 Oldsmobile

This is the only available high rise high performance dual plane manifold for this engine. It is an inch and a quarter taller than competitive manifolds thereby producing more power. The Crosswind design provides an air gap under the plenum chamber which helps cool the intake charge providing additional power. Available with machined injector bosses. Use our Complete Fuel Rail Kit #10619 with this manifold in injected applications. NOTE: Hood clearance must be checked as this manifold is approximately 1.25" taller than a similar stock intake manifold.

Pt. No.	Application
57025	Oldsmobile V8 - Polished Finish
57026	Oldsmobile V8 - Satin Finish
57027	Oldsmobile V8 - EFI - Polished Finish
57028	Oldsmobile V8 - EFI - Satin Finish

RPM RANGE
1500 to
6500



3

CROSSWIND®

Acura Intake Manifolds

WHIRLWIND® for 1997-'01 Acura Type R

The Whirlwind for Acura Type R was developed in conjunction with AEBS, a leading Honda/Acura specialist. The plenum chamber is enlarged and also extends past the last port runner to provide adequate flow when using a supercharger, turbocharger or nitrous. In some respects this manifold is similar to the popular JDM manifold but will outperform it and costs substantially less. The manifold has a 65MM inlet but can be ground out larger if needed. See our line of compatible large bore precision throttle bodies in the throttle body section of this catalog. Dampers and fuel rails are also available from us for this engine.

Pt. No.	Application
59000	Acura Type R Manifold - Polished Finish
59001	Acura Type R Manifold - Satin Finish

RPM RANGE
2000 to
8000



3

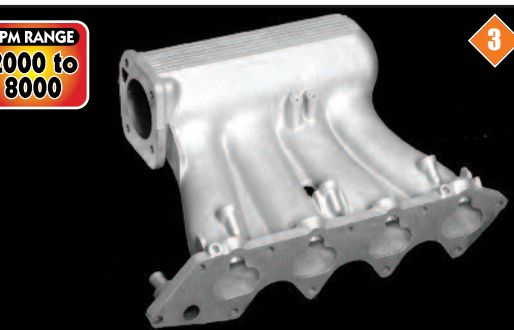
WHIRLWIND®

WHIRLWIND® for 1994-'01 Acura GSR

This design is similar in all respects to our Type R manifold. It is designed to eliminate the two stage design of the stock manifold. Note that O.E. injectors or equivalent must be used with this manifold. It has nitrous bosses on the underside of the runners for those of you who would like to utilize a port injected nitrous system. This manifold has had all of the vacuum ports as well as accessory pads moved to the back of the manifold to provide a cleaner overall look. Additional vacuum ports have been added as well.

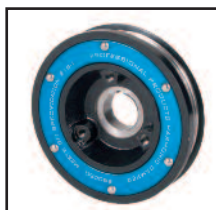
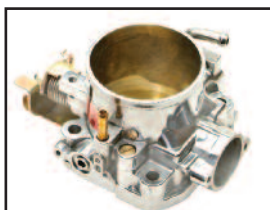
Pt. No.	Application
59002	Acura GSR Manifold - Polished Finish
59003	Acura GSR Manifold - Satin Finish

RPM RANGE
2000 to
8000



3

ACURA



These Fuel Rail Kits are available in red, black, blue and show polished finishes. See Fuel Rail Kit section.



G.M. LSX V8 Intake Manifolds

TYPHOON™



LS1/LS6



LS2

TYPHOON™ for LS1/LS6 and LS2

The Typhoon manifold for LSX type engines was designed to provide extra plenum area which is very advantageous on larger displacement versions of the LS1/LS6 and LS2 engines. If you have a punched out LS engine the stock manifold will not be able to do the job. Additionally if you are running a supercharger or turbocharger a plastic manifold will not survive a backfire so our aluminum Typhoon is your answer. Note that all of our LSX manifolds come complete with the fuel rail kit as shown in the photos.

We offer this manifold in three basic configurations as follows:

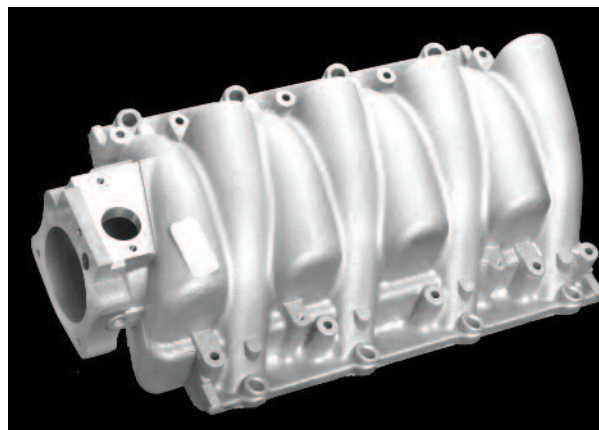
A. The 52060/52061 is a direct replacement for any LS1 or LS6 intake. It has an 85MM inlet that can be enlarged for a 90MM throttle body.

B. The 52062/52063 is a direct replacement for any LS2 intake. It has a 96MM inlet but can be enlarged to accept a 101MM throttle body.

C. The 52064/52065 is a direct replacement for any LS1 or LS6 intake but has provision for the larger LS2 style throttle body. It also has a 96MM inlet that can be opened up to 101MM

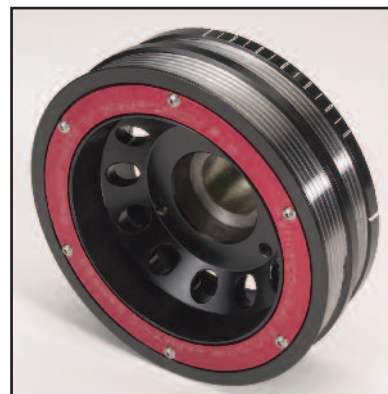
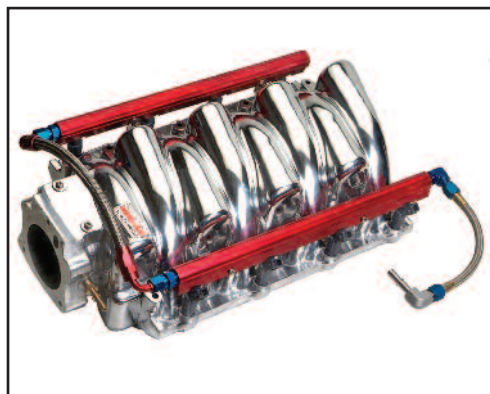
Pt. No.	Application
52060	LS1/LS6 85MM Typhoon Manifold - Polished
52061	LS1/LS6 85MM Typhoon Manifold - Satin Finish
52062	LS2 96MM Typhoon Manifold - Polished
52063	LS2 96MM Typhoon Manifold - Satin
52064*	LS1/LS6 96MM Typhoon Manifold - Polished
52065*	LS1/LS6 96MM Typhoon Manifold - Satin

*Requires use of LS2 style throttle body

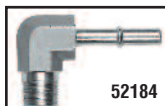


The above photo shows what the satin finish manifold looks like. The supplied fuel rail kit that comes with the manifold is not shown in this photo. Both the LS1/LS6 and LS2 manifolds are supplied with a stainless braided line that connects to the fuel rail on one end and to your stock GM fuel inlet line on the other. A blockoff cover plate is supplied for the top front of the manifold on the LS1/LS6 style manifolds. See our other sections of this catalog for a complete listing of available LSX throttle bodies, harmonic dampers and fuel rail kits.

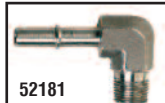
Additional LSX Performance Parts from Professional Products



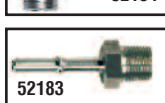
52180



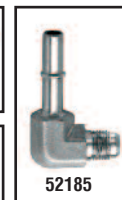
52184



52181



52183



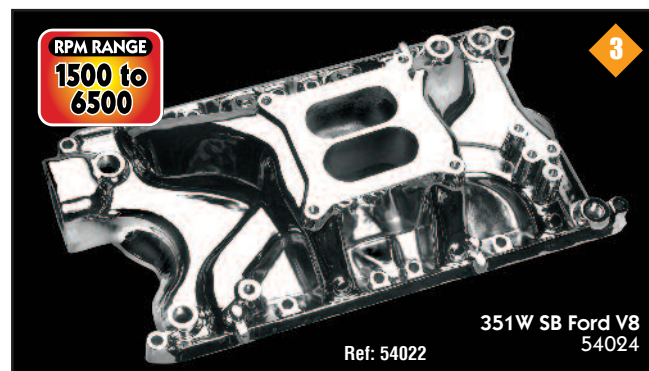
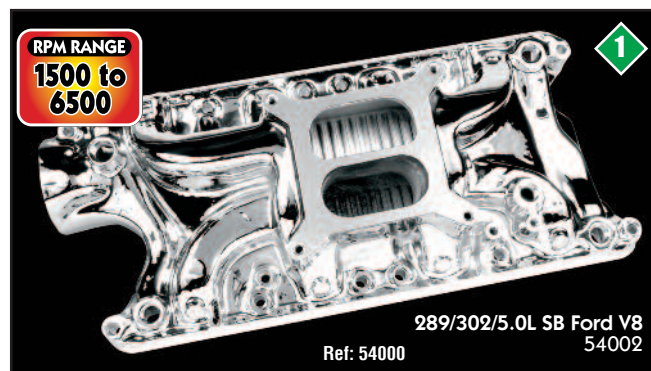
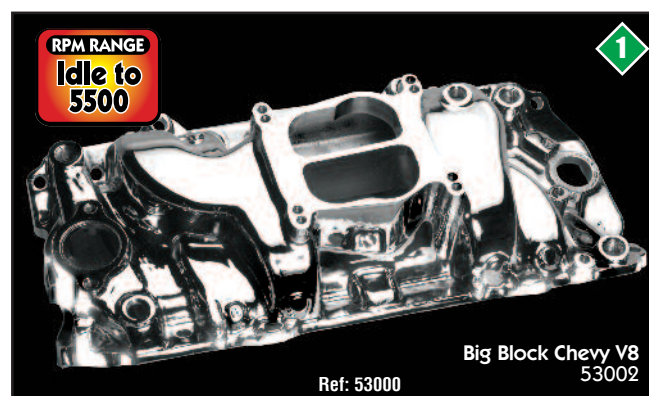
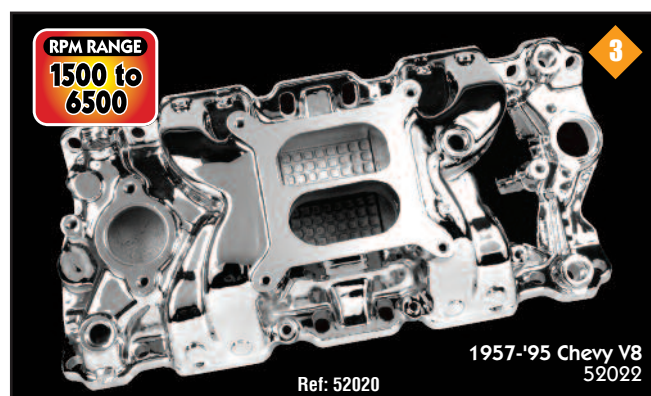
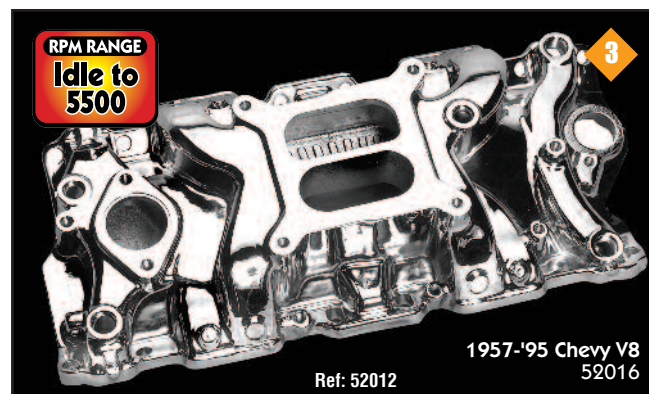
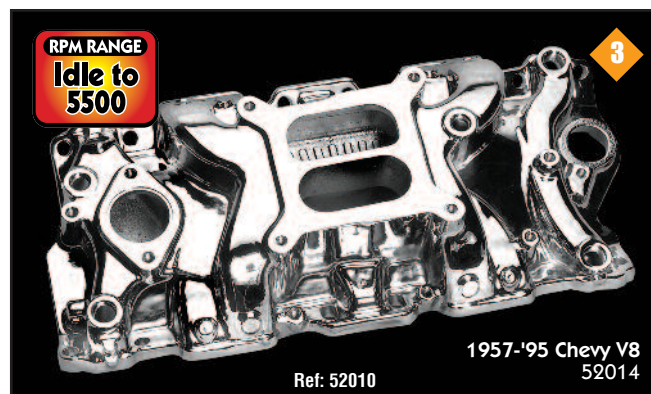
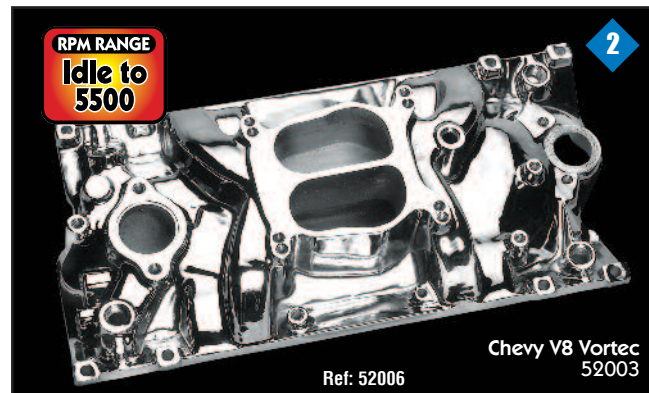
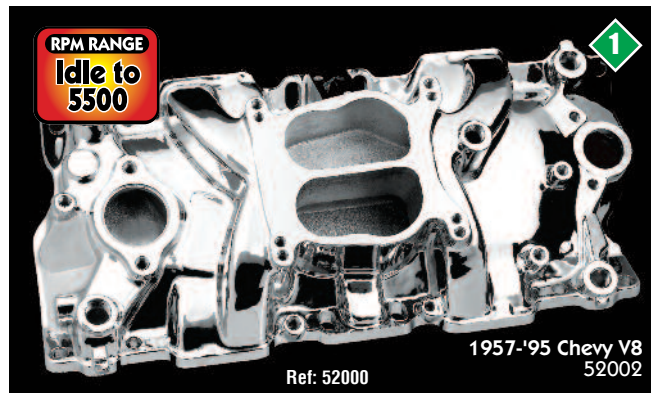
52185

Professional Products offers a number of additional products for LSX engines. See page 35 for our line of precision throttle bodies and page 36 for our harmonic dampers. We make both Powerforce street dampers and Powerforce+Plus race dampers for LS1/LS6/LS2 and L92 engines. Although our intake manifolds (above) all come with fuel rail kits, we also offer a number of separate fuel rail kits for both LS1/LS6 and LS2 in both return and returnless styles. To the left is a selection of special stainless steel fuel fittings that we make that are designed to interconnect with the factory inlet and return fuel lines. The 52185 is particularly useful because it allows you to connect the factory fuel inlet to a -06AN line. See page 45 for complete fitting listing.

REALCHROME™ Chrome Plated Intake Manifolds

RealChrome Intake Manifolds by Professional Products are true triple chrome plated. This is not a coating, or anything else other than true chrome plate. We use specially shaped plating anodes that eliminates the yellowing in corners and pockets typically found on most commercial chrome plated manifolds. Because RealChrome is

a true chrome plate, it is not susceptible to the chipping and peeling that has been a problem with some of the other chrome lookalike finishes. We currently offer eight different RealChrome manifolds. For a more complete description of the manifold's performance characteristics, refer to the part number in the bottom center of each photo.

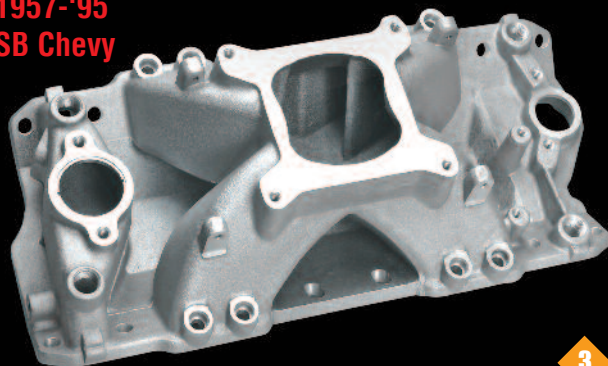


MANIFOLDS for EFI Applications.

The manifolds shown on this page are available with machined bosses for port injection applications. All of these manifolds also

have matching fuel rail kits which are shown on page 33. For additional fuel injection components, see the EFI section of this catalog.

**1957-'95
SB Chevy**



52038 - Polished • 52039 - Satin

3

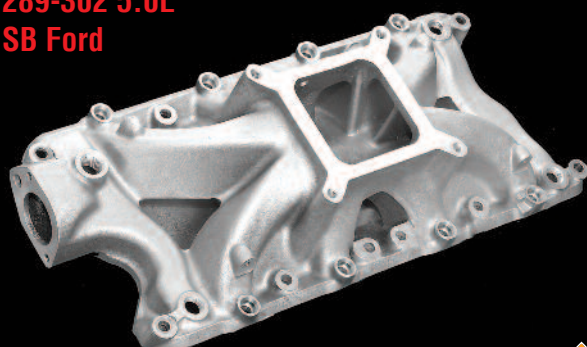
**1965-'79 - 325-455
Pontiac V8**



56032 - Polished • 56033 - Satin

3

**289-302 5.0L
SB Ford**



54038 - Polished • 54039 - Satin

3

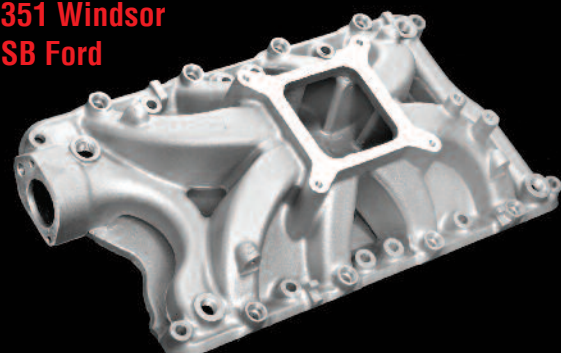
**1965-'79 - 325-455
Pontiac V8**



56027 - Polished • 56028 - Satin

3

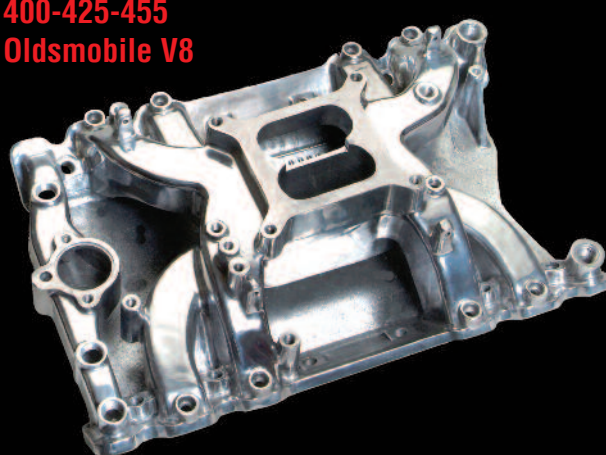
**351 Windsor
SB Ford**



54034 - Polished • 54035 - Satin

3

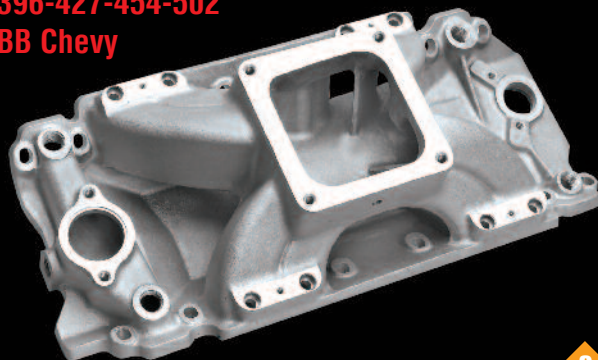
**400-425-455
Oldsmobile V8**



57027 - Polished • 57028 - Satin

3

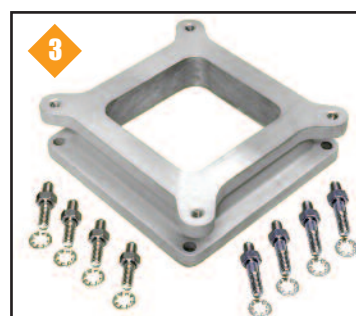
**396-427-454-502
BB Chevy**



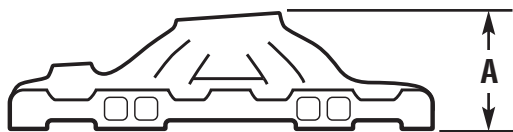
53032 - Polished • 53033 - Satin

3

Left: Currently, our only EFI style big block Chevy manifold has a Dominator carburetor flange. To use our 4150 style throttle body on this manifold requires the use of a special adapter shown at right. See page 25 for a complete listing of available adapters.



Intake Manifold Technical Specifications



Manifold Height

Note: Dimension "A" is measured from bottom machined surface of manifold to the highest portion of the carburetor flange or plenum housing.

On any manifold that is taller than your stock manifold, it is extremely important to check for proper hood clearance before installing the manifold to avoid sheet metal damage to your hood.

Manifold Part No.	Dim. A	Dim. B	Dim. C	Pro Products Gasket	Fel-Pro Gasket
52000/52001/52002/52008/52009	4.05	1.19	1.90	#52600	#1204 or #1256
52003/52006/52007	4.25	1.18 ¹	2.06	#52605	#1255
52010/52011/52012/52013/52014 52016	4.40	1.25	2.02	#52600	#1204 or #1256
52020/52021/52022/52025/52026	4.65	1.25	2.09	#52601	#1205
52027/52028	4.65	1.18 ¹	2.06	#52605	#1255
52030/52031/52032/52033/52034 52035/52036/52037/52038/52039	6.06	1.11 ²	1.80	#52601	#1205, #1206, #1207 #1208, or #1209 ⁶
52060/52061/52062/52063 ⁴ 52064/52065 ⁴	6.44	1.09	2.70	#52610	
53000/53001/53002	5.75	1.82	2.05	#53600	#1210 or #1212
53025/53026	5.22	1.82	2.05	#53600	#1212
53030/53031	6.16	1.63	2.25	#53601	#1211 or #1275
53034/53035	5.88	1.75	2.35	#53601	#1211 or #1275
53036/53037	5.87	1.82	2.05	#53600	#1212
54000/54001/54002	4.12	1.06	1.87	#54600	#1250
54020/54021 Dimension to top of plenum	11.05	1.06	1.87	#54600	#1250
54022/54023/54024	5.12	1.06	1.87	#54600	#1250
54025/54026	4.12	1.06	1.87	#54600	#1250
54030/54031	5.39	1.06	1.94	#54600	#1250
54032/54033/54034/54035	5.68	1.18	1.91	#54600	#1250
54060/54061 ⁴	4.30	1.45	1.45	#54601	N/A
54122/54123	5.47	1.06	1.87	#54600	#1250
54126/54127	5.62	1.06	1.87	#54600	#1250
55025/55026	5.50	1.08	2.16	#55600 ³	#1213 ³
56025/56026/56027/56028	Note 5	1.10	2.06	N/A	#1233
56030/56031	Stock	1.10	2.06	N/A	#1233
57025/57026/57027/57028	6.50	1.32	2.38	N/A	Mr. Gasket #404

NOTES:

Note 1. Measured at the widest area of the port which is at the bottom. The top of the Vortec port is 1.06".

Note 2. The ports on all SB Chevy Hurricanes are purposefully left smaller to allow a wide range of port sizes to match various head configurations. The port runners are typically much larger than the port openings.

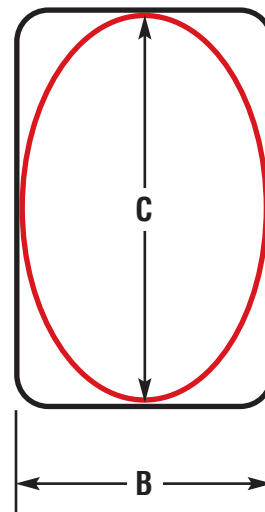
Note 3. Use this gasket on non-Magnum engines. On Magnum engines use Professional Products gasket #55601 or Mopar Performance #P-4876049.

Note 4. Gaskets are supplied with manifold on these part numbers.

Note 5. This manifold is 1.25" taller than the stock intake manifold.

Note 6. The 52030 and 52031 Hurricanes can be ported out to a Fel-Pro #1207 intake gasket. All other small block Chevy Hurricanes can be ported out to a Fel-Pro #1209 intake gasket.

Port Dimensions



Note:

53000/53001/53002/
52025/53026/53036/
53027 Big Block Chevys
have oval ports (red line).

52006/52007/52003/
52027/52028/52032/
52033 SB Chevy Vortec
heads have tapered ports.

54060/54061 4.6L Ford
heads have round ports.

All other heads have rec-
tangular ports.

The ports on Professional
Products manifolds are
typically made closer to
the actual size of the gas-
ket compared to other
competitive manifolds.
This reduces the necessity
of port matching. Or if port
matching is desired, it will
require less grinding to get
a proper match.



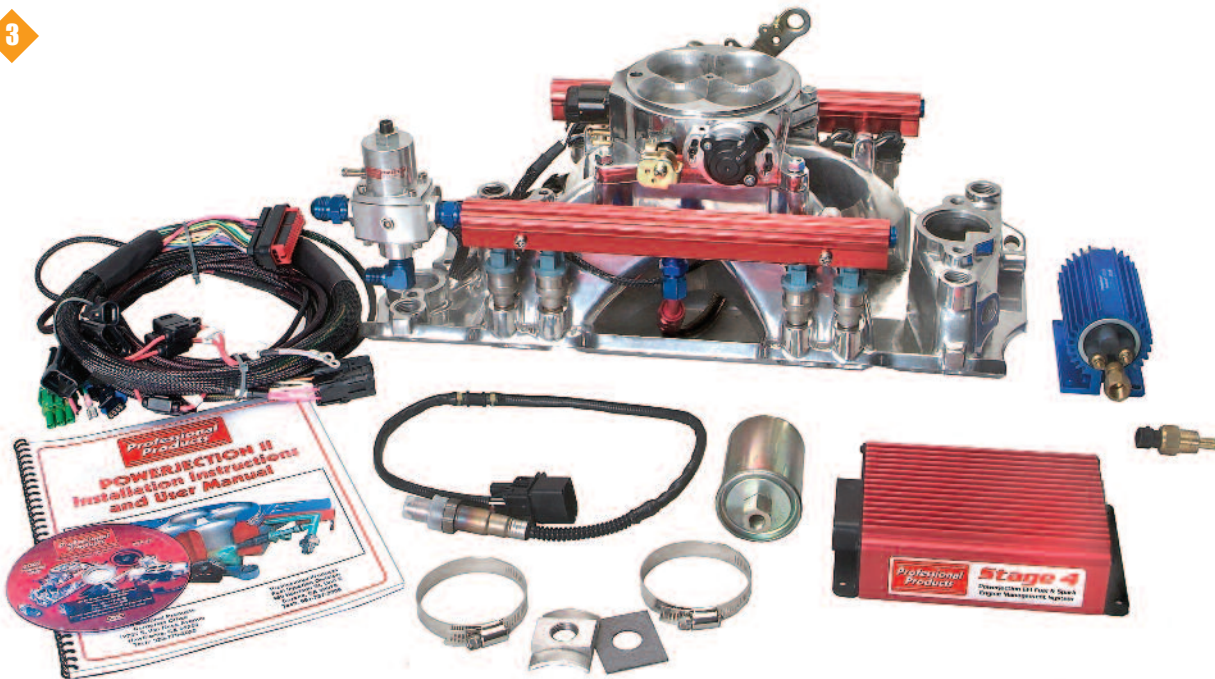
Powerjection II - See Page 18

POWERJECTION™ EFI SYSTEMS

The Professional Products line of Powerjection EFI Systems have quickly moved to the head of the pack with respect to quality, performance, and low cost. Our engineering leadership has been recognized in two successive years with new product awards for Powerjection systems at the SEMA Show. The various Powerjection systems offer features not found in any other system. We pioneered the "Adaptive Learning" feature now being copied by others. We offer the

only EFI systems that do not require a return line which reduces the installation time significantly. We came up with the clamp-on O2 bung which eliminates the need to weld a bung into your exhaust pipe. And best of all, we have brought all of these outstanding features and quality workmanship to you at the lowest prices in the industry for a full featured aftermarket fuel injection system. We do not believe there is a better aftermarket EFI system available at any price.

3



POWERJECTION II

72004 Powerjection II Kit shown

3



POWERJECTION III

Professional Products offers both a port style injection system in Powerjection II and a throttle body system in Powerjection III as well as in Powerjection+Plus. All systems have similar features with respect to the electronics. The basic differences are that the Powerjection III requires a separate module for the **FuelOnDemand** feature while that feature is incorporated into the Stage 4 EMS used with the Powerjection II. The Stage 4 also features spark control with an onboard ignition driver that directly fires the coil. No aftermarket box (such as an MSD 6A) is required. Both systems feature "Adaptive Learning" and both are capable of being setup as a returnless system eliminating the need for a fuel return line. No optional parts are required for the returnless feature.

POWERJECTION™ EFI SYSTEMS • The Standard of the Industry

Professional Products now offers one of the most complete and varied lineups of EFI systems and components available for the aftermarket. We feel that our EFI kits are the most advanced aftermarket EFI systems available. We have two basic configurations; POWERJECTION II is a port style system where the injectors are in the manifold injecting directly into the intake port of the cylinder heads. POWERJECTION III is a throttle body system that cleverly packages the entire computer as part of the throttle body. Most of the components, such as the EMS (engine management system), sensors, fuel pumps, filter, and most other kit parts are basically the same for both styles of kits. Why do we offer both throttle body and port styles? We feel that there is a market for both types of units and we want to have the broadest selection for our customers that we can. It is up to you which style of EFI system you want for your vehicle. Our testing has shown that contrary to popular belief, there is no significant difference between the throttle body and port styles as far as performance is concerned for the typical high performance street vehicle.

Here are some of the features shared by all of our systems:

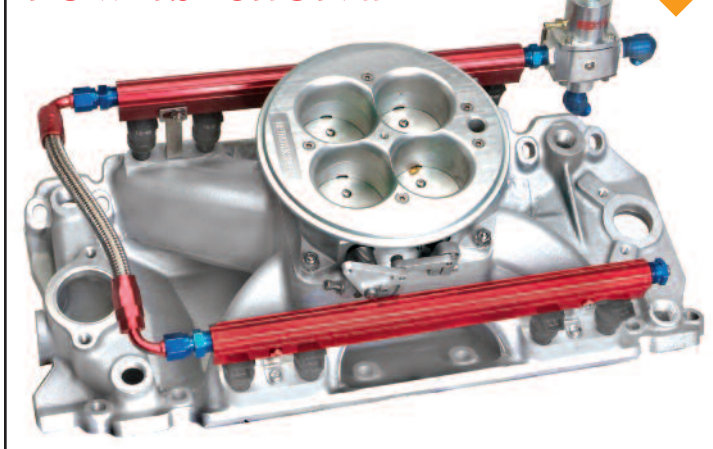
- "Adaptive Learning" EMS. Install it, drive it, and it tunes itself. For those customers with special needs, the EMS is laptop programmable.
- Returnless style systems available in all our EFI kits. This eliminates one of the biggest jobs in installing an EFI on an older car without a return line. Installing a return line can be the most difficult part of the entire job.
- Easily installed oxygen sensor. No welding required. Just drill a hole in one exhaust pipe and clamp it on with our special supplied clamp.
- Spark control is now built-in to the Stage 4 EMS for the Powerjection II. The Stage 4 unit includes an onboard ignition driver that directly fires the coil. No aftermarket ignition box (such as an MSD 6A or similar box) is required with Powerjection II. We now offer Powerjection+Plus which is essentially the Powerjection III unit with built-in spark control. An aftermarket ignition box is required to work with Powerjection+Plus to provide full spark control.
- Any of our three systems can easily be installed in less than a day.
- **FuelOnDemand**. Read about all the great features of this product on page 20.

POWERJECTION III

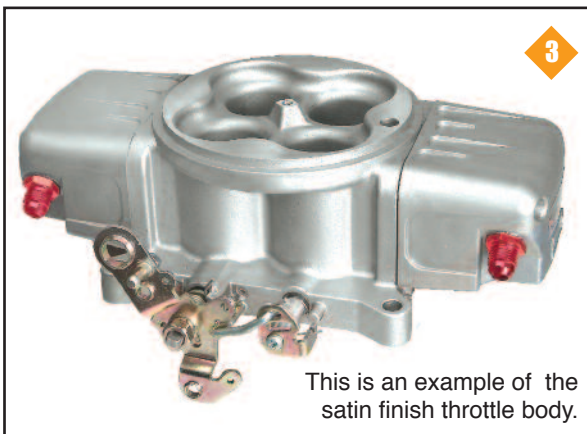


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POWERJECTION II

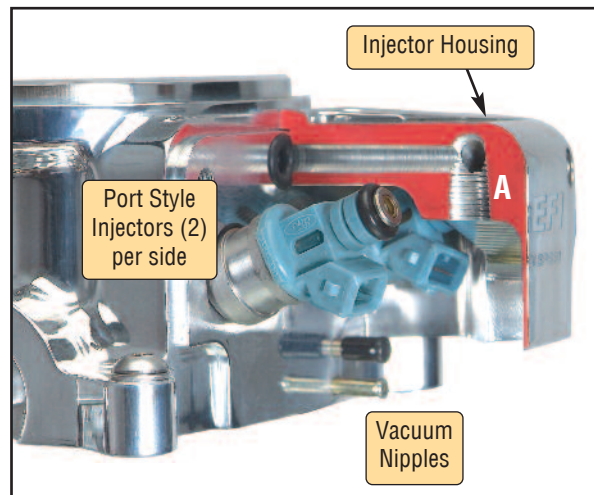


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This is an example of the satin finish throttle body.

ABOVE - This is the heart of the POWERJECTION III. While this unit looks very similar to a carburetor, it is actually a fully self contained throttle body that includes four port style injectors, fuel rails, idle air control, and throttle position sensor.



ABOVE - This cutaway shows how the part that looks like a carb fuel bowl is actually an injector housing. The two fuel inlets in the two end cap housings are threaded to accept a Professional Products Fuel Inlet Kit which is supplied with the Powerjection III kits. On systems using the Fuel Control Module to provide the returnless feature, the fuel pressure sensor threads into the tapped hole marked "A." The throttle body assembly incorporates the EMS (computer), idle air control (IAC) and the MAP sensor all into one compact unit.

Left - This photo shows one of our POWERJECTION II complete systems. This particular unit is our #72016 system which fits big block Chevys and utilizes a 2200 CFM 4500 (Dominator) style throttle body. The Dominator style throttle body is only available in billet form whereas our 1200 CFM 4150 style throttle bodies come in either billet or a more affordable cast design.

The POWERJECTION II is a complete system which includes a Stage 4 Engine Management System (EMS), harnesses, sensors, fuel pump, filter, fuel rails, regulator, and intake manifold. POWERJECTION II kits are currently available for SB Chevy, BB Chevy, SB Ford, SB 351W Ford, Pontiac and Oldsmobile. The Olds uses a dual plane manifold.

Powerjection II now includes a totally new Stage 4 EMS (engine management system) that has an ignition driver that fires the coil. When used with a 2-wire distributor, such as our Powerfire II, an aftermarket ignition box (such as MSD-6A) is not required.

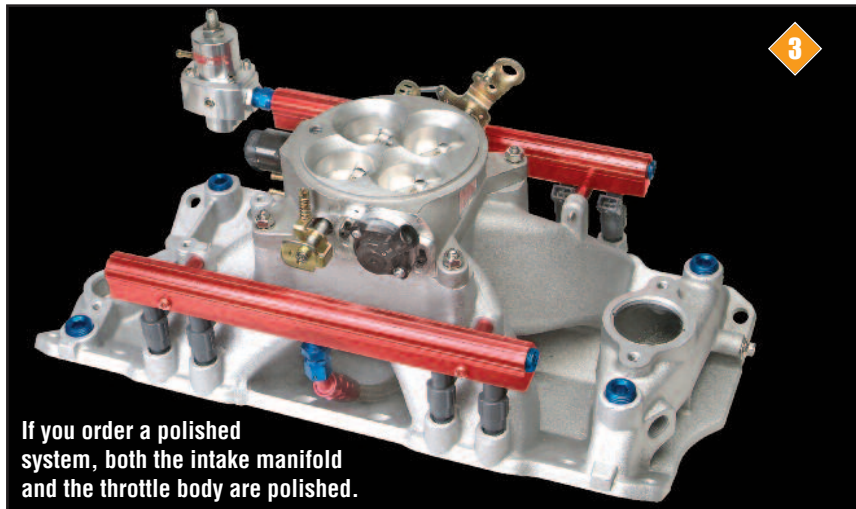
Part numbers and complete application information on all available POWERJECTION II, POWERJECTION III, and Powerjection+Plus kits, along with additional available components, are shown on the following pages.

POWERJECTION II™ EFI Systems

3

Powerjection II is a port injection style system that uses eight injectors firing directly into the ports. This system is controlled by the all In new Stage 4 EMS and incorporates a self learning feature that eliminates laptop programming. However, for those enthusiasts who prefer to do their own mapping, that feature is included. Powerjection II includes an intake manifold, a complete fuel rail kit, a fuel

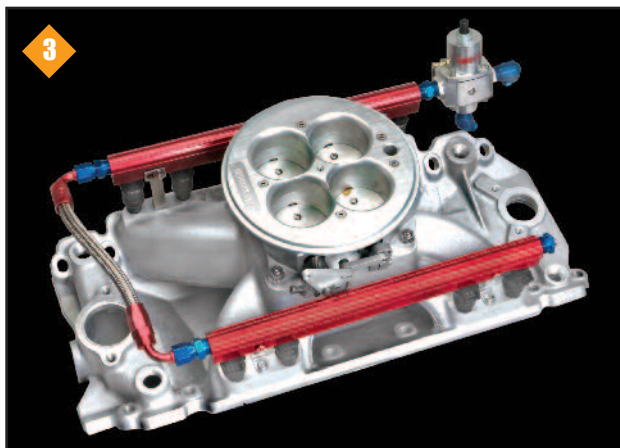
pressure regulator, an EMS, complete wiring harness with connectors, an inline electric fuel pump, and a main filter, a wide band O² sensor with an easy to install exhaust band clamp, along with all necessary sensors. The Stage 4 EMS features a returnless fuel feature (FuelOnDemand) along with spark control utilizing a built-in ignition driver that directly fires the coil. No spark box needed.



If you order a polished system, both the intake manifold and the throttle body are polished.

ABOVE: This photo shows the #72008 small block Chevy kit with machined finish billet throttle body.

RIGHT: Shown here is the 2200 CFM throttle body used in one of our big block Chevy Powerjection II kits.



For those enthusiasts who prefer a port injection system, Professional Products also offers a line of complete kits for several popular engines. These kits include the following components:

- EFI Style Intake Manifold - Satin or polished
- Complete Fuel Rail Kit w/-6AN hose
- Adjustable EFI Fuel Pressure Regulator
- 4-bbl Throttle Body (Cast or billet)
- (8) Port Style Injectors
- Stage 4 Engine Management System
- Complete Wiring Harness
- 2.5BAR MAP Sensor
- Water temp, and fuel pressure sensors, plus an O² wideband sensor.
- 220 l/h EFI electric inline fuel pump
- EFI Style inline fuel filter
- O² bung with mounting clamp
- Idle Air Control

This system also utilizes an "Adaptive Learning" EMS. Install the system, start it up, drive it around and it automatically dials itself to your style of driving. The EMS is programmable for those who prefer to do their own mapping.

Note that a regulator is not required if you elect to utilize the returnless feature. However we do include a regulator with the system so that a return line can be used which is preferable, particularly on higher horsepower setups. The new Stage 4 EMS has an amazing array features that are fully spelled out on page 22.

Description	SB Chevy	BB Chevy ¹	SB Ford	351W Ford	Pontiac	Olds
1200 CFM Powerjection II Cast Satin 385 HP	72000	N/A	72002	72003	72020	72021
1200 CFM Powerjection II Cast Polished 385 HP	72004	N/A	72006	72007	72022	72023
1200 CFM Powerjection II Cast Satin 500 HP	72030	72001*	72031	72032	72024	72025
1200 CFM Powerjection II Cast Polished 500 HP	72033	72005*	72034	72035	72026	72027
1200 CFM Powerjection II Billet Machined 385 HP	72008	N/A	72010	72011	72042	72043
1200 CFM Powerjection II Billet Black 385 HP	72044	N/A	72045	72046	72047	72048
1200 CFM Powerjection II Billet Machined 500 HP	72036	72009*	72037	72038	72039	72040
1200 CFM Powerjection II Billet Black 500 HP	72049	72013*	72050	72051	72052	72053
2200 CFM Powerjection II Billet Machined 670 HP	N/A	72016**	N/A	N/A	N/A	N/A
2200 CFM Powerjection II Billet Black 670 HP	N/A	72017**	N/A	N/A	N/A	N/A

*These kits include a 4150 to 4500 Carb Adapter.

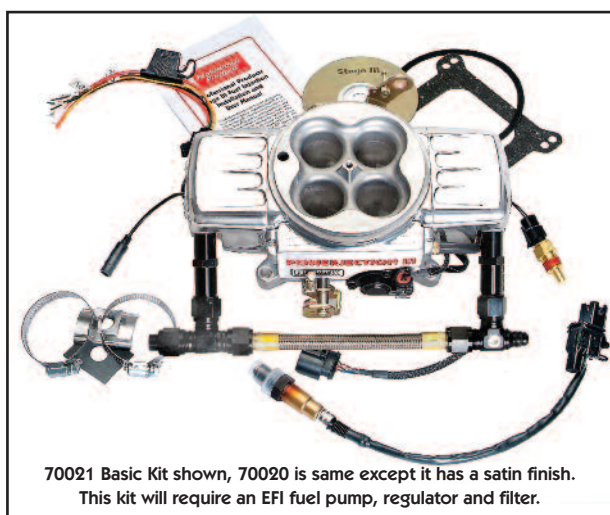
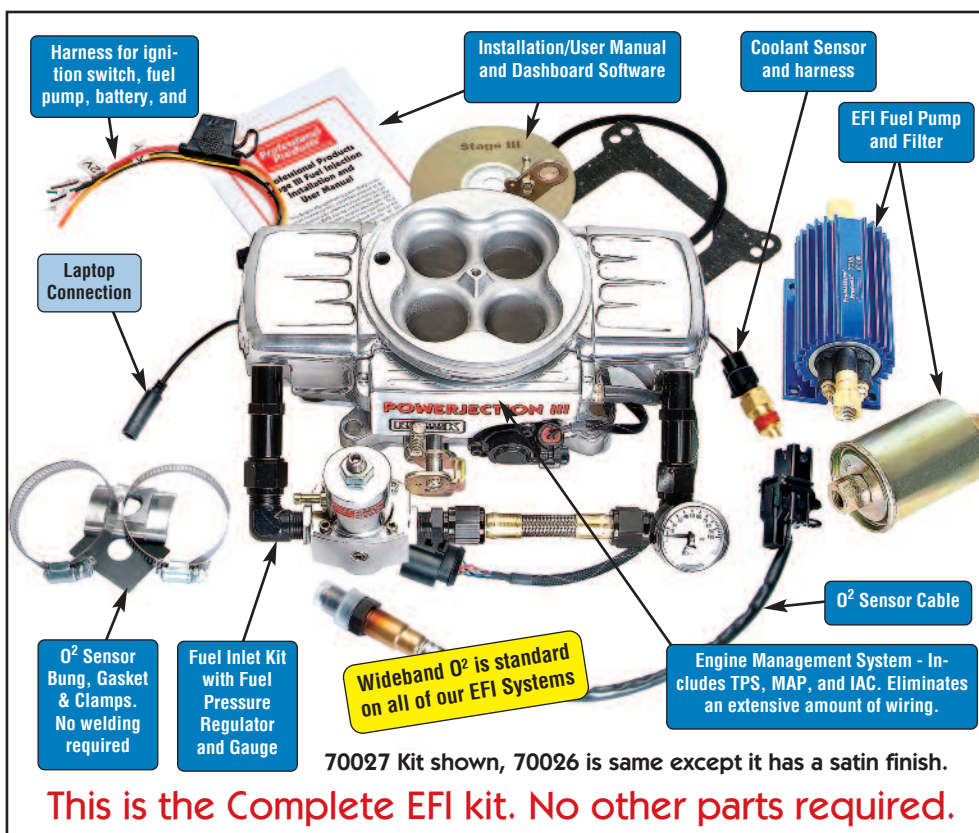
**These kits utilize a 4500 style 4-bbl throttle body with 42 lb./hr. injectors and 70152 fuel pump.

Note: 385 HP kits are supplied with 24 lb./hr. injectors and the 70151 fuel pump. 500 HP kits are supplied with 36 lb./hr. injectors and the 70152 pump.

Kits with cast polished throttle body are also supplied with a polished intake manifold. All other kits have satin manifolds.

Horsepower ratings are provided to indicate the upper limit of horsepower that the listed kits will provide adequate fuel flow for. Note that the 1200 CFM kits are capable of flowing enough air for over 700 HP but will require larger injectors and a bigger fuel pump. The 2200 CFM units will handle well over 1,000 HP but again, they will require bigger injectors and fuel pump.

Note 1 - The supplied BB Chevy manifold has rectangular ports but can be used on oval port heads. While the port match is not good, for the majority of street driven vehicles, there will be very little power loss due to this port mismatch.



750 CFM Pt. No.	1200 CFM* Pt. No.	Description
70020	70120	Powerjection III Basic Kit - Return - Satin
70021	70121	Powerjection III Basic Kit - Return - Polished
70026	70126	Powerjection III Complete Kit - Return - Satin
70027	70127	Powerjection III Complete Kit - Return - Polished
70028	70128	Powerjection III Complete Kit - Returnless - Satin
70029	70129	Powerjection III Complete Kit - Returnless - Polished
	70107	P3 Fuel Delivery & Return Fuel Line Kit
	70108	P3 Fuel Delivery Fuel Line Kit

The **Basic Kit** includes everything shown in the photo at left. Use the **Basic Kit** on vehicles that already have a return line, adequate fuel pump, and a fuel pressure regulator. The **Complete Kits** include everything shown in the photo above. The only option that may be required is the 70107 P3 Fuel Delivery & Return Line Kit. This kit includes enough -06AN stainless hose and fittings to plumb both the fuel delivery line and a fuel return line. Hose ends and fittings are included for the fuel pump and filter.

All of the listed kits are suitable for any V6 or V8 from stock up to 550 HP. Do not use on air cooled engines.

*The 1200 CFM units are a limited production item that may or may not be available on a regular basis.

The Powerjection III is an amazing accomplishment in engineering. It is by far the simplest and cleanest aftermarket EFI system available. Which also means it is the easiest to install and tune. The "Adaptive Learning" feature eliminates the necessity for laptop programming and tuning, except on the most radical engines. By "cleanest," we mean it has minimal wiring showing, so for those street rod, street machine, and custom car enthusiasts who object to other EFI systems because of all the engine clutter with wires running everywhere, this is the system they have been waiting for.

And just because this is the simplest...as well as one of the least expensive aftermarket EFI systems...don't consider it a cut-rate design with important features left out. First it utilizes a wideband O₂ sensor, a feature missing from many competitive units. It also has a 2.5 BAR MAP sensor which means you can run up to 25 PSI of boost if you have a supercharger or turbocharger. The fuel pump comes with a combination heat sink and mounting bracket. The EMS (engine management system) mounts directly on the throttle body eliminating a major portion of the wiring required. This means you do not have to cut a hole in the firewall. Additionally the MAP Sensor is packaged

into the throttle body which means one less component cluttering up your firewall and no vacuum hose needed to run from the firewall mounted sensor to the manifold.

We pioneered the "Adaptive Learning" feature which has been marketed now for over two years and our competitors are just now attempting to catch up. The "Adaptive Learning" feature basically does your tuning for you. At initial setup you enter a few basic simple inputs into the system with a laptop and the computer creates your own custom MAP for your vehicle. Then you take the car out for a short spin with some normal driving coupled to a few full throttle bursts and the EMS literally rewrites the program specifically for your car. As you continue to drive the car, the EMS is constantly adjusting the air/fuel ratio to match the conditions such as temperature, altitude, and any other driving situation you might encounter. This is by far the most technologically advanced EFI system available. And now we have moved the bar even higher with our new Powerjection+Plus (see page 21) which includes spark control. To utilize the spark control feature, an aftermarket spark box such as the MSD-6A must be incorporated.

Powerjection III Kit Contents - 70020/70021

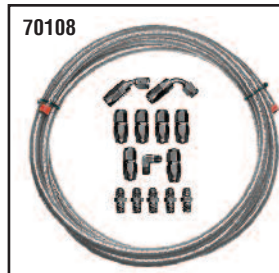
- 750 CFM Throttle Body Assembly (Dimensionally an exact swap for a 4150 Holley with identical linkage)
- Throttle Body and Air Cleaner Gaskets
- (4) 62 lb./hr. port style injectors
- Built in EMS (computer) Incorporated on the throttle body
- Dashboard Software CD with comprehensive Instruction Manual
- All harnesses and connectors (Less harnessing than competitive EFI systems)
- Idle Air Control - Built in to the throttle body
- 2.5 BAR MAP Sensor - Built in to the throttle body
- Coolant Temperature Sensor - 3/8-NPT threads for most manifolds
- Throttle Position Sensor mounted on throttle body
- Wideband O² Sensor and cable (Many competitive units have narrowband)
- O² Sensor Bung and Clamps - No welding necessary for mounting
- 10409 Fuel Inlet Kit - Supplied with Basic Kit only

Powerjection III Kit Contents - 70028/70029

- 750 CFM Throttle Body Assembly (Dimensionally an exact swap for a 4150 Holley with identical linkage)
- Throttle Body and Air Cleaner Gaskets
- (4) 62 lb./hr. port style injectors
- Built in EMS (Engine Management System) Incorporated on the throttle body
- Dashboard Software CD with comprehensive Instruction Manual
- All harnesses and connectors (Much less harnessing than competitive systems which means less installation time and hassle)
- Idle Air Control - Built in to the throttle body
- 2.5 BAR MAP Sensor - Built in to the throttle body
- Coolant Temperature Sensor - 3/8-NPT threads for most manifolds
- Throttle Position Sensor
- Wideband O² Sensor and cable (Many competitive units only have narrowband sensors which do not provide adequate tuning parameters)
- O² Sensor Bung and Clamps - No welding necessary for mounting
- 10409 Fuel Inlet Kit
- 70151 EFI 220 L/H Fuel Pump
- 70160 EFI Fuel Filter
- 11113 EFI Fuel Pressure Gauge - 0-100 PSI
- 70035 **FuelOnDemand** Module (Mounts separately) See below.
- 71235 Fuel Pressure Sensor

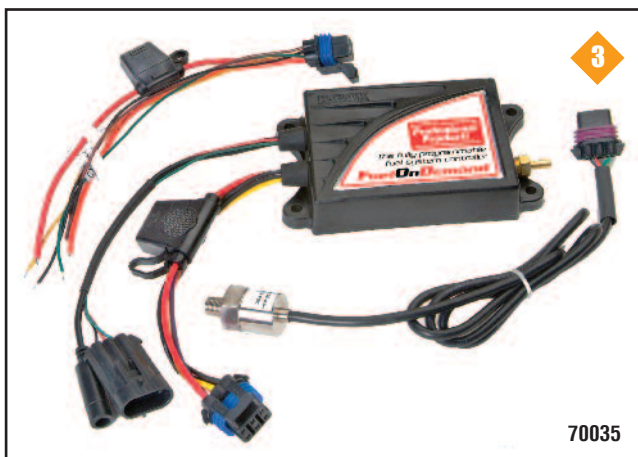
Powerjection III Kit Contents - 70026/70027

- 750 CFM Throttle Body Assembly (Dimensionally an exact swap for a 4150 Holley so all stock linkage will connect and stock air cleaner will fit)
- Throttle Body and Air Cleaner Gaskets
- (4) 62 lb./hr. port style injectors
- Built in EMS (Engine Management System) Incorporated on the throttle body which eliminates 90% of the wiring found in other kits.
- Dashboard Software CD with comprehensive Instruction Manual
- All harnesses and connectors (Much less harnessing than competitive systems which means less installation time and hassle)
- Idle Air Control - Built into the throttle body
- 2.5 BAR MAP Sensor - Built into the throttle body
- Coolant Temperature Sensor - 3/8-NPT threads for most manifolds
- Throttle Position Sensor
- Wideband O² Sensor and cable (Many competitive units only have narrowband sensors which do not provide adequate tuning parameters)
- O² Sensor Bung and Clamps - No welding necessary for mounting
- 70041 Fuel Inlet Kit w/10671 EFI Regulator
- 70151 EFI 220 L/H Fuel Pump
- 70160 EFI Fuel Filter
- 11113 EFI Fuel Pressure Gauge - 0-100 PSI



Right - This kit is for use with our Return style EFI systems. It provides enough -06AN stainless braided line and fittings to plumb both the fuel inlet and return line with hose ends and fittings for the fuel pump and filter.

Left - This kit is for use with our Returnless style EFI Systems. It provides enough -06AN stainless braided line and -06AN hose ends and fittings to connect a fuel line from your fuel tank to the fuel injection system including the pump and filter.



This is our **FuelOnDemand** Module. This kit is included in the 70028 and 70029 Complete Kits which allows them to function as a returnless system. Also, this kit can be used with any other aftermarket EFI system to convert it to a returnless type setup. All you need is a 1/8-NPT tapped hole into the pressurized fuel system where the Fuel Pressure Sensor can be installed. Note that from a performance standpoint a return style system is preferable but the returnless setup eliminates the need to install a return line.

Pt. No.	Description
70035	FuelOnDemand Kit w/fuel pressure sensor

FuelOnDemand™ Kit

Here are the **FuelOnDemand's** various applications:

- **Use with a carburetor.** Use with a regulator to maintain correct 5-7 PSI while reducing pump duty cycle by as much as 70%. This is 70% less noise, heat and current draw. But when the engine needs more fuel, it's there.
- **EFI with return (bypass) regulator.** Allows the use of large high volume electric fuel pumps without the constant noise, and even more important, the heat produced by the pump is reduced. This equals longer life and reduced pump cavitation which is like engine detonation to your pump, the single largest cause of pump failure.
- **EFI Returnless.** Run a single inlet fuel line from the tank and let the **FuelOnDemand** Module control your fuel pressure.

The **FuelOnDemand** system is fully programmable. You can basically set it up to provide different fuel pressure at different load conditions. Here's an example. Let's say you are running a port injection system (such as Powerjection II) and you are running 30 lb./hr. injectors at 45 PSI. This will supply enough fuel to support 425 HP. If you try to run more pressure (which raises the lb./hr. rating) the car won't run properly at idle or low engine speeds. But with **FuelOnDemand** you can program it to run at 45 PSI at low or no load conditions and have the fuel pressure increase to 70 PSI under load. Now your 30 lb./hr. injectors become 38 lb./hr. injectors and are capable of supplying enough fuel for 540 HP. The unit incorporates a 2.5BAR (25PSI) MAP sensor which can handle blown engines up to 25 pounds of boost. Any vehicle running a high volume electric pump should use **FuelOnDemand** to lessen pump noise, decrease high fuel temperatures (which can lead to vapor lock), and extend pump life by eliminating dead heading.

POWERJECTION+PLUS™ EFI with Fuel, Spark & Pump Control 3

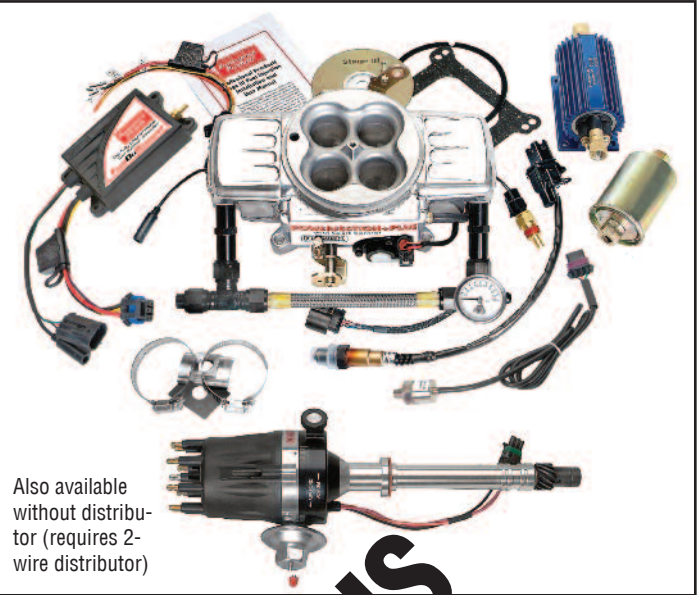
Professional Products now provides the latest advancement in our growing line of cutting edge electronic fuel management and ignition products: Powerjection+Plus! We have taken our Powerjection III, the easiest to use and most powerful EFI system ever built, and added MAP based spark control. This means you have full control of your timing at all load, boost, and rpm ranges, using Professional Products Powerfire II 2-wire magnetic pickup distributor, or any off the shelf aftermarket 2-wire distributor such as found in the MSD lineup. An aftermarket amplifier box, such as an MSD-6A or equivalent, must be used with the Powerjection+Plus to fire the coil. This timing control feature plus the built in 2.5 BAR MAP sensor makes the Powerjection+Plus the perfect addition to your supercharged, turbocharged or normally aspirated hotrod or muscle car. Powerjection+Plus is the clear choice for any enthusiast wanting the most complete control of all engine parameters!

Powerjection+Plus Features:

- On board wide band O² - Many competitors only use a narrow band O² sensor.
- On board 2.5 BAR MAP sensor (up to 25psi) - Most competitive units are only 1BAR
- 21 x 7 timing control MAP (Fully scalable x & y axis)
- Includes our Powerfire II 2-wire distributor (Chevy or SB Ford)
- "Adaptive Learning" technology allows the computer to learn as you drive. We pioneered this technology for aftermarket EFI systems.
- Laptop compatible. We do not tie your hands like some of the competition!! Our system comes with complete user software for on-the-fly adjustments.
- Powerjection+Plus includes our **FuelOnDemand** module that provides the ultimate in fuel pump control. Check out all the features this product provides on page 20 of this catalog.
- Now you can have your cake and eat it too. Powerjection plus has ALL the features found in high end box and harness style systems without the complexity and ugly wires normally associated with them.
- We offer an extremely attractive unit which we believe is the most powerful feature packed "SYSTEM" on the market today.
- All Powerjection EFI systems are developed, assembled and tested in the USA! All systems are pre-run on an engine dynamometer to shipping to make sure you get the best possible product every time.

Why the competition fails miserably:

Our competition, who has attempted to equal our system does not



Also available without distributor (requires 2-wire distributor)

- even come close and here is why:
- Unattractive computer and the necessary bulky harness equals extra wires to route and the need to drill a hole in the firewall.
- Exposed fuel rails do not make a clean looking setup.
- Requires remotely mounted MAP sensor and hose to the engine.
- Competition only 1BAR MAP sensor. You can never upgrade to a boost system with a supercharger or turbocharger.
- No timing control - limited to fuel control only.
- No fuel pump control such as found with our **FuelOnDemand**.
- No USER SOFTWARE!! Although this may seem like a great feature at first, you will soon find it is limited and limited. Imagine never being able to change your carburetor if you still had a carburetor!

Our Mission:

Our mission is to make the best EFI available at a reasonable cost while making NO COMPROMISES. We engineer all components in house and run each through rigorous testing to make each system perform out of the box every time! Many of our current EFI products spent many years in development and testing. We continuously run a fleet of four test vehicles many thousands of miles in all types of environments on a daily basis to make sure that we have all the bases covered before releasing these products for production.

Powerjection+Plus Kit Components

70050/70051 - Chevy V8 - 70052/70053 - SB Ford - 70054/70055 - SB Ford 351W V8 - 70060/70061 - w/ Powerfire II Distributor

- 750 CFM Throttle Body Assembly (Dimensionally an exact swap for a 4150 Holley with identical linkage)
- Throttle Body and Air Filter Gaskets
- (4) 62 lb/hr. Carburetor Injectors (70050/51 on 1200 CFM units)
- Built in EFI (Engine Management System) incorporated on the throttle body
- Dashboard Software CD, Comprehensive Instruction Manual
- All harnesses and connectors require less harnessing than competitive systems which means less installation time and hassle)
- Idle Air Control - Built into the throttle body
- 2.5 BAR MAP Sensor - Built into the throttle body
- Coolant Temperature Sensor - 3/8-NPT threads for most manifolds
- Throttle Position Sensor
- Wideband O² Sensor and cable (Many competitive units only have narrowband sensors which do not provide adequate tuning parameters)
- O² Sensor Bung and Clamps - No welding necessary for mounting
- 10409 Fuel Inlet Kit
- 70151 EFI 220 L/H Fuel Pump (70152 on 1200 CFM units)

- 70160 EFI Fuel Filter
- 11113 EFI Fuel Pressure Gauge - 0-100 PSI
- 70035 **FuelOnDemand** Module (Mounts separately)
- 71235 Fuel Pressure Sensor
- 30040, 30041, or 30042 Powerfire II Distributor (Distributor not included in 70060/70061 Powerjection+Plus Kits - See chart below)

750 CFM Pt. No.	1200 CFM* Pt. No.	Description
70050	70250	Powerjection+Plus for Chevy V8 - Satin
70051	70251	Powerjection+Plus for Chevy V8 - Polished
70052	70252	Powerjection+Plus for SB Ford V8 - Satin
70053	70253	Powerjection+Plus for SB Ford V8 - Polished
70054	70254	Powerjection+Plus for SB Ford 351W V8 - Satin
70055	70255	Powerjection+Plus for SB Ford 351W V8 - Polished
70060	70260	Powerjection+Plus w/o Powerfire II Dist. - Satin
70061	70261	Powerjection+Plus w/o Powerfire II Dist. - Polished

All of the listed 750 CFM kits are suitable for any V6 or V8 from stock up to 550 HP. Do not use on air cooled engines. 1200 CFM kits are suitable for up to 700 HP.

*The 1200 CFM units are a limited production item that may or may not be available on a regular basis.



Stage 4™ Engine Management System (EMS)

The new Stage 4 Engine Management System is truly state of the art. This controller is the heart of the Powerjection II EFI System but it can be used to drive any other aftermarket EFI system (that uses a wideband O₂ sensor) and even some original equipment factory systems. Take a look at some of the features packed into this state of the art design.

- Incorporates our **FuelOnDemand** system. Take a look at all the cutting edge features this provides on page 20 in this catalog.
- Onboard ignition control for full spark control. Does not require a computer controller or distributor. Will fire a coil with any 2-wire magnetic pickup distributor such as our Powerfire. See page 27. No aftermarket spark box required.
- Uses a wideband O₂ sensor for maximum engine management.
- Features "Adaptive Learning". The system constantly tunes itself as you drive so that optimum air/fuel ratio is maintained under all conditions.
- Upon initial setup, you enter a few simple inputs and the EMS selects the optimum MAP for your combination. After that, the system keeps you totally tuned to provide the best combination of power, economy and driveability.
- For those with unusual engine combinations, or if you just prefer to do your own mapping with a laptop, the system is fully programmable.
- Features onboard 2.5BAR MAP sensor. If you are running a blown engine, the system will work correctly with up to 25 PSI of boost.

Pt. No.
70320

Description
Stage 4 Engine Management System (EMS)

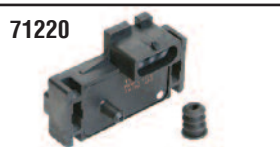


Fuel Inlet Kit

The 10409 Fuel Inlet Kit is supplied with versions of the Powerjection III that do not require a regulator. Because these EFI kits come with our **FuelOnDemand** module, a regulator is not required when running a returnless system. If you want to run a return line in conjunction with the FuelOnDemand system (preferred setup) you will need our 70041 Fuel Inlet Kit (includes regulator) or you will need to plumb in an EFI fuel pressure regulator into the system.

Pt. No.	Description
70042	Fuel Inlet Kit with regulator (Black) -06 Inlet (Replaces 70041)
10408	Fuel Inlet Kit (Red/Blue) -08 or -06 Inlet*
10409	Fuel Inlet Kit (Black) -08 or -06 Inlet*

*See page 34 for more details on these kits.



EFI Throttle Bodies

The cast throttle bodies have a linkage very similar to a 4150 Holley so that the various usual cables will connect. They also feature a special adapter that allows the use of either a Ford or two different GM throttle position sensors. Our cast throttle body is a very high quality product but is substantially less expensive than other competitive 4-bbl style throttle bodies.

The billet line of throttle bodies are for customers who want the looks and bragging rights to the ultimate in a fully CNC machined throttle body. The machined versions almost look like they are polished which is why we do not offer a polished version of this style of throttle body. They are available in a fully machined version or an anodized black finish. Billet models are available in a 1200 CFM 4150 style or in a 2200 CFM 4500 (Dominator) style.

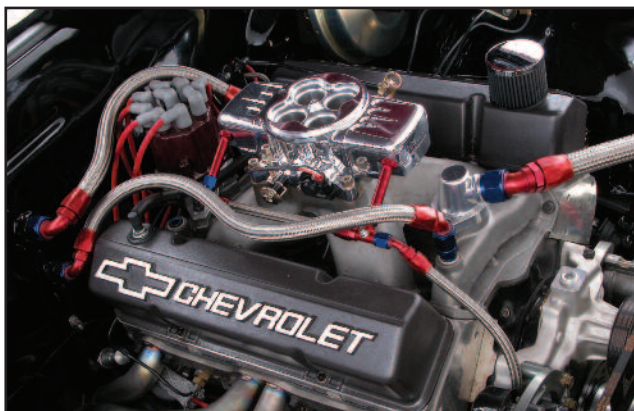
Pt. No.	Description
70201	Cast 1200 CFM 4-bbl Throttle Body. - Satin
70202	Cast 1200 CFM 4-bbl Throttle Body - Polished
70203	Billet 1200 CFM 4150 Style Throttle Body - Machined
70205	Billet 1200 CFM 4150 Style Throttle Body - Black
70208	Billet 2200 CFM 4500 Style Throttle Body - Machined
70209	Billet 2200 CFM 4500 Style Throttle Body - Black

Pt. No.	Description
71200	Throttle Position Sensor TPS
71210	Idle Air Control (IAC)
71220	MAP Sensor 1 BAR
71221	MAP Sensor 2.5 BAR
71230	Coolant Temperature Sensor
71235	Fuel Pressure Sensor
71240	Oxygen (O ₂) Sensor
71250	O ₂ Sensor Bung Assembly

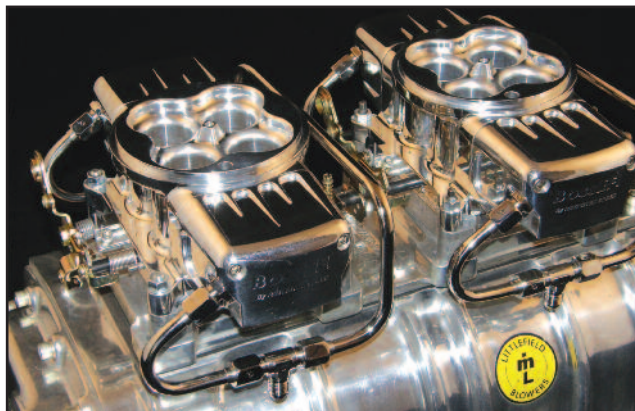
POWERJECTION™ EFI Installations & Custom Systems 3

This page shows photos of several engine installations of the Powerjection EFI System. Please note that some of the systems shown are not listed in this catalog. Our Retrotek Division has a number of custom kits that can

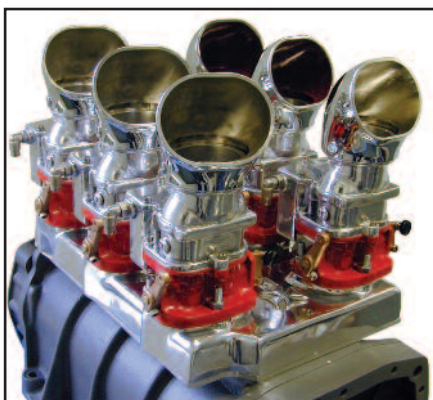
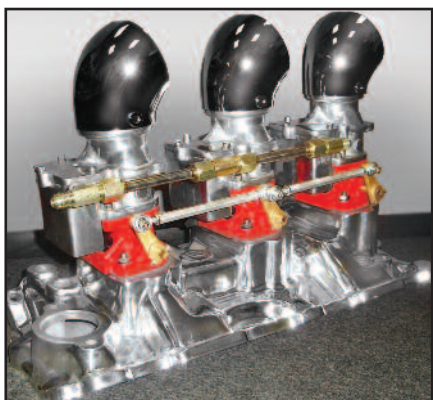
be built on special order. You can see more details at the Retrotek Speed website at www-retrotekspeed.com. These custom built systems are a consumer direct purchase and are not available from your local retailer.



Shown above is the original Powerjection I on a small block Chevy. The Powerjection I has been superseded by the Powerjection III but appears essentially the same on an engine. This makes a very clean installation.



Here are two Powerjection systems mounted on a supercharger. This is a custom kit which uses two throttle bodies driven by a single engine management system (EMS) mounted on one of the two throttle bodies.



In the above three photos are examples of the Nostalgia EFI System. This setup utilizes a lookalike to the Stromberg 97 carburetor but is actually a fuel injection throttle body. The photo above left is three of the throttle bodies on

a small block Chevy three two intake manifold. The center photo shows six of the units on a special adapter on the top of a 6-71 supercharger. And the photo above right is three Nostalgia Powerjections on a 6-71 blower.



Here is another example of the Nostalgia Powerjection system utilizing dual throttle bodies on a GMC inline six manifold. These Nostalgia systems are perfect for many street rods.

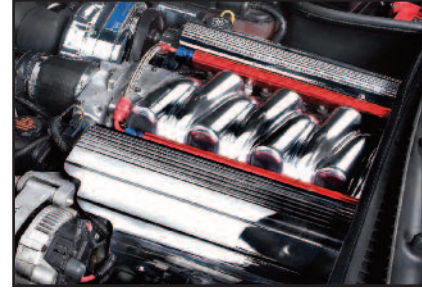
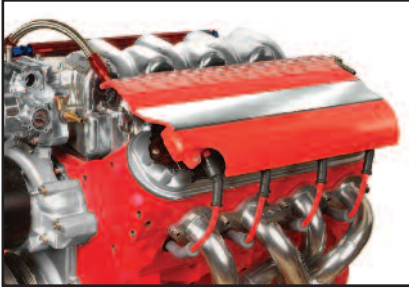
Right - A Vortech supercharger is blowing into a Powerjection unit. The Powerjection III can handle up to 25 PSI of boost due to the integration of a 2.5 BAR built-in MAP sensor.



Above is a Powerjection III installation on a 1970 Chevy El Camino S/S 396. The interesting thing about this installation is the vehicle had a factory cowl induction setup and the owner wanted to maintain that as a functional feature and also wanted the engine to look essentially stock. Using the Powerjection III in place of the original Quadrajets required some minor modification to the linkage and the air cleaner. The base of the air cleaner assembly was originally shaped to clear the spread bore style carburetor so it had to be slightly reshaped to clear the Powerjection III. The location of the fuel pressure gauge was in the fuel inlet assembly but was moved to the fuel pressure regulator for clearance.

ENGINE ACCESSORIES and Manifold Accessories

LSX Coil/Fuel Rail Covers



These Coil/Fuel Rail Covers make a fantastic finishing touch when using one of the Professional Products LSX intake manifolds. Note that these covers are designed to mount to the Professional Products LSX Fuel Rails which are supplied with our LSX manifolds and also sold separately. So you must have one of our LSX Fuel Rail Kits in order to utilize these covers. The Coil/Fuel Rail Covers come in three finishes. Above left is the 52140 Covers featuring a bright red anodized finish with brushed highlights. The center cover is the 52141 which has a finely etched finish and is then clear an-

odized. While this finish doesn't show its true appearance in a photo, it makes a stunning look on any engine. Above right is the 52142 Cover which has a bright chrome finish that is the ultimate in bling. All mounting brackets and mounting hardware are stainless steel. These covers fit F-body and Corvette.

Part No.
52140
52141

Description
LSX Coil Covers w/red anodized & brushed finish
LSX Coil Covers w/etched & clear anodized finish



12-Point Stainless Engine Bolt Kits

These premium stainless Bolt Kits are available for three popular engines and are also offered as just intake manifold sets. The bolt heads are polished. The various bolts in each engine kit are grouped together and labeled for size and length plus the specific use is given such as intake manifold, pan, alternator, water pump, distributor, timing cover, fuel pump and valve covers. Due to wide variations of SB Ford engines, the 54130 kit may contain some bolts not needed or may not include every bolt required on some engines.

Pt. No.	Application
52120	SB Chevy & Pontiac Intake Manifold Bolt Set
52130	SB Chevy Complete Engine Bolt Kit
53120	BB Chevy Intake Manifold Bolt Set
53130	BB Chevy Complete Engine Bolt Kit
54120	SB Ford Intake Manifold Bolt Set
54130	SB Ford Complete Engine Bolt Kit



Stainless Steel



Zinc Plated Steel

Throttle Cable Bracket Kit for SB Chevy

This Bracket Kit is designed for use on 1978 and earlier small block Chevrolets. It provides a mounting for the throttle, cruise control, and transmission kick-down cables. The Bracket Kit will fit on most manifolds and features wide adjustability. Each of the three cable brackets mount independently and can be positioned forward or backward by sliding the bracket in the slotted holes before tightening. The Bracket Kit is offered in either a zinc plated steel version or a polished stainless steel version. This kit significantly simplifies the task of connecting these cables.

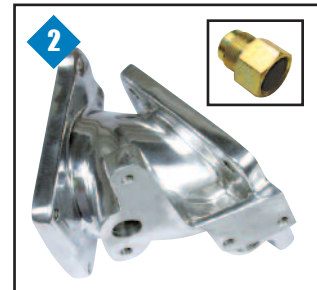
52125	Throttle Cable Bracket Kit in polished stainless steel
52126	Throttle Cable Bracket Kit with zinc plated finish



Upper Plenum Assembly for 4.6L 2V Mustang

The Upper Plenum is a direct bolt-on for all 4.6L 2V Mustangs and provides an additional 100 CFM of air flow over the stock unit. The inlet opening is 75MM but can be used with stock throttle bodies or our 70 or 75MM throttle bodies. This is an inexpensive bolt-on that provides in-stand additional performance.

54154	Upper Plenum Polished
54155	Upper Plenum Satin



Elbow Adapter

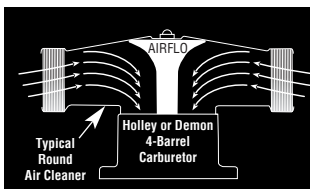
These two parts are required when a 54020/54021 Professional Products Typhoon Manifold System is installed on a 1994-'95 Mustang. These parts provide clearance from the stock strut brace but still requires an aftermarket strut brace. Use Ford Racing #M-20201-A51 Strut Tower Brace or Edelbrock #5225 Strut Brace.

54150	Elbow Adapter Polished
54151	Elbow Adapter Satin



AIRFLO™ Air Cleaner Insert

The AIRFLO is an amazingly simple device that will work on Holley or Demon four barrel carbs, with or without a choke tower and any round air cleaner with an inside space of 3.3" to 6.4". The AIRFLO works on a very simple principle. As air flows into the air cleaner, the air currents collide in the center and are slowed making their entry into the carburetor. The AIRFLO solves this problem by providing a smooth transition from the side entry right down into the carb. Tests have shown anywhere from 7 to 10 HP and as much as a tenth better e.t.



20001	Holley/Demon w/o choke
20003	Holley 4-bbl w/choke
20004	Demon 4-bbl w/choke

ENGINE ACCESSORIES and Manifold Accessories



POWER+PLUS® Gasket Sets

All Power+Plus Intake Gasket Sets feature silicone beading around the intake ports and water ports for additional sealing. These sets do not include end rail gaskets. Use RTV type gasket sealer.

Pt. No.	Application	Compare* to:
52600	SB Chevy (1.23" x 1.99" port size)	Fel-Pro #1256
52601	SB Chevy (1.28" x 2.09" port size)	Fel-Pro #1205
52605	SB Chevy Vortec (Tapered port)	Fel-Pro #1255
52610	GM LS1/LS2/LS6	Fel-Pro #1312-3
53600	BB Chevy w/oval ports	Fel-Pro #1212
53601	BB Chevy w/rectangular ports	Fel-Pro #1211
54600	SB Ford 289/302/351W/5.0L	Fel-Pro #1250
54601	4.6L 2V & 5.4L 2V Ford V8	
54160	Replacement Gaskets for 54020/54021/54124/54125 (except intake gaskets)	
54165	Upper Plenum to Manifold Gasket for 4.6L 2V Ford	
54170	Replacement Gaskets for 54060/54061 (except intake gaskets)	
55600	SB Chrysler (except Magnum)	Fel-Pro #1213
55601	SB Chrysler Magnum	Mopar #P4875049

*Comparison refers only to port configuration.



4.6L 2V to 5.4L 2V Adapter Plate Kit

Many Mustang owners are replacing their stock 4.6L 2V engine with the larger 5.4L 2V truck engine. However there are no aftermarket performance manifolds for this engine. Now with this Adapter Plate Kit you can bolt on our popular 54060/54061 Typhoon manifold or any other 4.6L 2V performance manifold to the 5.4L 2V engine. Kit includes adapter plates, coil spacers, gaskets and necessary hardware.

54110 4.6L to 5.4L Manifold Adapter Plate Kit



EGR Adapter

Use with our 52008/52009 manifold to solve clearance issues with valve covers or carburetors.

52115 EGR Adapter Kit - Polished



Throttle Cable Bracket

This stainless bracket bolts to our 52060-52065 LSX Intake Manifolds and also our 72012/72013 Snorkle.

52200 S/S Throttle Cable Bracket



52110



52112

Adapter Bushings

These Bushings are supplied standard with all SB Chevy manifolds (except Vortec style) and are available as replacement items in case you might lose one or more.

52110 Angle Bushing
52112 Straight Bushing



Carb Stud Kit

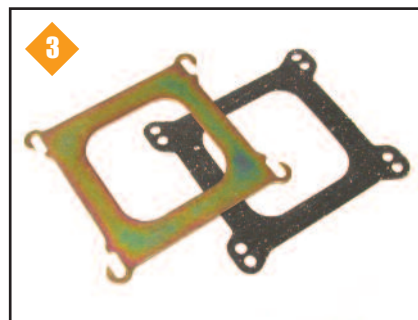
The kits include stainless studs, stainless steel nuts and stainless washers. Bottom of stud is 5/16-18 thread and top of stud, and nut, is 5/16-24 thread. Rounded crown on top of stud makes starting nuts easy.

20150 1.700" Long Stud Kit
20151 2.250" Long Stud Kit



Replacement Throttle Body Gasket Sets

Pt. No.	Application
69400	For 69200 through 69205
69401	For 69210 through 69215 plus 69232 and 69233
69402	For 69220 through 69225
69403	For 69226 and 69227
69410	For 69600, 69601, 69604, 69605
69411	For 69602, 69603, 69606, 69607
69415	For 69700 through 69707
69416	For 69724 through 69728
69417	For 69728 through 69735



Carburetor Adapter Plate & Gasket

This Adapter Plate is used when using a square bore carburetor on a spread bore manifold. While a square bore carb looks like it will bolt directly to a spread bore manifold, without this plate and gasket there is a possibility of a vacuum leak. So the plate is inexpensive insurance. Note that this Adapter Plate is supplied in all Professional Products manifolds that come with a spread bore carburetor flange.

52111 Manifold Adapter Plate Kit

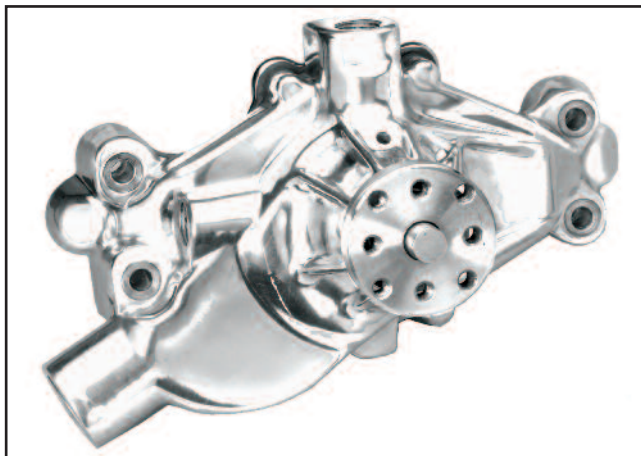


Carburetor Adapter - 4150 to 4500

This series of adapters allow the use of Dominator style carbs on 4150 manifolds and 4150 style carbs on Dominator manifolds. Available in either a satin or polished finish. Note that use of this adapter on our big block Hurricane EFI manifold allows the use of a 4150 throttle body.

20100 4150 Carb to 4500 Manifold - Satin
20101 4500 Carb to 4150 Manifold - Satin
20102 4150 Carb to 4500 Manifold - Polished
20103 4500 Carb to 4150 Manifold - Polished

ENGINE ACCESSORIES and Manifold Accessories



POWERFLOW™ - SB Chevy Water Pump

This short style cast aluminum Water Pump for SB Chevy is a high quality product that has been well received in the marketplace. It features a high flow impeller design, a heavy duty double shaft bearing, and dual bolt patterns on the pulley flange to accept all popular fan designs. This is a great water pump produced by an O.E. level pump manufacturer specifically for Professional Products. This high level pump is a great addition to any street rod, street machine, or custom car. It is supplied with extra gaskets if needed to space out to clear some aftermarket timing covers. This is a permanent mold aluminum casting which provides an outstanding polished finish without porosity or other unsightly flaws. Available in a highly polished finish or in an attractive satin finish.

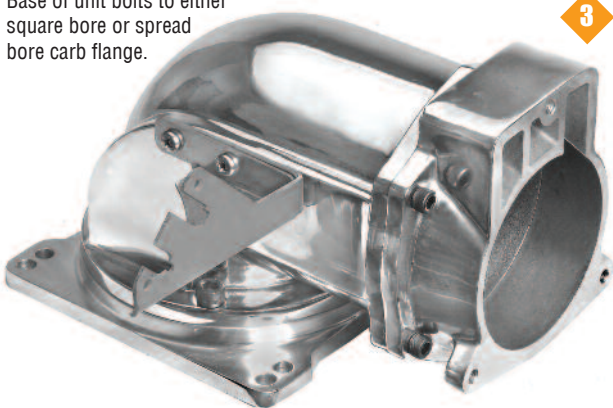
Pt. No.	Description
52500	Small Block Chevrolet Short Style Water Pump - Polished
52501	Small Block Chevrolet Short Style Water Pump - Satin

EFI Snorkel Inlet

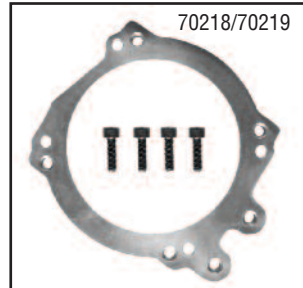
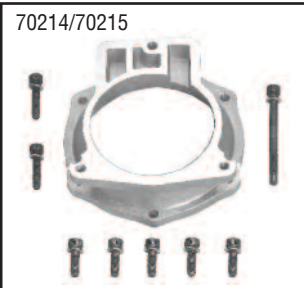
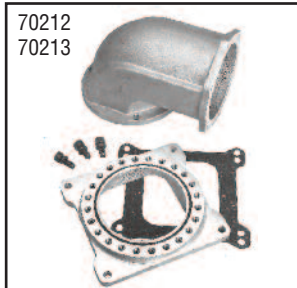
This Snorkel Assembly is unlike any of the competition. This one can be rotated in 15° increments which allows you to position it to avoid interference with any other engine components. Competitive models can normally only be position either in line with the engine or at 90° to it. The rotating seal area is handled by an o-ring. The Snorkel Assembly by itself will accept throttle bodies with LS2 bolt patterns. Various adapters are also available that will permit the use of LS1 style throttle bodies, 1986-'93 Mustang throttle bodies, and also one that will accept a 4" diameter inlet hose for supercharger or turbocharger applications.

Pt. No.	Description
70212	Complete Snorkel Assembly - Polished
70213	Complete Snorkel Assembly - Satin
70214	LS1 Adapter - Polished
70215	LS1 Adapter - Satin
70216	4" Inlet Adapter - Polished
70217	4" Inlet Adapter - Satin
70218	1986-'93 Mustang Adapter - Polished
70219	1986-'93 Mustang Adapter - Satin
70240	Replacement O-Ring

Base of unit bolts to either square bore or spread bore carb flange.



Shown with optional LS1 Adapter attached and also shown with optional #52200 stainless linkage bracket attached.



POWERFLOW™ Fuel Rail Kits for Acura GSR and Type R

The Professional Products Fuel Rail Kits for Acuras are now available in several finishes. These rails are CNC machined from billet aluminum and feature large 13.2MM (.520") bore for maximum fuel flow. They have two 1/8-NPT tapped ports for a fuel pressure gauge and/or fuel pressure regulator mounting. These Fuel Rail Kits will fit the stock mounting location and are set up to accept the stock fuel lines. Supplied socket head capscrews and pipe plugs are stainless steel. The Fuel Rail Kits fit the following Acura models: 1994-'01 Acura Integra GSR and LS, 1997-'01 Acura Integra Type R and GS, and 1995-'98 Acura Integra Special Edition.

Pt. No.	Description
10620	Blue Anodized Fuel Rail Kit for Acura
10621	Red Anodized Fuel Rail Kit for Acura
10622	Black Anodized Fuel Rail Kit for Acura
10623	Show Polished Fuel Rail Kit for Acura

POWERFIRE™ Ignition Systems & Components

POWERFIRE I

Adjustable • Ready-to-Run • 3-Wire

The Powerfire I represents the latest state-of-the-art design in modern ignitions systems. It won the Best Engineered New Product at the 2008/2009 SEMA Show. It's most outstanding feature is it has an external knob that allows timing adjustment while the engine is running. Each click of the knob advances or retards the timing 1/2 degree. Set your timing approximately with a timing light. Then dial it in exactly with the timing knob. Get a bad load of gas? Dial in some retard and you're good to go. Going racing and need some more timing? Just dial it in.

Check out these features:

- Easy 3-wire install with no external spark box necessary.
- Precision CNC machining and hand assembled construction.
- Patent pending positive lock manual advance/retard knob. Distributor can be accurately advanced or retarded in 1/2-degree increments on the fly by turning the external adjustment knob. Each click of the knob provides a 1/2-degree change to total ignition timing. This makes getting an accurate setting extremely easy.
- Accurate super hot spark all the way through 10,000 RPM.
- Hardened steel .50" diameter steel shaft with sealed roller bearing upper support and bronze bushed lower support for extreme stability at maximum rpm.
- Powerful magnetic pickup and CNC machined reluctor pickup.
- Fully adjustable advance mechanism with easy to use spring and bushing design for a nearly infinite advance curve.
- POWERFIRE module built in for drop-in reliability from 50 to 10,000 RPM.
- Hot cranking spark as low as 50 RPM for quick starting.
- Black anodized base with laser etched timing marks for easy visibility and high tech looks.
- High quality injection molded cap with brass terminals for long life and great conductivity.
- A terrific all-around ignition system for today's high performance street machines and race cars. This is the ultimate in a conventional distributor style ignition system.

POWERFIRE I

2



POWERFIRE II

2-Wire Distributor

The Powerfire II is a precision made distributor for two wire ignition systems. It is also specifically designed to work in conjunction with the Professional Products Stage 4 EMS computer to provide timing control in conjunction with complete fuel control when used with our Powerjection systems as well as with other aftermarket EFI systems. This distributor features an upper sealed ball bearing, iron drive gear, brass cap terminals, adjustable mechanical advance and a high output magnetic trigger. This distributor is good for 10,000 rpm. Compare the Powerfire II to an MSD 8361 Standard Pro-Billet Distributor.

2

POWERFIRE II

Powerfire II available
in late 2010



Pt. No.	Description
30000	Powerfire I for 262-454 Chevrolet V8
30001	Powerfire I for 289-302 Small Block Ford
30002	Powerfire I for 351W Small Block Ford
30040	Powerfire II for 262-454 Chevrolet V8
30041	Powerfire II for 289-302 Small Block Ford
30042	Powerfire II for 351W Small Block Ford
30100	Powerfire 2 Coil (Black Housing)
30200	Powerfire 2 Coil (Red Housing)
31000	Replacement Cap for all Powerfire Distributors
31002	Replacement Rotor
31003	Advance Spring & Weight Kit
31004	Bronze Gear for Chevrolet
31005	Bronze Gear for SB Ford (except 351W)
31006	Advance Lockout Kit for SB Ford
31007	Advance Lockout Kit for Chevy
31007	Advance Lockout Kit for Chevy

Pt. No.	Description
31008	Gasket for Chevy
31009	O-Ring for SB Ford
31010	Vacuum Advance Assembly
31011	Ignition Module*
31012	Ignition Pickup Assy. (Chevy)
31013	Distributor to Coil Harness*
31014	Bronze Gear for Ford 351W
31015	Ignition Pickup Assy. (Ford)
31016	Iron Gear for Ford 351W
31017	Steel Gear for Chevy
31018	Steel Gear for Ford (exc. 351W)
31019	Steel Gear for Ford 351W
31020	Iron Gear for Ford (exc. 351W)
31021	Vacuum Advance Assy. (Adj)

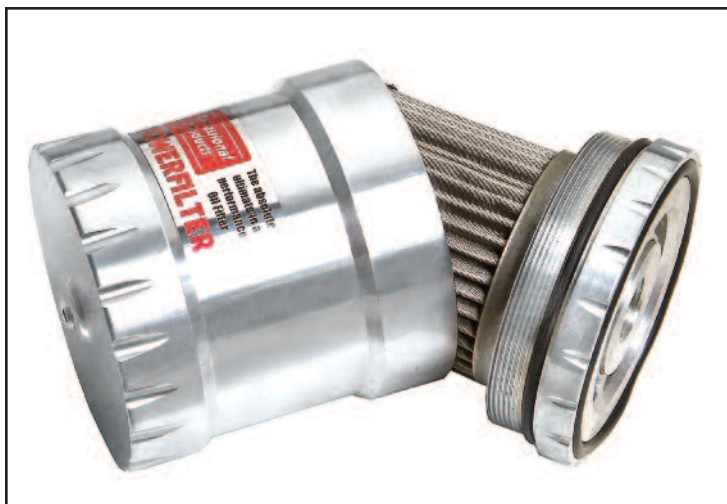
The replacement parts listed above in most instances fit both Powerfire I and II.

*For Powerfire I only.



The Powerfire 2 Coils provide a powerful spark and put out 45,000 volts, 15,000 more than the typical stock coil. They offer a peak current of 140 milliamps and a spark that lasts for a full 350 microseconds. A steel coil bracket is included.

POWERFILTER™ Lifetime Oil Filters



This outstanding line of Powerfilter Oil Filters consists of billet style precision machined products made of aircraft quality aluminum. The filter element itself is a finely woven 45 micron stainless steel mesh that is easily removed and can be washed clean and reused. That's why we call it a lifetime filter. However, we do offer inexpensive replacement elements in case your original one becomes damaged or otherwise in need of replacement. We also offer replacement o-ring kits as well. Additionally, extra fine elements are available for racing applications. Due to the extreme fine mesh used (10 microns) these filters should not be used on the street and when used in racing applications should be cleaned after each race event. These filters also feature a pipe plug in the bottom so that oil can be drained from the filter before removal. This eliminates the problem of having oil run down your arm when removing the filter housing. This page lists the most popular performance engine applications. For a complete listing for every vehicle made since 1985, please go to the Professional Products website: (www.professional-products.com) and see the Powerfilter Oil Filter complete application chart.

The Professional Products Powerfilter Oil Filter System

The Powerflow Oil Filter lineup consists of four basic filter canister sizes with different threaded bushings to make up our current twelve different filters. Note that if you change vehicles and both vehicles use the same basic canister size but with different threads, you can just switch the threaded bushings to use the filter on your new vehicle. Here is the current lineup of filters:

Filter Part No.	Filter Canister Size	Bushing Thread	Bushing Part Number	Replacement Element Std.	Replacement Element Race
10854	Import	M20 x 1.5	10846	10815	10816
10857	Import	3/4-16 UNF	10843	10815	10816
10867	Small Domestic	13/16-16 UN	10840	10815	10816
10868	Small Domestic	M18 x 1.5	10842	10815	10816
10870	Small Domestic	M20 x 1.5	10846	10815	10816
10873	Small Domestic	3/4-16 UNF	10843	10815	10816
10874	Medium Domestic	1-16 UN	No bushing required	10810	10811
10875	Medium Domestic	13/16-16 UN	10840	10810	10811
10876	Medium Domestic	M18 x 1.5	10842	10810	10811
10879	Medium Domestic	M22 x 1.5	10847	10810	10811
10881	Medium Domestic	3/4-16 UNF	10843	10810	10811
10884	Large Domestic	13/16-16 UN	10845	10812	10814

10950	O-Ring Kit (Import)
10951	O-Ring Kit (Small/Medium)
10952	O-Ring Kit (Large)

Overall dimensions of various sizes of filters:

Import - 3.25" diameter x 3.44" lg.	Medium Domestic - 3.25" diameter x 4.2" lg.
Small Domestic - 3.25" diameter x 3.6" lg.	Large Domestic - 3.90" diameter x 4.4" lg.

Popular Early Powerfilter Oil Filter Applications

Our complete Application Chart can be found on our internet site (www.professional-products.com) This chart goes back to 1985. Since many performance engines are based on earlier years, the application chart below covers most of the popular pre-1985 engines that are used in performance applications.

Chevrolet and similar GMC models

1968-'70 396 BB Chevrolet V8.....	10884
1968-'69 427 BB Chevrolet V8.....	10884
1970-'76 454 BB Chevrolet V8.....	10884
1967 283 & 350 SB Chevrolet V8.....	10884
1976-'93 305 SB Chevrolet V8.....	10884
1968-'69 327 SB Chevrolet V8.....	10884
1968-'97 350 SB Chevrolet V8.....	10884
1970-'76 400 SB Chevrolet V8.....	10884

Ford, Lincoln, Mercury

1958-'66 352.....	10881
1961-'71 390.....	10881
1962-'63 406.....	10881
1963-'69 427.....	10881
1966-'70 428.....	10881
1968-'73 429.....	10881
1972-'78 460.....	10881

1969-'91 351W.....	10881
1970-'74 351C.....	10881
1971-'78 400.....	10881
1963-'65 260.....	10881
1963-'69 289.....	10881
1968-'95 302/5.0L.....	10881

Chrysler, Plymouth, Dodge

1968-'71 383.....	10881
1972-'78 400.....	10881
1968-'78 440.....	10881
1975-'81 318.....	10881
1971-'80 360.....	10881

Oldsmobile

1967-'68 330.....	10875
1968-'80 350.....	10875
1965-'75 400.....	10875
1977-'79 403.....	10875

1965-'67 425.....	10875
1968-'76 455.....	10875

Pontiac

1961-'79 326.....	10875
1961-'79 350.....	10875
1961-'79 389.....	10875
1962 & later 421.....	10875
1967 & later 428.....	10875
1961-'79 455.....	10875

Note: Our filters fit a wide array of engines. What you see here is a limited listing for mostly pre-1985 engines. For more complete info for any 1985 or later vehicle, see full application chart.

10875 interchanges with Fram HP2 or HP5

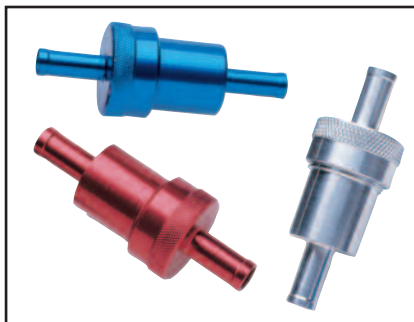
10881 interchanges with Fram HP1

10884 interchanges with Fram HP4

Harley-Davidson Applications: The #10873 Powerfilter fits all Evolution or Twin Cam engines with rigid motor mounts. Fits all Sportsters. Fits all early model H-D engines with threaded oil filters. Will not fit Dyna or Touring models with rubber mounted twin cam engines.

Honda and Yamaha Applications: The #10854 Powerfilter will fit most Honda and Yamaha motorcycles. Please check the dimensions given for this Powerfilter on the Professional Products website to make sure this filter will fit your bike: www.professional-products.com

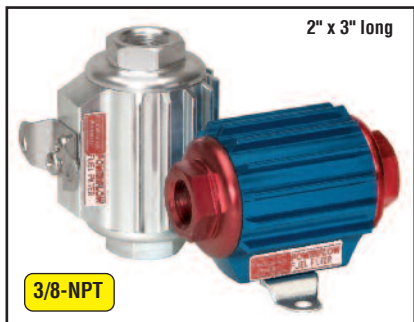
POWERFLOW™ Fuel Filters for Street & Race Performance



Inline Street Filters

These filters can easily be installed in any stock hose or metal fuel line. Contains a washable sintered bronze filtering element that should be replaced over time. Filters available in three colors and two hose sizes.

Color	5/16"	3/8"
Blue	10200	10203
Red	10201	10204
Aluminum	10202	10205
Replacement Element	10220	

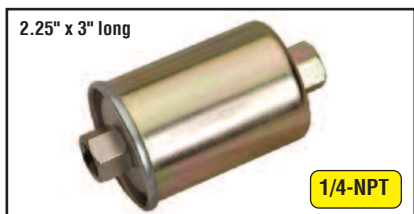


Hi-Tech Inline Street Filters

The ultimate in a performance street filters these also include a stainless mounting bracket. They have two staged stainless mesh screens inside. They flow 150 GPH and filter down to 35 microns.

10214	Red/Blue Inline Filter
10215	Polished Aluminum Inline Filter
10222	Replacement Element Kit

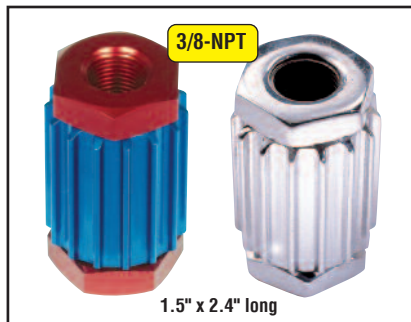
All Replacement Element Kits on this page include new Viton O-rings, gaskets or seals depending upon what was originally used in the Filter.



Inline EFI Filters

This filter is designed specifically for EFI applications and features 1/4-NPT ports. Similar to a Purolator F33144 except for inlet and outlet ports. For -06AN connections use our Powerflow fitting #15239, for -08AN use #15242, or for 3/8" hose connection, use our fitting #10244.

70160	EFI Inline Fuel Filter
-------	------------------------



Inline Street Filters

These filters are high performance street filters that are very affordable. Both inlet and outlet ports are 3/8-NPT which permits connection to a wide range of hose sizes. These filters will flow up to 160 GPH and will filter down to 35 microns using a very fine mesh stainless screen.

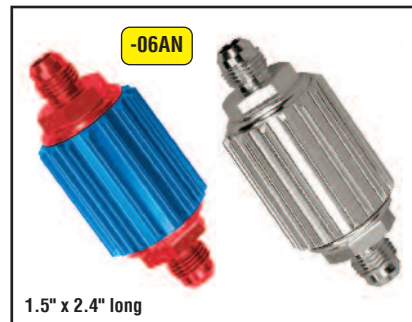
10210	Red/Blue Inline Filter
10211	Polished Aluminum Inline Filter
10221	Replacement Element Kit



Competition Fuel Filter

This filter uses a replaceable paper element which filters down to 10 microns but still flows 144 GPH. This our best selling filter and features high quality chrome finish on the housing and mounting bracket.

10100	Competition Fuel Filter
10120	Replacement Filter Element



Inline Street Filters

The filters shown above are essentially identical to the 10210/10211 Filters except these come with -06AN threaded fittings on both the inlet and outlet port. Due to the light weight of these filters a mounting bracket is normally not required. Available in either red/blue or polished aluminum.

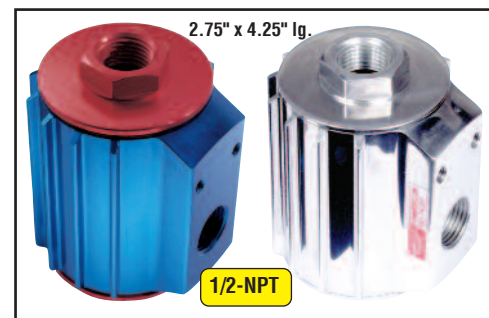
10216	Red/Blue Inline Filter
10217	Polished Aluminum Inline Filter
10221	Replacement Element Kit



Street Rod Fuel Filter

This is a smaller version of our 10100 canister style filter. It also uses a replaceable paper element, flows 144 GPH and filters down to 10 microns. Extremely high quality chrome finish on housing and bracket.

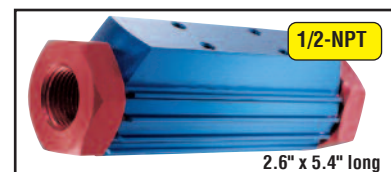
10102	Street Rod Fuel Filter
10122	Polished Aluminum Inline Filter



Competition+Plus Filter

These filters are the finest racing style filters available. They flow 130 GPH at 7PSI or 330 at 40PSI and filter down to 10 microns with a replaceable paper filter. Viton o-rings are used throughout and new o-rings are included with element.

10300	Red/Blue Filter
10301	Polished Aluminum Filter
10320	Replacement Element



Competition Inline Fuel Filter

Designed for racing applications with gas or alcohol on a carbureted engine. Flow 140 GPH and filters to 15 microns.

10302	Red/Blue Filter
10321	Replacement Element

POWERFLOW Fuel Pressure Regulators for Carburetors



3
2-Port

(1) 1/2-NPT Inlet Port
(2) 3/8-NPT Outlet Ports
Flows 150 GPH
4.5 to 9 PSI Adjustability
.437 (7/16") Restriction

This is an ideal all around regulator. Suitable for one dual inlet carb or two single inlet carbs. Suitable for up to 650 HP. For higher HP use two regulators

10650 2-Port Regulator - Blue Anodize
10651 2-Port Regulator - Clear Anodize

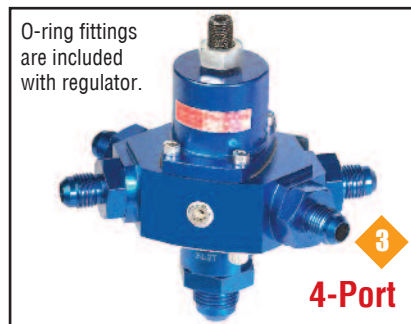


3
4-Port

(1) 1/2-NPT Inlet Port
(4) 3/8-NPT Outlet Ports
Flows 150 GPH
4.5 to 9 PSI Adjustability
.437 (7/16") Restriction

Suitable for two dual inlet carbs on engines up to 1,200 HP. Note that HP rating relates to number of carb inlets. This is a terrific buy for a four port unit.

10656 4-Port Regulator - Blue Anodize
10657 4-Port Regulator - Clear Anodize



3
4-Port

O-ring fittings are included with regulator.

(1) -08AN Inlet Port
(4) -06AN Outlet Ports
Flows 150 GPH
4.5 to 9 PSI Adjustability
.437 (7/16") Restriction

Suitable for two dual inlet carbs on engines up to 1,200 HP. Note that HP rating relates to number of carb inlets. O-ring fittings are included with unit.

10654 4-Port Regulator - Blue Anodize
10655 4-Port Regulator - Clear Anodize



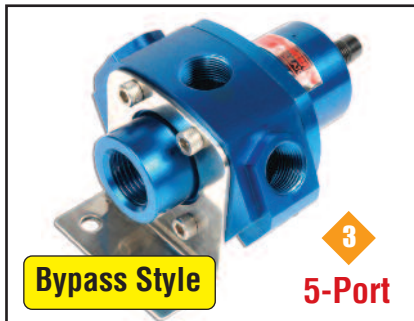
Bypass Style

3
3-Port

(1) 3/8-NPT Return Port
(3) 3/8-NPT In/Out Ports
Flows 150 GPH
4.5 to 9 PSI Adjustability
.437 (7/16") Restriction

Same use as the 2-port but has a return port. For converting an EFI vehicle to a carb still using the EFI high pressure fuel pump and return line.

10652 3-Port Regulator - Blue Anodize
10653 3-Port Regulator - Clear Anodize



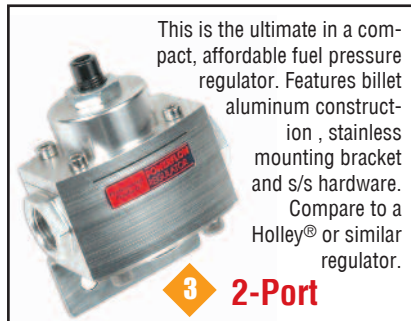
Bypass Style

3
5-Port

(1) 3/8-NPT Return Port
(4) 3/8-NPT In/Out Ports
Flows 150 GPH
4.5 to 9 PSI Adjustability
.437 (7/16") Restriction

Same use as 4-port unit but also has a return port. For converting an EFI vehicle to a carb still using the high pressure EFI fuel pump and return line.

10658 5-Port Regulator - Blue Anodize
10659 5-Port Regulator - Clear Anodize



This is the ultimate in a compact, affordable fuel pressure regulator. Features billet aluminum construction, stainless mounting bracket and s/s hardware. Compare to a Holley® or similar regulator.

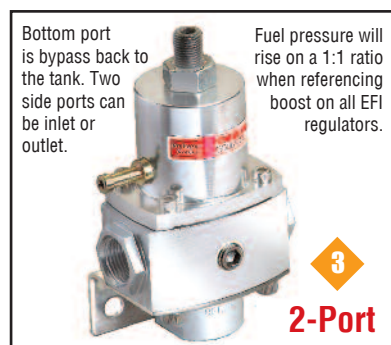
3
2-Port

(1) 3/8-NPT Inlet Port
(2) 3/8-NPT Outlet Ports
.220 (7/32") Restriction

Suitable for engines up to 450 HP. Use two units for higher HP engines with dual carburetors.

10660 4.5 to 9 PSI - Blue Anodize
10661 4.5 to 9 PSI - Clear Anodize
10662 2 to 4 PSI - Blue Anodize
10663 2 to 4 PSI - Clear Anodize

POWERFLOW Fuel Pressure Regulators for Fuel Injection



3
2-Port

Bottom port is bypass back to the tank. Two side ports can be inlet or outlet.

Fuel pressure will rise on a 1:1 ratio when referencing boost on all EFI regulators.

(1) 1/2-NPT Return Port
(2) 3/8-NPT In/Out Ports
Flows 200+ GPH
25 to 75 PSI Adjustability
.437 (7/16") Restriction
1/8-NPT Gauge Port
Stainless Bracket/Screws

Use on regular EFI systems with one feed line to the fuel rails and one return line to the gas tank. Wrench flats on ports make it easy to install fittings. Adjustable from 25 to 75 PSI.

10670 2-Port Regulator - Blue Anodize
10671 2-Port Regulator - Clear Anodize

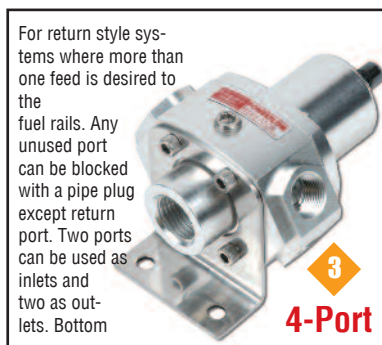


EFI Mustang Regulators

3

These regulators bolt directly to the factory fuel rails in place of the stock units and provide adjustability from approximately 25 PSI to 75 PSI. Very easy to install. Stainless hardware and o-ring seals.

10678 Fits 1986-'93 5.0L Ford - Blue
10679 Fits 1986-'93 5.0L Ford - Clear
10680 Fits 1994-'95 5.0L Mustang & Cobra, 1996-'97 2V and 1996-'98 4V 4.6L Mustang & Cobra, and 1994-'98 3.8L Mustang - Blue
10681 Fits 1994-'95 5.0L Mustang & Cobra, 1996-'97 2V and 1996-'98 4V 4.6L Mustang & Cobra, and 1994-'98 3.8L Mustang - Clear



3
4-Port

For return style systems where more than one feed is desired to the fuel rails. Any unused port can be blocked with a pipe plug except return port. Two ports can be used as inlets and two as outlets. Bottom

(1) 1/2-NPT Return Port
(4) 3/8-NPT In/Out Ports
Flows 200+ GPH
25 to 75 PSI Adjustability
.437 (7/16") Restriction
1/8-NPT Gauge Port
Stainless Bracket/Screws

These regulators, as with all our units, come with stainless steel mounting brackets and all stainless hardware. EFI regulators have a boost reference fitting and a 1/8-NPT gauge port in the side.

10672 4-Port Regulator - Blue Anodize
10673 4-Port Regulator - Clear Anodize

POWERFLOW Fuel Pressure Regulators

Professional Products POWERFLOW™ Fuel Regulator Lineup:

Part No.	Description	Bypass	Pressure Range
10650	2-Port - (1) 1/2-NPT inlet, (2) 3/8-NPT outlets (Blue)	No	4.5 to 9 PSI
10651	2-Port - (1) 1/2-NPT inlet, (2) 3/8-NPT outlets (Aluminum)	No	4.5 to 9 PSI
10652	3-Port - (1) 3/8-NPT inlet, (3) 3/8-NPT outlets* (Blue)	Yes	4.5 to 9 PSI
10653	3-Port - (1) 3/8-NPT inlet, (3) 3/8-NPT outlets* (Aluminum)	Yes	4.5 to 9 PSI
10654	4-Port - (1) -8AN inlet, (4) -6AN outlets (Blue)	No	4.5 to 9 PSI
10655	4-Port - (1) -8AN inlet, (4) -6AN outlets (Aluminum)	No	4.5 to 9 PSI
10656	4-Port - (1) 1/2-NPT inlet, (4) 3/8-NPT outlets (Blue)	No	4.5 to 9 PSI
10657	4-Port - (1) 1/2-NPT inlet, (4) 3/8-NPT outlets (Aluminum)	No	4.5 to 9 PSI
10658	5-Port - (1) 3/8-NPT inlet, (5) 3/8-NPT outlets* (Blue)	Yes	4.5 to 9 PSI
10659	5-Port - (1) 3/8-NPT inlet, (5) 3/8-NPT outlets* (Aluminum)	Yes	4.5 to 9 PSI
10660	2-Port - (1) 3/8-NPT inlet, (2) 3/8-NPT outlets (Blue)	No	4.5 to 9 PSI
10661	2-Port - (1) 3/8-NPT inlet, (2) 3/8-NPT outlets (Aluminum)	No	4.5 to 9 PSI
10662	2-Port - (1) 3/8-NPT inlet, (2) 3/8-NPT outlets (Blue)	No	2 to 4 PSI
10663	2-Port - (1) 3/8-NPT inlet, (2) 3/8-NPT outlets (Aluminum)	No	2 to 4 PSI
10670	2-Port - (1) 3/8-NPT inlet, (2) 3/8-NPT outlets* (Blue)	Yes	25 to 75 PSI
10671	2-Port - (1) 3/8-NPT inlet, (2) 3/8-NPT outlets* (Aluminum)	Yes	25 to 75 PSI
10672	4-Port - (1) 3/8-NPT inlet, (4) 3/8-NPT outlets* (Blue)	Yes	25 to 75 PSI
10673	4-Port - (1) 3/8-NPT inlet, (4) 3/8-NPT outlets* (Aluminum)	Yes	25 to 75 PSI
10678	1986-'93 Ford 5.0L (Blue)	Yes	25 to 75 PSI
10679	1986-'93 Ford 5.0L (Aluminum)	Yes	25 to 75 PSI
10680**	1994-'95 Ford 5.0L and 1996-'97 4.6L (Blue)	Yes	25 to 75 PSI
10681**	1994-'95 Ford 5.0L and 1996-'97 4.6L (Aluminum)	Yes	25 to 75 PSI

*One outlet is a bypass (return) line.

**See opposite page for complete application data.

Fuel Pressure Settings

Note: For carbs set the regulator from 5 to 5.5 psi. Note that the higher you set the pressure, the more you are restricting the flow of fuel through the regulator. Injected applications typically run in the 40 to 50 psi range which is dependent upon your specific engine requirements. Here high pressure is desirable for proper injector function.

Ports

In all of our designations, when we say "2-port" or "4-port" that means the total number of outlet ports, including a return or bypass line port if the regulator is so equipped. For example, our 5-port models have one inlet port and five outlet ports, one of which is a return or bypass line port. So there are still four usable outlet ports.

Special Features

Professional Products POWERFLOW Fuel Pressure Regulators are packed with features, yet remain some of the least expensive regulators available. These regulators are a great combination of function, looks and price. We think it is an unbeatable package.

- CNC Machined from billet aluminum
- Stainless steel mounting bracket & hardware
- Wrench flats on inlet and outlet ports
- Viton O-rings and diaphragm are impervious to gas or alcohol
- All regulators have a 1/8-NPT gauge port
- Carb models pre-set to 6 psi
- EFI models preset to 40 psi
- Each unit fully tested at the factory
- EFI units include a boost reference hose barb for vacuum hose

Regulator Selection Guide:

2-Port (Carbs) w/o return - For one carb with a dual inlet or two carbs with single inlets.

4-Port (Carbs) w/o return - For engines with two dual inlet carbs or four single inlet carbs.

3-Port (Carbs) w/return - Same as 2-port above but in vehicle using EFI fuel pump w/return line.¹

5-Port (Carbs) w/return - Same as 4-port above but in vehicle using EFI fuel pump w/return line.¹

2-Port (EFI) - Use this in EFI systems where only one outlet to fuel rails is required. Has return port.

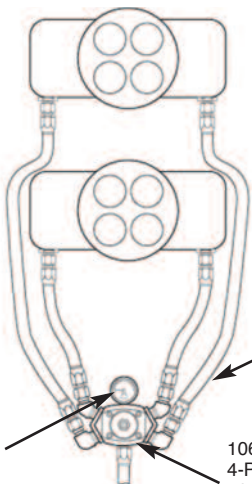
4-Port (EFI) - Use in EFI systems where up to three outlets to fuel rails are required. Has return port. Ford Mustang Regulators are replacement for stock regulators but provide adjustability.

1. If the vehicle was originally equipped with an EFI pump and return line and you are now switching to a carburetor, you need a regulator to drop the pressure to the 4.5 to 9 PSI range for carburetors. That also allows you to hook up the stock return line. Note that many 1997 and later vehicles utilize a "returnless" system. The fuel pump is in the gas tank and there is no regulator. If you are installing a carburetor on one of these vehicles, you should consider removing the pump, or disabling it, and use an external fuel pump suitable for carburetors and one of our conventional carburetor style regulators such as the 10650/10651/10656/10657/10660/10661.

Sample Carburetor/Regulator Plumbing Configurations

Two 4-bbl's with 4-Port Regulator

A 5-Port Regulator can be used with this combination but requires a return line to the fuel tank. This can be advantageous in keeping the fuel cooler by recirculating it via a return line.



#11112
0-15 PSI Fuel Pressure Gauge

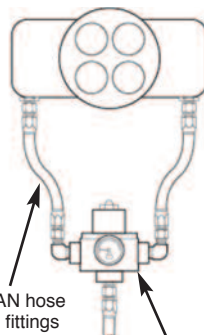
10656/10657
4-Port Regulator or
10658/10659
5-Port Regulator
(Bypass)

-06 AN hose and fittings
or 3/8 hard lines

-08 Fuel Inlet Line

One 4-bbl with 2-Port Regulator

A 3-Port Regulator can be used with this combination but requires a return line to the fuel tank. This can be advantageous in keeping the fuel cooler by recirculating it via a return line, especially when using a high volume electric fuel pump.



10650/10651
2-Port Regulator
or 10652/10653
3-Port Regulator
(Bypass)



Regulator Rebuild Kits

Our regulator rebuild kits include a Viton diaphragm, springs, seals and o-rings.

10690 - For regulators 10650, 10651, 10654, 10655, 10656, & 10657

10691 - For regulators 10652, 10653, 10658, 10659, 10670, 10671, 10672, 10673, 10678, 10679, 10680, & 10681

10692 - For regulators 10660, 10661, 10662, & 10663



O-Ring Fittings

These are the same fittings supplied with our 10654 and 10655 Regulators. These fittings can be used anywhere there is a 5/8-18 tapped hole for the -6 AN fitting or a female 3/4-16 tapped hole for the -8 AN fitting. The O-rings are impervious to gasoline or alcohol. Blue anodized finish on aluminum.

10250 - -6 AN to 5/8-18
10251 - -8 AN to 3/4-16

POWERFLOW™ Fuel Pumps

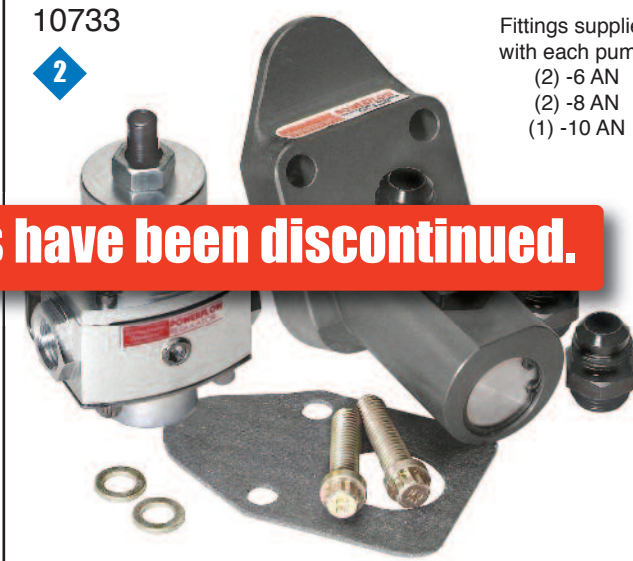
10730

2



10733

2



Fittings supplied
with each pump:
(2) -6 AN
(2) -8 AN
(1) -10 AN

These Powerflow Pumps have been discontinued.

Powerflow Piston Style Fuel Pump

This is a revolutionary new design in mechanical fuel pump technology. This pump operates on a totally different principle than conventional diaphragm style fuel pumps. The reciprocating piston, which operates off the standard fuel pump rod, only requires 25 pounds of force compared to the 125 pounds needed by a conventional diaphragm style pump. This pump operates at a constant 4 to 50 PSI when used with most aftermarket fuel pressure regulators. (Note: This pump cannot be used without a regulator.) There is absolutely no drop in fuel pressure over the entire rpm range. Can be used with gasoline or methanol. Current design can only be used with carburetors. The Piston Pump only flows as much fuel as required.

Pumps are available with or without a fuel pressure regulator. Regulator supplied is our popular 2-port #10651 shown in the photo above. Current design is only available for SB Chevy. More applications are in development.

Part No.	Application
10730	Piston Pump for SB Chevy w/o regulator - Polished
10731	Piston Pump for SB Chevy w/o regulator - Satin Finish
10732	Piston Pump for SB Chevy w/regulator - Polished
10733	Piston Pump for SB Chevy w/regulator - Satin Finish
10742	Pump to Block Gasket* (Must use this special gasket)
10743	Piston Fuel Pump Rebuild Kit (Includes 10742 Gasket)

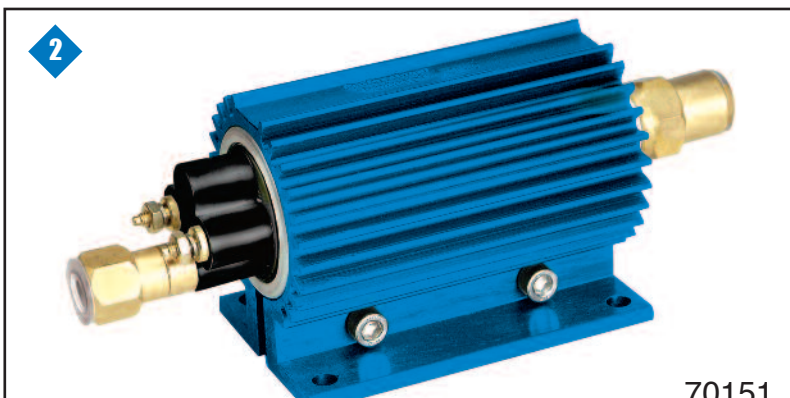
*Gasket included with all pumps. This is a replacement listing.

2



10700

2



70151

Electronic Fuel Pump

Professional Products now offers two very inexpensive fuel pumps. These pumps are ideal for replacing that stock pump when it dies. Easily installed, this pump comes in two versions. One has a working pressure of 4 to 7 PSI which is suitable for most domestic carbureted vehicles. The other is 2.5 to 4 PSI which typically is used on carbureted import vehicles. Check your vehicles requirements to select the correct pump for your application. The 10700 is rated at 35 GPH and the 10701 at 28 GPH. These pumps are an inexpensive solution to a failed pump in a non-high performance application.

Pt. No.	Application
10700	Electronic Fuel Pump - 4 to 7 PSI
10701	Electronic Fuel Pump - 2.5 to 4 PSI

Powerflow™ EFI Fuel Pump

The Professional Products pumps are similar in physical size and appearance to Walbro or Airtex pumps with one very important difference. Our pumps have 1/4-NPT pipe threads on both the inlet and outlet port which allows users the flexibility of a wide range of fuel line connection fittings. If you want to connect to a 3/8" hose, use Professional Products fitting #10244. Only use this type of connection on low pressure inlet side. To connect to a -6AN hose end, use our adapter fitting #15239 or to a -8AN hose end, use adapter fitting #15242. All three pumps operate at 45 PSI of fuel pressure. They come with an extruded aluminum mounting clamp (with stainless hardware) which also acts as a heat sink. The aluminum mounting clamps are anodized in the colors shown below and provide a quick visual identification.

Pt. No.	Application
70150	180 L/H 45 PSI EFI Fuel Pump (Red) Up to 460 hp*
70151	220 L/H 45 PSI EFI Fuel Pump (Blue) Up to 600 hp*
70152	255 L/H 45 PSI EFI Fuel Pump (Black) Up to 700 hp*

*Reduce horsepower ratings by 5% for supercharged or turbocharged applications and reduce by 30% if running E85.

POWERFLOW™ Fuel Rail Kits 2

Our Basic Fuel Rail Kits typically contain the fuel rails, mounting brackets and hardware, and in some cases some fittings and other components. Note that we use stainless steel for all hardware

and all mounting brackets in these kits instead of regular steel as found in most competitive kits. The Complete Kits include all the components shown in the photos. All photos are Complete Kits



1986-'93 5.0L Ford Mustang

The 10600 kit will also fit a 1994-'95 Mustang if a smaller diameter (than stock) distributor is used. The 10601 will not fit the 1994-'95 Mustang due to interference between the regulator and the required throttle body elbow adapter. Both kits will work with O.E. and aftermarket manifolds.

- 10600** Basic Fuel Rail Kit
- 10601** Complete Fuel Rail Kit



1996-'04 Ford 4.6L 2V

The early Complete Kits are supplied with a fuel pressure regulator. The late Basic and Complete Kits are supplied with an adapter mounted on the fuel rail to accept the stock fuel pressure sensor for returnless system.

- 10602** Basic Kit for 1999-'04 4.6L 2V
- 10603** Complete Kit for 1999-'04 4.6L 2V
- 10604** Basic Kit for 1996-'98 4.6L 2V
- 10605** Complete Kit for 1996-'98 4.6L 2V



289-302-351 Ford

These kits are designed to work with the EFI manifolds supplied by Professional Products for these engines. Use manifolds 54038/54039 for the 289/302/5.0L engines and use the 54034/54035 manifolds for the 351W. The kits include stainless steel brackets and hardware. Complete Kit includes regulator.

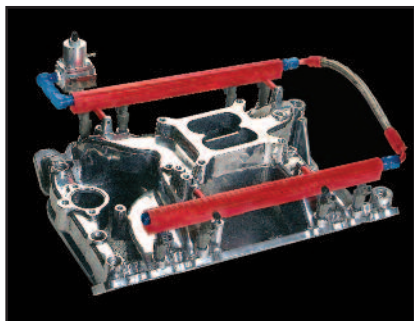
- 10606** Basic Kit for Small Block Ford
- 10607** Complete Kit for Small Block Ford



Fuel Rail Kits - LS1/LS6/LS2

These are very complete kits and even include s/s fittings and a hose extension for connecting the stock fuel lines for the fuel inlet.

- 10610** Basic Kit for 1997-'04 LS1/LS6
- 10611** Complete Kit for 1997-'98 LS1
- 10612** Complete Kit for 1999-'04 LS1/LS6
- 10613** Basic Kit for 2005-'07 LS2
- 10614** Complete Kit for 2005-'07 LS2



Fuel Rail Kit for Oldsmobile

Use this kit with the Professional Products EFI manifolds 57027 or 57028. This is a dual plane manifold but we have seen excellent results with it used in an EFI application. This complete kit includes a fuel pressure regulator and crossover hose and all necessary AN adapter fittings.

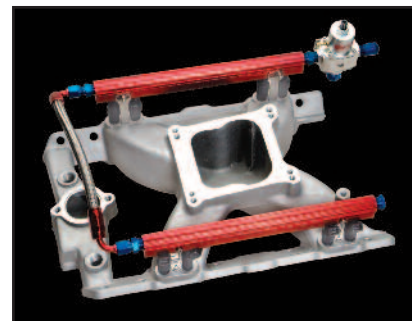
- 10619** Fuel Rail Kit for Oldsmobile



Fuel Rail Kit for SB Chevy

This kit is designed to work with the Professional Products EFI manifolds 52038/52039 and includes a regulator and a stainless braided crossover hose that goes under the center of the plenum chamber. This is the same kit we supply in our Powerjection II EFI port injection systems.

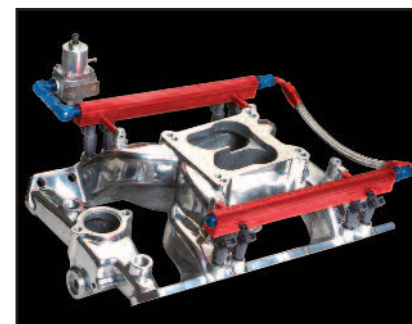
- 10608** Complete Fuel Rail Kit for SB Chevy



Fuel Rail Kit for Pontiac

This fuel rail kit is designed to be used with our single plane Hurricane manifold for Pontiacs, 56032 or 56033. This is an outstanding performance manifold. The manifold comes with an adapter plate to accept the square bore carb flange on throttle bodies.

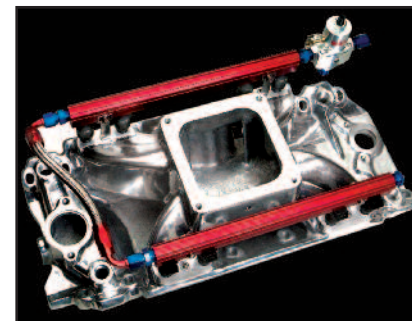
- 10625** Pontiac Fuel Rail Kit (Single Plane)



Fuel Rail Kit for Pontiac

This fuel rail kit is compatible with our dual plane Pontiac manifolds for EFI. The manifolds are 56027/56028. The kit comes with an EFI fuel pressure regulator and a -06AN stainless braided crossover hose assembly. Professional Products also offers a Pontiac EFI setup using a single plane manifold.

- 10618** Pontiac Fuel Rail Kit (Dual Plane)



Fuel Rail Kit - Big Block Chevy

Use this kit with our 53032 or 53033 manifold. Note that this manifold has a Dominator (4500) flange on it which will accept our Dominator sized throttle bodies or we also offer an adapter that permits the use of the standard 4150 base throttle bodies. See Engine Accessories for adapter.

- 10626** Fuel Rail Kit for Big Block Chevy

Powerflow™ Carburetor Inlet Kits & Accessories

2

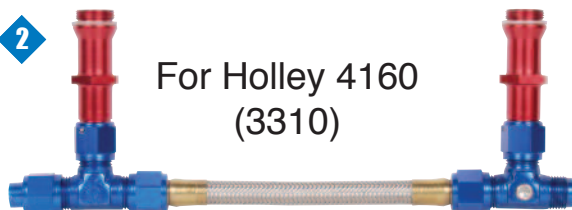
For Holley 4150



- #10415 - Holley 4150 with 7/8-20 threads -06AN & -08AN inlet • Red/Blue
- #10417 - Holley 4150 with 7/8-20 threads -08AN inlet only • Black
- #10406 - Holley 4150 with 7/8-20 threads -06AN & -08AN inlet • Black
- #10415 replaces both 10400 and 10405 and is a universal kit with -06 & -08 inlets.

2

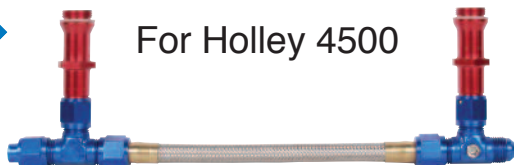
For Holley 4160
(3310)



- #10403 - Holley 4160 with 5/8-18 threads - 8.80" spacing

2

For Holley 4500



- #10401 - Holley 4500 with 7/8-20 threads -08AN inlet • Red/Blue Finish

2

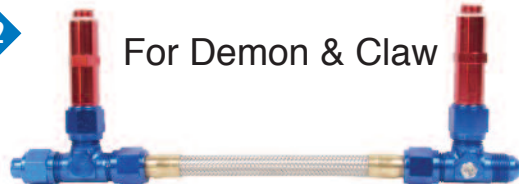
For Demon & Claw



- #10420 - Demon with 9/16-24 threads - 9-9/16" spacing

2

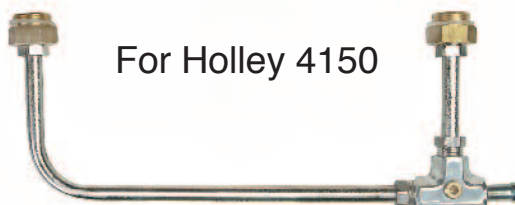
For Demon & Claw



- #10416 - Demon with 9/16-24 threads -06AN & -08AN Inlet • Red/Blue
- #10409 - Demon with 9/16-24 threads -06AN & -08AN Inlet • Black
- #10416 replaces both 10402 & 10408 and is a universal kit with -06 & -08 inlets.

2

For Holley 4150



- #10421 - Holley 4150 with 7/8-20 threads - 9-13/32" spacing

Professional Products offers two styles of Fuel Inlet Kits. The red/blue and black kits feature stainless braided Teflon® hose with crimped ends. Both the 4150 and Demon kits can be configured with either a -06 or -08 inlet. We offer a special adapter to allow any kit to be converted to nipple style fittings. The other end of the bottom fuel line is capped off. This allows you additional flexibility if you want to plumb another line to this connection. The two sections of the kit that attach to the carburetor have the wrench hexes positioned midway instead of up by the carburetor. Many competitive kits have the

wrench flats right at the carburetor which makes it very difficult to tighten. Our second style of Fuel Inlet Kits feature polished stainless steel lines and a polished aluminum junction block. This style of kit is designed to be used with a slip-on 3/8" fuel hose onto the inlet nipple. A clamp is used to secure the hose to the nipple. The brass fittings include a fine screen to keep out dirt. All of these kits have a 1/8-NPT port for a fuel pressure gauge sealed with a stainless pipe plug. See last page of catalog for listing of available fuel pressure gauges. All inlet kits packaged in clamshells.

Adapter

See illustration below for how to utilize this adapter fitting with above Inlet Kits.

10450

Adapter Fitting



3/8-NPT Thread

-8AN Thread

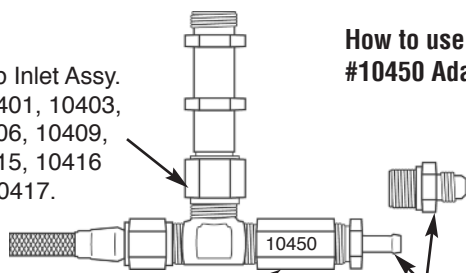
2

Example of new black finish Carburetor Inlet Kits now available for both Holley 4150 carbs and Demon carbs. These new kits can be configured for either a -06AN or -08AN inlet thread.



Carb Inlet Assy.
#10401, 10403,
10406, 10409,
10415, 10416
or 10417.

How to use the
#10450 Adapter



Professional Products
Carb Inlet Adapter
#10450 (-8AN to female
3/8-NPT)

Professional Products
Hose Adapter Fitting
#10230 - 1/4" Hose
#10231 - 5/16" Hose
#10232 - 3/8" Hose
#15240 - -06AN - 3/8NPT

2



Carburetor Extension

Making up your own carburetor inlet kit? Use these handy Extension Fittings on either Holley or Demon carburetors. Has wrench flats away from carburetor for ease of installation. Blue coupler nut is -8AN. These Carburetor Extension Fittings are machined from billet aluminum and bright anodized in red and blue.

Pt. No.	Description
10410	Fits Holley w/7/8-20
10412	Fits Demon w/9/16-24

POWER Throttle Bodies

Professional Products line of throttle bodies are generally considered by the performance industry as the highest quality throttle body available. These throttle bodies are precision engineered and many of them are made of aluminum die castings which is the same process used by the original equipment manufacturers. Those

not die castings are made from permanent mold castings, a superior casting process to the sand casting used by all other aftermarket throttle body manufacturers making cast throttle bodies. Additionally, not only is the Professional Products Power line of throttle bodies the best quality, they are also the least expensive.

Polish Pt. No.		Satin Pt. No.		Ford Application Descriptions		
69200	69203	65MM Throttle Body for 1986-'93 Mustang 5.0L V8				1
69201	69204	70MM Throttle Body for 1986-'93 Mustang 5.0L V8				
69202	69205	75MM Throttle Body for 1986-'93 Mustang 5.0L V8				
69210	69213	65MM Throttle Body for 1994-'95 Mustang 5.0L V8				
69211	69214	70MM Throttle Body for 1994-'95 Mustang 5.0L V8				
69212	69215	75MM Throttle Body for 1994-'95 Mustang 5.0L V8				
69220	69222	70MM Throttle Body for 1996-'04 Mustang 4.6L 2V V8				
69221	69223	75MM Throttle Body for 1996-'04 Mustand 4.6L 2V V8				
69224	69225	75MM Throttle Body for 1997-'04 4.6L & 5.4L Ford F-Series and Expedition & 1990-'95 4.6L 2V V8				
69232	69233	75MM Throttle Body for 1989-'93 Ford V6 Thunderbird Super Coupe and Mercury Cougar XR7				
69500	69503	65MM EGR Plate for 1986-'93 Mustang 5.0L V8				
69501	69504	70MM EGR Plate for 1986-'93 Mustang 5.0L V8				
69502	69505	75MM EGR Plate for 1986-'93 Mustang 5.0L V8				
69209		Throttle Position Sensor for 1986-'93 Mustang 5.0L V8				
All part numbers above this point are assigned CARB E.O. #D-624 and are street legal in the state of CA.						
69226	69227	64MM Twin Throttle Body for 2005 & later 4.6L 3V Ford				2

Polish Pt. No.		Satin Pt. No.		Acura Application Descriptions		
69604	69605	68MM Throttle Body for 1994-'01 Acura GSR				2
69606	69607	68MM Throttle Body for 1997-'01 Acura Type R				

Polish Pt. No.		Satin Pt. No.		General Motors Application Descriptions		
69700	69701	52MM Throttle Body for 1992-'97 LT1 (TPI only, will not fit TBI)				2
69702	69703	58MM Throttle Body for 1992-'97 LT1 (TPI only, will not fit TBI)				
69704	69705	52MM Throttle Body for 1985-'92 305/350 (TPI only, will not fit TBI)				
69706	69707	58MM Throttle Body for 1985-'92 305/350 (TPI only, will not fit TBI)				
69724	69725	80MM Throttle Body for 1998-'02 LS1/LS6 Camaro & Firebird, 2004 GTO and full size 4.8, 5.3, & 6.0 engines with cable style throttle linkage.				
69726	69727	85MM Throttle Body for 1998-'02 LS1/LS6 Camaro & Firebird, 2004 GTO and full size 4.8, 5.3, & 6.0 engines with cable style throttle linkage.				
69728	69729	96MM Throttle Body for LS2 where cable throttle linkage is used.				
69732	69733	101MM Throttle Body for LS2 where cable throttle linkage is used.				

See page 25 of this catalog for replacement gaskets for all throttle bodies.



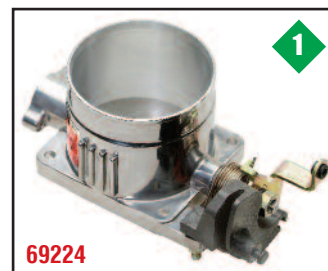
69200



69210



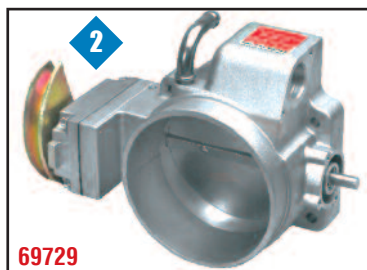
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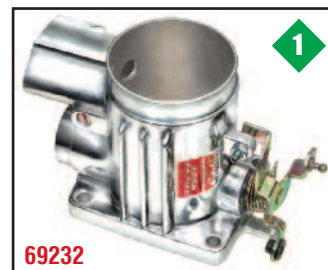
69724



69729



69209



69232



69227



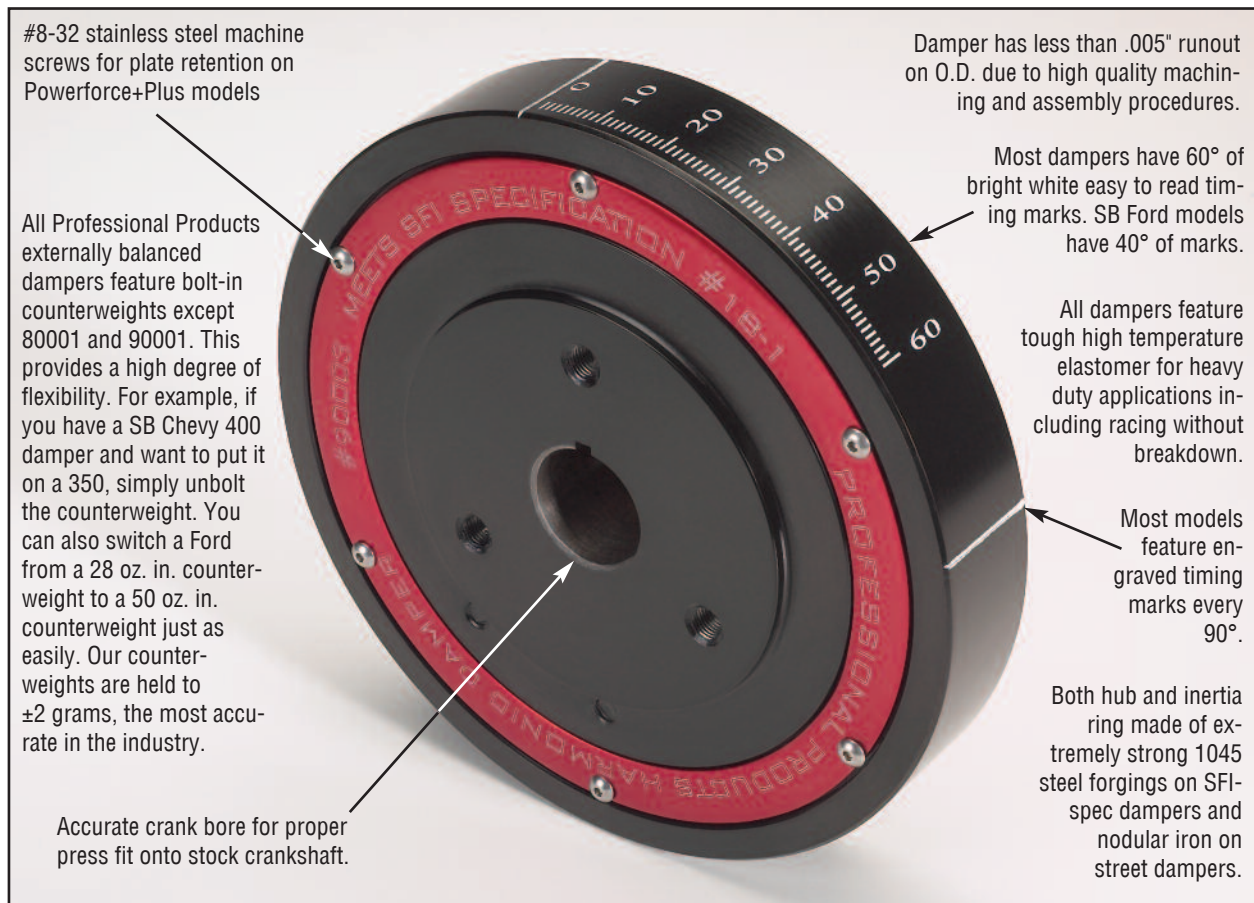
69701



69602

Powerforce™ & Powerforce+Plus™ Harmonic Dampers

High Performance Street models and SFI-Spec Race Dampers



Look at this list of features and competitive advantages with Professional Products Dampers

Price: Yes you can buy less expensive dampers but not at this quality level. We have tested a number of lesser priced dampers. In most instances they are not accurately balanced and in every case that we tested, the external balance was not only off, it was in the wrong position.

Applications: We have yet to find a competitive company that offers the wide range of applications that we have. We have dampers for nearly every performance engine currently available.

Universality: We are able to fit more applications with fewer part numbers than any other damper manufacturer. As a result of some of our universal features, we fit engines that no one else does.

Quality: Despite our extremely attractive prices, the quality of our dampers is equal to or, in most cases, exceeds that of any other harmonic damper manufacturer. You won't find any damper that is more accurately balanced or more closely machined than what you will find in the line of Pow-

erforce and Powerforce+Plus dampers.

Features: The Professional Products line of dampers offers features not found with any other damper manufacturer. For example, our small block Ford dampers are made to the early short length. This permits the engine swap of 1982 and later 5.0L engines (with the 50 in. oz. damper) into early Mustangs or street rods where the longer late damper might not fit. We offer a line of inexpensive spacers that allow the use of a wide range of pulleys that permit proper belt alignment. Additionally our SB Ford dampers have both three and four bolt pulley patterns to accept either early or late pulleys. They also have three sets of easy to read timing marks which will align with any of the various timing pointer locations that Ford has used. Our small block and big block Chrysler plus our AMC dampers all come with extra counterweights which allows the same damper to fit a wide variety of different model engines. Some of our Chrysler weights allow fitment to limited production engines that other damper manufacturers

have chosen to completely ignore.

Easy to Read Timing Marks: Our dampers all feature clear, white, easy to read timing marks against a painted black background. In addition, most models have engraved marks every 90° which many engine builders find to be a very important feature.

Warranty: Unlike many of the competitive dampers, we have a full one year limited warranty on both our street and race dampers. Most companies do not warranty any product used in racing.

Bonded Construction: All of our dampers feature a bonding process which adheres the elastomer to both the O.D. of the hub and the I.D. of the inertia ring. Through subsequent research and development we have perfected a new process that uses a stronger adhesive along with an improved elastomer that creates a much stronger bond. It now takes twice the force to separate the hub from the ring as it did with our previous bonding procedure. Our current design is practically indestructible.

Powerforce™ & Powerforce+Plus™ Harmonic Dampers

Application	Int/Ext	Powerforce	Wgt.	Powerforce+Plus ¹	Wgt.
6" 350 SB Chevy Lightweight	Int	80010 ²	5.08	90010	5.7
6-3/4" 283/327/350 SB Chevy	Int	80000	8.46	90000	9.3
6-3/4" 400 SB Chevy	Ext	80001	7.59	90001	8.4
8" 350 SB Chevy	Int	80002	11.77	90002	12.2
8" 400 SB Chevy	Ext	80003	12.59	90003	12.9
8" 396/427 BB Chevy	Int	80004	13.51	90004	14.5
8" 454/502 BB Chevy	Ext	80005	14.56	90005	15.5
6.4" Early SB Ford (28.4 oz. in.) ³	Ext	80006 ³	9.52	90006 ³	10.25
6.4" Late SB Ford (50 oz. in.) Requires 81007 spacer ³	Ext	80007 ³	10.06	90007 ³	11.0
6.7" 429-460 BB Ford	Int	80008	8.8	90008	9.6
7.5" 352/390/406/427/428 BB FE Ford	Int	80009	11.87	90009	12.3
6.8" 4.6L Ford Modular V8 Through 2004	Int	80011	6.10	90011	7.1
7.3" 318/340/360 SB Chrysler ⁴	Int/Ext	80012 ⁴	8.12	90012 ⁴	9.0
7.3" Chrysler 383/400/413/426/440 ^{4,5}	Int/Ext	80013 ^{4,5}	8.00	90013 ^{4,5}	8.7
6.8" 5.7L Late Chrysler Hemi	Ext	80014	6.8	90014	7.2
7.4" 6.1L Late Chrysler Hemi	Ext	80015	7.0	90015	7.3
6.9" 1995-'02 Viper V-10	Ext	N/A	N/A	90016	6.9
6.9" 1995-'08 Viper V-10	Ext	N/A	N/A	90017	6.8
6.9" 1961-'79 Pontiac V8	Int	80020	8.25	90020	10.0
6.5" 350/400/403/425/455 Olds V8 ⁷	Ext	80022	9.50	90022	10.0
7.5" LT1 (Camaro, Firebird, Impala, & Caprice ⁸)	Int	80030	12.3	90030	13.7
7.5" LS1 Camaro, Firebird	Int	80032	13.6	90032	14.4
7.5" LS1, LS-6 Corvette	Int	80033	11.2	90033	13.2
7.7" L92 GM Truck & SUV	Int	80034	13.8	90034	13.9
7.6" Lightweight BB Chevy 396/427	Int	80036	9.35	90036	9.65
7.6" Lightweight BB Chevy 454/502	Ext	80037	10.40	90037	10.70
7.5" 4.6L 3V Ford	Int	80040	11.2	90040	11.5
6.4" Lightweight SB Ford, Early	Ext	80045	7.8	90045	8.2
6.4" Lightweight SB Ford, Late	Ext	80046	8.4	90046	8.8
5" Honda/Acura (Honda B-16, Acura GSR & Type R)	Int	N/A	N/A	90050	3.2
6" Honda B-16	Int	80051	6.6	N/A	N/A
5.6" Acura GSR 1994-'01 Integra	Int	80052	5.4	N/A	N/A
5.4" Acura Type R 1997-'01 Integra	Int	80053	5.6	N/A	N/A
6.9" L-Series Nissan 1970-'83	Int	80055	3.8	90055	4.0
7.2" 4.0L Jeep	Int	80100	7.1	N/A	N/A
6.8" AMC V8 (304, 360, & 401 cid) ⁴	Ext	80101	10.6	90101	11.7
0.35" thick Spacer for SB Ford	N/A	81006	0.2	81006	0.2
0.95" thick Spacer for SB Ford		81007	0.53	81007	0.53
0.875" thick Spacer for SB Ford		81008	0.5	81008	0.5
Spacer for 426 Hemi (Use w/80013 or 90013)		81013	0.56	81013	0.56
C'weight for 6.75" SB Chevy 400		91001	1.05	91001	1.05
C'weight for SB Chevy 400		91003	0.7	91003	0.7
C'weight for BB Chevy 454/502		91005	0.95	91005	0.95
C'weight for early SB Ford (28.4 oz. in.)		91006	1.2	91006	1.2
C'weight for late SB Ford (50 oz. in.)		91007	1.8	91007	1.8
Ford Damper Pilot Adapter		91011	0.03	91011	0.03
C'weight for '71-'92 360 SB Chrysler		91012	1.15	91012	1.15
C'weight for '93-'97 360 SB Chrysler		91013	0.67	91013	0.67
C'weight for '72-'73 340 SB Chrysler		91014	0.23	91014	0.23
C'weight for BB Chrysler ⁶		91015 ⁶	0.69	91015 ⁶	0.69
C'weight for BB Chrysler ⁶		91016 ⁶	0.29	91016 ⁶	0.29
C'weight for Olds V8		91022	1.12	91022	1.12
C'weight for 360 AMC V8		91101	1.06	91101	1.06
C'weight for 304 AMC V8		91102	0.89	91102	0.89
C'weight for 401 AMC V8	N/A	91103	1.52	91103	1.52

General Note: All dampers listed as Ext include all necessary counterweights. Counterweights also sold separately.

Note 1. All the dampers in this column meet SFI-Spec 18-1.

Note 2. This damper is 1045 steel. All other 80000 series dampers are nodular iron. All 90000 series dampers are 1045 steel.

Note 3. See page 42 for information on spacers that may be needed. 1969 and later engines will normally require a spacer for pulleys to line up.

Note 4. Chrysler dampers come with several different counterweights to suit

various engines. Weights given in chart do not include counterweights.














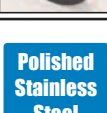

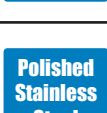










Note 5. Will also fit street and race 426 Hemi. Must use spacer #81013. These dampers will not fit early 331/354/392 early Hemi engines.

Note 6. These counterweights for cast crank engines only.

























Note 7. Early 330 cid engine must have TDC remarked. Early 400/425 requires rebalancing of Professional Products damper.

Note 8. This damper fits 1993-'97 LT1 Camaro/Firebird, and 1994-'95 Caprice, Impala, and Roadmaster.

Powerforce™ & Powerforce+Plus™ Harmonic Dampers

Damper Photos		Powerforce	Powerforce+Plus		Description
Powerforce	Powerforce+Plus	Part No.	Part No.	Diameter	
		80000	90000	6.75"	These dampers are 6.75" in diameter and approximately 1-1/8" thick. These are our most popular dampers for internally balanced small block Chevys. They both have 60° of timing marks with engraved marks every 90°. They are dimensionally identical to a stock 6-3/4" damper.
		For 283-327-350 Internally Balanced V8 Engines			
		80001	90001	6.75"	These dampers are 6.75" in diameter and approximately 1-1/8" thick. These are believed to be the only affordable dampers available in this size for externally balanced engines such as the 383 and 400 small block Chevy. Like all our Chevy dampers they have 60° of timing marks.
		For 383-400 Externally Balanced V8 Engines			
		80002	90002	8.00"	These are our 8" dampers for internally balanced small block Chevys and are among our most popular dampers. The larger 8" dampers do a more precision job of damping out engine harmonics but will not accelerate as quickly as the smaller, lighter 6" or 6.75" dampers we offer.
		For 283-327-350 Internally Balanced V8 Engines			
		80003	90003	8.00"	The dampers listed here are identical to the 80002/90002 but include a bolt-in counterweight that provides the necessary imbalance for externally balanced engines such as the 383 or 400. This damper can be easily converted to a neutral balance damper by simply unbolting the counterweight.
		For 383-400 Externally Balanced V8 Engines			
		80010	90010	6.10"	The 80010 and 90010 are our lightest dampers and both are made of forged 1045 steel. They both have 60 degrees of timing marks and engraved marks every 90 degrees. These are two of our most popular dampers and thousands of them are in use in both street and race vehicles.
		For 283-327-350 Internally Balanced V8 Engines			
		80030	90030	7.50"	These dampers will not fit 1996-'97 LT4 Corvette and Camaro or 1992-'96 LT1 Corvette. To identify an LT1 from an LT4 the VIN number for an LT1 has the eight digit as a "P" and an LT4 has it as a "5." These dampers have a keyway (key supplied). The crank has a keyway but no key is used origi-
		For GM LT1 Engines			
		82000	N/A	6.75"	Here is the answer to a custom engine builder's dream. A polished all stainless steel harmonic damper available in the popular 6.75" diameter. This damper has an engraved TDC mark but all other markings have been eliminated by design to provide a super clean look.
		For 283-327-350 Internally Balanced V8 Engines			
		82001	N/A	6.75"	This is the externally balanced version of our all stainless polished damper. The damper is offered in the 6.75" diameter which is a popular size for street rod and custom car engines. These stainless dampers are the crowing touch for any small block Chevy show engine.
		For 383-400 Externally Balanced V8 Engines			
		80004	90004	8.00"	This is our standard 8" damper for 396/427 (or any internally balanced big block Chevy engine) and is one of the few dampers we make that does not match the original O.E. size which was 7" on these engines. Using the 8" diameter allows interchangeability with our 454/502 dampers.
		For 396-427 Internally Balanced V8 Engines			
		80005	90005	8.00"	These dampers are the identical dampers to the 80004/90004 but are fitted with a bolt-in counterweight to provide the proper imbalance for the 454/502 externally balanced engines. Remove the counterweight and it can be used on any neutral balance (internal) big block Chevy engine.
		For 454-502 Externally Balanced V8 Engines			
		80036	90036	7.60"	These are our new smaller lightweight dampers for big block Chevys. The 80036 is over four pounds lighter than our 80004 and the 90036 is just under five pounds lighter than the 90004. These dampers are also slightly smaller in diameter being 7.6" compared to 8.0" for further weight reduction.
		For 396-427 Internally Balanced V8 Engines			
		80037	90037	7.60"	Again, these dampers are identical to the 80036/90036 but include a bolt-in counterweight to provide the proper imbalance for the externally balanced engine. The 80037 is 4.2 pounds lighter than the 80005 and the 90037 is 4.8 pounds lighter than the 90005.
		For 454-502 Externally Balanced V8 Engines			
		80032	90032	7.50"	Although not found on the stock damper, these dampers have a TDC mark and a keyway for use on engines converted to a conventional distributor and a crank with a key. These dampers are the same overall dimensions as a stock damper to avoid fitment issues.
		For 1997-'04 LS1-LS6 Camaro and Firebird			

Powerforce™ & Powerforce+Plus™ Harmonic Dampers

	Damper Photos Powerforce Powerforce+Plus		Powerforce Part No.	Powerforce+Plus Part No.	Diameter	Description
GM LSX & L92			80033	90033	7.50"	The Corvette models of the LS1 damper are shorter than the 80032/90032 so may be more desirable for engine swaps where space is at a premium. If this swap is made, Corvette accessory mounting brackets will also need to be used to assure proper accessory drive belt alignment.
			80034	90034	7.70"	The L92 engine is the cast iron version of the LSX range of engines. This is known as the LM7 engine option and is a 5.3L engine that was available in 2001 and later Tahoe, Yukon, Yukon XL, Escalade, ESV, EXT, Avalance, Sierra, and Silverado. Also sold by GM as a crate engine.
Small Block Ford V8			80006	90006	6.40"	Note that all of our small block Ford dampers are made to the early 1963-'69 length and require the use of spacers (see page 42) on '70 and later engines. These dampers have three sets of timing marks (60° of marks) to fit all small blocks. They also come with both 3 and 4 bolt pulley patterns.
			80007	90007	6.40"	1982 and later 5.0L applications require our spacer #91007 for proper belt alignment. Without the spacer the 5.0L engine can be used in swaps into earlier vehicles as long as early accessory pulleys, mounting brackets and belts are used. Damper has both 3 and 4 bolt pulley patterns.
			80045	90045	6.40"	These are lightweight versions of our regular Ford small block dampers. These dampers are essentially the same as the 80006/90006 but lighter by approximately two pounds. The lightweight dampers still use the same counterweights used in our regular dampers.
			80046	90046	6.40"	Again, this is our lightweight version for the late small block Ford. These dampers have all the same features found in our 80007/90007 dampers but are about two pounds lighter. They have three sets of timing marks to essentially match up to all small block Ford timing pointers.
		Polished Stainless Steel	82006	N/A	6.40"	This damper is a true work of art and is the finishing touch to any street rod or street custom vehicle with a fully detailed engine. It is a full polished all stainless steel damper which will never rust or corrode. Dimensionally the same as the 1963-'69 damper but will fit all engines using our spacers.
		Polished Stainless Steel	82007	N/A	6.40"	Use our 91007 spacer with this damper for a bolt-in to any 1986 or later 5.0L engine. This damper is made to the early (1963-'69) short length with both 3 and 4 bolt pulley patterns so is ideal for engine swaps where the longer 5.0L damper can cause interference issues.
			80008	90008	6.70"	These dampers feature the stock 3/16" keyway plus a 1/4" keyway 180° from the stock one. This allows the damper to fit certain aftermarket dual keyway crankshafts. Note that while these engines are classed as an externally balanced engine, the counterweight is a separate (Ford #M-6359-
Big Block Ford V8			80009	90009	7.50"	These dampers are dimensionally the same as the 427 high performance damper. It comes with the 427 single groove pulley which can be removed and replaced with your stock multi-groove pulleys. A universal timing pointer is supplied so you can replace your 7" FE damper with this 7.5" one.
			80011	90011	6.80"	These dampers are dimensionally the same as the stock 2V damper. When used on a 4V engine the accessories (alternator, A/C, etc) will rotate 3% slower than the stock 4V accessories. For most applications, this is not a significant difference. These dampers have a TDC notch on the back rim.
4.6L Ford V8 (2V, 3V, 4V)			80040	90040	7.60"	If you are racing your late model Mustang you need one of our 90040 dampers to meet SFI specs. Save over \$100 compared to other aftermarket dampers for this engine. Our 80040 is a great choice for your street Mustang especially if you have any modifications to the engine.
			80012	90012	7.25"	These dampers come with three bolt-in counterweights which, when the proper weight is used, allow this damper to fit all small block Chrysler engines. With no weights, it is a neutral balance damper. The dampers have 60 degrees of timing marks and engraved marks every 90 degrees.
Chrysler						

Powerforce™ & Powerforce+Plus™ Harmonic Dampers

	Damper Photos		Powerforce	Powerforce+Plus	Diameter	Description
	Powerforce	Powerforce+Plus	Part No.	Part No.		
Chrysler V8 and Viper V10			80013	90013 For all big block Chrysler V8's	7.25"	The big block dampers are supplied with two bolt-in counterweights which cover all big block applications. Use our spacer 81013 to fit late street or race 426 Hemi. Dampers will not fit early 331, 354, or 392 Hemis but will fit all other big block Chrysler engines. See "Damper Notes" for more specifics.
			80014	90014 5.7L Late Dodge & Chrysler Hemi	6.80"	The new Chrysler Hemis are now finding their way into many street rods and high performance street machines and we offer one of the most affordable dampers for these engines. Our models are dimensionally identical to the stock O.E. damper to avoid any clearance or fitment issues.
			80015	90015 6.1 Late Dodge & Chrysler Hemi	7.40"	The 6.1 Chrysler Hemi is becoming a popular high performance engine and needs a high performance harmonic damper to go with it. We offer some of the most affordable harmonic dampers for these engines. Our dampers are dimensionally the same as the stock damper to avoid clearance issues.
	Damper not available for this application			90017 90017 - 1992 & later Dodge Viper	6.95"	The 90017 Powerforce+Plus Damper fits all Viper V-10's from 1992 through 2010. This is the least expensive SFI-Spec damper available for these engines. It features 1045 steel construction and contains retaining lips and rings to provide a safety feature.
Pontiac			80020	90020 For 1961-'79 Pontiac V8s	6.90"	To fit these dampers to an early 1961-'68 engine will require the use of the 1969 or later timing chain cover, water pump, and related accessories. The necessary parts can be obtained from Year One. Some aftermarket Pontiac specialists also offer the late timing cover in aluminum.
Olds			80022	90022 For 330 through 455 Oldsmobile V8s	6.50"	These are externally balanced dampers with bolt in counterweights which can be removed for a neutral balance engine. This damper has both the stock Olds pulley bolt pattern as well as big block Chevy. TDC mark must be repositioned for 330's and damper fits only the late 400 and 425 only.
Jeep		Damper not available for this application	80100	N/A For 4.0L Jeeps	7.20"	This damper fits the popular 4.0L Jeep 6-cylinder engine. It matches the stock damper dimensionally but is made of tough nodular iron. This damper is an ideal choice for off-roaders who want the ultimate in damper reliability and strength. The elastomer is securely bonded to the hub and inertia ring.
AMC V8			80101	90101 For 304, 360, 401 AMC V8	6.80"	These dampers are set up for the later model 4-bolt accessory pulleys. The damper is supplied as a neutral balance damper with three bolt-in counterweights to suit either the 304, 360, or 401 AMC engine. Note that these will not fit the 360 Chrysler engine used in some later model AMC's.
Sport Compact Dampers for Honda, Acura and Nissan		Damper not available for this application	80051	N/A Honda B-16	6.00"	This damper is a direct replacement for the stock Honda damper. The Professional Products Powerforce Harmonic Damper is made of tough nodular iron rather than gray iron, a 30% increase in strength. These dampers are now available with an engraved TDC mark.
		Damper not available for this application	80052	N/A For Acura GSR 1994-'01 Integra	5.60"	This damper is a direct replacement for the stock Acura GSR damper. The Professional Products Powerforce Harmonic Damper is made of tough nodular iron rather than gray iron, a 30% increase in strength. These dampers are now available with an engraved TDC mark.
		Damper not available for this application	80053	N/A For Acura Type R 1997-'01 Integra	5.40"	This damper is a direct replacement for the stock Acura Type R damper. The Professional Products Powerforce Harmonic Damper is made of tough nodular iron rather than gray iron, a 30% increase in strength. These dampers are now available with an engraved TDC mark.
	Damper not available for this application		N/A	90050 For Honda B-16, Acura GSR and Acura Type R	5.00"	Many Honda and Acura racers use the JDM single accessory pulley on their engines. However, that product is not a damper. Our model is a true damper and is dimensionally identical to the JDM pulley. To preserve the life of your crankshaft, a harmonic damper should be used on any race engine.
			80055	90055 For Nissan L-Series 1970-'83	5.12"	These dampers are dimensionally identical to the O.E. 1970-'78 Nissan damper. Will also fit 1979-'83 engines requiring only one v-belt pulley. This damper is similar to the popular but now discontinued "Euro" damper from the Nissan Competition Division.

Professional Products Harmonic Damper Notes

What is a neutral balance damper? An externally balanced damper? An internally balanced damper?

- Some engines are designed that they cannot get enough weight on the counterweights on the crank to bring the engine into balance. Engine designers added counterweights onto the damper and the flexplate or flywheel. This type of damper is called an externally balanced damper. That's because some of the counterweight for the crank is external to the engine since it is on the damper. Without counterweights on the damper or flywheel they are called internally balanced or neutral balanced. These two terms are interchangeable. Engine builders can convert an externally balanced engine to internally balanced by adding an extremely heavy material called mallory metal to the counterweights of the crank. When this is done, a neutral balance damper must be used on what was previously an externally balanced engine. With our bolt-in counterweights, any of our externally balanced dampers can quickly and easily be converted to neutral balance by simply removing the weight. This is a very valuable feature and provides for great flexibility in engine building.

Small block Chevy - These engines have used three different timing pointer locations. Pre '69 engines have the TDC mark 2° to the left of the keyway centerline. The '69 to '85 dampers have the TDC mark 10° to the left of the keyway centerline. The 1986 to 1991/1992 have the TDC mark 40° to the left of the timing mark. All of our SB Chevy dampers, as well as all other aftermarket dampers, use the 10° TDC position. Our 6.75" diameter models have two TDC marks, one that is 10° and one that is 40° to the left of the timing mark. If you have a pre '69 vehicle you can use one of the aftermarket bolt-on timing pointers to align correctly with the timing marks on our dampers.

Small & Big Block Chevy - Both of these styles of engines utilize both internal and external balance dampers. All of our external dampers have bolt-in counterweights. Other than that, the dampers are identical for each style engine. So it is possible to have an internally balanced damper and convert it to external simply by adding one of our optional counterweights. Some big blocks may require an aftermarket timing pointer to align with the TDC mark on all our dampers.

Small Block Ford - Small block Ford (260/289/302/351/5.0L) dampers were made in five different lengths, two different accessory bolt patterns, and with two different external counterweights. They also had at least three different timing pointer locations. We make two models; the 80006/90006 has the 28.4 oz. in. counterweight and the 80007/90007 has the 50 oz. in. counterweight. Both of these dampers are made to the early style shortest length. This will allow users to install '82 & later 5.0L engines (w/50 oz. in. dampers) in early Mustangs or street rods and have more clearance in the front than if they had the stock longer damper. Our dampers also have both 3 and 4-bolt pulley patterns so either early or late pulleys can be used. For later applications with longer dampers, we offer a series of three inexpensive aluminum spacers (see page 42) that accommodate these various applications. Because some of the early three bolt accessory pulleys piloted on a male boss and some piloted into a female bore, we also provide (with every damper) a special pilot adapter to accommodate either style. Both our Ford small block dampers have three sets of timing marks on them to accommodate the various timing pointer locations Ford used. To the best of our knowledge, between our two dampers and three spacers, we can fit nearly every SB Ford engine ever made. Will not fit 1970-'77 Mercuriser.

How to Determine Which Ford Spacer To Use - Measure the overall length of your damper from the end of the snout to the front pulley face. If it is 3" long, no spacers are required. If it is 3.187" long, you can modify spacer #81006 to work. (See instructions that come with the damper) If it is 3.375" long, use spacer #81006. If it's 3.875" long, use spacer #81008. If it's 4.0" long, use spacer #81007. For additional information, see chart on page 42.

Pontiac V8 - Our Pontiac dampers can be used on 1961 through 1979 V8 engines. However, in order to fit 1961 through 1968 you must use a '69 or later front timing cover, water pump, and related accessories. This damper has the stock accessory pulley bolt holes as well as a big block Chevy bolt pattern.

Small Block Chrysler - We provide one damper model that can be used without a counterweight for internally balanced engines. Or use one of three supplied counterweights for other engines. The 80012 and 90012 Dampers will fit the following applications:

- a. All internally balanced 318 V8 standard and Magnum, all internally balanced 273 and 340 engines w/forged cranks. No counterweight is used with any of the above applications.
- b. 340 externally balanced 1972-'73 engines w/cast crank. Use supplied 91014 counterweight.
- c. 360 externally balanced 1993-'97 engines w/cast crank. Use supplied 91013 counterweight. Will not work with '93-'97 5.9L Magnum engine.
- d. 360 externally balanced 1971-'92 engines w/cast crank. Use supplied 91012 counterweight.

Big Block Chrysler - Our one part number (80013/90013) damper fits all 351, 361, 383, 400, 413, 426, and 440 engines including Street and Race 426 Hemi models. Will not fit early 331/354/392 Hemi. These dampers are neutral balanced and also include two counterweights to fit externally balanced models. Damper includes two extra TDC marks to suit the Street and Race models of 426 Hemi. Our 81013 Hemi Spacer is required to ensure proper pulley alignment. To our knowledge, this damper should fit all big block Chrysler engines.

Big Block FE Ford - Our damper is identical in fit and function to the original big block high performance 427 FE Ford damper. It is supplied with a matching bolt-on single v-groove accessory pulley which may or may not be required in all applications. This pulley can be removed and using a supplied adapter you can bolt on any multiple groove FE pulley. This damper is classed as an internally balanced damper although the 428 FE is externally balanced. On that engine all of the external weight is on the flexplate or flywheel. The damper is still a neutral balance damper and has no weight attached to it. All other FE engines (except 428) are internally balanced. Our FE Ford dampers are supplied with a universal timing pointer that will fit any FE engine. This pointer is required because our supplied damper is larger in diameter (same as 427) than some FE dampers and the stock pointer will not work on engines that came stock with the smaller diameter damper.

Big Block 429-460 Ford - This damper utilizes a separate counterweight that is a spacer that goes over the crank and behind the damper. These weights are available from your Ford dealer (#M-6359-D460) and must be used unless the engine assembly has been converted to an internally balanced engine by incorporating heavy metal in the crankshaft. These engines have used different timing pointer locations. Looking at the front, most of these engines have a timing pointer in the "10 o'clock" position. Using the 1/4" keyway in our damper correctly positions the damper on a production crank (or aftermarket crank machined to stock specs) so a "10 o'clock" pointer lines up with the damper TDC mark. Use the 3/16" keyway with Ford Racing cranks #M63030-A600 and B600 to again align a "10 o'clock" pointer to the damper's TDC mark.

AMC - We supply a damper and three counterweights with each of our two AMC part numbers. The basic damper is neutral balance and can be used "as is" for neutral balance engines. One supplied counterweight is for the 304 engine, one for the 360, and one for the 401. These are all four bolt pulley style dampers. Note that AMC made a 343 and a 390 engine. These dampers used a three bolt pulley. If you have a 390 and convert to four bolt pulleys, you can use this damper. Compare your 390 damper to the instruction illustrations to determine which weight to use for your 390.

Powerforce™ & Powerforce+Plus™ Harmonic Dampers

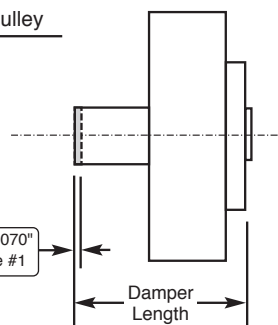
Small Block Ford Harmonic Damper Spacer Selection Chart

Engine Type	Damper Length	Model Year	Use Spacer	3- or 4-Bolt Pulley
289/302/351W	3.050"	1963-'69	No Spacer Req'd	3-Bolt
351W/351C/400M ^{1,2}	3.400"	1969-'80	#81006 (.350")	4-Bolt
351 HO (351W) ³	3.875"	1991 & later	#81008 (.875")	4-bolt
351W/302 ³	3.875"	1980 & later	#81008 (.875")	4-bolt
302/5.0L	3.950"	1970-'96	#81007 (.950")	4-bolt
351W	3.950"	1980-'96	#81007 (.950") or #81009 Steel for blown engines.	4-bolt

NOTES:

1. Remove .070" off of rear of damper if Ford .917" Crank Sprocket is used. See drawing at right.
2. A 3.187 damper length may have been used on some the listed applications. This requires spacer modification. See modifications shown in instructions that come with the damper. Or download Damper Instruction booklet from our web site: www.professional-products.com.
3. The 3.875" long dampers are used on engines equipped with Ford Racing .917" Crank Sprocket.

Remove .070"
See Note #1



Our SB Ford Dampers are all made to the 1963-'69 length. This allows the use of both early and late style dampers in early chassis. You can use our late 5.0 damper with early three bolt pulleys and accessories. All of our SB Ford dampers also have both the three and four bolt pulley patterns. They also have three sets of timing marks to suit all SB engines. If your stock damper is longer than three inches, we make up the difference with

a series of spacers. To determine which spacer you need, measure the length of your damper (see drawing above) and refer to the chart to see which spacer you need. Our standard spacers are made of aluminum and are very inexpensive. If you have a 5.0L engine running a belt driven blower, we recommend that you use our 81009 Steel Spacer instead of the 81007 aluminum one. See below.

Harmonic Damper Accessories and Service Parts

Ford Pulley Spacers



Steel Damper Spacer for Blown 5.0L Fords

Utilize this spacer instead of the standard 81007 aluminum spacer on a 5.0L Ford engine with a belt driven supercharger

81009 Steel Spacer



*Use the 81007 spacer on all 1986 and later 5.0L engines.

About Our Bolt-In Counterweights

Bolt-in counterweights are a major plus feature in all of our externally balanced dampers. For example, if you purchased one of our externally balanced dampers and then during your engine build procedure, you decide you want to switch to a neutral balance assembly, you don't need to buy a new damper. You simply unbolt the counterweight and you



are good to go. Some of our competitors who lack this feature have made claims in some of their literature that bolt-in counterweights are a bad thing because they can "come loose" or "fall out" and "do serious damage." We have sold thousands and thousands of dampers with bolt-in counterweights and we have never heard of one single instance where a counterweight has come loose or fallen out. It just doesn't happen. So if you have any concerns about this, you can forget about them.

Additionally, professional balance shops really like this feature because if they need to modify the counterbalance weight for any reason, it is much easier to do this with a removeable counterweight than to try to remove weight from the damper itself. We also offer all of our counterweights separately because, as one example, some customers might want to switch between a 28 ounce inch weight and a 50 ounce inch weight on a small block Ford.

Timing Pointer for FE Ford

This universal Timing Pointer will fit all FE Ford engines. This pointer is intended to be used with the larger diameter 7.5" dampers such as the Professional Products models or the 427 FE high performance model. This pointer is included with all of our FE dampers and fits both styles of timing covers.

92009

FE Ford Universal Timing Pointer

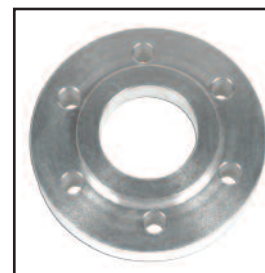


Hemi Spacer

Use this Spacer with our 80013 or 90013 damper in order to fit to the late style 426 Street or Race Hemi engine. This spacer will ensure proper accessory belt alignment.

81013

Hemi Spacer

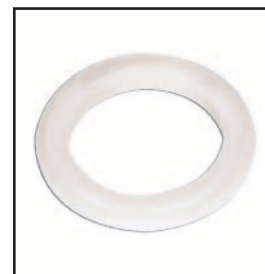


Ford Pilot Spacer

This Pilot Spacer is supplied with all of our small block Ford dampers. It is a piloting device to center any of the spacers that we offer. It also is used for centering certain 3-bolt accessory pulleys.

91011

Ford Damper Adapter

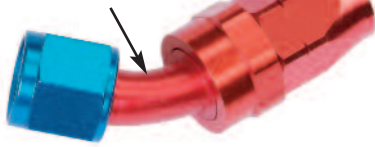


POWERFLOW™ Hose, Hose Ends & Fittings

Over the years Professional Products made a number of specialized fittings to complement our line of products. As we expanded more and more into fuel delivery components we found that we were producing a wide range of fittings, hose ends, and hose. So this led to the development of a complete range of hose ends, adapter fittings, and both stainless braided AN hose and black nylon AN hose. We had the opportunity to look at what everyone else was doing and select the best features and in some cases improve on them. As a result, we feel that our line of plumbing products is as up-to-date as

possible. We utilize one-piece construction on our 45° and 90° hose ends which eliminates potential areas for cracks and leakage. Unlike our competitors who use the same extrusion or forging for multiple fittings, we use a separate forging or extrusion for each and every fitting. While this increases the upfront cost for tooling, it does reduce the manufacturing costs because less machining is required. As a result, the Professional Products Powerflow line of hose, hose ends, and adapter fittings is one of the lowest cost, yet highest quality, of any similar line of products available today.

The bent tube portion of our 45° and 90° hose ends is a one-piece design unlike most of our competitors who braze the tube to two other pieces of the assembly, creating areas that are subject to cracking and leaking.



All 45° and 90° Hose Ends are full swivel design.

Powerflow™ Hose



Our Powerflow hose is a premium hose that is the equal of any stainless braided hose currently available anywhere.

Powerbraid™ Hose



This is an extremely high quality hose. It is an extruded rubber hose covered with tough nylon fiber braid.

POWERFLOW™ & POWERBRAID™ Hose


Hose Type	Size	3'	6'	15'	25'	50'	100'
POWERFLOW	-04	14000	14001	14002	14003	14004	14005
POWERBRAID	-04	14500	14501	14502	14503	14504	14505
POWERFLOW	-06	14010	14011	14012	14013	14014	14015
POWERBRAID	-06	14510	14511	14512	14513	14514	14515
POWERFLOW	-08	14020	14021	14022	14023	14024	14025
POWERBRAID	-08	14520	14521	14522	14523	14524	14525
POWERFLOW	-10	14030	14031	14032	14033	14034	14035
POWERBRAID	-10	14530	14531	14532	14533	14534	14535
POWERFLOW	-12	14040	14041	14042	14043	14044	14045
POWERBRAID	-12	14540	14541	14542	14543	14544	14545


POWERFLOW AND POWERBRAID Specifications


AN Size	Actual I.D.	Nominal I.D.	O.D.	Max. PSI S/S	Max. PSI Nylon	Typical Usage
-04AN	7/32"	1/4"	1/2"	1,000	350	Small oil & fuel lines, fuel gauges and vacuum lines
-06AN	11/32"	3/8"	9/16"	1,000	350	Carburetor, fuel and oil lines
-08AN	7/16"	1/2"	5/8"	1,000	350	Fuel, oil and water lines
-10AN	9/16"	5/8"	25/32"	1,000	350	Fuel, oil, water and heater hose lines
-12AN	11/16"	3/4"	29/32"	1,000	350	Fuel, oil, water and heater hose lines

POWERFLOW™ Hose, Hose Ends, & Adapter Fittings

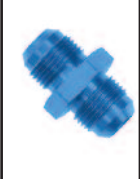
Powerflow Hose Ends

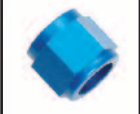
	AN Size	Red/Blue	Black	Polished
	-04	15000	16000	17000
	-06	15001	16001	17001
	-08	15002	16002	17002
	-10	15003	16003	17003
	-12	15004	16004	17004


	AN Size	Red/Blue	Black	Polished
	-04	15007	16007	17007
	-06	15008	16008	17008
	-08	15009	16009	17009
	-10	15010	16010	17010
	-12	15011	16011	17011

	AN Size	Red/Blue	Black	Polished
	-04	15014	16014	17014
	-06	15015	16015	17015
	-08	15016	16016	17016
	-10	15017	16017	17017
	-12	15018	16018	17018


Powerflow Adapter Fittings


	AN Size	Blue	Black	Polished	Qty.
	-03	15214	16214	17214	1
	-04	15215	16215	17215	1
	-06	15216	16216	17216	1
	-08	15217	16217	17217	1
	-10	15218	16218	17218	1
	-12	15219	16219	17219	1

	AN Size	Blue	Black	Polished	Qty.
	-03	15221	16221	17221	6
	-04	15222	16222	17222	6
	-06	15223	16223	17223	1
	-08	15224	16224	17224	1


	AN Size	Blue	Black	Polished	Qty.
	-03	15228	16228	17228	1
	-04	15229	16229	17229	1
	-06	15230	16230	17230	1
	-08	15231	16231	17231	1


Powerflow Adapter Fittings


	AN Size	Pipe	Blue	Black	Polished
	-03	1/8"	15235	16235	17235
	-04	1/8"	15236	16236	17236
	-04	1/4"	15237	16237	17237
	-06	1/8"	15238	16238	17238
	-06	1/4"	15239	16239	17239
	-06	3/8"	15240	16240	17240
	-06	1/2"	15241	16241	17241
	-08	1/4"	15242	16242	17242
	-08	3/8"	15243	16243	17243
	-08	1/2"	15244	16244	17244
	-10	1/2"	15245	16245	17245
	-12	3/4"	15247	16247	17247
	-12	1/2"	15248	16248	17248

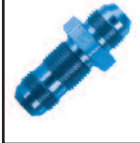
	AN Size	Pipe	Blue	Black	Polished
	-03	1/8"	15251	16251	17251
	-04	1/8"	15252	16252	17252
	-06	1/4"	15253	16253	17253
	-06	3/8"	15254	16254	17254
	-08	3/8"	15255	16255	17255
	-10	1/2"	15256	16256	17256
	-12	3/4"	15257	16257	17257


Powerflow Adapter Fittings


	AN Size	Pipe	Blue	Black	Polished
	-03	1/8"	15269	16269	17269
	-04	1/8"	15258	16258	17258
	-04	1/4"	15259	16259	17259
	-06	1/8"	15260	16260	17260
	-06	1/4"	15261	16261	17261


	AN Size	Pipe	Blue	Black	Polished
	-06	3/8"	15262	16262	17262
	-08	1/4"	15263	16263	17263
	-08	3/8"	15264	16264	17264
	-08	1/2"	15265	16265	17265
	-10	1/2"	15266	16266	17266
	-12	3/4"	15268	16268	17268


	AN Size	Blue	Black	Polished
	-03	15281	16281	17281
	-04	15282	16282	17282
	-06	15283	16283	17283
	-08	15284	16284	17284
	-10	15285	16285	17285
	-12	15285	16285	17285


	AN Size	Blue	Black	Polished
	-03	15287	16287	17287
	-04	15288	16288	17288
	-06	15289	16289	17289
	-08	15290	16290	17290
	-10	15291	16291	17291
	-12	15292	16292	17292


	AN Size	Blue	Black	Polished
	-03	15300	16300	17300
	-04	15301	16301	17301
	-06	15302	16302	17302
	-08	15303	16303	17303
	-10	15304	16304	17304

	AN Size	Blue	Black	Polished
	-03	15307	16307	17307
	-03	15307	16307	17307

	AN Size	Blue	Black	Polished
	-03	15314	16314	17314
	-04	15315	16315	17315
	-06	15316	16316	17316
	-08	15317	16317	17317
	-10	15318	16318	17318
	-12	15319	16319	17319

	AN Size	Blue	Black	Polished
	-03 to -04	15351	16351	17351
	-04 to -06	15352	16352	17352
	-06 to -08	15353	16353	17353
	-06 to -10	15354	16354	17354
	-08 to -10	15355	16355	17355
	-10 to -12	15356	16356	17356

	AN Size	Blue	Black	Polished
	-04	15371	16371	17371
	-06	15372	16372	17372
	-08	15373	16373	17373
	-10	15374	16374	17374
	-12	15375	16375	17375

	Pipe Size	Blue	Black	Polished
	1/8-NPT	15377	16377	17377
	1/4-NPT	15378	16378	17378
	3/8-NPT	15379	16379	17379
	1/2-NPT	15380	16380	17380
	3/4-NPT	15381	16381	17381

POWERFLOW™ Carburetor & Adapter Fittings

Powerflow Adapter Fittings

AN Size	Red/Blue	Black	Polished
-04	15486	16486	17486
-06	15487	16487	17487
-08	15488	16488	17488
-10	15489	16489	17489
-12	15490	16490	17490

AN Size	Steel
-06	15499

This fitting will work with Ford, Chrysler, and early Chevy fuel pumps with 1/2"-20 inverted flare threads. This fitting is zinc plated steel.

AN Size	Steel
-06	15500

Fits 1970 & later Chevy fuel pumps and Holley in-line fuel filters with 5/8-18 inverted flare threads. This fitting is zinc plated steel.

Powerflow Carburetor Fittings

AN Size	Red	Black	Polished	Qty.
-06	15501	16501	17501	2

This fitting is for Holley single feed 600-660 Series, Holley dual feed 4010-4011 Series, all Holley 2-bbl Series and all Demon with 9/16"-24 threads.

AN Size	Blue	Black	Polished	Qty.
-06	15502	16502	N/A	1

This fitting is for Carter AFB & Edelbrock Performer Series Carburetors with 5/8"-20 thread

AN Size	Red	Black	Polished	Qty.
-06	15505	16505	17505	2

This fitting is for Holley dual feed 750 through Dominator 1350 Series, Quadrajet (up to 1974) with 7/8"-20 threads.

AN Size	Red	Black	Polished	Qty.
-08	15506	16506	17506	2

This fitting is for Holley dual feed 750 through Dominator 1350 Series, and Quadrajet (up to 1974) with 7/8"-20 threads. 2" overall length.

AN Size	Red/Blue	Black	Polished	Qty.
-08	10410	N/A	N/A	2

This fitting is for Holley dual feed 750 through Dominator 1350 Series with 7/8"-20 threads. Overall length is 3.25".

AN Size	Red/Blue	Black	Polished	Qty.
-08	10412	N/A	N/A	2

This fitting is for Demon carburetor with 9/16"-24 inlet threads on carburetor. Overall length is 3.25".

AN Size	Red/Blue	Black	Polished
-06 to -06	15513	16513	17513
-08 to -08	15514	16514	17514

This fitting provides a 1/8-NPT port for a pressure gauge or other pressure takeoff. (1) to a pack.

AN Size	Red/Blue	Black	Polished
-06 to -06	15518	16518	17518
-08 to -08	15519	16519	17519

This fitting provides a 1/8-NPT port for a pressure gauge or other pressure takeoff. (1) to a pack.

Powerflow Specialty Fittings

Pipe Size	1/4" Hose	5/16" Hose	3/8" Hose	Qty.
3/8-NPT	10230	10231	10232	2
1/4-NPT	N/A	N/A	10244	1

The 1023X series of fittings are not suitable for high pressure applications such as fuel injection. Use for carbureted fuel lines only. The 10244 fitting is suitable for fuel injection and is intended for use with Professional Products EFI fuel filters and EFI fuel pumps which have 1/4-NPT ports.

Thread Size	Black	Qty.
9/16"-24	71280	1

This fitting can be used to plug unused fuel inlets on Powerjection III EFI Throttle Bodies or on any Demon and some Holley carburetors.

These fittings are the same as the 15XXX series but are packaged in pairs and intended for use with our fuel filters which require two fittings.

Pipe Size	AN Size	Blue	Qty.
3/8-NPT	-06AN	10233	2
3/8-NPT	-08AN	10234	2
1/2-NPT	-06AN	10240	2
1/2-NPT	-08AN	10241	2
1/2-NPT	-10AN	10242	2
1/2-NPT	-12AN	10243	2

These stainless fittings are used for connecting the late model factory "plug together" fuel inlet and fuel return lines to custom fuel systems.

Pipe Size	AN Size	S/S	Qty.
3/8-NPT	N/A	52180	1

Pipe Size	AN Size	S/S	Qty.
3/8-NPT	N/A	52181	1

Pipe Size	AN Size	S/S	Qty.
3/8-NPT	N/A	52183	1

Pipe Size	AN Size	S/S	Qty.
3/8-NPT	N/A	52184	1

Pipe Size	AN Size	S/S	Qty.
N/A	-06AN	52185	1

Pipe Size	AN Size	S/S	Qty.
3/8-NPT	N/A	54180	1

Pipe Size	AN Size	S/S	Qty.
3/8-NPT	N/A	54181	1

Pipe Size	AN Size	S/S	Qty.
3/8-NPT	N/A	54184	1

Pipe Size	AN Size	S/S	Qty.
1/4-NPT	N/A	54187	1

The above stainless fittings are supplied in a number of Professional Products Fuel Rail Kits and are particularly useful on applications with LSX or Ford Modular engines.

Stud Girdles and Miscellaneous Gauges

Professional Products Stud Girdles for SB Chevy

The Professional Products Stud Girdle Kit for small block Chevys is one of the most advanced kits in the industry yet is very competitively priced. Featuring precision die cast aluminum alignment bars with all other parts made of 4140 heat treated steel, this is a top quality kit, well suited for the professional engine builder as well as for the do-it-yourself enthusiast.

This Stud Girdle Kit is the lightest kit of this type (bars are 23% lighter) yet are 20% stiffer than kits with billet bars.

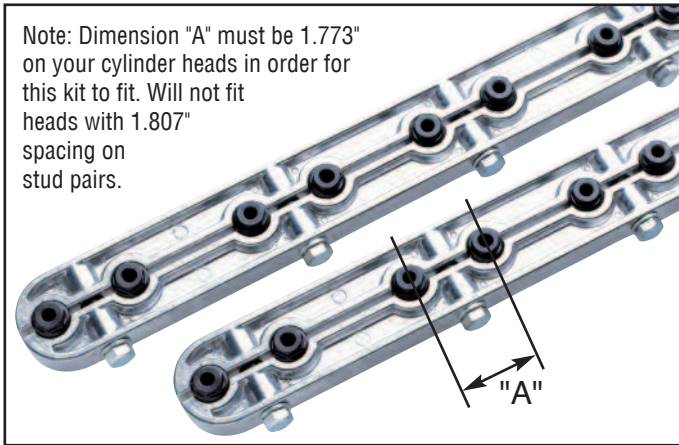
This kit will not fit factory Bowtie aluminum heads. It will fit factory cast iron heads, Brodix, World, AFR, Edelbrock and others. Chevy factory aluminum heads have a 1.807" spacing between stud pairs.

Stud Girdle Features

- 23% lighter & 20% stiffer than solid bars
- Includes 16 adjuster nuts w/.58" dia. nut seat
- Spring loaded for easier installation
- Extremely affordable

A Professional Products Stud Girdle Kit will keep your rocker arm studs in line. Without a girdle, the rocker studs can flex back and forth which robs horsepower due to inaccurate valve timing. Constant stud movement can also fatigue metal and cause premature

Note: Dimension "A" must be 1.773" on your cylinder heads in order for this kit to fit. Will not fit heads with 1.807" spacing on stud pairs.



Pt. No.	Application
12375	Professional Products 3/8" Stud Girdle Kit for SB Chevy V8
12437	Professional Products 7/16" Stud Girdle Kit for SB Chevy V8
12381	Replacement Adjuster Nut for 3/8"-24 Studs
12382	Replacement Adjuster Nut for 7/16"-20 Studs

failure of the studs. Our Stud Girdle Kit firmly clamps the studs together eliminating any movement. A .580" diameter seat sits on the rocker ball for better retention. Internal set screws provide secure locking. Use of this kit requires taller valve covers than stock.

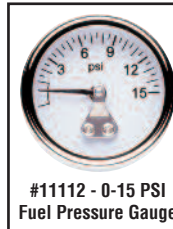
Professional Products High Performance Gauges



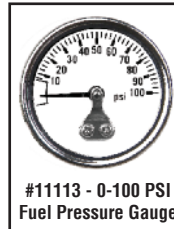
#11108 Compression Tester



#11100 Tire Gauge w/hose



#11112 - 0-15 PSI Fuel Pressure Gauge



#11113 - 0-100 PSI Fuel Pressure Gauge

Professional Products Fuel Pressure Gauges feature a 1/8-NPT male pipe nipple on the back, a 1-1/2" diameter face and a chrome bezel. Not liquid filled. Not for use inside the passenger compartment unless a fuel pressure isolator is installed.



#11101 Tire Gauge w/hard plastic case



- Automatic shutoff
- Battery included
- Reads in .5 lbs.
- 0-100 PSI

#11110 Digital Gauge

Racing Tire Pressure Gauges

- 11100 0-15 PSI Tire Gauge with 13mm hose and rubber protector
- 11103 0-60 PSI Tire Gauge with 13mm hose and rubber protector

Street Tire Pressure Gauges

- 11101 0-60 PSI Tire Gauge w/45° end and hard plastic case
- 11102 0-60 PSI Tire Gauge w/9" long hose and hard plastic case
- 11110 0-100 PSI Digital Tire Gauge (reads in 1/2-lb. increments)

Fuel Pressure Gauges

- 11112 0-15 PSI Fuel Pressure Gauge for use on carbureted vehicles
- 11113 0-100 PSI Fuel Pressure Gauge for use on injected vehicles

Compression Tester

- 11108 0-300 PSI Compression Tester - Fits both 14mm and 18mm spark plug holes with dual thread fitting on hose. Includes rubber protector sleeve.

Attention Performance Retailers and Speed Shops



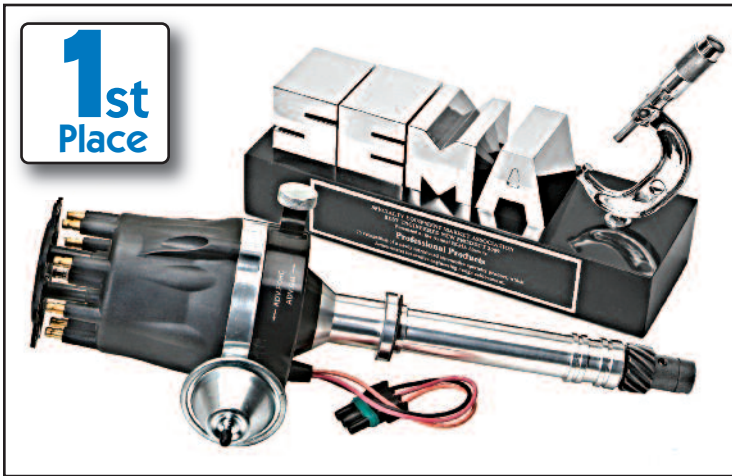
Professional Products Fuel Filter and Related Fittings Plan-O-Gram

This Plan-O-Gram is an attractive eye-catching display of several of our best selling fuel filters. It is designed with a sturdy wire frame to stand on a counter or hang on a wall. These are great looking filters and will sell themselves once they are out in front of your customer's eyes. Their extremely competitive prices don't hurt either. Since nearly every one of these filters requires an inlet and outlet fitting, we also include a range of the most popular necessary fittings packaged two to a clamshell for convenience. And best of all, to get you started on our filter program, these Plan-O-Grams are available from your local warehouse distributor at a huge discount compared to what you would pay buying these parts individually.

Call your performance warehouse distributor now and ask for:

Professional Products #10501 Fuel Filter Plan-O-Gram

Awards of Excellence for Professional Products



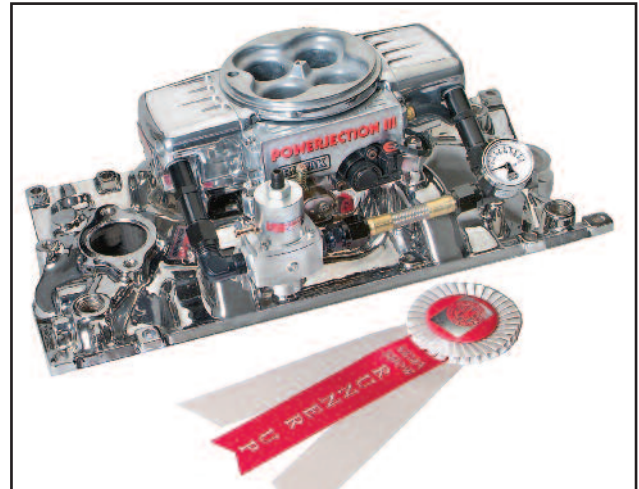
The Professional Products Powerfire Ignition System won the overall award for Best Engineered New Product from a field of 500 nominees at the 2008-2009 SEMA Show. This is one of the most coveted and prestigious awards presented at the SEMA Show each year.



The Professional Products EFI Snorkle Assembly won one of two runner-up awards presented for Best New Street Performance Product at the 2008-2009 SEMA Show in Las Vegas, Nevada.



The Professional Products Powerjection I won one of two runner-up awards presented for Best New Street Performance Product at the 2007-2008 SEMA Show.



The Professional Products Powerjection III won one of two runner-up awards presented for Best New Street Performance Product at the 2008-2009 SEMA Show.

Striving for Excellence in Design and Manufacturing

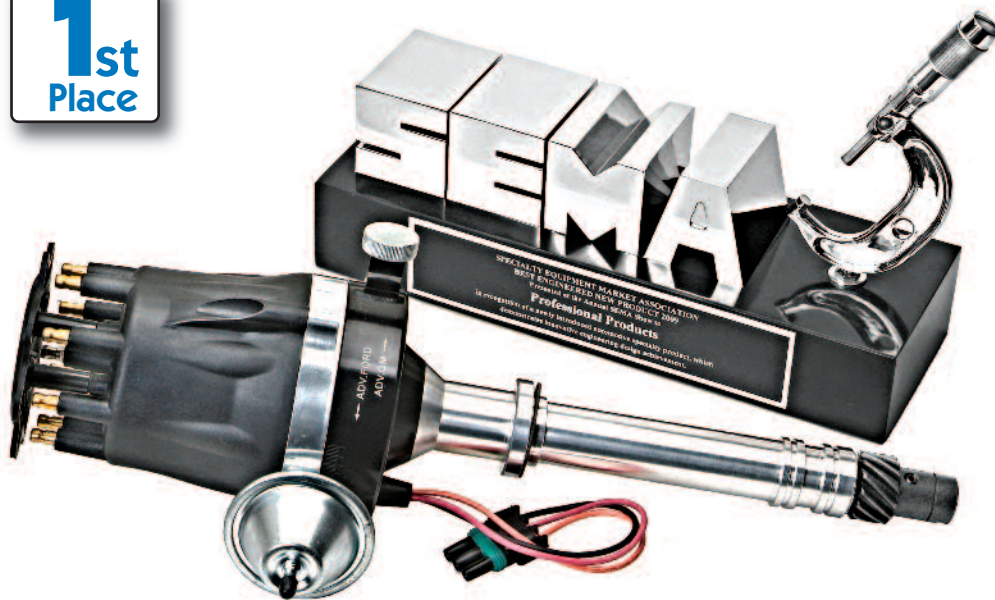
Professional Products is rapidly gaining recognition as a leading innovator of new and exciting products. We have a number of additional new products currently in development primarily in the fuel injection area and in the ignition field.

The Awards shown above were selected by a panel of judges made up of personnel from warehouse distributors and retailers. The companies that these judges came from ranged from some of the very largest to some of the more modest sized businesses. But these are the people who are in direct contact with the end consumers and have a great feel for what the market is looking for in innovative and exciting new products. Not every award winning product goes on to have a significant impact in the marketplace. But judging by the response we have received for our award winning products to date, we are confident that we have fulfilled the judges and the marketplace's expectations for engineering, designing, and manufacturing products that are innovative, exciting, and are something that consumers want to buy.



Other awards presented to Professional Products at the 2008-2009 SEMA Show were two Global Media Awards as selected by a panel of over 30 editors of international magazines. The Powerfire Ignition and the Powerjection III were both honored with a Global Media Award.

1st
Place



Best Engineered New Product • SEMA 2008/2009

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