

# AEROMOTIVE™

VOLUME 22



S e r i o u s   F u e l   S y s t e m s

816.333.7300 [www.aeromotiveinc.com](http://www.aeromotiveinc.com)

# The Aeromotive Systems Approach

All parts working together to deliver seamless system performance—day in, day out, on the street, at the track, or in the water. That's the Aeromotive philosophy. We apply this philosophy to every product we design, engineer, manufacture, assemble, test, package, and deliver. It's the only way to give you the maximum performance and durability you demand.

We continuously raise the bar for top quality standards and performance.

Build your system with products that deliver the performance you've come to expect from us. Build your system with Aeromotive.

## EFI System Diagram

30–90 PSI. Supports up to 700 HP for forced air induction and up to 1000 HP for naturally aspirated engines.



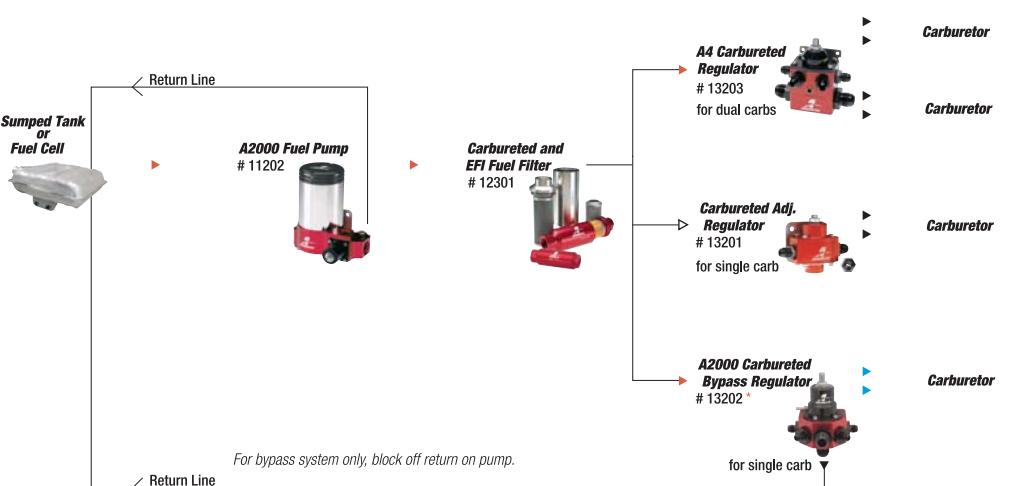
## Carbureted System Diagram Using A1000 Fuel Pump

5–12 PSI. Street, strip or marine use that requires **continuous duty durability**. Perfect for blown or turbo charged applications. Supports up to 1200 horsepower.



## Carbureted System Diagram Using A2000 Fuel Pump (for racing only)

Supports up to 2000 Horsepower .



\* Perfect for blown or turbo charged applications that require a boost sensitive regulator

### Pro-Series System Diagram

Supports up to 1250 HP for blown or turbocharged applications, and up to 1800 HP for naturally aspirated systems.

Arrows represent fuel lines and flow, all fittings require O-Rings.



### Eliminator System Diagram

Supports up to 900 HP for blown or turbocharged applications, and up to 1200 HP for naturally aspirated systems.

Arrows represent fuel lines and flow, all fittings require O-Rings.



### Street Rod, Stock, Superstock, or Bracket Car System Diagram

(with or without a bypass) For powerplants making 200 to 750 HP

Arrows represent fuel lines and flow, all fittings require O-Rings.



### 5.0 Dynamic Fuel System Kit Diagrams

#### Back Half Kit P/N 17103

Perfect if you already have billet rails and/or an adjustable fuel pressure regulator .

Arrows represent fuel lines and flow, all fittings require O-Rings.



#### Street Performer Kit P/N 17104

Great for applications from 300 to 550 HP at pressures up to 70 PSI.

► = one -6 line      ▶ = one -8 line      ▷ = one -10 line



#### Competition Kit P/N 17105 (all braided lines included)

Good for applications from 400 to 1,000 HP for naturally aspirated systems at 45 PSI, and 400 to 700 HP for forced air or nitrous applications.



#### Eliminator Kit P/N 17106 (all braided lines included)

For 900 HP EFI applications at 70 PSI and up to 1200 HP for naturally aspirated systems.



# Fuel Pumps

## In-Line

With their unique combination of ultra-high performance, durability, and reliability, Aeromotive's in-line pumps leave the competition behind.

All Aeromotive fuel pumps are designed to meet the high-performance demands of your application with durability and reliability. Whether you're running 2000 HP or 200 HP, carbureted or fuel injected, our pumps optimize flow and line pressure. Our innovative designs take advantage of high-tech composite technology—the same materials used in high-performance aircraft. And all components are beautifully finished.

The design of Aeromotive's in-line fuel pumps eliminates potential fuel leaks often associated with the competition's conventional "T" configuration pumps, while also cooling and lubricating the pump for enhanced durability. Our innovative body design uses integrated cooling fins to deliver maximum cooling and integral mounting feet for no-hassle installation.

- Every pump is tested for pressure, flow, and current draw to ensure top performance at the track, on the street, or in the water.

- Our innovative pumping mechanism uses stainless steel rollers and 6061-T651 aircraft-grade aluminum alloy plates coated with protective finishes per Military Specification MIL-A-8625 type III hardcoat.

- Flow-through design keeps the pump running cool and maximizes the life of the pump.

- Pump body and end-caps machined from 6061-T651 aircraft grade aluminum.

- Type II bright dip anodized finishes protect and beautify ports and end-caps.

- Pumps are certified to ISO 8846, SAE J1171, and United States Coast Guard USCG Requirements for Ignition Protection & Fire Resistance.

## FOR SERIOUS RACERS

### Pro-Series Fuel Pump P/N 11102

For high horsepower EFI engines running more than 1000 HP, and:

- up to 1250 HP—forced air induction
- up to 1800 HP—EFI, naturally aspirated

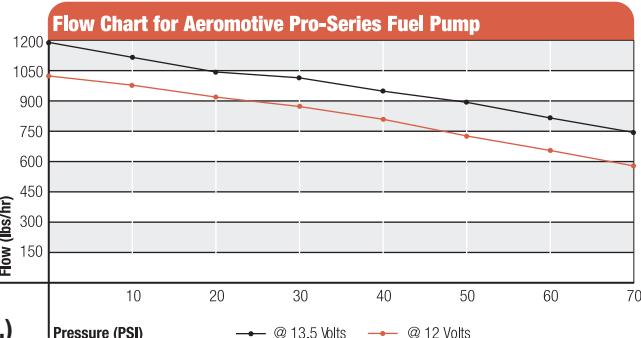
When you get serious, this is the pump you need. A state-of-the-art patent-pending "dual chamber" pump design, coupled with our famous proprietary aerospace composite technology, provides you with performance unsurpassed by our competition. This performance pump simply doesn't wear out.

- Flows more than 900 lbs. per hour @ 13.5 Volts and 45 PSI.
- Features—12 AN ports.
- Body is beautifully plated with an indestructible electroless nickel process.
- Comes complete with two —12 AN tapered flare fittings and O-rings.

**Designed for racing, this performance pump simply does not wear out.**

(Limited street duty with Billet Fuel Pump Controller P/N 16302.)

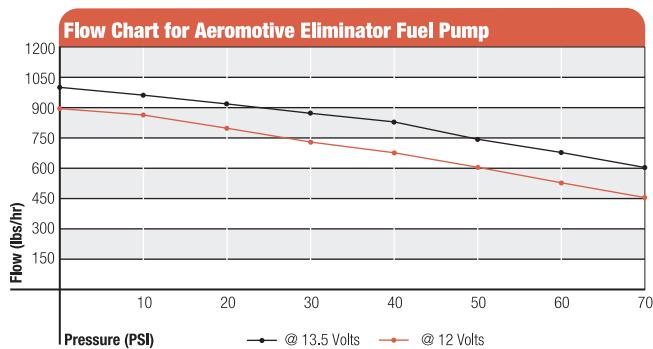
## Pro-Series



# Eliminator



Fittings Sold Separately



Eliminator Fuel Pump P/N 11104

For high horsepower EFI applications making up to:

- 900 HP—forced air induction
- 1200 HP—EFI naturally aspirated

If you need a bit more fuel flow than the A1000 can give you, choose the Eliminator to provide more flow under boost conditions. Designed for forced air induction machines running on the street, at the track, or in the water, this pump gives you the unequalled durability of the A1000 pump with about 35% more flow at pressure. Proprietary aerospace composite technology is built into the patent-pending “dual chamber” pumping mechanism.

- Pump flow exceeds 650 lbs. per hour @ 13.5 Volts and 45 PSI.
- Inlet port is –12 AN, outlet port is –10 AN.
- A type II bright dip anodized coating provides a protective, beautiful high luster finish for the pump body and end-caps.

**The ultimate continuous duty street warrior. Supports more HP in a true street car than any other pump built. Billet Pump Controller (P/N 16302) recommended to keep fuel cool on long trips.**

# A1000



A1000 Fuel Pump P/N 11101

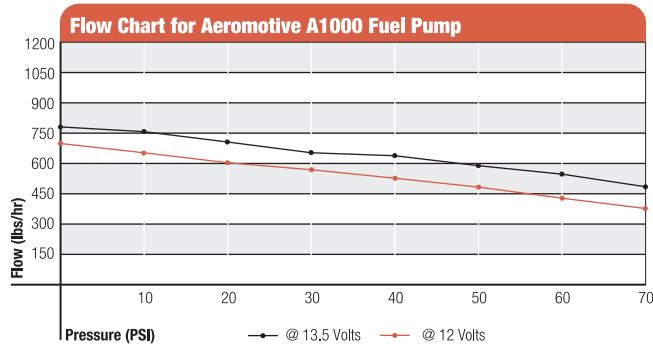
For carbureted powerplants making up to 1200 HP and fuel injected engines:

- up to 700 HP—forced air induction
- up to 1000 HP—naturally aspirated
- up to 1200 HP—carbureted systems

**at the track, on the street, and in the water.**

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

- Flows at 500 lbs. per hour @ 12 Volts and 45 PSI.
- Features –10 AN inlet and outlet ports.
- A type II bright dip anodized coating protects and beautifies the pump body and end-caps.



# Fuel Pumps

## New Import Pump



Compact size facilitates easy mounting

## Tsunami Fuel Pump P/N 11103

**For fuel injected applications with base pressure settings between 30 and 65 PSI. Designed to fuel anything from 150 to 700 horsepower.**

Feed your beast with the new Tsunami Fuel Pump. Beautiful, durable and reliable, this new fuel pump will fuel the fire whether it's naturally aspirated, nitrous enhanced, blown or turbocharged.

- Combines ultra high-performance with durability and reliability.
- Latest Aerospace composite technology employed within the pumping mechanism.
- Durable pumping components that simply don't wear.
- Flows over 360 lbs. per hour @ 12 Volts and 45 psi.
- -8AN inlet and -6AN outlet ports.

## 700 HP EFI Fuel Pump P/N 11106

**For fuel injected applications with base pressure settings between 30 and 65 PSI. Designed to fuel anything from 150 to 700 horsepower.**

Feed your beast with the new 700 HP EFI Fuel Pump. Beautiful, durable and reliable, this new fuel pump will fuel the fire whether it's naturally aspirated, nitrous enhanced, blown or turbocharged.



Compact size facilitates easy mounting

- Combines ultra high-performance with durability and reliability.
- Durable pumping components that simply don't wear.
- Flows over 360 lbs. per hour @ 12 Volts and 45 psi.
- -8AN inlet and -6AN outlet ports.
- Pumping mechanism features our proprietary composite material, 304 stainless steel rollers, and 6061-T651 aircraft-grade aluminum alloy plates. Plates are coated with protective finishes per Military Specification MIL-A-8625 type III Hardcoat anodize. The body and end-caps of the pump also utilize 6061-T651 aircraft grade aluminum and are protected and beautifully finished with a type II bright dip anodize.

## New Belt Driven Pump



Compact size facilitates easy mounting

## Aeromotive Billet Belt Drive Pump P/N 11105

**For high horsepower EFI, mechanical fuel injection, carbureted (blown, turbocharged or nitrous) powerplants running any fuel.**

The pump will support from 350 to over 2500 horsepower, flowing more than 2700 lbs. per hour @ 100 PSI. This pump was designed for the Serious Enthusiast...

- Able to produce anywhere from 2 to 200 PSI.
- Supports 6 second drag cars whether they are: Fuel Injected (Electronic or Mechanical) Carbureted, Blown, Turborcharged or Nitrous assisted.
- The last pump you will need, whether you are running gas or alcohol.
- Billet CNC Machined body... "not cast"
- -10 AN inlet and outlet ports.

**Does not include Bracket and Cog Pulley** (see P/N 17140 for those options)



## Carbureted T-Style

Carbureted "T" pumps from Aeromotive use our innovative seal design to eliminate leaks associated with traditional "T" configuration pumps. These pumps optimize flow and line pressure for any carbureted application, from 200 to 2000 HP. Like every Aeromotive product, they're crafted to deliver exceptionally high performance plus durability and reliability. High performance pumps engineered for serious enthusiasts:

- Pumping mechanism is crafted of the latest aerospace composite materials.
- Body and electric motor heat sink cover are CNC-machined of 6061-T651 aircraft grade aluminum, protected with type II red and black anodized finishes.
- CNC-machined chrome-plated motor housing provides performance, corrosion protection, and good looks.
- Electric motor is engineered for low current draw, durability, and aesthetics.
- Tested for pressure, flow, and current draw to ensure performance.

## Street Rods // Muscle Cars // Bracket Cars

Street Rod Fuel Pump P/N 11203

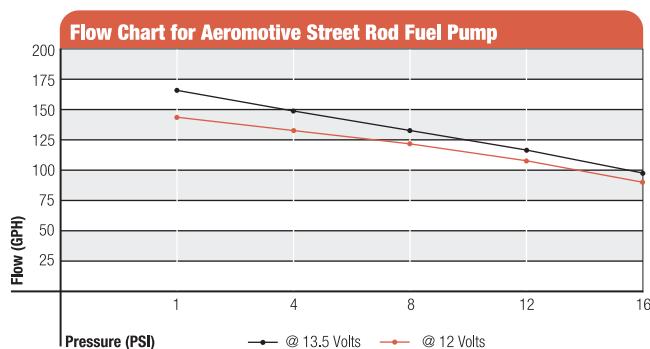


### For carbureted power plants making 200–750 HP.

Ideal for your daily driver, street rod, boat or demanding E.T.-bracket race car.

On the street, at the track, or in the water, you expect durability and reliability along with consistent, high performance. The Street Rod Pump delivers the right mix of high fuel flow at optimal line pressure. This pump is designed to be used with either our Bypass Regulator (P/N 13301) or one of our Carbureted Adjustable Regulator (P/N's 13201 or 13205).

- Fuel flow exceeds 900 lbs. per hour @ 13.5 Volts — more than 150 gallons per hour.
- Pump provides 18-20 PSI fuel pressure—perfect for high-G leaving cars.
- Pumping mechanism features our proprietary composite rotor, stainless steel vanes, and precision ground, heat-treated steel plates.
- 3/8" NPT ports facilitate easy installation.
- Alcohol compatible.
- Ideal for dedicated nitrous fuel delivery.
- Low amperage draw.



# Fuel Pumps

## A2000



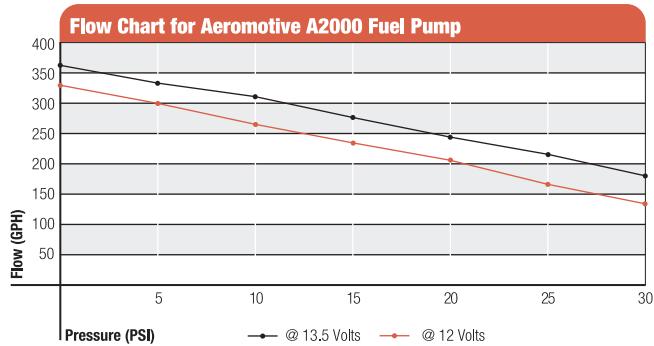
**A2000 Fuel Pump** P/N 11202

### For drag racing applications producing 500–2000 HP.

The industry's only fuel pump that uses a true diaphragm-controlled regulator integral to the pump. The A2000 dampens pressure spikes for smoother, more controlled flow and pressure—you'll get more consistent E.T.s and turn on more win lights.

- Delivers free flow rates of more than 350 gallons per hour.
- Flows enough fuel @ 20 PSI to support engines that surpass 2,000 HP.
- Uses convoluted diaphragm bypass to minimize line losses common with ineffective poppet designs.
- Features -10 AN inlet and outlet ports with a -8 AN return port.
- 1/8" NPT gauge port and mounting bracket ease installation.

- Two blind mounting holes in the pump body facilitate direct retrofits to replace our competitors' pumps.
- Employs a proprietary shaft seal design to eliminate leakage.
- Alcohol compatible.



**Car:** Bob Panella Jr. Pro Stock Truck

**Driver:** Bob Panella Jr. NHRA World Champ - 1999, 2000, 2001

**Aeromotive Parts:** A2000 Pump

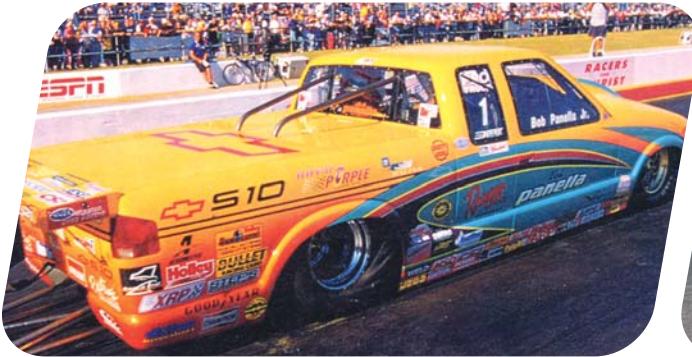


photo: NHRA Photographic

**Car:** Super Gas Dodge Truck

**Driver:** Super Comp and Super Gas legend, Sheldon Gecker

**Aeromotive Parts:** A2000 Pump, A4 Carbureted Regulator



photo: NHRA Photographic

# Regulators

## Fuel Injected, Adjustable

Aeromotive regulators beat the competition with the best of all worlds: Outstanding, consistent performance from equipment that's built to last.

Aeromotive delivers more flow than similar regulators due to a convoluted diaphragm that maximizes piston stroke without stressing the diaphragm. Every model uses a poppet designed specifically for that regulator, and we fabricate the diaphragms from a proprietary elastomer material. The standard vacuum boost port makes these regulators ideal for turbocharged and supercharged engines.

- Fully adjustable for your ideal base pressure. Fuel pressure rises on a 1:1 ratio when referencing boost.
- Stainless steel hardware, including custom designed spring and mounting bracket.
- Materials compatible with alcohol.
- Bodies and caps CNC-machined from 6061-T651 billet aluminum alloy.
- Type II bright dip anodized finishes (except as noted) provide good-looking corrosion protection.
- All vacuum/boost fittings are CNC-machined from stainless steel.

## Pro-Series



Pro-Series, Boost Reference EFI Regulator P/N 13110

**For high horsepower EFI applications—the only regulator that can deliver enough flow to support 2000 HP.**

If your application requires one or even two Aeromotive Pro-Series pumps, use the Pro-Series Boost Reference EFI Regulator, designed to be compatible with Aeromotive Billet Fuel Rails.

- Two CNC-machined stainless steel vacuum/boost fittings offer installation options:
  - To reference boost, attach the boost line to a traditional hose barb.
  - Use the -4 AN fitting to attach to a braided line when referencing a high boost number to prevent a blow-off.
- Adjustable base pressure from 30 to 60 PSI.
- Aeromotive's exclusive AN cutoff tapered flare fittings, O-rings, and port plugs are included.
- Extra ports available for pressure gauges and transducers.
- Virtually indestructible electroless nickel-plating finish on the body. Cap is a type II bright dip black anodized finish.
- 1/8" NPT port for mechanical pressure gauge.

**Car:** 3200 lb BDS blown DFI Chevy Nova street car

**Driver:** Larry Larson, owner of Larson Race Cars in KC (8.25 @ 167 mph on pump gas)

**Aeromotive Parts:** Pro Series Pump, Pro-Series Boost Reference

EFI Regulator, Pro-Series Filter



photo: Action Photography

# Regulators

## Fuel Injected, Adjustable



Fittings Sold Separately

### A1000-6 Injected Bypass Regulator P/N 13109

**For high horsepower import-style EFI applications with -6 AN fittings on inlets and outlet.**

The Aeromotive A1000-6 Injected Bypass Regulator was developed for high horsepower EFI applications. Compatible with the Aeromotive A1000 Fuel Pump, this regulator is a cousin to our widely-used A1000 Injected Bypass Regulator, delivering performance, long-life, and reliable operation.

- Base pressure regulator is adjustable from 30 to 70 PSI.
- Alcohol compatible.
- Provides two inlet ports and one return port.
- Fuel pressure will rise on a 1:1 ratio when referencing boost.
- 1/8" NPT gauge port.
- The clear anodized finish on the body completes a truly elegant design.

### A1000 Injected Bypass Regulator P/N 13101

**For 1000 HP applications that require flexibility.**

Intended for use with custom fuel rails, this true billet regulator was designed specifically for use with our A1000 Fuel Pump.

- Adjustable from 30 to 70 PSI.
- Two inlets and one return port—flexibility to use one or both.
- -10 AN inlet and -6 AN return high pressure ports.
- 1/8" NPT gauge port.
- Beautifully finished with type II bright dip red and black anodized coatings.



Fittings Sold Separately

### Injected Street Rod Regulator P/N 13105

**For applications producing up to 1,000 HP where space is at a premium.**

Designed to deliver enough flow to handle up to 1,000HP, this compact fuel injected regulator is ideal for systems that require one inlet.

- Adjustable from 30 to 70 PSI.
- Stainless steel -6 AN inlet and outlet male ports—eliminates the need to buy additional fittings and O-rings.
- Stainless steel seat and combination adjustment screw-vacuum/boost port.
- Bright zinc-plated steel bracket.



## EFI Rail Mount, Adjustable

Aeromotive's rail mount regulators directly replace OE regulators, and they are not re-worked equipment. Each regulator is specifically engineered and built from CNC-machined components for long life and top performance. They come ready for direct bolt-on installation.

- Designed to operate between 35 and 70 PSI. Fuel pressure increases on a 1:1 ratio with boost.
- No-hassle installation —comes complete with exact mounting hardware to replace an OE regulator.

- All vacuum/boost fittings are CNC-machined from stainless steel.
- Re-seating after shutdown prevents heat soak conditions.
- Features stainless steel hardware, including custom-designed stainless steel spring and mounting bracket.
- Type II bright dip red anodized finish provides corrosion protection and sleek beauty.



**GM LT-1 Regulators** P/N 13106,13107

### For use with GM powerplants—

- 13106 for '92-'96 Corvettes and '93 F-Body GM cars
- 13107 for '94-'97 F-Body GM cars and '94-'96 Impala SS

Aeromotive's GM LT-1 Regulators were developed with LT-1 specs in mind to help your car perform at its peak. In addition to the design elements common to all products in this line, these are true billet regulators designed specifically for LT-1 engines:

- Stainless steel spring custom-designed for precise fuel control on LT-1 engines.
- CNC-machined stainless steel seat and ports.
- Direct bolt-on installation.

**Ford Regulators** P/N 13102,13103

### For use with Ford powerplants –

- 13102 for '94-'97 Ford 5.0 and '96-'98 4.6 liter.
- 13103 for '86-'93 Ford 5.0

Aeromotive offers true billet regulators designed to meet the performance requirements of these Ford engines. Our Ford Regulators feature:

- Stainless steel spring custom-designed to provide the regulation required by Ford's 4.6 and 5.0 liter engines.
- 1/8" NPT gauge port.
- Installation kit includes O-ring and gaskets (if required).



# Regulators

## Carbureted, Adjustable

Aeromotive carbureted fuel pressure regulators are true billet regulators. Our convoluted diaphragm maximizes piston stroke and increases flow—without stressing the diaphragm. Every Aeromotive carbureted regulator incorporates a poppet design unique to that regulator, and we fabricate the diaphragms from our proprietary elastomer material. Precision engineering and manufacturing translate into tight fuel pressure control.

- Body and cap CNC-machined from 6061-T651 billet aluminum alloy.
- All vacuum/boost fittings are CNC-machined from stainless steel.
- Stainless steel hardware, including custom-designed springs to ensure long-life.
- Finished and protected using type II bright dip anodizing process.
- Fully compatible with gasoline or alcohol-burning engines.

**Bypass Regulator** P/N 13301

**For carbureted fuel systems in street, strip, or marine applications, with or without nitrous oxide, superchargers, or turbos.**

This Bypass Regulator was developed for optimum compatibility with Aeromotive's A1000 Fuel Pump and the Street Rod Fuel Pump. A cousin to Aeromotive's popular A1000 Carbureted Bypass Regulator, it lives up to our commitment of providing ultra-high performance in a durable, reliable product.



- Regulator's base pressure is adjustable from 3 to 20 PSI with the standard spring. Optional high pressure spring (included) increases the range from 20 to 65 PSI. Fuel pressure will rise on a 1:1 ratio when referencing boost.
- Designed for use with 3/8" NPT inlet and outlet fittings.
- Beautiful type II bright dip anodized finish.
- Comes complete with a mounting bracket.

**Carbureted Adjustable Regulator** P/N 13201, P/N 13205

**For regulation requirements between 5 and 12 PSI.**

The Carbureted Adjustable Regulator is designed specifically for carbureted street or racing engines—ideal for our Street Rod Fuel Pump and our A2000 Fuel Pump.



Fittings Sold Separately

- Regulator re-seats after the needle shuts down, preventing pressure creep.
- -6 AN female inlet & outlet ports on P/N 13201.
- 3/8 NPT inlet & outlet ports on P/N 13205.
- 1/8" NPT gauge port.
- Comes complete with a mounting bracket.



P/N 13205  
3/8 Pipe Thread Ports

## Carbureted, Adjustable



Fittings Sold Separately

**A2000 Carbureted Bypass Regulator** P/N 13202

**For pressure settings from 3 to 35 PSI—designed for use with Aeromotive's A2000 Drag Race fuel pump.**

The vacuum boost port on the A2000 Carbureted Bypass Regulator makes it ideal for turbocharged or supercharged engines. Fuel pressure will rise on a 1:1 ratio when referencing boost.

- Rock steady pressure control.
- Two stainless steel springs expand the pressure settings from 3 to 25 PSI.
- –10 AN inlet and return ports.
- Four –8 AN outlet ports—connect to a carburetor, nitrous and/or data acquisition system.

**A4 Carbureted Regulator** P/N 13203

**For applications that require precise pressure control and more consistent E.T.s. Used by many of the best “Super Class” racers in the country.**

This is the only four-port regulator on the market that uses a “soft seat design.” The innovative seat design prevents pressure creep at idle and when the car is on the throttle stop. This ensures precise pressure control, resulting in more consistent E.T.s. The A4 Carbureted Regulator was engineered for use with our A2000 Fuel Pump.

- Four –6 AN outlet ports.
- Two –10 inlet ports.
- 1/8" NPT gauge port.



Fittings Sold Separately

**A1000 Carbureted Bypass Regulator** P/N 13204

**For performance vehicles that see continuous duty on and off the track.**

This hard-working regulator was designed for street, marine, or strip driving, and it was developed specifically for flow control with our A1000 Fuel Pump.

- One –10 AN inlet and one –8 AN return port.
- Two –6 AN outlet ports for dual-feed carburetors.
- Stainless steel vacuum boost port—ideal for turbocharged or supercharged engines. Fuel pressure rises on a 1:1 ratio with boost.
- 1/8" NPT gauge port.



Fittings Sold Separately

# Bolt-On Systems



**Carbureted Fuel System**

## Ford, Chevy and Mopar “Bolt in” Fuel System Kits

These new fuel system kits give you everything you need to completely install a fuel system on your Street rod, muscle car or Pro-Street vehicle. These complete kits come with a brand new “BOLT-IN” Original Equipment fuel tank that has a baffled sump installed. The kit also includes a Street Rod Billet Fuel Pump, a billet fuel pressure regulator, two (2) billet fuel filters, braided lines, hose ends, fittings, wiring, relay and all additional hardware to install this kit on most popular muscle cars. If you already have a sumped tank or fuel cell you can buy the kit less the tank (See the universal kit P/Ns below). These kits will feed from 250 to 750 horsepower.

- Designed to provide the do it yourselfer with “ALL” the hardware necessary to properly install an Aeromotive fuel system on everything from a stock bodied muscle car to the most radical Pro-Street cruiser.
- Designed to improve performance, enhance durability of our pumps and provide trouble free installation.
- The baffled sump insures a head of fuel at the inlet of the pump, eliminating the possibility of cavitation and vapor lock while providing constant lubrication to the pump, even at start up.

## Available For All the Following Applications

G.M. "Bolt-On" Kits [Special Order ONLY..Please allow 4 - 6 weeks for delivery] (Includes Sumped Fuel Tank except where Noted)	
17101	93 LT-1 F-Body Fuel System "Bolt-In" Kit" (Includes 11101 Pump) (Does Not Include Tank)
17102	94-97 LT-1 F-Body Fuel System "Bolt-In" Kit" (Includes 11101 Pump) (Does Not Include Tank)
17111	55 - 57 Chevy Fuel System Kit (for a single carburetor)
17112	55 - 57 Chevy Fuel System Kit (for dual carburetors)
17205	67 - 68 Camaro Fuel System Kit (for a single Carburetor)
17206	69 Camaro Fuel System Kit (for a single Carburetor)
17207	64 - 67 Chevelle Fuel System Kit (for a single Carburetor)
17208	68 - 69 Chevelle Fuel System Kit (for a single Carburetor)
17209	70 Chevelle (without evaporation emission control, no vents) Fuel System Kit (for a single Carburetor)
17210	70 Chevelle (without evaporation emission control, 2 vents) Fuel System Kit (for a single Carburetor)
17211	70 Chevelle (with evaporation emission control) Fuel System Kit (for a single Carburetor)
17212	71 - 72 Chevelle Fuel System Kit (for a single Carburetor)
17213	62 - 67 Chevy II Fuel System Kit (for a single Carburetor)
17214	68 - 69 Chevy II / Nova Fuel System Kit (for a single Carburetor)
17215	70 Chevy II / Nova (without evaporation emission control) Fuel System Kit (for a single Carburetor)
17216	70 Chevy II / Nova (with evaporation emission control) Fuel System Kit (for a single Carburetor)

Ford "Bolt-On" Kits [Special Order ONLY..Please allow 4 - 6 weeks for delivery] (Includes Sumped Fuel Tank except where Noted)	
17103	Ford Mustang 5.0 L Back Half Fuel System Kit (Includes 11101 Pump)
17104	Ford Mustang 5.0 L Street Performer Fuel System Kit (Includes 11101 Pump)
17105	Ford Mustang 5.0 L Competition Fuel System Kit (Includes 11101 Pump)
17106	Ford Mustang 5.0 L Eliminator Fuel System Kit (Includes 11104 Pump)
17107	P/N 17103 Back Half Fuel System Kit (Less P/N 18601 Fuel Tank and P/N 18603 return)
17108	P/N 17104 Street Performer Fuel System Kit (Less P/N 18601 Fuel Tank and P/N 18603 return)
17109	P/N 17105 Competition Fuel System Kit (Less P/N 18601 Fuel Tank and P/N 18603 return)
17110	P/N 17106 Eliminator Fuel System Kit (Less P/N 18601 Fuel Tank and P/N 18603 return)
17217	67 - 68 Cougar Fuel System Kit (for a single Carburetor)
17218	71 - 73 Cougar Fuel System Kit (for a single Carburetor)
17217	64 - 68 Mustang Fuel System Kit (for a single Carburetor)
17219	69 Mustang / Cougar Fuel System Kit (for a single Carburetor)
17220	70 Mustang / Cougar (without evaporation emission control) Fuel System Kit (for a single Carburetor)
17221	71 - 73 Mustang Fuel System Kit (for a single Carburetor)

Mopar "Bolt-On" Kits [Special Order ONLY..Please allow 4 - 6 weeks for delivery] (Includes Sumped Fuel Tank except where Noted)	
17222	64 - 66 Barracuda / Cuda Fuel System Kit (for a single Carburetor)
17223	67 Barracuda / Cuda Fuel System Kit (for a single Carburetor)
17224	68 - 69 Barracuda / Cuda Fuel System Kit (for a single Carburetor)
17225	70 Barracuda / Cuda Fuel System Kit (for a single Carburetor)
17226	71 - thru 3/72 Barracuda / Cuda Fuel System Kit (for a single Carburetor)
17227	4/72 - 74 Barracuda / Cuda Fuel System Kit (for a single Carburetor)
17228	62 - 63 Belvedere Fuel System Kit (for a single Carburetor)
17229	64 - 66 Belvedere / 65 Coronet / Satellite / GTX / Road Runner Fuel System Kit (for a single Carb.)
17230	68 - 69 Belvedere / Coronet / Satellite / GTX / Road Runner Fuel System Kit (for a single Carburetor)
17231	70 Belvedere / Coronet / Satellite / GTX / Road Runner Fuel System Kit w/o EEC (for a single Carb.)
17232	70 Belvedere / Coronet / Satellite / GTX / Road Runner Fuel System Kit with EEC (for a single Carb.)
17233	71 - 4/72 Belvedere / Coronet / Satellite / GTX / Road Runner Fuel System Kit (for a single Carburetor)
17234	5/72 - 73 Belvedere / Coronet / Satellite / GTX / Road Runner Fuel System Kit (for a single Carburetor)
17235	70 Challenger Fuel System Kit (for a single Carburetor)
17236	71 - 3/72 Challenger Fuel System Kit (for a single Carburetor)
17237	4/72 - 74 Challenger Fuel System Kit (for a single Carburetor)
17238	66 - 67 Charger / Coronet / GTX / Satellite / Belvedere / Road runner Fuel System (for a single Carb.)
17239	68 - 70 Charger Fuel System Kit (for a single Carburetor)
17240	70 Charger Fuel System Kit (for a single Carburetor)

Universal Kits [Please use a Sumped Tank or Fuel Cell with these kits]	
17120	Single Carburetor Regulator (P/N 13201) Kit [Includes Regulator, lines, hose ends and fittings]
17121	Dual Carburetor Regulator (P/N 13203) Kit [Includes Regulator, lines, hose ends and fittings]
17122	Street Rod Pump Kit [Includes lines, fittings, hose ends and 11203 pump ]
17125	EFI Fuel System (Includes: 11101 pump, 13101 regulator, lines, fittings & O-rings)
17135	Tsunami Fuel System kit, Includes: (11103 Tsunami pump, 13109 Regulator, Fittings & O-Rings)
17136	700 HP EFI Fuel System kit, includes: (11105 Pump, 13109 Regulator, Fittings and O-Rings)
17140	Belt drive pump (P/N 11105) with gilmer pulley and mounting bracket
17201	Complete Street Rod Fuel System Includes: (11203 Pump, 13201 Regulator, lines, fittings etc.)
17202	A2000 Drag Race Pump Kit Includes: (lines, fittings, hose ends and 11202 pump)
17203	Complete Drag Race Fuel System for single carb, Includes: (11202 Pump, 13201 Reg., lines, etc)
17204	Complete Drag Race Fuel System for dual carbs, Includes: (11202 Pump, 13203 Reg., lines, etc)
17241	Installation Kit for 11105 Billet Belt drive pump (Includes, pulleys, bracket, shims and hardware)

**Sumped Tanks Are Also Sold Separately,  
Please Call For Appropriate Part Number.**

For the do-it-yourselfer who wants to do it right—everything you need to properly install an Aeromotive Fuel System onto '83-'95 5.0 liter Ford Mustangs.

It's basic physics: Electric fuel pumps act via "positive displacement." Put gasoline in a negative pressure environment as you do with after-market pickups, and you lower the boiling point of the fuel. The result? Cavitation, vapor lock, and restricted lubrication. With its baffled sump, the Aeromotive 5.0 Sumped Tank ensures a head of fuel at the pump inlet. So even at start-up, you can forget about cavitation or vapor lock, and your pump receives a constant flow of lubricant.

These systems bolt onto all '83-'95 5.0 liter Ford Mustangs and meet Aeromotive's reputation for top performance, durability, and user-friendly installation.



#### 5.0 Dynamic Fuel System P/N 17103, 17104, 17105

**Back Half Kit**—P/N 17103. The perfect fuel system kit if you already have billet rails and/or an adjustable fuel pressure regulator. Comes complete with the A1000 Fuel Pump, and our innovative sumped tank, plus braided lines, hose ends, fittings, stainless steel couplers, wiring kit, and all additional hardware for installation on a stock Mustang using the stock fuel supply line.

**Street Performer Kit**—P/N 17104. Great for applications from 300 to 550 HP at pressures up to 70 PSI. Consists of the Back Half Kit and our 5.0 Street Rail Kit.

**Competition Kit**—P/N 17105. Good for naturally aspirated applications from 400 to 1,000 HP at 45 PSI, and 400 to 700 HP for forced air or nitrous applications. Consists of the Back Half Kit plus our 5.0 Street Rail Kit, our A1000 Injected Bypass Regulator, a "Y" block to feed both rails, and braided feed and return lines.

**Eliminator Kit**—P/N 17106. For 1200 HP naturally aspirated and up to 900 HP blown or turbocharged applications at 70 PSI. Consists of the Back Half Kit with the Eliminator Fuel Pump, as well as braided lines, hose ends, fittings, stainless steel couplers, wiring kit, "Y" block to feed both rails, and all additional hardware for installation on a stock Mustang.



photo: Action Photography

**Car:** Aeromotive's company test car, '70 Ford Maverick NHRA Super Gas

**Driver:** Steve Matusek

**Aeromotive Parts:** A1000 Fuel Pump, 5.0 Street Rails, A1000 Regulator, 12304 Fuel Filter



# Bolt-On Systems

Aeromotive is committed to a complete system approach that results in higher performance—no quick fixes that might compromise flow and degrade performance. It's a philosophy that delivers performance in every application.

## 5.0 Street Rail Kit



**5.0 Street Rail Kit** P/N 14101 (rails only), 14102 (complete kit), P/N 14103 (Billet 4.6 Rails)

Features of the custom rails in both kits include:

- -8 AN high pressure ports—eliminates Teflon ® tape and sealant on pipe thread fittings.
- Slim-line port plug —eliminates welded ends.
- Flow-through design eliminates hydraulic fluctuation.
- Direct bolt-on mounting.
- Beautiful type II bright dip red anodized finish for corrosion protection.

With the complete Street Rail Kits, you replace the OE fuel rail regulator without cutting any of the original equipment fuel lines. The complete kit includes:

- Fuel rails.
- All lines, fittings, and brackets.
- 1/8" NPT gauge port in the stainless steel high pressure adapter fitting.
- An Aeromotive EFI adjustable regulator designed specifically for Ford powerplants.

**For use with Ford 5.0 liter powerplants—fully-matched kits for streamlined installation and maximum performance of your engine.**

- Fuel Rails and -8 AN Plugs
- Fuel Rail Kit for '86-'95 5.0 liter Fords
- 4.6 Liter Rails & Kits now available.

Aeromotive's fuel rail kits eliminate mixing and matching components to improve the installation of billet rails in your Ford Mustang. The rails are available separately for custom intakes or as a complete bolt-on kit with a regulator.

Your kit will come with the right regulator tailored for your model year. Count on Aeromotive regulators for:

- Adjustable line base pressures from 35 to 80 PSI.
- Stainless steel hardware, including a custom-designed spring to provide the regulation required by Ford's 4.6 and 5.0 liter engine.
- Convolved diaphragms to allow more piston stroke and, in turn, more flow than similar regulators.
- Re-seating after shutdown to prevent heat soak conditions.
- CNC-machined components of 6061-T651 billet aluminum alloy.
- No-hassle installation —kit includes exact mounting hardware to replace the OE fuel rails and regulator.
- Stainless steel vacuum boost fitting.



**Car:** 5.0 Liter Mustang

**Driver:** Steve Turner, Editor 5.0 Mustang Magazine

**Aeromotive Parts:** 5.0 Dynamic Fuel System  
(Competition Kit P/N 17105)



### Aeromotive's Sumped Tanks

**For easy bolt-on installation in EFI & carbureted applications. Eliminates cavitation, vapor lock, and premature pump wear.**

Restrictive fuel pick-up inserts for external pumps can cause cavitation, vapor lock and premature pump wear. Aeromotive's new Sumped Tanks eliminate these problems. No more welding used rusty tanks or losing your cargo space trying to adapt a fuel cell for trunk-mounting.

- These bolt-on tanks insure a constant head of fuel at the pump's inlet, eliminating the possibility of cavitation and vapor lock while providing constant lubrication to the pump—even at start-up.
- Tanks feature two –10 AN female outlet ports. (–8 AN return port also included for EFI Tanks)
- Over 35 tanks to fit just about every Ford, GM or Mopar muscle car.
- Tanks can be used with any manufacturer's external fuel pump.

We have Sumped designs for everything from Tri-5 Chevy to late model Mustangs. Call for appropriate part number.



### LT-1 '93-'97 F-Body Fuel System Kit P/N 17101,17102

For stock F-Body Camaros and Firebirds using LT-1 powerplants making 300-700HP.

Designed to improve performance, enhance pump durability, and provide trouble-free installation. Just right for the do-it-yourselfer. Complete kit provides all components and hardware necessary to properly install an Aeromotive Fuel System on an LT-1 F-bodied Camaro or Firebird. Kit includes:

- Aeromotive A1000 Fuel Pump.
- Aeromotive GM LT-1 Regulator (P/N 13106 for '93 model; 13107 for '94-'97 models).
- Braided lines, hose ends, fittings, wiring kit, stainless steel couplers, and all additional hardware for installation on a stock F-Body LT-1 utilizing stock fuel lines.

# Bolt-On Systems

## Belt Drive Bolt-On Fuel Pump Kits

The new Aeromotive Billet Belt Drive Fuel Pump has the ability to produce anywhere from 2 to 200 PSI. (Call for proper regulator selection based on your application). Finally, a pump that puts out high pressure and high volume that will support 6 second drag cars whether they are: Fuel Injected (Electronic or Mechanical) Blown, Turborcharged and or Nitrous assisted. This is the last pump you will need, whether you are running street gas, race gas or alcohol. A mechanical pump that was designed to be used for EFI is now a reality by Aeromotive.

### Belt Drive Pump with bracket and cog belt pulley P/N 17240

This kit provides you with a universal billet collar bracket, the new Aeromotive Belt Drive Fuel Pump P/N 11105 and a cog drive pulley. The bracket allows you to mount the pump on either the left or right side which ensures complete mounting flexibility. When you use our 11105 pump with our Pro Series regulator P/N 13110, you have the ability to maintain rock steady fuel pressure from idle to W.O.T. (perfect for EFI)



**Car:** Super Stock

**Driver:** Lynn Ellison, NHRA Multi-National Event Winner

**Aeromotive Parts:** A2000 Pump

### Belt Drive Pump w/bracket pulley, cog belt & hardware P/N 17241

Includes the new Aeromotive Belt Drive Fuel Pump P/N 11105, and all the components necessary for mounting. This kit comes with drive mandrel, pump pulley, crank shaft pulley, cog belt, universal mounting bracket, adjustment shims and hardware. Please call, fax or e-mail for information on proper kits to match your application.



**Car:** Super Gas Corvette

**Driver:** Don Peden, Owner Country Motors Trailer Sales;  
Fastest Super Gas car in the world 9.90 @ 180+ MPH

**Aeromotive Parts:** A2000 Pump, A4 Regulator



# Accessories

All parts working together to deliver seamless system performance, from the best fuel pumps in the industry to the high quality accessories and parts to maintain your system in top condition—that's the Aeromotive philosophy.



**Aeromotive Billet Fuel Pump Controller** P/N 16302

**For any pump, on any type of vehicle, this voltage stepper is like an automatic transmission for your electric fuel pump.**

Whether you're just cruising or running at Wide Open Throttle (WOT), Aeromotive's Billet Fuel Pump Controller senses engine RPMs, then automatically delivers the correct voltage to the Fuel Pump. An adjustable controller lets you calibrate the desired RPM level for your specific application.

Controller features:

- LED indicator confirms correct ignition signal hookup,

verifies energization of the manual override circuit, and indicates that the circuit is providing full voltage to the pump.

- A solid-state transistor circuit replaces the relays recommended in most fuel pump electrical circuits.
- Cool operation – mount it virtually anywhere.
- Housing crafted from billet 6061-T651 aircraft aluminum alloy, protected with a beautiful bright dip red anodized finish.
- Complete installation kit —wire, override toggle switch, installation hardware, and instructions included.

**Aeromotive Billet Digital FMU** P/N 16303

**For returnless fuel systems.**

The new Aeromotive Billet Digital FMU is a fully adjustable, scalable electronic FMU designed specifically for returnless fuel systems. The Aeromotive FMU senses manifold pressure and automatically provides the fuel pressure that you dial in, maintaining proper air fuel levels at all operating conditions.



- When used in conjunction with an external fuel pump, the Aeromotive Billet Digital FMU will allow a supplemental pump (sold separately) to provide the proper volume thereby increasing the system pressure.
- The Digital FMU is scalable and completely adjustable to provide increased fuel pressure levels at any boost.
- The unique capability of the digital FMU, unlike traditional FMUs, is the ability to provide "any" fuel curve throughout the power range.
- The FMU features LEDs that are tied to a scalable rotary knob. This allows you to create a fuel pressure curve that corresponds to your boost curve.
- The housing of the controller is made out of Billet 6061-T651 aircraft aluminum alloy and is finished with a bright dip red anodize.

# Accessories

All parts working together to deliver seamless system performance, from the best fuel pumps in the industry to the high quality accessories and parts to maintain your system in top condition—that's the Aeromotive philosophy.

Aeromotive's advanced flow-through designs feature high quality components and unequalled performance.

- Less than 0.15-PSI pressure drop at a flow rate of 1,200lbs. per hour – enough fuel to support 2,400HP.
- CNC-machined from 6061-T651 aircraft grade aluminum alloy.



## Pro-Series Fuel Filter

P/N 12302

For the most demanding applications that require precision filtration.

The Pro-Series Fuel Filter features our cleanable 100-micron stainless steel element, -12 AN inlet and outlet, and an electroless nickel-plated finish.

## Carbureted and EFI Fuel Filter

P/N 12301, 12303, 12304

For 200-1,000HP applications – these filters will actually save you money.

We offer several options: 10-micron protection with a throwaway paper element (P/N 12301) or a cleanable 100-micron stainless steel element (P/N 12304).

(P/N 12303) Designed to be used with the 11203 Street Rod Fuel Pump, features a 40 micron replaceable element, 3/8" pipe thread inlet and outlet. Compact design, 3.5" long X 1.25" Diameter. A Type II bright dip anodized finish provides protection and good looks.



## Fuel Filter Elements

P/N 12601, 12602, 12603, 12604

For routine maintenance— cost-effective standard filter replacements.

- 10-micron paper (P/N 12601)
- Pro-Series 100-micron stainless steel (P/N 12602)
- 40-micron paper (for 12303 Filter) (P/N 12603)
- 100-micron stainless steel (P/N 12604)



For maximum flow area—more than other comparable fittings on the market.

## Tapered Flare Fittings

Aeromotive's tapered flare fittings offer a smooth transition from the radius of the fitting to the 37° flare—the smoothest transition available on the market today. Fittings are CNC-machined from 6061-T651 billet aircraft grade aluminum alloy, protected by a type II bright dip black anodized finish. Sizes range from -6 AN to -12 AN. Call for details.

## Fittings/O-Rings

15101	Ford return line to -6 AN Stainless Steel coupler
15102	Ford pressure line to -8 AN "T" Stainless Steel male couplers with gauge port
15103	Ford pressure line to -6 AN Stainless Steel Coupler (Male OE filter coupler)
15104	G.M. LT-1, OE line to -10 AN Stainless Steel Coupler (Replaces OE Filter)
15105	G.M. LT-1, OE Pressure Line Billet Fitting (Adapts 11101 pump to OE line)
15201	AN-6 to Holley Carb dual feed Adapter Fitting 7/8" X 20 thread
15602	AN Flare Union, -6
15603	AN Flare Union, -8
15604	AN Flare Union, -10
15605	AN-8/AN-6 Cutoff Tapered Flare Reducer Fitting
15606	AN-6/AN-6 Cutoff Tapered Flare Fitting
15607	AN-8/AN-8 Cutoff Tapered Flare Fitting
15608	AN-10/AN-10 Cutoff Tapered Flare Fitting
15609	AN-10/AN-6 Cutoff Tapered Flare Reducer Fitting
15610	AN-10/AN-8 Cutoff Tapered Flare Reducer Fitting
15611	AN Flare Union -12
15612	AN-12/AN-12 Cutoff Tapered Flare Fitting
15613	AN-12/AN-10 Cutoff Tapered Flare Reducer Fitting
15614	AN-6 / AN-8 Union reducer fitting
15615	3/8 NPT / AN-6 Union fitting
15616	3/8 NPT / AN-8 Union fitting
15617	AN-10 Port Plug
15618	AN-8 Slim Line Billet Port Plug
15619	Stainless Steel Vacuum Boost Port -4 AN X 1/16 NPT
15620	"Y" Block omni (1) -10 AN to (2) two -8 AN
15621	O-Ring, Fuel Resistant Nitrile, Size -06 (Pak of 10)
15622	O-Ring, Fuel Resistant Nitrile, Size -08 (Pak of 10)
15623	O-Ring, Fuel Resistant Nitrile, Size -10 (Pak of 10)
15624	O-Ring, Fuel Resistant Nitrile, Size -12 (Pak of 10)
15650	Hose End AN-06, Straight
15651	Hose End AN-06, 45 degree
15652	Hose End AN-06, 90 degree
15653	Hose End AN-08, Straight
15654	Hose End AN-08, 45 degree
15655	Hose End AN-08, 90 degree
15656	Hose End AN-10, Straight
15657	Hose End AN-10, 45 degree
15658	Hose End AN-10, 90 degree



**LT-1 Billet Crank Pulley**

P/N 21101

**For late model LT-1 engines using a serpentine belt.**

- 34% underdrive crank pulley.
- Engineered to reduce accessory loads to produce increased rear wheel horsepower.
- CNC-machined of 6061-T651 billet aluminum alloy.
- Includes mounting hardware (including grade 8 bolts with both flat and lock washers) and instructions are included for direct replacement of an LT-1 stock pulley.



**Billet Alternator Pulley**

P/N 21102

**For serpentine belt systems.**

- 32% overdrive alternator pulley.
- Designed to increase the charging capacity of late model vehicles that use serpentine belt systems.
- CNC-machined of 6061-T651 billet aluminum alloy.
- Includes mounting hardware



**Billet Alternator Pulley**

P/N 21103

**For V-belt systems.**

- 50% underdrive alternator pulley for deep "v" groove Ford and GM systems.
- Designed to increase the charging capacity of late model vehicles that use serpentine belt systems.
- CNC-machined of 6061-T651 billet aluminum alloy.



**Y-Block**

P/N 15620

- CNC Machined of 6061-T651 Billet aluminum alloy
- Two (2) -8 AN ports, One (1) -10 AN port.
- Free flowing design
- Type II bright dip black anodized finish
- Integral Mounting Ears



**Fuel Distribution Block**

P/N 14601

- CNC-machined of 6061-T651 billet aluminum alloy.
- Two -8 AN ports and two -6 AN ports.
- Can be used for carbureted or EFI systems.



**One Way Check Valve**

P/N 15106(-6 AN), 15107(-10 AN)

- CNC-machined of 6061-T651 billet aluminum alloy.
- Available in -6 AN and -10 AN sizes.
- Type II bright dip black anodized finish

# Aeromotive Driven To Performance

It's all about speed. Speed that comes with performance, reliability, and durability.

You want to build fast machines. And we want to help you do it. That's the core of everything we do at Aeromotive. That's because, like you, we're people who live and breathe performance vehicles. Power. Performance. Speed. Reliability. Durability. These qualities are built into every product and system that displays the Aeromotive name.

You'll find Aeromotive at home and out in front in challenging conditions at the track, on the street, and in the water. Our products have been engineered, manufactured, and tested to meet these conditions —your conditions. We deliver engineering expertise earned in the aerospace industry, plus a proven track record of performance.

If you're driven by performance, your system should be fueled by Aeromotive's precision performance products.

***It's rocket science  
brought down to earth.***

Track experience, in-house technical expertise, and state-of-the-art manufacturing and test facilities all come together at Aeromotive. As engineers, we design and build innovative fuel systems, the best in the industry. As people who love to drive, we're more than willing to strap ourselves in and give the product a REAL test. There are many reasons our products are so good—the right materials, tight tolerances, and adherence to the latest engineering standards and practices. And, of course, our passion for racing.

CNC machines are used to manufacture our billet line of fuel pumps, regulators, and filters. Fabricating and assembling our complete line of products in-house ensures the consistency and quality control that results in product integrity and reliability. We design it, we make it, and we stock it.

Our assembly facility features a fully carpeted clean room where skilled professionals assemble all Aeromotive products. Their training never stops, thanks to on-going instruction from our engineers.

From design to production, Aeromotive believes in testing. We validate new designs for performance and durability before releasing the design for production. For example: the A1000 Fuel Pump ran 1,000 hours continuously at 45 PSI. Then, technicians installed the test pump on our company drag car for some "real world" testing. Then—and only then—was it qualified as an Aeromotive-worthy design.

In addition, an outside lab qualified this pump to the U.S. Coast Guard standards for Requirements for Ignition Protection & Fire Resistance per ISO 8846 and SAE J1171.

Our testing doesn't end there.

Before we date-code a fully assembled fuel pump, we test every production pump for flow at pressure and current draw. Finally, we package it for shipment.

You have our word: Every Aeromotive pump that leaves our facility passes the test.



# General Information



**Car:** Super Comp Dragster

**Driver:** Jimmy Lewis, NHRA Super Gas World Champ,  
Multi National/Divisional Event Winner Super Comp and Super Gas

**Aeromotive Parts:** A2000 Pump

## Placing Orders

Aeromotive is open for business Monday through Friday, 8:00 AM to 5:00 PM Central Time. Warehouse distributors (WD) and jobber accounts may fax written purchase orders to (816) 333-7207.

## WD Accounts

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

## Direct Sales to Individuals

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

## Shipping

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

## Returns

All returned merchandise requires prior approval from Aeromotive and an RGA Number assigned by Aeromotive. Returned merchandise must be in perfect condition. It will be subject to a 15% restocking charge. Credit only is allowed; Aeromotive does not make cash refunds.

## Warranty Claims

All returned merchandise for warranty claim is at the sole discretion of Aeromotive. Merchandise returned for inspection or repair must be sent prepaid and insured. Returned merchandise must include a copy of the original invoice, sender's name and address, an explanation of the problem, an RGA Number, and a telephone number accessible between 8:00 AM and 5:00 PM Central Time.

## Pricing

All prices are subject to change without notice. Current price lists are available from Aeromotive or local authorized dealers.

## LIMITATION OF REMEDIES

IF ANY AEROMOTIVE PRODUCT IS DEFECTIVE, BUYER'S EXCLUSIVE REMEDY IS REIMBURSEMENT OF THE SALE PRICE OF THE GOOD. IN NO EVENT SHALL AEROMOTIVE BE LIABLE FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES.

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

**Car:** Super Comp dragster

**Driver:** Kyle Fickler, Aeromotive's Business Development Director

**Aeromotive Parts:** A2000 Fuel Pump, A2000 Carbureted Bypass Regulator



Photo: BME Photography



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**S e r i o u s   F u e l   S y s t e m s**

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