



Today's Performance®



**THE No 1
SOURCE FOR
EFI PERFORMANCE**



2008 PRODUCT CATALOG
WWW.BBKPERFORMANCE.COM



The #1 Source

BBK PRODUCT CATALOG

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FOR EFI PERFORMANCE

While it is hard to believe – 2008 marks 20-years since we began BBK with the intent of finding ways to increase the performance of the new breed of EFI models. Back then we were working with the popular Ford Mustang equipped with a 225 H.P. 5.0L and its all-new in 1986 EFI system. While most people thought this would be the death of the performance industry for the next generation – we embraced this technology as we knew that there were big benefits in both drivability and mileage compared to the old school carbureted models.

As luck would have it – our gut feelings proved correct as many BBK first innovations such as the aftermarket throttle body and cold-air-intake systems are now considered the must haves for today's late-model enthusiasts as well as the ever growing number of those dropping EFI motors into their street rods and classic muscle cars.

Looking back over the last twenty years – we are very proud of what our dedicated staff has been able to help us achieve. Today BBK is the leading manufacturer of performance EFI products for a variety of today's auto and truck applications occupying nearly 100,000 ft of facilities and a reputation for the most innovative and highest quality products in the aftermarket.

While the last twenty years has been quite a ride – we are more excited than ever with what the next twenty years will bring. Our team is more fired-up than ever with such great new vehicles as the Hemi equipped Dodge models and the all-new LS3 Corvette and soon to be released Camaro. Performance is back in a big way – and BBK is better prepared than ever to bring you new products that deliver unsurpassed performance and value.

We hope you find the products you are looking for your favorite car or truck while flipping through this latest catalog offering. We would also like to thank you for your support over the first twenty years and look forward to meeting your performance needs over the next twenty.

Brian Murphy

Brian Murphy – President, CEO,
BBK Performance, Inc.

Kenneth Murphy

Kenneth Murphy – Vice President, Chief Engineer,
BBK Performance, Inc.



Today's Performance

Gripp

SpeedWare

1988 **TWENTY YEARS** 2008



Our new twin 62mm performance throttle body for 2005-08 Mustang GT models delivers a whopping 14-17 rear wheel horsepower for \$300 and features the only OEM quality injection molded drive gear assembly in the aftermarket.

Why Follow— When You Can Lead!



"Why follow when you can lead" – sounds like a nice sounding company slogan or advertising tagline in the ever hyped world we now live in. However, take a good look at many of the design details of a variety of our BBK brand products and you will see that our engineers make design a priority.

While many companies will rush products into the aftermarket by slightly modifying what other manufacturers have done before them, Our team of talented designers and fellow enthusiasts are always thinking outside the box in order to offer products that stand out from the crowd and deliver unmatched performance and value. While this format does not always guarantee a quick entry into the marketplace – it does ensure designs that tend to catch the competition by surprise.

Take our all-new SSI-Series performance intake manifold for the very popular 1986-93 5.0L Mustang. While many designs have been available for a number of years – our testing always revealed many of the other brand aftermarket manifolds all shared many of the same inherent design flaws as the factory unit they are designed to replace. With un-equal runner lengths on the lower manifold, a single plenum upper manifold and required use of the restrictive factory fuel rails. It's easy to see why these manifolds usually deliver very limited performance improvements - especially on basic street applications, which happen to represent the majority of enthusiast, 5.0L Mustangs.

Starting with a clean sheet design, our team of engineers came-up with a street performance manifold that offers a unique matched open-runner lower intake with a high torque twin-plenum upper manifold and high-flow aluminum fuel rails as standard equipment. All for a cost of approximately \$579.00 – which compares to over \$750.00 for other brands that deliver less performance and the same old boring looks.

Unique removeable baffle reduces weight and allows for easy addition of nitrous.



CNC machined quality can be found throughout the line of BBK performance products. Utilizing the latest in aerospace technology – our staff is able to produce hundreds of products with the precise accuracy which can only be obtained with the best equipment possible. From robotic weld stations to a number of computer controlled vertical, horizontal and lathe machine centers.

To ensure maximum quality for your favorite street machine or weekend racer, all products feature top-notch components and easy to follow installation instructions for the do-it-yourself enthusiast.

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Industry first CNC-machined cast steel high-flow collector.

Inside



Every year the BBK engineering team puts together a wish list of exciting performance product ideas. This list is then narrowed down to include only those products that meet our three goals which have made BBK today's performance leader. Real-world performance gains, OEM quality and durability for everyday use and affordability for the average do-it-yourself enthusiast.



With a new list meeting this criteria, our engineering staff utilizes the latest in modern equipment and skilled craftsman to bring these ideas to life. Such capabilities as an in-house mold/pattern shop, computer scan tube technology and our state-of-the-art dyno-testing facility ensure high quality every step of the way.

Extensive dyno-testing and driveability tests are then performed to be certain that each product performs to expectations and meets or exceeds our high quality standards.

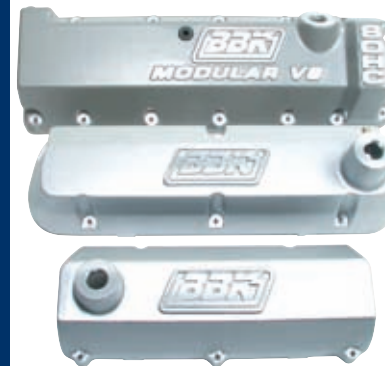


State-of-the-art equipment such as this 6-axis robotic plasma-cutter ensures maximum quality with every BBK product.



Patterns of Performance

Armed with one of the industries only in-house mold facilities – the BBK engineering team is able to design higher quality aluminum products at a record pace. Housed at our Temecula California facility, our mold shop is one piece of our state-of-the-art design center which also houses a full chassis dyno station, exhaust fabrication department and pre-production tooling group.



New BBK performance valve covers developed in-house utilizing our Mold & Pattern department.



BBK Power-Plus Series performance throttle bodies.

Expanded Facilities

With over 70,000 sq. ft. of state of the art design and manufacturing facilities located in Temecula & Corona California – the BBK team is turning-out a record number of new products for many vehicles such as the C6 Corvette, Dodge Charger/Magnum/300 and 2005-08 Mustang.

Look for many exciting new product offerings such as our new line of performance intake manifolds as well as dozens of new Power-Plus Series throttle body applications.

With almost twenty years of experience in the performance aftermarket, the BBK team of engineers is able to use their design experience and state-of-the-art manufacturing equipment to ensure our famous OEM-quality and unmatched performance.

A 1200 horsepower Dynojet Dyno Facility ensures that our products will perform to expectations before they are released for final production approval. For each product that passes this test, there are many that are sent back to development to ensure maximum performance gains.



Temecula Facility



Corona Facility



In-house 1200 horsepower dynojet dyno facility



NEW

SSI-R "Race" performance 5.0 liter Ford intake manifold (BBK5008)

Inside



State-of-the-art Manufacturing

Our Southern California based manufacturing facilities feature the latest computerized machining equipment to maintain ultra-high tolerances for every product we produce. This high tech equipment along with a staff of skilled programmers and technicians means you will get the OEM quality we are known for with all BBK, GRIPP and Speedware products.

Whether it's the mirror finish of a CNC machined throttle body casting, the precise fit of a fuel regulator body or the unmistakable quality of our lightweight aluminum underdrive pulleys. BBK quality can be found in each and every product we offer.



The latest vertical and horizontal CNC centers deliver unmatched precision.

High-speed CNC lathes produces the lightest and most affordable underdrive pulley sets in the industry.

In-process inspections mean aerospace quality with each BBK product.

All CNC-series and eXtractor Series performance exhaust products are built with an array of high-quality components that have made them the industry leader for seventeen years. Such items as 3/8" thick laser-cut flanges, computer mandrel-bent heavy gauge tubing, standard chrome plating and optional polished ceramic finish guarantees this tradition of top notch quality.

The latest in robotic equipment as well as skilled craftsmen allows our team to build such quality products at prices competitive with many lesser quality brands. A brief comparison of a BBK brand exhaust product with other brands is all it takes to see why people count on BBK for their daily driver as well as their weekend toy.

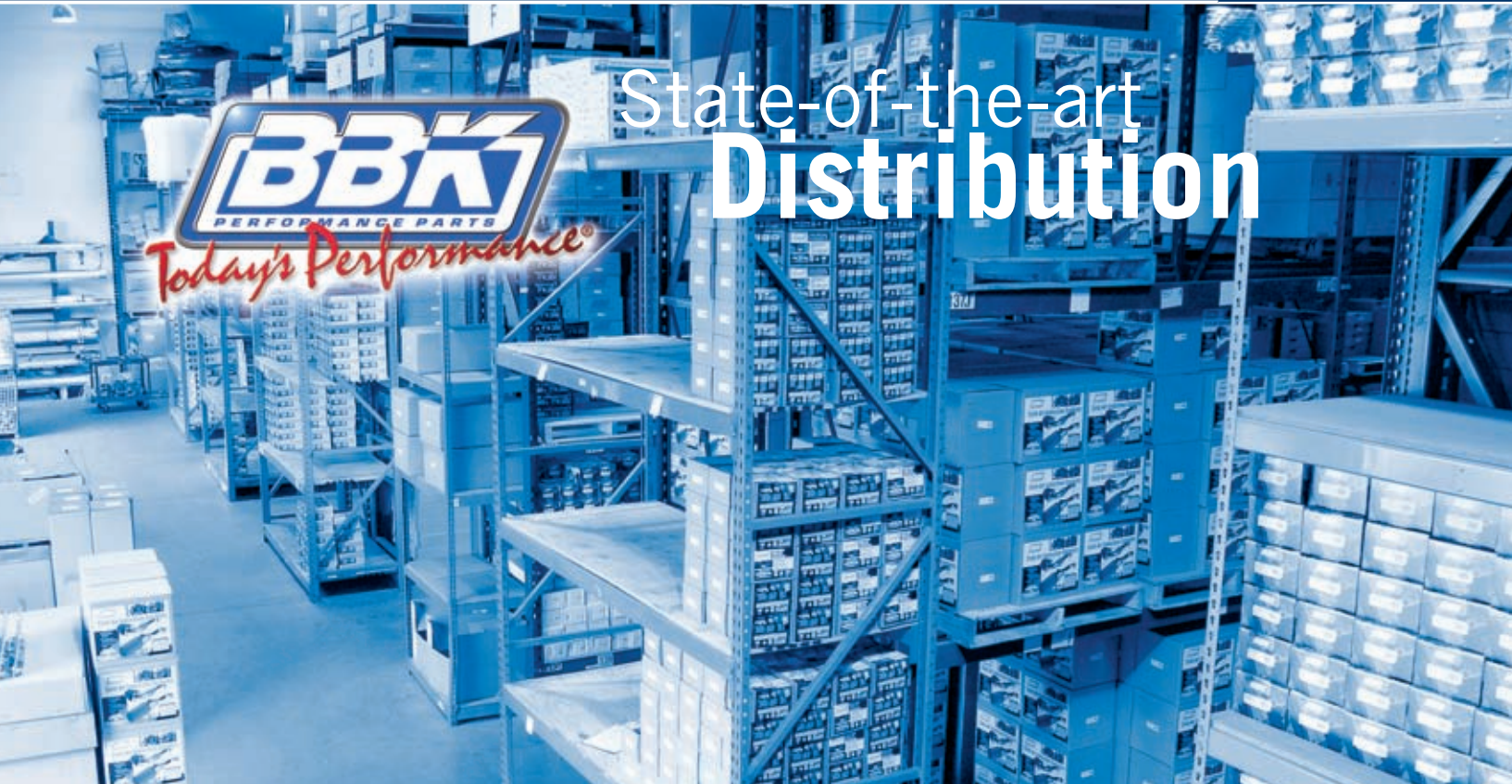
Recent machine additions include a new punch/plasma system as well as four new Hitachi-Seiki horizontal CNC centers for our ever-expanding line of performance products.

State-of-the-art CNC mandrel bending equipment ensures maximum quality with each and every BBK brand performance exhaust product.

Ultra-precise laser-measuring equipment is utilized to ensure unmatched accuracy and repeatability.

From day one, all BBK performance headers have been pressure-tested individually before final plating to ensure leak free use. What's amazing is that this is not standard practice among many brand name exhaust manufacturers.



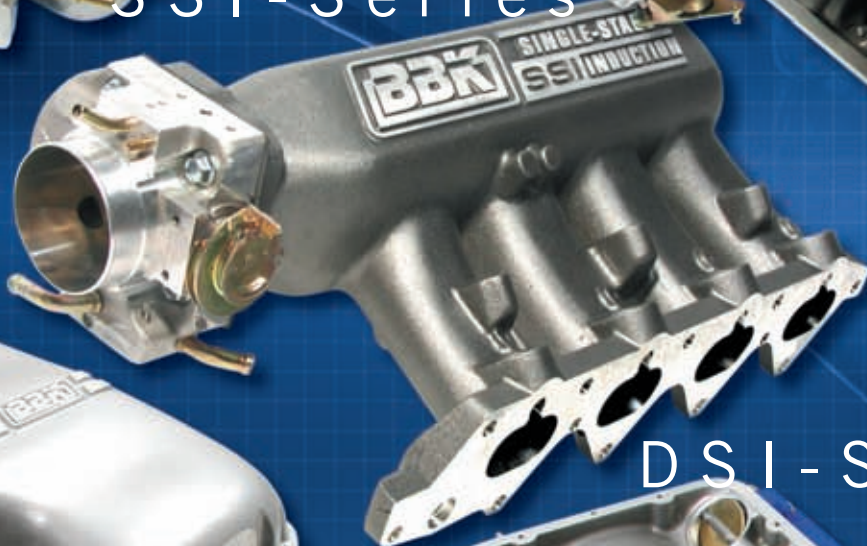
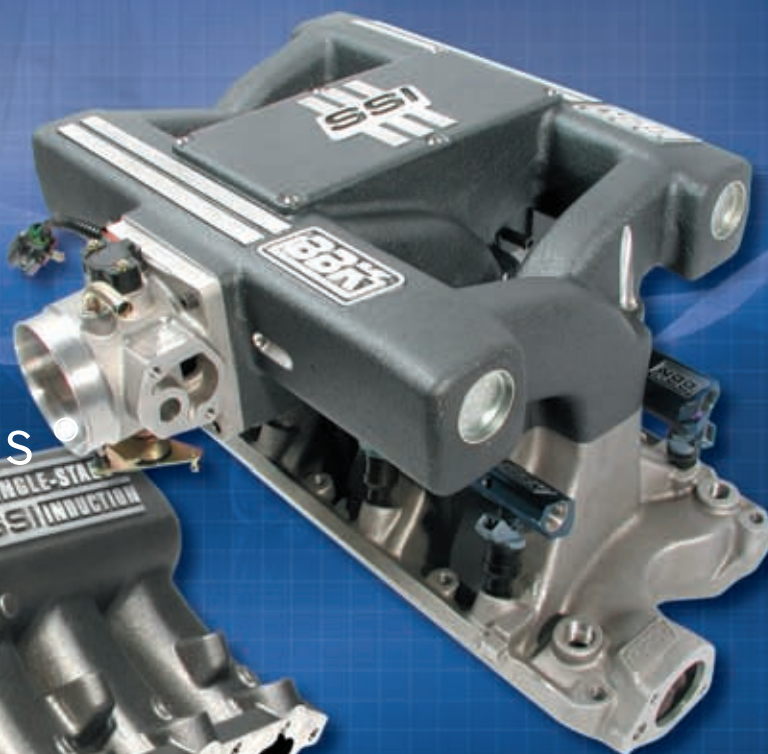




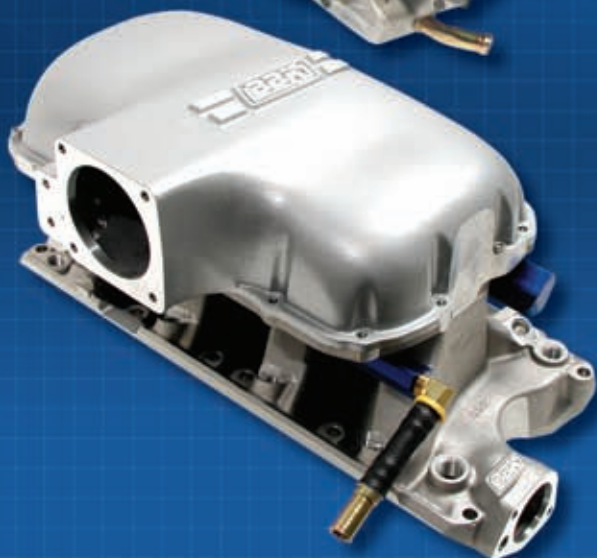
PERFORMANCE EFI Intake MANIFOLDS



SSI-Series



DSI-Series®



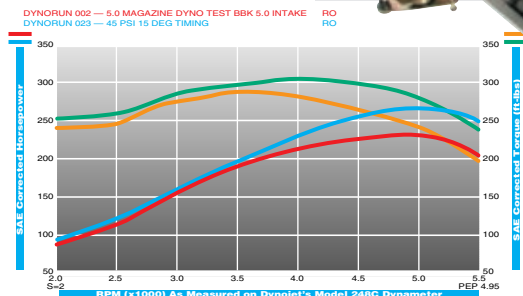


SSI-Series® Performance

NEW



NOTE: Manifold kit includes upper and lower intake and billet aluminum fuel rail kit – optional 70mm throttle body.



DYNORUN 002 — 78.0°F 29.10-0.44 in.Hg 550 ft. CF=1.02 RPM/MPH=49
Max POWER = 233.6 Max Torque = 289.6
93 COBRA EDELBROCK RPM HEADS BBK FULL LENGTH HEADERS OFF ROAD H PIPE
3.55 GEARS
STOCK H.O. INTAKE WITH STOCK H.O. THROTTLE BODY
14 DEGREES TIMING
40 PSI FUEL PRESSURE W/VAC HOSE OFF

DYNORUN 023 — 86.1°F 29.10-0.44 in.Hg 550 ft. CF=1.03 RPM/MPH=49
Max POWER = 269.1 Max Torque = 307.8
93 COBRA EDELBROCK RPM HEADS BBK FULL LENGTH HEADERS OFF ROAD H PIPE
70MM THROTTLE BODY, 3.55'S
BBK INTAKE

35 horsepower more than stock.
January 2005 — 5.0 Mustang Magazine Test

THE "NO-CARB" DIET FOR EFI ENTHUSIASTS

1986-93 5.0L Mustang Intake Manifold

- Unique high-torque twin plenum design
- Cool running individual upper and lower runners
- Standard high-flow billet aluminum fuel rails
- Standard 75mm throttle opening
- Beautiful powder-coated finish

*5001 — SSI-Series 5.0L Manifold Kit (Charcoal)
(1986-93)

*5002 — SSI-Series 5.0L Manifold Kit (Charcoal)
with 70mm Throttle Body (1986-93)

*EO pending

Utilizing over fifteen years of EFI only experience — our talented engineers came-up with this revolutionary manifold which is about to rewrite the chapter of Mustang performance. With a lower manifold that features an open runner design for cooler intake air mixture and identical runner shapes for equal distribution and an upper manifold featuring high torque twin plenums for maximum street performance. Topped with beautiful anodized aluminum high-flow fuel rails and a durable metallic-charcoal powdercoat finish — this new SSI-Series manifold sends the competition back to the drawing board.

Our engineers have done it again with this slick new Race-Series intake manifold for 5.0L Mustang enthusiasts. This was accomplished by simply adding our high-flowing equal-runner lower manifold with an all-new short-runner upper along with our high-flow fuel rail kit. And how does it work? Try 19 more horsepower to the wheels over our base SSI manifold kit while giving up less than 10 ft. lbs of torque at low rpm during a recent 5.0 Mustang & Fords magazine test.

BBK SSI-R Race Series 5.0L Intake Manifold System

Includes upper & Lower manifold along with high-flow fuel rail kit

Utilizes our popular 5.0L SSI-Series lower design for unmatched flow

New short-runner upper manifold delivers twenty horsepower more on 300+ horsepower models

Features standard 90mm throttle opening

*5008 — SSI-R "Race-Series" 1986-93
5.0L Intake Manifold (Charcoal)

*50080 — SSI-R "Race-Series" 1986-93
5.0L Intake Manifold (Polished)

*EO pending



NEW



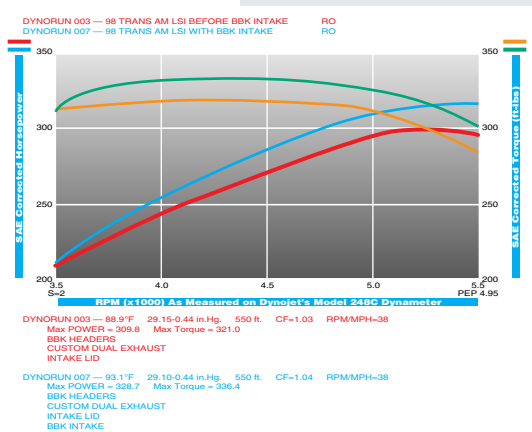
Matched open runner lower stays cooler and delivers a balanced intake flow.

EFI Intake Manifolds

1997-04 GM LS1 & LS6

Designed for the popular LS-1 equipped Camaro/Firebird, Corvette and GTO models — our new SSI-Series® performance intake manifold delivers

*Polished Version
Now Available*



unmatched performance and value when compared to other aftermarket units.

By improving over the factory Z06 Corvette intake — our engineers were able to come-up with a unit that delivers 12-15 additional rear wheel horsepower on the already hot Z06 and 18-24 horsepower on the base LS-1 equipped GM models. Such highlights include a standard 85mm straight through design throttle inlet and low restrictive rounded runners for maximum horsepower along with improved low-end torque for great street or strip performance.

For additional power gains and value — we also offer the intake manifold kit with one of our popular Power-Plus® Series performance throttle bodies. This new intake is available standard with a beautiful titanium powdercoat finish. For ease of installation our SSI-Series® manifold utilizes factory rubber o-ring gaskets and any required mounting hardware for a simple do-it-yourself bolt on.

- *5004 — SSI-Series Performance LS-1 Intake Manifold (Titanium Finish) (1997-04 models)
- *50040 — SSI-Series Performance LS-1 Intake Manifold (1997-04 models) Polished
- *5005 — SSI-Series Performance LS-1 Intake Manifold (Titanium Finish) with PN 1709 80mm Throttle Body (Cable Style Throttle Body)
- *5006 — SSI-Series Performance LS-1 Intake Manifold (Titanium Finish) with PN 1708 80mm Throttle Body (Electronic Throttle Control)

*E0 pending

*Dyno Data Available at
www.BBKPERFORMANCE.com*

Honda/Acura

For less than three hundred dollars — owners of Honda's popular 1.8L equipped models can now bolt on this beautiful all-new SSI-Series® performance intake manifold. Designed to deliver great all around performance gains — our new manifold on the street or the track delivers the best performance value in the aftermarket.

Starting with a lightweight 356 aluminum casting, each intake manifold is fully computer machined for OEM quality levels and features a standard 70mm throttle body opening to accept units such as our popular Power-Plus® Series performance throttle bodies. This manifold comes standard in a great-looking metallic-charcoal powdercoat finish.

*5007 — SSI-Series 1.8L Performance Intake Manifold (Fits B18C)

*50070 — SSI-Series 1.8L Performance Intake Manifold (Polished) (Fits B18C)

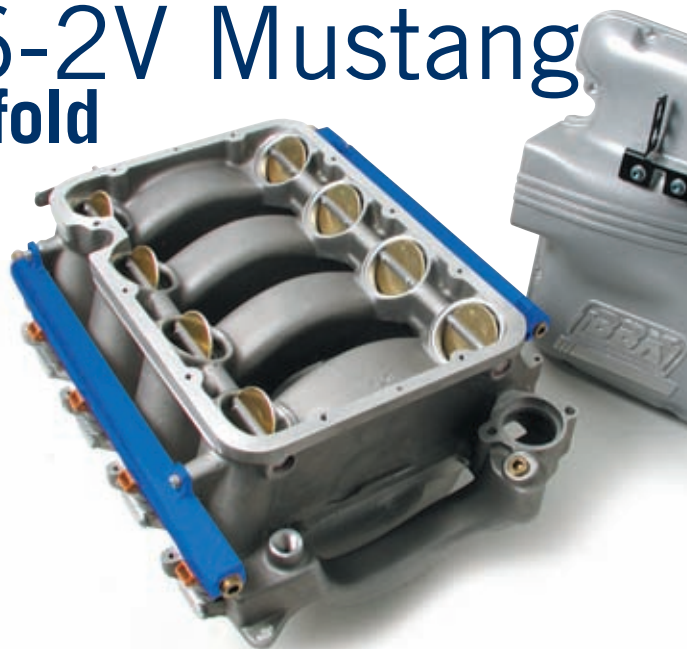
*Shown with 70mm throttle body — not included.
E0 pending

NEW DSI-Series



1996-04 4.6-2V Mustang Dual-Stage Manifold

Who says you can't have your cake and eat it too? Increased horsepower without the current trade-off for lost low-end performance, in a package that requires no other modifications. Our team has done it with the introduction of our new "DSI-Series" line of dual runner intake manifolds stating with this trick unit for the very popular 1996-04 4.6L Ford Mustang. As today's breed of smaller displacement motors use small diameter medium length runners to deliver the torque that consumers demand. It has always been a trade-off to introduce a larger or shorter runner such as others in the aftermarket as the small horsepower increase at the top-end is more than lost with the decrease in low & mid-range torque. To provide the best of both worlds – our engineers designed a manifold that features extra long small diameter runners for increased low-end over stock with short large diameter runners for increased top-end performance.



With eight electronically activated butterflies – enthusiasts can pick the RPM at which they need to transition from the long runners to a combination of long & short runners. The best part is that the entire set-up is packaged within the factory parameters so such things as existing throttle body & cold-air upgrades will still work with this new manifold.

On-going dyno-testing is showing very strong gains on stock engine combinations with even better performance on models with traditional bolt on goodies and even higher increases on supercharged models. This new system comes as a complete manifold package along with new high-flow aluminum fuel rails. Look for in-depth information along with test results at our website www.bbkperformance.com.

1996-04 4.6-2V MUSTANG Dual-Stage Manifold

Dual-length runners deliver increased horsepower and torque

RPM activated runner lengths

Unmatched performance

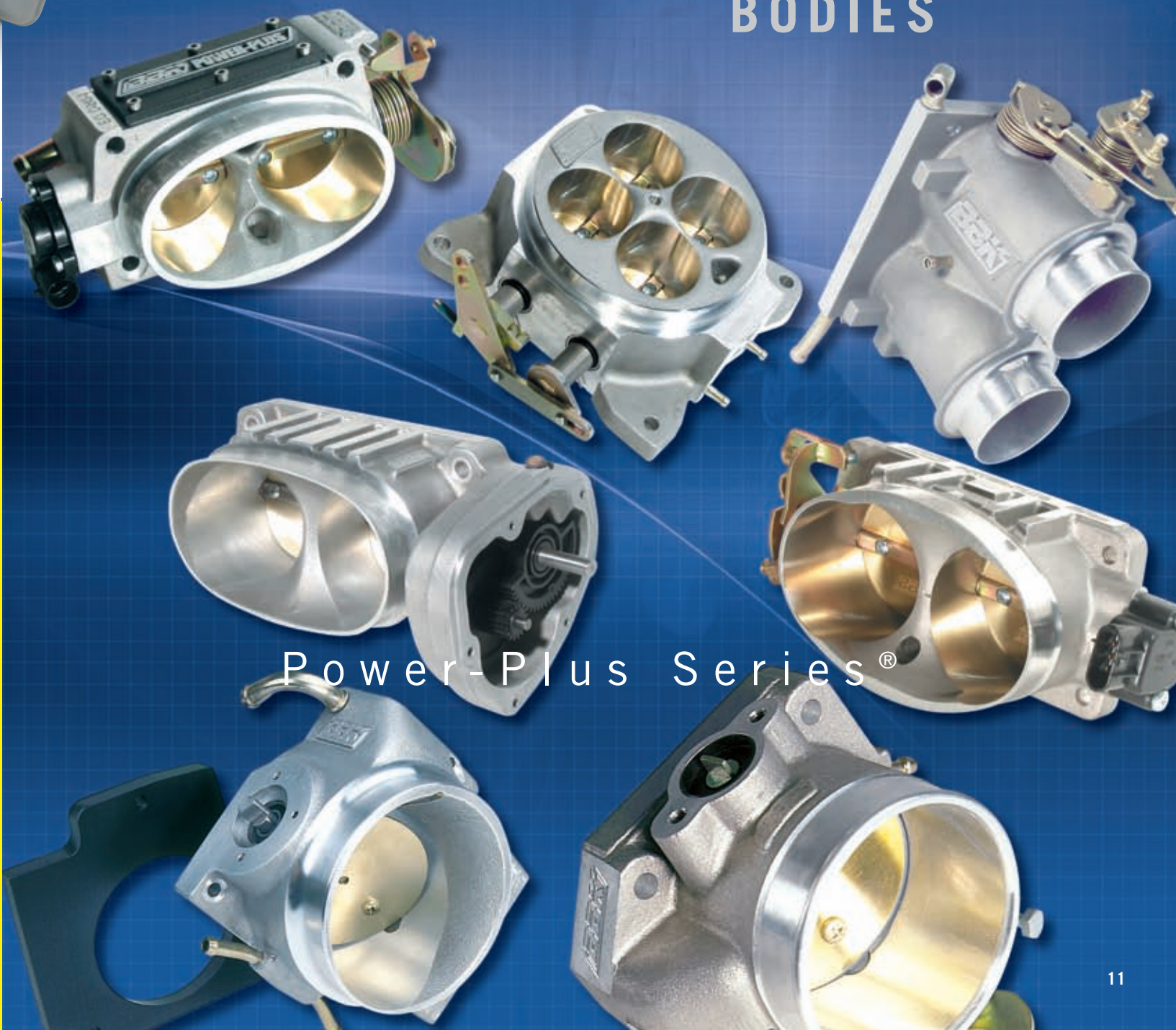
NEW *5012 – "DSI-Series" Dual-Runner Intake Manifold System (1996-04 4.6L Mustang)
Titanium Finish, Includes Fuel Rail Kit

**EO pending – Available Spring/Summer 2008*





PERFORMANCE EFI Throttle BODIES



Power-Plus Series®



Power-Plus® S E R I E S



Performance Induction COMPONENTS

To meet the demand of today's Mustang enthusiast, we offer these popular throttle bodies to cover 1994-95 Mustang GT models.

As with all BBK throttle bodies, each unit starts from a high-quality 356 aluminum alloy casting which is machined on our state-of-the-art CNC machining centers. These throttle bodies are available in 65mm, 70mm, and 75mm versions to ensure a perfect match for all levels of performance.



All this comes to you with a value you can only expect from the leader in today's performance.

Performance Throttle Bodies for GM Tuned-Port and LT-1 Models

Available in 52mm & 58mm sizes

Fits all 1985-current tuned-port 305/350 & LT-1 applications

Direct bolt-on

50-state EPA legal D-245-13

- 1534 - Twin 52mm 1985-88 305/350 TPI
- 1536 - Twin 58mm 1985-88 305/350 TPI
- 1537 - Twin 52mm 1989-92 305/350 TPI
- 1539 - Twin 58mm 1989-92 305/350 TPI
- 1540 - Twin 52mm 1992-93 LT-1 5.7L
- 1542 - Twin 58mm 1992-93 LT-1 5.7L
- 1543 - Twin 52mm 1994-97 LT-1 5.7L
- 1544 - Twin 58mm 1994-97 LT-1 5.7L



Performance Throttle Bodies for 1994-95 Mustang GT and 3.8 T-Bird Supercoupe

Available in 65mm, 70mm, & 75mm sizes

Direct bolt-on

Adds 8-15 horsepower

50-State EPA Legal D-245-13

- 1522 - 65mm Throttle Body - 5.0
- 1523 - 70mm Throttle Body - 5.0
- 1524 - 75mm Throttle Body - 5.0
- 1715 - 70mm 3.8 SC Thunderbird Performance Throttle Body (1989-95) D-245-13

For over five years, our GM throttle bodies have been the number one choice with performance enthusiasts. These units are available for all 1985-97 305 and 350 TPI and LT-1 equipped Camaros, Firebirds, Corvettes, Impala SS and other GM models.

Available in twin 52mm and 58mm versions you'll be guaranteed to have the perfect match for all levels of performance.

To ensure the same high standards as other BBK throttle bodies we start with a precision 356 aluminum alloy casting which is machined on our ultra-modern CNC machining centers to exact tolerances. Then each unit is assembled with high quality BBK components such as an o-ringed shaft, double sealed roller bearings, precision die-stamped linkage assemblies along with factory quality fittings and connectors to ensure a perfect installation and life-long use.

Power-Plus® S E R I E S



POWER-PLUS SERIES® 1990-Current 4.6 & 5.4 Ford Applications

Available in 70mm and 75mm sizes

Direct bolt-on installation — E.O.# D-245-13

Adds 8-15 horsepower, crisper throttle response

Standard on Roush Stage 3 Mustang

- 1700 – 70mm 4.6 2-V (Fits All 1996-04 4.6 2-V Applications, Except for F-Series Truck)
- 1701 – 75mm 4.6 2-V (Fits All 1996-04 4.6 2-V Applications, 1997-03 5.4 F250)
- 1703 – 75mm 4.6 2-V (Fits All 1990-95 4.6 2-V Applications – Also Fits 1997-2003 4.6 and 5.4 F150 and Expedition Models)
- 1758 – 70mm 4.6L F-Series/Expedition (2004-Up)
- 1759 – 75mm 5.4L F-Series/Expedition (2004-Up)

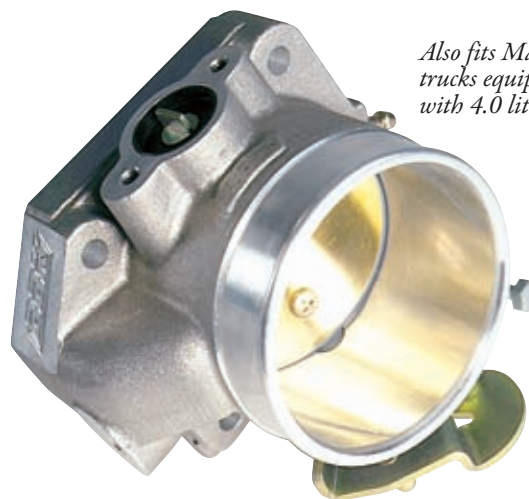
As the leader in performance for today's cars and trucks — it's no surprise that our engineers have already produced performance throttle bodies for all 1990-current 4.6 & 5.4 2-V Ford applications. Available in both 70mm and 75mm models — these throttle bodies produce the same level of horse-power gains as with the super popular 5.0 liter models. As the #1 manufacturer of performance throttle bodies in the world, our 4.6 and 5.4 liter units feature the same precision CNC machined hardware and factory style direct-fit linkage assemblies found with all BBK brand throttle components.



*PATENT PENDING 1996-04 4.6 GT 78mm Throttle Intake

Another performance first from BBK Performance — the all new 78mm BBK throttle intake incorporates a high flow intake plenum and a larger 78mm BBK throttle body all in one great performing unit. Add 12-15 horsepower with this direct bolt-on. This patent pending design has all the quality features you would expect from a BBK product — built from lightweight 356 aluminum castings this kit comes complete with all necessary hardware and horsepower!

- 1780 – 1996-04 4.6 GT 78mm 2V BBK Throttle Intake



Also fits Mazda trucks equipped with 4.0 liter V-6.

POWER-PLUS SERIES® 66mm Throttle Body for Ford 4.0 Liter Ranger & Explorer

Available in 66mm

New – not reworked — E.O.# D-245-13

Fits all 4.0 liter Ranger and Explorer models (1989-2000)

Adds 6-12 horsepower

- 1580 – 66mm Throttle Body for 4.0 liter Ford (1989-2002*)

**Will not fit SOHC models.*



Power-Plus®

S E R I E S



Performance Induction COMPONENTS

Whether you're the owner of the LS-1 powered Corvette, Camaro, Firebird or the all new Chevy and GMC full size pick-ups and sport utilities, these new 80mm performance LS-1 throttle bodies are a proven and simple way to bolt-on 7-10 horsepower in just minutes. Built from CNC machined 356-T6 aluminum alloy, the new LS-1 throttle bodies offer the ultimate in quality, fit and finish. These units are designed as a direct-replacement and require no modifications.



Now available for 1999-2006 Chevrolet & GMC full-size trucks.

Performance 80mm 1997-2004 LS1/LS6 GM Throttle Bodies

Bolt on 7-10 horsepower in minutes

Features OEM style cable or drive-by-wire throttle control

Brand new – not remanufactured

- *1708 – 80mm LS-1 Performance Throttle Body (1997-2004 Corvette)
- *1709 – 80mm LS-1 Performance Throttle Body (1998-2003 LS-1 Camaro/Firebird 2004 GT0) (1999-2002 GM Full Size 4.8, 5.3 & 6.0 w/Cable Style Throttle)
- *17090 – 85mm LS-1 Performance Throttle Body (1998-2003 LS-1 Camaro/Firebird 2004 GT0) (1999-2002 GM Full Size 4.8, 5.3 & 6.0 w/Cable Style Throttle)

**EO pending*



Now available for 2003-04 Cobra and 1999-04 Lightning.

Ford Twin 62mm & Twin 65mm Throttle Bodies for 1996-Current 4.6 3V/4V Cobra & V-10 Truck/RV

Twin 62mm unit flows approximately 30% better than the factory twin 57mm part with the twin 65mm at nearly 45% more air flow

Direct bolt-on, no modifications necessary – E.O.# D-245-13

Adds approximately 10-12 horsepower over stock throttle body

Machined from high-quality 356 aluminum

- *1705 – Twin 62mm 4.6 4-V Throttle Body (1996-2004 Mustang Cobra/V-10 1997-2002 F-Series & Excursion & 03-04 Mach 1 & Bullit)
- *1711 – Twin 65mm 4.6 4-V Throttle Body (1996-2004 Mustang Cobra/V-10 1997-2004 F-Series & Excursion & 03-04 Mach 1 & Bullit)
- *17110 – Twin 65mm Throttle Body 2003-04 Cobra Mustang
- *1755 – Twin 65mm Throttle Body 1999-03 Lightning
- *1763 – Twin 62mm 2008 Mustang GT 4.6 3-V Performance Throttle Body
- *1764 – Twin Bore 65mm V-10 Ford Truck (2005-Up) 2007-Up GT500 Mustang

**EO pending*

LS1 Vortec GM Truck & H2 Performance Throttle Bodies

Bolt on 7-10 horsepower in minutes

Features OEM style cable or drive-by-wire throttle control

Brand new – not remanufactured throttle bodies

- *1710 – 80mm GM Vortec Performance Throttle Body (1996-1998 305/350/454)
- *1721 – 80mm GM Vortec Performance Throttle Body (1996-1999 454)
- *1756 – 80mm GM Performance Throttle Body (1999-2002 GM 4.8, 5.3, 6.0 Truck w/Electronic Throttle Control)
- *1757 – 80mm GM Performance Throttle Body (2003-2006 GM 4.8, 5.3, 6.0 Truck & H2)
- *1766 – 80mm 8100 GM Truck/RV Performance Throttle Body (1998-2002)

**EO pending*

Power-Plus® S E R I E S

Performance Induction COMPONENTS

When it comes to modifying a late model Ford car or truck, one of the most important but hard to find performance parts is the throttle body. However, we at BBK saw this problem long ago and addressed it with a full line of performance throttle bodies available in a variety of sizes to suit all performance applications. These throttle bodies are cast from high quality 356 aluminum alloy, and are machined on our modern CNC machining centers to ensure perfect quality every time. Features like double-sealed bearings, o-ringed throttle shafts, and precision die-stamped linkages — will ensure you get the best quality and value possible.



POWER-PLUS SERIES® Ford Truck/RV Throttle Bodies

Available in twin 56mm & twin 61mm sizes

Available for 1987-96 302/351 & 460 truck models

Adds 8-12 horsepower

Direct bolt-on — no modifications needed

Great for sport or towing applications

50-state EPA legal D-245-13

3501 – Twin 56mm 1987-96 302/351 F-Series Truck/RV

3502 – Twin 61mm 1987-03 460 F-Series Truck/RV

3503 – Twin 61mm 1987-96 302/351 F-Series Truck/RV

TPS Sensors



1684 – Replacement Throttle Position Sensor 1986-93 5.0L

1685 – Replacement Throttle Position Sensor 1996-04 4.6L 2V

1686 – Replacement Throttle Position Sensor 1994-97 GM LT-1

POWER-PLUS SERIES® Mustang 5.0 Liter Throttle Bodies & EGR Plates

Available in 65mm, 70mm, 75mm & 80mm sizes

Matching EGRs available with 65mm, 70mm, & 75mm

Fits all 1986-93 Ford 5.0 liter EFI applications

Fits 5.8L Lightning, must modify stock EGR plate to fit

50-state EPA legal carb EO #D-245-13

Complete with gaskets & TPS sensor

1517 – 65mm Throttle Body

1501 – 70mm Throttle Body

1503 – 75mm Throttle Body

1514 – 80mm Race Throttle Body*

1518 – 65mm EGR Plate

1502 – 70mm EGR Plate

1504 – 75mm EGR Plate

1572 – 65/70mm Throttle Body Gasket Kit

1573 – 75mm Throttle Body Gasket Kit

NEW 1500 – 70mm Throttle Body & 70mm EGR Plate Kit

*Part #1514 Not Smog Legal





Power-Plus® S E R I E S



2004-08 Ford F-Series & Expedition

THROTTLE BODIES

Increased horsepower and towing performance in just minutes with the addition of our latest electronic throttle control throttle bodies for your 2004-08 F-Series/Expedition truck. Now enthusiasts can bolt-on 8-12 horsepower with one of our new performance throttle bodies that are designed to work on Fords latest generation 4.6L/5.4L modular V-8's.





BBK is the only aftermarket company to invest in OEM style injection molded gear set technology for our Ford electronic throttle control performance throttle bodies eliminating the wear and calibration problems associated with those using other systems made from such materials as brass.

2004-08 Ford F-Series and Expedition Throttle Bodies

OEM style electronic throttle design

Bolt-on 8-12 horsepower

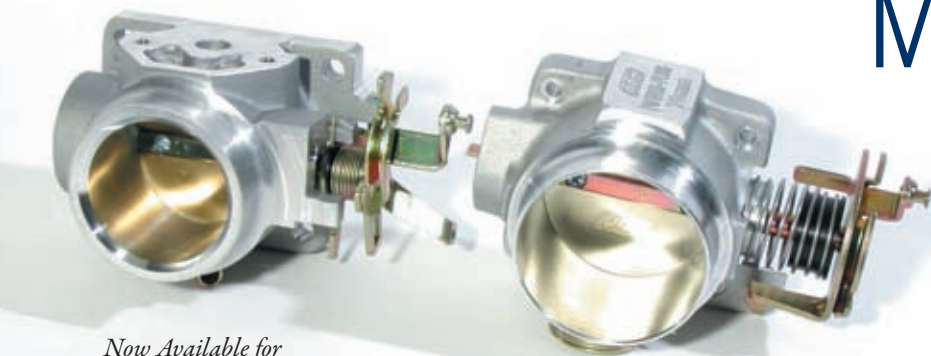
Better towing performance

-  *1758 – 75mm Electronic Throttle Control Performance Throttle Body (2004-08 4.6L F-Series/Expedition)
-  *1759 – 80mm Electronic Throttle Control Performance Throttle Body (2004-08 5.4L F-Series/Expedition)

*EO pending



Extensive testing has shown very real gains in overall performance - which is even more noticeable on the heavier 4X4 models. All units are built to meet or exceed OEM quality standards and feature a fully CNC-machined aluminum body along with factory type injection molded gear assembly for year after year of trouble free performance. All units are calibrated at our factory and can be bolted-on in under an hour without other modifications.




*Now Available for
2005-08 V-6 Mustang*

POWER-PLUS SERIES®

Mustang/F-Series V-6 Throttle Bodies

Bolt-on 7-10 horsepower in minutes

- *1548 – 56mm Performance Throttle Body Assembly (1994-98 3.8L V-6)
- *1552 – 65mm Performance Throttle Body Assembly (1999-2000 3.8L V-6)
- *1652 – 65mm Performance Throttle Body Assembly (2001-04 3.8L V-6 Mustang/1997-03 4.2L V-6 F-Series Truck)
-  *1765 – 70mm Performance Throttle Body Assembly (2005-08 4.0L Mustang)

*EO pending

Mustang V6

With the popularity of Ford's V-6 Mustang, it's easy to see why these Power-Plus Series throttle bodies have become a must have with Mustang enthusiasts.

Sized at 56mm for the 1994-98 3.8L models and 70 mm for the 1999-04 3.8L V-6. These units outflow the factory parts by 30-35% resulting in an additional 7-10 horsepower, as well as improved throttle response. These throttle bodies can be installed in about 30-minutes without other modifications and work very well on stock or modified applications. As with all BBK "Power-Plus Series" performance throttle bodies, each unit is a brand-new CNC-machined assembly with OEM-quality components for everyday use. (Note: Try part # 1717 or #1719 cold-air system in addition to these throttle bodies for even more performance from Ford's 3.8L V-6.)

Power-Plus® S E R I E S



NEW

POWER-PLUS SERIES® Dodge Truck/Jeep Throttle Body

Fits all Ram, Durango, Dakota and Jeep models

Bolt-on 7-10 horsepower in under 30 minutes

- *1722 – Twin 52mm 5.2/5.9L Dodge Truck/Jeep Throttle Body (1999-03)
- *1723 – 70mm 4.7L Dodge/Jeep Cherokee Throttle Body (1999-02)
- *1724 – 62mm 1991-03 4.0L Jeep

*EO pending



NEW

POWER-PLUS SERIES®

4-Barrel Universal Throttle Body Assembly

Designed for use on custom applications, our new 4-barrel performance universal throttle body delivers unmatched performance at an affordable price. Equipped with a standard carburetor style linkage assembly, this square bore design will work with dozens of factory or aftermarket 4 barrel manifolds. It also features a universal style throttle position sensor for easy hook-up on your custom application.

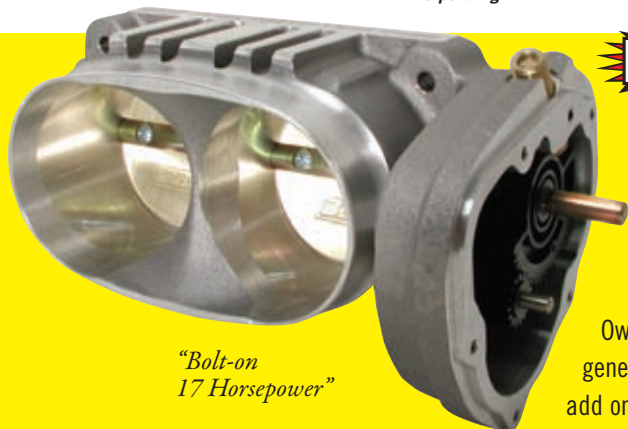
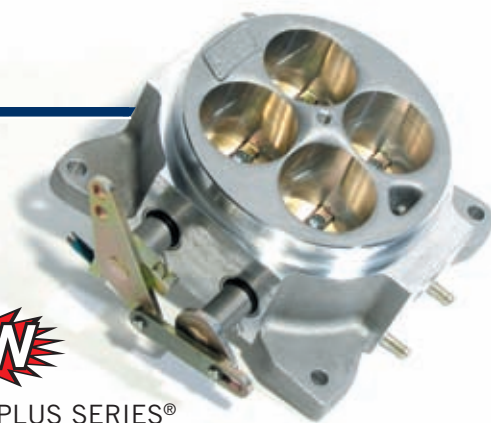
Universal 4-barrel design – 1-3/4" Bores

Great for custom applications

Includes GM late model style throttle position sensor

Machined for late model GM IAC

1716 – Performance Universal 4-Barrel Throttle Body



*"Bolt-on
17 Horsepower"*

NEW

2005-08 Mustang THROTTLE BODIES GT and V6

Owners of Fords latest generation pony car can now add one of the most popular power adders with our latest performance throttle body offerings. Now available for both the 4.0L V-6 and 4.6L GT / Shelby models – these new throttle bodies offer awesome performance gains while utilizing a factory calibrated electronic throttle control for a trouble free installation. While other manufacturers have had to recommend the use of power programmers to offset some inherent calibration problems, our use of a OEM style injection molded gear assembly allows use with the factory program or an aftermarket programmer.

Look for in-depth product and installation information along with dyno results at our recently upgraded website at www.bbkperformance.com



In almost twenty years of building performance throttle bodies – our engineers have seen some of the biggest gains to date with 14-17 rear wheel horsepower on typical GT models with otherwise stock motors, including the factory computer & program. The V-6 units are delivering 8-10 additional horsepower on otherwise stock models – with even bigger gains when used in conjunction with one of our new cold-air induction systems.

- *1765 – 70mm Electronic Throttle Control Performance Throttle Body (2005-08 4.0L Mustang) V-6
- *1763 – Twin 62mm Electronic Throttle Control Performance Throttle Body (2005-08 4.6L Mustang) 3V
- *1764 – Twin 62mm Electronic Electronic Control Performance Throttle Body (2008 GT500/2005 V10 F-Series)

*EO pending



Power-Plus® S E R I E S



Sport-Compact Performance Throttle Bodies



POWER-PLUS SERIES®

62mm & 70mm Honda Civic/Acura Integra Throttle Bodies

Bolt-on 6-12 horsepower in minutes

Easy bolt-on

No longer will owners of the popular Honda Civic and Acura models be forced to pay too much for a minimally improved bored-out factory throttle body. While those modified stock units do flow slightly better, they are limited by their thin wall casting and restrictive shape.

With our popular Power-Plus Series® Throttle Bodies, a brand new computer-machined 356 aluminum alloy casting and precision hardware guarantee much improved performance. In-fact, chassis dyno tests have shown a solid 5-8 horsepower increase on stock vehicles—with up to 14 more horsepower on modified turbo models.

Available in 62mm & 70mm versions—BBK Throttle Bodies flow up to 40% better than stock and requires no exchange.

*1546 – 65mm Honda Performance Throttle Body 1.5/1.6L
(1992-00)

*1547 – 70mm Honda/Acura Performance Throttle Body 1.8L/1.6L
(1996-00)

**Does not fit GSR*

**EO pending*



POWER-PLUS SERIES®

62mm Eclipse/Talon Throttle Bodies

30% better flow than stock

Adds 7-10 horsepower

Brand new item – no exchange

This all-new 62mm performance throttle body offers owners of the popular 1994-98 Turbo Eclipse/Talon models a simple way to bolt-on 7-10 horsepower in about 30 minutes.

As with all BBK Power-Plus Series Throttle Bodies, each unit starts with a brand-new CNC machined 356 aluminum main body and is assembled with a host of OEM-quality components making it a true bolt-on.

This 62mm unit flows approximately 30% better than the stock unit and works great on stock or nitrous equipped models.

*1750 – 62mm Eclipse/Talon Performance Throttle Body
(1994-98 Turbo)

**EO pending*



POWER-PLUS SERIES®

65mm 2.0 Liter Ford Focus

30-35% better flow than stock

Owners of Ford's popular Focus sport-compact can now bolt-on 6-10 horsepower with this new 65mm high-flow performance throttle body assembly. With 30-35% better flow than the stock unit, this brand-new throttle body will really wake-up Ford's little 2.0L Zetec engine.

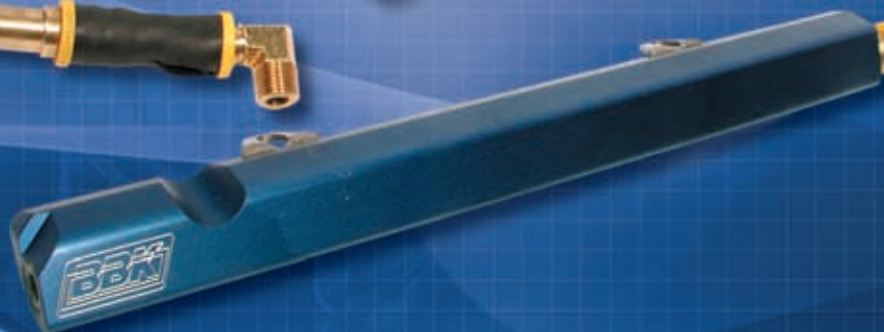
This throttle body starts with a fully CNC-machined 356 aluminum main body and is assembled at the BBK factory with OEM-quality components to ensure maximum performance and quality.

*1751 – 65mm Focus Performance Throttle Body (2.0L Zetec)
(2000-01)

**EO pending*



PERFORMANCE EFI Fuel System COMPONENTS



Power-Plus Series®





Power-Plus® S E R I E S



Performance Induction COMPONENTS

With such features as a fully CNC machined billet-aluminum housing and base, blue anodized finish, precision diaphragm and full adjustability – our engineers have introduced another winner for owners of 1986-98 4.6 and 5.0 liter Ford V-8 models. From the basic bolt-on 5.0 liter Mustang to a supercharged 4.6 Cobra model – BBK Billet Fuel Regulators offer the most power and quality at a fraction of the price of other manufacturers. Tuning can be accomplished with the simple twist of a screw, and mounting can be done in minutes.



4.6/5.0 Liter Ford Billet Aluminum Adjustable Fuel Regulators

CNC machined billet aluminum

Life-long blue anodized finish

Precision leak-free diaphragm design

Allows full adjustment – up to 65 psi

1706 – 1986-93 5.0 Liter V-8 Billet Adjustable
Fuel Regulator

1707 – 1990-97 4.6L 2-V, 1994-98 4.6L 4-V & 1994-95
5.0 V-8 Billet Adjustable Fuel Regulator

1617 – Liquid Filled Fuel Pressure Gauge Kit (0-60 psi)

Built from computer-machined lightweight aluminum alloy, this fully adjustable fuel regulator allows owners of the popular GM tuned-port models to accurately get the desired fuel pressure. This not only improves maximum horsepower, but also ensures proper air/fuel ratios for optimum fuel economy. To ensure life-long quality and show stopping looks, these adjustable regulators are blue anodized and come complete with OEM-style manifold runner gaskets needed for an easy installation.

GM Tuned-Port Billet Aluminum Adjustable Fuel Regulator Kit

Installs in minutes

Includes OEM direct-fit manifold runner gaskets

Great for mild to wild applications

1714* – Adjustable Fuel Regulator Kit
(1985-92 GM Tuned-Port 305/350)

**Includes manifold runner gaskets.*

Power-Plus® S E R I E S



BBK Performance direct-replacement in-tank fuel pumps continue to be the number one brand of high-volume pumps for today's fuel-injected enthusiasts.

Their OEM dimensions allow these pumps to be swapped without other modifications making them a great replacement for a worn out stock unit. The beefy internal components and high-performance design delivers up to 255 LPH (Liters per Hour) of capacity making them a must for turbo, nitrous and supercharged models. All performance pump kits include a new strainer unit as well as applicable installation hardware and are available for most domestic and import performance applications.



A must for turbo, supercharged or nitrous equipped applications.



POWER-PLUS SERIES® Performance In-Line Fuel Pump System

A must for turbo, supercharged and nitrous models

Easy to install package includes all hardware

Over 50 gallons per hour capacity

Guarantees plentiful fuel flow

Direct fit for 1986-95 Mustangs – connectors included

Can also be used for universal applications

1602 – Power-Plus Series® In-Line Fuel Pump System

**(Note: Designed to work in conjunction with factory or aftermarket in-tank pump.)*



Available for Domestic & Import models.



High-Volume OEM-Style Electric Fuel Pump Kits

Great for stock or modified applications

A must for turbo and nitrous models

All kits include a new strainer assembly

Easy to install design

- 1526 – 110 LPH Fuel Pump Kit (1986-97 Mustang V-8)
- 1527 – 155 LPH Fuel Pump Kit (1986-97 Mustang V-8)
- 1606 – 190 LPH Fuel Pump Kit (1986-97 Mustang V-8)
- 1607 – 255 LPH Fuel Pump Kit (1986-97 Mustang V-8)
- 1621 – 255 LPH Fuel Pump Kit (1992-95 Civic/Integra)
- 1622 – 255 LPH Fuel Pump Kit (1996-98 Cobra Mustang)
- 1625 – 255 LPH Fuel Pump Kit (1990-94 Eclipse/Talon)
- 1630 – 255 LPH Fuel Pump Kit (1985-91 5.0/5.7 Camaro & Firebird)

**Wire harness not included with all kits (not required.)*

With over 50 gallons per hour and up to 310 pounds per hour at 70 pounds per square inch of pressure—our famous in-line Power-Plus Series® Fuel Pump System will deliver anything your modified machine can demand. As a must with turbo, supercharged and nitrous applications—this powerful in-line has become a favorite with such vehicles as the Ford Mustang, GM F-Body and Honda Sport-Compacts.

Each system comes with complete hardware for an easy installation and even features an OEM Ford style quick fuel line connector for a direct plug-in installation on 1986-current V-8 Mustang models.



High-

Performance Phenolic Manifold SPACER KITS



Available in 3/8" thick design for proper hood clearance

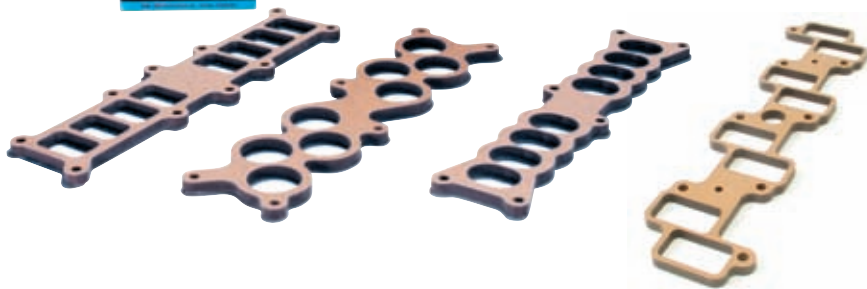
Computer-machined for a perfect fit

Each kit includes 2-gaskets and bolts with some applications

Add 4-6 horsepower

Available for factory, Cobra, GT-40, Edelbrock, TFS, and BBK SSI Series intakes

- 1506 – Phenolic Manifold Spacer Kit (Cobra and GT-40 Intakes)
- 1508 – Phenolic Manifold Spacer Kit (Factory 5.0 Intake)
- 1520 – Phenolic Manifold Spacer Kit (Edelbrock Performer Intakes)
- 1549 – Phenolic Manifold Spacer Kit (TFS Intakes)
- 1530 – Phenolic Manifold Spacer Kit (BBK SSI/SSI-R)



As one of the most affordable bolt-ons for today's automotive enthusiasts, Phenolic Manifold Spacer Kits have proven to be a great way to increase performance. CNC machined from a custom phenolic fiber material, these spacer kits increase power by dramatically reducing the transfer of heat from the lower to upper intake manifold. This in-turn produces lower inlet air temperatures which results in added horsepower and the ability to add more timing advance with less detonation.

Phenolic manifold spacers have also become a popular way of increasing manifold to valve cover clearance to accommodate popular bolt-ons such as performance rocker arms and rocker arm covers.

HIGH-FLOW Aluminum Fuel Rails



While developing and dyno-testing our "SSI-Series" intake manifold for the 1986-93 5.0L Mustang – our engineers found that the small steel factory fuel rails left much to be desired. This resulted in the development of our current high-flow aluminum fuel rails that are included in many of our performance intake manifolds as standard equipment.

While developing these fuel rails – our team also made sure that these units would work stock or other aftermarket manifolds so enthusiasts could get the same great performance and value that they deliver. Built from lightweight aluminum – each rail is CNC-machined to precise tolerances and blue anodized for maximum performance and longevity.

All rail kits come in sets and include hardware is required for easy installation

- 5010 – High-Flow Aluminum Fuel Rail Kit (1986-93 5.0L Ford Mustang)
- 5015 – High-Flow Aluminum Fuel Rail Kit (1996-98 4.6L Ford Mustang)
- 5016 – High-Flow Aluminum Fuel Rail Kit (1999-04 4.6L Ford Mustang)
- 5017 – High-Flow Aluminum Fuel Rail Kit (2005-08 4.6L Ford Mustang)
- 5018 – High-Flow Aluminum Fuel Rail Kit (1997-04 GM LS-1)



PERFORMANCE EFI Cold-Air INDUCTION SYSTEMS





Power-Plus® S E R I E S



Cold-Air Induction SYSTEMS

As one of today's favorite performance bolt-ons, cold-air induction systems deliver great looks as well as real world horsepower gains.

As the originator of the first of these chrome systems back in the early nineties, our famous line continues to offer the leading edge quality and function that BBK customers expect.



All BBK "cold-air-induction" systems utilize a high-flow washable conical cotton element filter and most are designed as fenderwell units to maximize performance. In addition to our standard hand-polished and chrome plated systems, we now offer a variety of kits utilizing a custom designed lightweight aluminum inlet casting which is hand-polished and chrome-plated. These trick castings deliver unmatched quality and a custom fit for a variety of auto and truck applications.

- *1556 – Cold Air Induction System 86-93 5.0L Mustang (Chrome)*
- *1557 – Cold Air Induction System 86-93 5.0L Mustang (Chrome)
- *1558 – Non Mass Air Adapter for 1986-88 Models
- *1712 – Cold Air Induction System 94-95 GT Mustang (Chrome)
- *1713 – Cold Air Induction System 96-98 Cobra, Bullit Models (Chrome)
- *17130 – Cold Air Induction System 99-02 Cobra (Chrome)
- *1717 – Cold Air Induction System 94-98 3.8L V-6 Mustang (Chrome)
- *1718 – Cold Air Induction System 96-04 4.6 GT Mustang (Chrome)
- *1719 – Cold Air Induction System 99-04 3.8L V-6 Mustang (Chrome)
- *1725 – Cold Air Induction System 2003-04 Cobra Mustang (Chrome)

*Non fenderwell for this kit only
*EO pending



Unique cast aluminum inlets on Cobra/Bullit systems

BBK Cold-Air Replacement Filters

- 1740 – Performance Conical Replacement Filter (Fits #1713, 17130, 1717, 1718, 1719, 1725, 1735)
- 1741 – Performance Conical Replacement Filter (Fits #1557, 1712 Systems)
- 1742 – Performance Conical Replacement Filter (Fits #1556, 1720, 1734, 1736, 1737) 9" Long, 3.5" Inlet



Chrome Aluminum

NEW 2005-08 Mustang SYSTEMS



"+19 horsepower at the wheels"

A whopping 19 horsepower and 16 ft lbs torque for under \$200, Ford's latest V-6 Mustang really benefits from improved airflow on the induction side. This all-new cold-air induction system offers great horsepower along with show stopping looks thanks to its chrome finish and high-flow conical filter with custom housing. The best part is that this kit can be installed in about 20-30 minutes with basic hand tools.

- *1737 – Cold-Air-Induction System (2005-08 Mustang V-6) Chrome

*EO pending

Designed to work with the factory computer or one of today's aftermarket programmers – our latest cold-air induction system for the popular 2005-08 Ford Mustang delivers as much bang for the buck as our 2005-08 throttle bodies. Testing on dozens of stock 2005-08 Mustang GT models has shown consistent gains of 15-16 rear wheel horsepower with no other add-ons and the stock computer program. This compares to the 8-9 horsepower our engineers noted with other brand units and a power programmer.

This high level of performance with the stock program is achieved by utilizing a custom integral mass-air housing which is machined into our new aluminum casting and features a calibration of the factory mass-air. While our engineers have seen some gains with a power programmer when used with a variety of modifications – they have not been able to achieve much more than what this cold-air system delivers.

- *1736 – Aluminum Cold-Air Induction System w/Mass Air Housing (2005-08 Mustang GT) Titanium Powder Coat Finish
- *17360 – Aluminum Cold-Air Induction System w/Mass Air Housing (2005-08 Mustang GT) Chrome
- *17365 – Aluminum Cold-Air Induction System w/Mass Air Housing (2005-08 Mustang GT) Charcoal Metallic Finish

*EO pending

Power-Plus® S E R I E S



GM Truck Cold-Air Induction

Bolt-on 10-15 horsepower

Great looking cast aluminum system

Titanium silver powdercoat finish

Complete kit with all hoses, clamps and high flow performance cotton element filter

Simple bolt-on with hand tools in minutes

*1729 – 4.8 5.3 6.0 GM Truck Cold-Air Induction System 1999-06

*EO pending



C-5 & C-6 Corvette Cold-Air Induction

This system can be installed in just minutes and is good for approximately 10-15 horsepower and works excellent with other power adders such as performance exhaust and performance throttle body.

*1726 – Aluminum Cold-Air Induction C5 97-04 (Titanium)

*17260 – Aluminum Cold-Air Induction C5 97-04 (Chrome)

NEW *1735 – Aluminum Cold-Air Induction C6 05-08 (Titanium)

*EO pending



This great looking fenderwell design for 4.6/5.4 F-Series and Expedition models delivers 7-12 horsepower along with improved fuel economy with its high-flowing CNC Mandrel-bent chrome inlet tube and cotton element performance conical filter. The fenderwell unit is powder-coated for optimum quality and features a rubber trim piece to seal-out unwanted engine heat.

Ford F-Series Cold-Air Induction

*1720 – Cold-Air Induction System 97-03 F-150/Expedition - Chrome

*1743 – Cold-Air Induction System 04-07 4.6L F-Series/Expedition - Chrome

*1744 – Cold-Air Induction System 04-08 5.4L F-Series/Expedition - Chrome

*EO pending



2005-08 5.7/6.2L Hemi System



"+21 horsepower at the wheels"

2005-08 5.7L CHARGER, MAGNUM, 300 Cold-Air Induction System

*1738 – Cold-Air Induction System (2005-08 5.7L Charger, Magnum, 300 + 6.1L SRT8)

*EO pending

Owners of the latest generation of Hemi V-8's (Charger, Magnum & 300) can add up to 21 HP with one of our latest cold-air-induction systems. Designed to be a simple bolt-on system – this kit comes with a new high-flow intake elbow, conical performance filter and a custom shroud for maximum performance. As with all BBK cold-air induction systems – the conical filter is a washable cotton element unit that will last the life of your vehicle. This system features a show quality polished & chrome plated inlet with a black powder finished shroud for excellent looks.



High-

Performance Underdrive Pulley

SETS

Built from aircraft-quality computer-machined steel or aluminum alloy, these popular underdrive accessory pulley kits have become one of the most sought after bolt-on's available for today's cars and trucks. By reducing the unnecessary speed of the accessories, these underdrive pulleys free up an average of 8-15 horsepower on most V-8 models while retaining full cooling and charging characteristics. Kits are available in a beautiful hand polished aluminum finish or a gloss black powder-coated steel. Most pulley systems retain the factory serpentine belt and can be bolted on in under 30 minutes. (Includes crank, waterpump and alternator pulleys.)



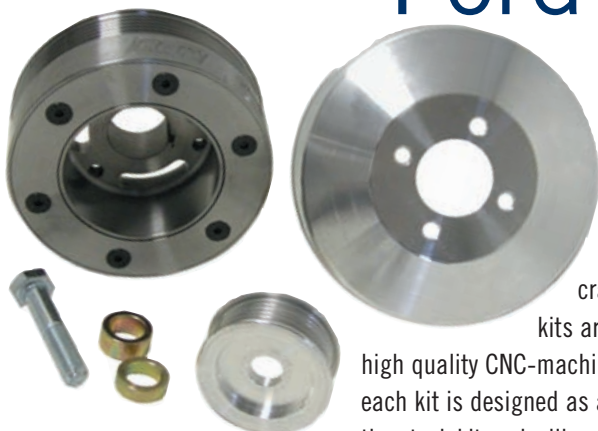
BBK Adjustable Timing Unit, Vari-Time, Ford, 4.6/5.4L

This BBK Var-Time adjustable timer is a great way to maximize horsepower and torque potential on any 4.6 or 5.4 Ford. They allow for easy + or - advance or retard timing and are easy to install. Plus they're a great looking CNC machined and anodized component.

1640 - Adjustable Vari-Time Timing Unit

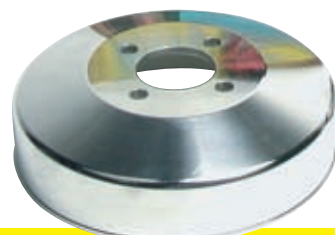


SFI-APPROVED KITS FOR Ford & GM



For those Mustang & GM LS-1 enthusiasts looking for the proven horsepower of under drive engine pulleys with a SFI-approved crank/damper – these all-new kits are just the ticket. Built from

high quality CNC-machined aluminum & steel – each kit is designed as a direct bolt-on in place of the stock kit and will work on basic street or more radical strip applications.



Polished Aluminum

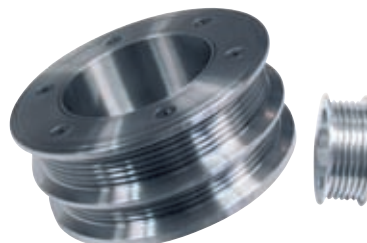
HIGH-PERFORMANCE Underdrive Accessory Pulley Systems

Computer machined aluminum alloy*

Bolt-on 10-15 horsepower in under 30 minutes

Deliver full charging

- 1513 - 3 Piece Steel Pulley Kit (1979-93 5.0 Mustang/Capri & 1986-96 F-Series Truck)
- 1528 - 3 Piece Steel Pulley Kit (1994-95 Mustang GT)
- 1553 - 3 Piece Aluminum Pulley Kit (1979-93 5.0 Mustang/Capri & 1986-96 F-Series 302/351)
- 1554 - 3 Piece Aluminum Pulley Kit (1994-95 Mustang GT)
- 1555 - 3 Piece Aluminum Pulley Kit (1996-01 (March) 4.6 GT and Cobra Mustang)
- 15550 - 3 Piece Aluminum Pulley Kit 8-Rib (1997-2003 4.6 & 5.4 F-Series/Expedition)
- 1559 - 3 Piece Aluminum Pulley Kit (2001-04 (April) GT, 2000-02 Cobra)
- 1591 - Aluminum Crank Pulley Kit (1993-97 LT-1 Camaro/Firebird)
- 1598 - 3 Piece Aluminum Pulley Kit (1985-87 305/350 Camaro, Firebird, Monte Carlo & GM Truck)
- 1603 - 3 Piece Aluminum Pulley Kit (1988-95 GM Truck 4.3, 5.0, 5.7)
- 1619 - 2 Piece Aluminum Pulley Kit (1994-98 3.8 Mustang)
- 1620 - 3 Piece Aluminum Pulley Kit (1988-92 305/350 Camaro, Firebird)



LS-1 2-Piece Kit

Depending on the specific vehicle – the kits are available in a 2-piece or 3-piece version. As with our traditional pulley systems – horsepower gains are approximately 9-12 rear wheel horsepower with the benefit of reduced drag which also helps with overall fuel economy.

- 1653 - SFI 2-Piece Crank/Water Pump Kit (2005-08 Mustang GT)
- 1564 - SFI 3-Piece Crank/Water Pump/Alternator Kit (1996-01 (March) Mustang GT)
- 1608 - SFI 3-Piece Crank/Water Pump/Alternator Kit (2001-04 (April) Mustang GT)
- 1592 - SFI 2-Piece Crank/Alternator Kit (1998-02 LS-1 Camaro/Firebird)
- 1593 - SFI 2-Piece Crank/Alternator Kit (1997-04 LS-1 Corvette)



NEW Products

Aluminum VALVE COVERS



As the first aftermarket valve covers for the 3.8L and 4.6L 2-V Ford models, our engineers went the extra mile to deliver a winning combination of great looks and function.

Cast from lightweight aluminum, each unit is titanium power-coated and CNC-machined for a great looking final product. Hand-polished-chrome powdercoat versions are also available in all styles and units are also available for the popular 5.0/5.8L Ford models. Their unique looks and such functional ideas as improved rocker arm clearance and cast in oil fill make these new entries stand-out from the rest of the pack.

Aluminum Valve Covers

- 1801 – 1994-04 3.8/4.2L V-6 Aluminum Valve Cover Set (Titanium Powdercoat)
- 18010 – 1994-04 3.8/4.2L V-6 Aluminum Valve Cover Set (Chrome Plated)
- 1802 – 4.6/5.4L 11-Bolt Pattern w/Driver Side Oil Fill Set (Titanium Powdercoat)
- 18020 – 4.6/5.4L 11-Bolt Pattern w/Driver Side Oil Fill Set (Chrome Plated)
- 1803 – 4.6/5.4L 11-Bolt Pattern w/Pass. Side Oil Fill Set (Titanium Powdercoat)
- 18030 – 4.6/5.4L 11-Bolt Pattern w/Pass. Side Oil Fill Set (Chrome Plated)
- 1804 – 4.6/5.4L 13/14-Bolt Pattern w/Pass. Side Oil Fill Set (Titanium Powdercoat)
- 18040 – 4.6/5.4L 13/14-Bolt Pattern w/Pass. Side Oil Fill Set (Chrome Plated)
- 1805 – 5.0/5.8L w/Passenger Side Oil Fill Set (Titanium Powdercoat)
- 18050 – 5.0/5.8L w/Passenger Side Oil Fill Set (Chrome Plated)

**Note: Chrome powdercoated are fully hand-polished and some slight blemishes are normal due to the nature of the aluminum casting.*

Decorative Aluminum ENGINE COVERS



Our popular Mustang decorative aluminum engine covers have become a very popular way to dress-up the under hood looks of today's 2005-08 Mustang GT with minimal cost. Recently our engineers re-tooled this popular piece in a new die-cast version which provides a much better chrome finish and is slightly lighter than the earlier standard cast version. As with the first model – this latest offering is available in a titanium powder coat finish or the popular chrome. No other modifications are needed for installation and all popular BBK add-ons such as the cold-air, throttle body and strut tower brace are designed to also fit.



Aluminum Engine Covers

- 1025 – Decorative Aluminum Engine Cover – Titanium (2005-08 Mustang GT)
- 10250 – Decorative Aluminum Engine Cover – Chrome (2005-08 Mustang GT)
- 10255 – Decorative Aluminum Engine Cover – Charcoal Metallic (2005-08 Mustang GT)



PERFORMANCE EFI Exhaust COMPONENTS

CNC Series®

Extractor Series®

Mustang Performance

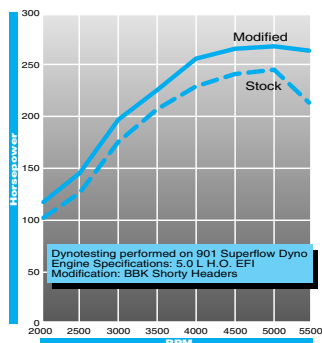
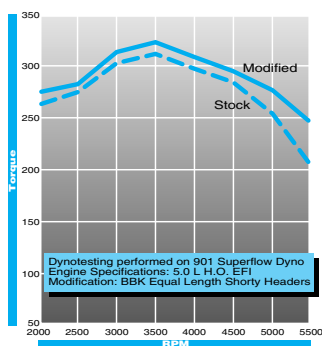
5.0 HEADER

One piece laser-cut flanges as standard equipment eliminates flange warping for easy installation or re-installation



fits ALL
Automatic
& Standard
transmissions

**50-State
LEGAL**



The magazine header shoot-outs prove it, no one can match the performance gains of our 50-state EPA-legal equal-length shorty headers for owners of 1986-95 Mustang 5.0 liter models. Built with the same high-quality features as all our CNC Series® Premium exhaust products — these headers are guaranteed to give the most “bang-for-the-buck.”

1-5/8 in. Equal-Length Shorty Headers for 1986-95 Mustang 5.0 Models

50-state EPA legal E.O.# D-245-8

Available for 1986-95 5.0 applications*

Fully mandrel bent heavy-gauge tubing

- 1512 – 1986-93 Equal-Length (Chrome)
- 15120 – 1986-93 Equal-Length (Polished Ceramic)
- 1529 – 1994-95 Equal-Length (Chrome)
- 15290 – 1994-95 Equal-Length (Polished Ceramic)
- 1575 – Hi-Performance Steel Lined Header Gasket Kit
Small Block Ford — Included

1-5/8 in. Shorty Headers for 1986-95 Mustang 5.0 Models

Direct bolt-ons available for 1986-95 5.0 applications*

Fully mandrel-bent heavy-gauge tubing D-245-5

Optional – ceramic high-temp coatings

- 1515 – 1-5/8" 1986-93 Shorty Headers (Chrome)
- 15150 – 1-5/8" 1986-93 Shorty Headers (Polished Ceramic)
- 1525 – 1-5/8" 1994-95 Shorty Headers (Chrome)
- 15250 – 1-5/8" 1994-95 Shorty Headers (Polished Ceramic)
- 1575 – Hi-Performance Steel Lined Header Gasket Kit
Small Block Ford — Included

*Can be used with 1985 & earlier 5.0 applications if converting to 1986-newer style dual exhaust.

When looking for quality, performance and value in a bolt-on 5.0 liter header kit — no other brand can compare to our list of shorty headers for 1986-95 5.0 liter Mustang applications.

The available 1-5/8" tube diameter allows for a perfect match with all levels of performance. And the distinctive quality of our CNC Series® guarantees many years of enjoyable performance.

All shorty headers are also available with our optional high-temp show quality polished ceramic coating.



fits ALL
Automatic
& Standard
transmissions



Full-Length Headers & MID-PIPES

While we have been confident in the performance and quality of our premium line of high-performance headers and exhaust systems, it has been very pleasant to read the super positive remarks and test results written by the editors of such magazines as Muscle Mustangs, Fast Fords, and 5.0 Mustang.

From the consistent 14-22 rear wheel horsepower increase seen with our 1-5/8" full-lengths on a typical 4.6 GT, to the fifty plus rear wheel horsepower increase which was netted after the installation of our 1-5/8" full-lengths, matching high-flow mid-pipe and aftermarket cat-back system installed on a 2003 Cobra by Muscle Mustangs Magazine.



Standard
transmission
ONLY

HIGH-PERFORMANCE 4.6 Liter Mustang GT & Cobra

- 1532 – 1-5/8 Full-length Headers 1996-98 Cobra (Chrome)*
- 15320 – 1-5/8 Full-length Headers 1996-98 Cobra* (Polished Ceramic)
- 1533 – 1-5/8 Full-length Headers 1999-04 Cobra (Chrome)
- 15330 – 1-5/8 Full-length Headers 1999-04 Cobra (Polished Ceramic)
- 1541 – 1-5/8 Full-length Headers 1996-04 GT (Chrome)
- 15410 – 1-5/8 Full-length Headers 1996-04 GT (Ceramic)
- 1676 – 0² Sensor Wire Extension Kit – 1986-04 V-8 Mustang (Pair)
- 1641 – 1-5/8" Full-Length Headers for 2005-08 Mustang GT (Chrome)
- 16410 – 1-5/8" Full-Length Headers for 2005-08 Mustang GT (Ceramic)

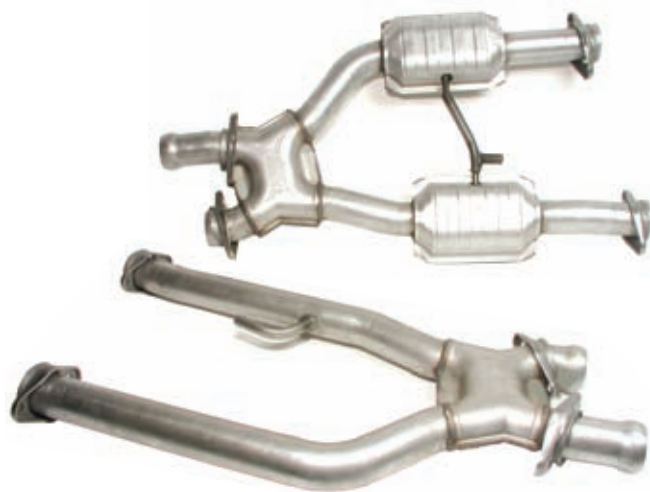
**98 Cobra requires slight airtube modification on drivers side.*

HIGH-PERFORMANCE High-Flow X-Mid-Pipes

Our engineers recently released versions of our popular eXtractor series mid-pipes to compliment our standard H-style short mid-pipes for use with our full-length performance headers. Built from fully aluminized CNC mandrel-bent 2.5" tubing, die-stamped flanges and our unique die-stamped X-chamber, these units deliver unmatched flow for the best sound and performance.

- † 1635 – 2.5" High-Flow Off-Road X-Style Mid-Pipe 1996-04 GT/Cobra
- 1638 – 2.5" High-Flow X-Style Mid-Pipe with Converters 1996-04 GT/Cobra
- 1659 – 2.5" Short X-Style with Converters (1979-93)
- † 1660 – 2.5" Short Off-Road X-Pipe (1979-93)
- † 1671 – 2.5" High-Flow Off-Road X-Style Mid-Pipe 1994-95 Mustang GT
- 1672 – 2.5" High-Flow X-Style Mid-Pipe w/Converters 1994-95 Mustang GT
- † 1636 – 2-3/4" Short Off-Road X-Pipe – Use w/1641 Full-Lengths 2005-08 Mustang GT
- 1637 – 2-3/4" Short X-Pipe W/Converters – Use w/1641 Full-Lengths 2005-08 Mustang GT

† This product is not EPA legal for street use and is intended for off-road racing use only.



eXtractor
SERIES



#1 Street & Strip PERFORMANCE HEADERS

For nearly 20 years enthusiasts have made our CNC-Series full-length headers their top choice for their 302 equipped 1979-95 Mustang. Available in both 1-5/8" and 1-3/4" versions, these premium quality pieces feature all our famous features such as heavy-wall CNC mandrel-bent tubing and 3/8" thick laser-cut flanges. They are equipped with a heavy-duty chrome plating as standard equipment and are also available in a polished ceramic finish.



Standard
transmission
ONLY

Gasketless style dome collector for a simple bolt-on.

HIGH-PERFORMANCE 5.0/5.8 Liter Mustang Models

All systems come complete with new gaskets, bolts and screw-in collector studs for a simple and quality installation. Matching short mid-pipes featured below make this a true do-it-yourself bolt-on upgrade.

Matching H-pipes and X-pipes available

Adds 15-20 horsepower

Tons of low-end torque

Available in 1-5/8" and 1-3/4" diameters

- 1516 – 1979-93 Mustang 1-5/8" Full-Length Headers (Chrome)
- 15160 – 1979-93 Mustang 1-5/8" Full-Length Headers (Ceramic)
- 1519 – 1994-95 Mustang 1-5/8" Full-Length Headers (Chrome)
- 15190 – 1994-95 Mustang 1-5/8" Full-Length Headers (Ceramic)
- 1569 – 1979-93 1-3/4" Full-Length 351 Headers (Chrome)
- 15690 – 1979-93 1-3/4" Full-Length 351 Headers (Ceramic)
- 1594 – 1979-93 1-3/4" Full-Length 302 Headers (Chrome)
- 15940 – 1979-93 1-3/4" Full-Length 302 Headers (Ceramic)
- 1575 – Hi-Performance Steel Lined Header Gasket Kit
Small Block Ford — Included
- 1676 – 0² Sensor Wire Extension Kit – 1986-04 V-8 Mustang (Pair)

HIGH-PERFORMANCE High-Flow H-Mid-Pipes

These BBK mid-pipes are built with fully aluminized CNC mandrel-bent tubing and feature die-stamped flanges and X-section for maximum quality and performance. As with all BBK Mustang performance mid-pipes, these units also feature our gasketless OEM-style dome type ends for a simple do-it-yourself bolt-on.

- 1509 – 2.5" High-Flow Mid-Pipe with Converters
1979-93 5.0/5.8L
- †1510 – 2.5" High-Flow Off-Road Mid-Pipe 1979-93
5.0/5.8L
- †1535 – 2.5" Short Off-Road H-Pipe 1996-04 GT/Cobra
- 1538 – 2.5" Short H-Pipe with Converters 1996-04
GT/Cobra

†This product is not EPA legal for street use and is intended for off-road racing use only.





Hemi 2005-08 Shorty Tuned-Length & Full-Length Headers

Now available in chrome, silver ceramic or stainless steel finishes, these all new headers feature 3/8" laser-cut flanges to prevent heat distortion and 1-3/4" heavy gauge CNC mandrel-bent tubing for improved horsepower and torque.

2005-08 Hemi Charger/Magnum/300 Shorty Tuned-Length & Full-Length Headers

The shorty tuned-lengths are a direct bolt-on and have shown an increase at the rear wheels of +21 horsepower and 16 ft/lbs of torque over stock! The full-length headers have shown even bigger numbers and are available with catalytic or off-road mid-pipes.

- 4012 - Shorty Tuned-Length 05-08 Hemi Headers (Chrome)
- 40120 - Shorty Tuned-Length 05-08 Hemi Headers (Silver Ceramic)
- 4012 - Shorty Tuned-Length 05-08 Hemi Headers (Stainless)
- 1647 - Full-Length 05-08 Hemi Header System (Chrome) and Catalytic Mid-Pipe
- 16470 - Full-Length 05-08 Hemi Header System (Chrome) and Off-Road Mid-Pipe
- 1648 - Full-Length 05-08 Hemi Header System (Silver Ceramic) and Catalytic Mid-Pipe
- 16480 - Full-Length 05-08 Hemi Header System (Silver Ceramic) and Off-Road Mid-Pipe
- 1646 - Full-Length 05-08 Hemi Header System (Stainless) and Catalytic Mid-Pipe
- 16460 - Full-Length 05-08 Hemi Header System (Stainless) and Off-Road Mid-Pipe



NEW



NEW

Hemi Ram Truck Shorty Headers

- 1-3/4 inch performance tuned-length shorties for Hemi Ram Truck
- 1-3/4 inch mandrel-bent heavy-gauge tubing
- 3/8 inch laser-cut flanges
- Chrome or polished ceramic
- Machine collector/flange
- Adds up to 18 horsepower
- Direct bolt-on to stock exhaust
- *4009 - Ram Truck Hemi 5.7L 2004-Up (Chrome)
- *40090 - Ram Truck Hemi 5.7L 2004-Up (Ceramic)
- *EO pending

Tuned-Length Shorty Headers

PERFORMANCE HEADERS for 4.6L MUSTANG GT

Our exhaust engineers have done the impossible with these all-new tuned-length performance headers for the popular 4.6 liter Mustang GT.

Tuned-Length Shorty Headers 4.6L Mustang GT 2V + 3V

- 1-5/8" CNC mandrel-bent heavy gauge tubing
- Custom high-flowing cast merge chamber

Direct bolt-on - all gaskets and hardware included

- *1615 - 1-5/8" Tuned-Length Shorty Headers 1996-04 4.6L Mustang GT (Chrome)
- *16150 - 1-5/8" Tuned-Length Shorty Headers 1996-04 4.6L Mustang GT (Polished Ceramic)
- *1612 - 1-5/8" Tuned-Length Shorty Headers for 2005-08 Mustang GT - Chrome
- *16120 - 1-5/8" Tuned-Length Shorty Headers for 2005-08 Mustang GT - Ceramic

*EO pending

fits ALL Automatic & Standard transmissions





V-6 Mustang Shorty Headers

Bolt-on performance horsepower

Available in chrome or ceramic coated finishes

1-5/8" tubing with 3/8" thick laser-cut flanges

Direct swap headers for stock and aftermarket exhaust systems

- †4008* – 1999-04 V-6 Mustang 1-5/8" Shorty Headers (Chrome)
- †40080* – 1999-04 V-6 Mustang 1-5/8" Shorty Headers (Ceramic)
- †4010** – 2005-08 V-6 Mustang 1-5/8" Shorty Headers (Chrome)
- †40100** – 2005-08 V-6 Mustang 1-5/8" Shorty Headers (Ceramic)

*Fits all 3.8L and 3.9L applications

**Fits all 4.0L applications

†EO pending

351-Windsor Mustang Swap Header System

Available for all 1979-93 Mustang/Capri models

Choose full-length or shorty design

1-5/8" shorty or 1-3/4" full-length

Fits all 351W applications

Fits manual transmission only

Matching bolt-on H-pipe available

- 1511* – 1979-93 Mustang/Capri 1-5/8" 351 Swap Shorty Headers (Chrome)
- 15110* – 1979-93 Mustang/Capri 1-5/8" 351 Swap Shorty Headers (Ceramic)
- 1569** – 1979-93 Mustang/Capri 1-3/4" 351 Swap Full-Length Headers (Chrome)
- 15690** – 1979-93 Mustang/Capri 1-3/4" 351 Swap Full-Length Headers (Ceramic)
- 1676 – 0° Sensor Wire Extension Kit – 1986-04 V-8 Mustang (Pair)

*Will work with a factory or aftermarket 1986-93 H or X-Pipe

**Use with part #1509 or #1510 Short H-Pipe

fits ALL
Automatic
& Standard
transmissions

Standard
transmission
ONLY

2005-08 Mustang GT AND V-6

2005-08 V-6 Dual Exhaust Conversion

Converts all 2005-08 Mustang V-6 to a true dual exhaust system

Kit includes 2-1/2" mandrel-bent aluminized steel x-pipe and drivers side over axle pipe

Kit also includes tail pipe muffler hinges, brackets and clamps

Direct bolt-on system to stock to stock or aftermarket headers

Requires the purchase of aftermarket GT axleback exhaust system to complete installation



- 4011 – 2005-08 V-6 Mustang 2-1/2" Dual Exhaust Conversion X-Pipe Kit

1-5/8" Full-Length Performance Headers

- 1641 – 1-5/8" Full-Length Headers for 2005-08 Mustang GT – Chrome
- 16410 – 1-5/8" Full-Length Headers for 2005-08 Mustang GT – Ceramic



2005-08 GT 2-3/4" High-Flow X-Pipes

Testing showed that a 2-1/2" x-pipe did very little for performance over the 2005-08 GT Mustang factory 2-1/2" mid-pipe. So our engineers tried 2-3/4" instead and saw better gains in power even on otherwise stock models.

Available for both shorty & full-length headers

Both off-road and performance cat versions also available

Out-flows factory mandrel-bent 2-1/2" pipes

- †1636 – 2-3/4" Short Off-Road X-Pipe
Use with 1641 or 16410 Full-Lengths 2005-08 Mustang GT
- 1637 – 2-3/4" Short X-Pipe w/Converters
Use with 1641 or 16410 Full-Lengths 2005-08 Mustang GT
- †1769 – 2-3/4" High-Flow Off-Road X-Pipe – 2005-08 Mustang GT
- 1770 – 2-3/4" X-Pipe w/Converters – 2005-08 Mustang GT

†This product is not EPA legal for street use and is intended for off-road racing use only.



Premium



Performance Exhaust PRODUCTS

Our popular CNC-Series performance 1-5/8" headers for 1987-95 302/351 models have been a number one choice with Ford Truck enthusiasts for fourteen years and counting.

Built with such premium features as 1-5/8" computer mandrel-bent heavy gauge tubing, 3/8" thick laser-cut flanges, leak free dome collectors and chrome or polished ceramic finishes, BBK headers are designed to put up with day-to-day driving or off-road use.

As with all CNC-Series Header Kits, high quality gaskets and new hardware is included with each pair to make installation a breeze.



Automatic
transmission
ONLY

1987-95 302 F-150 1-5/8 in. Shorty Headers

*3510 – 1-5/8" 302 1987-95 F-150 Performance Headers (Chrome)

*35100 – 1-5/8" 302 1987-95 F-150 Performance Headers (Polished Ceramic)

*Will not fit Bronco models
*EO pending



Automatic
transmission
ONLY

1987-95 351 F-150 1-5/8 in. Shorty Headers

*3511 – 1-5/8" 351 1987-95 F-150 Performance Headers (Chrome)

*35110 – 1-5/8" 351 1987-95 F-150 Performance Headers (Polished Ceramic)

*Will not fit Bronco models
*EO pending



PREMIUM QUALITY O² Wire Extension Harness

Designed with OEM connectors to ensure trouble free operation and installation when installing full-length headers and high flow off-road race pipes.

1676* – O² Sensor Wire Extension Kit – 1986-08 V-8 Mustang (Pair)

*For use with full-length headers.

The BBK engineering team has just finished development of our new line of CNC-Series® steel header systems for the popular 4.6/5.4 liter F-Series and Expedition models produced from 1997 to 2003.

Designed as a direct bolt-on application, these new premium headers have shown excellent performance and towing improvements.

With such super high-quality features as computer machined 3/8 in. thick flanges, computer mandrel-bent heavy-wall tubing and standard polished ceramic finish—these latest CNC-Series® header applications look like another hit for today's Ford owners.



1-5/8 in. 4.6/5.4 F-150 Performance Headers

Automatic
transmission
ONLY

- *3515 – 1-5/8" Shorty Headers (Chrome)
1997-2003 4.6 F-150 & Expedition
- *35150 – 1-5/8" Shorty Headers (Ceramic)
1997-2003 4.6 F-150 & Expedition
- *3516 – 1-5/8" Shorty Headers (Chrome)
1997-1998 5.4 F-150 & Expedition
- *35160 – 1-5/8" Shorty Headers (Ceramic)
1997-1998 5.4 F-150 & Expedition
- *3518 – 1-5/8" Shorty Headers (Chrome)
1999-2003 5.4 F-150 & Expedition
- *35180 – 1-5/8" Shorty Headers (Ceramic)
1999-2003 5.4 F-150 & Expedition

*EO pending



5.0/5.7L & 4.8, 5.3, 6.0L GM Full-Size Truck/SUV Performance Headers

- *4005 – 1-3/4" CNC-Series Performance Headers –
1999-04 4.8/5.3 (Chrome)
- *40050 – 1-3/4" CNC-Series Performance Headers –
1999-04 4.8/5.3 (Polished Ceramic)
- *4006 – 1-3/4" CNC-Series Performance Headers –
1999-04 6.0L (Chrome)
- *40060 – 1-3/4" CNC-Series Performance Headers –
1999-04 6.0L (Polished Ceramic)
- *4007 – 1-5/8" CNC Performance Headers – 1996-99
5.0/5.7L (Chrome)
- *40070 – 1-5/8" CNC Performance Headers – 1996-99
5.0/5.7L (Polished Ceramic)

#4006 and 40060 are equipped with air fitting connectors. Depending on the State, some 4.8, 5.3 models will use this application.

*EO pending

GM Truck Headers

Our all new 1-3/4" performance headers for GM's 1996-2004 full-size truck models are a real gem with their standard premium features and unmatched performance capabilities.

Starting from scratch, our engineers set out to build a quality system that even the most fanatical enthusiast would be proud to install on their late model full-size GM.

Available for 1999-2004 4.8, 5.3 and 6.0 liter models, these new performance headers are available in our standard chrome plating or optional polished ceramic finish. Precision welded construction and heavy-duty CNC mandrel-bent tubing with 3/8" thick laser-cut flanges ensure long-lasting quality as well as 10-15 additional horsepower. (New gaskets and hardware is included.)



Premium



Performance Exhaust

PRODUCTS

Our famous CNC-Series® performance and quality is now available to C-5 Corvette owners at unmatched affordable prices. Built from heavy-wall CNC mandrel-bent 1-3/4 in. tubing —each system is finished in a high-quality polished ceramic coating for maximum performance as well as great looks. These headers are an easy do-it-yourself bolt-on and are good for 10-13 rear wheel horsepower.

CNC

SERIES®



1-3/4 in. Premium Series 1997-2004 C-5 Corvette Header System

Standard polished ceramic finish

CNC mandrel-bent tubing

3/8" thick laser-cut flanges

Dyno-proven 10-13 rear wheel horsepower

*40000 – 1-3/4" CNC-Series® Headers (1997-99 C-5 Corvette)

*40010 – 1-3/4" CNC-Series® Headers (2000 C-5 Corvette)

*40040 – 1-3/4" CNC-Series® Headers (2001-04 C-5 Corvette)

*EO pending

fits ALL
Automatic
& Standard
transmissions



1998-2002 Camaro/Firebird 1-3/4" LS-1 Performance Headers

*4002 – 1-3/4" Performance Headers - 1998-99 LS-1 F-Body – Chrome

*40020 – 1-3/4" Performance Headers - 1998-99 LS-1 F-Body – Polished Ceramic

*4003 – 1-3/4" Performance Headers - 2001-02 LS-1 F-Body – Chrome

*40030 – 1-3/4" Performance Headers - 2001-02 LS-1 F-Body – Polished Ceramic

*EO pending

fits ALL
Automatic
& Standard
transmissions



Designed after our popular C-5 Corvette premium headers, these new LS-1 Camaro/Firebird units offer the same high-quality and performance at super affordable prices.

As with the C-5 units, these LS-1 F-body kits feature CNC mandrel-bent 1-3/4" heavy-gauge tubing and 3/8" thick laser-cut flanges for maximum flow and longevity. Currently available for 1998-99 and 2001-03 Camaro/Firebird 5.7 models, units come in a chrome-plated finish or optional polished ceramic coating. Rear wheel dyno tests have netted gains of 12-16 horsepower on typically equipped models.

When our engineers set out to design our premium-series header systems for the popular LT-1 Camaro/Firebird applications, they had one objective in mind – make the best system possible. When you look at the finished product we think you will agree that they made their goal. Not only are these the most precise, high-quality headers on the market for LT-1 models, but they are priced in the same range as much lesser quality systems in the marketplace.

The quality is not a secret, it's just a combination of basic BBK features such as heavy-gauge computer mandrel-bent tubing, 3/8" thick laser-cut flanges and optional show quality polished ceramic coatings.



1-5/8 in. Premium Series Header & Y-Pipe Systems for 1993-97 LT-1 F-Body & Impala S.S.

Available for all 1993-97 LT-1 F-body (Camaro/Firebird)

Heavy-gauge computer mandrel-bent tubing

3/8" thick laser-cut flanges

Single-cat. versions feature new Y-pipe assembly

Optional show quality polished ceramic finish

*1567† – 1994-95 Single Cat. 1-5/8" Header & Y-Pipe System (Chrome)

*15670† – 1994-95 Single Cat. 1-5/8" Header & Y-Pipe System (Ceramic)

*1568 – 1995-97 Dual Cat. 1-5/8" Header System (Chrome)

*15680 – 1995-97 Dual Cat. 1-5/8" Header System (Ceramic)

*1596† – 1993 F-Body LT-1 1-5/8" Header and Y-Pipe System (Chrome)

*15960† – 1993 F-Body LT-1 1-5/8" Header and Y-Pipe System (Ceramic)

*15950 – 1993-96 Impala S.S. 1-5/8" Header System (Ceramic)

†Features new Y-pipe system

*EO pending

fits ALL
Automatic
& Standard
transmissions



Premium Quality Gasket Sets

Premium reinforced quality replacement gasket sets – exhaust headers – throttle bodies – intakes

EXHAUST HEADER APPLICATIONS

- 1575 – Ford 302/351 1-5/8" Header Gasket Set
- 1400 – Ford 302/351 1-3/4" Header Gasket Set
- 1401 – Ford 4.6/5.4L 2V Header Gasket Set
- 1402 – Ford 4.6/5.4L 4V Header Gasket Set
- 1403 – Ford 4.6/5.4L 3V Header Gasket Set
- 1576 – GM 305/350 Header Gasket Set
- 1404 – GM LS1-4.8/5.3/5.7/6.0/6.2 Vortech
- 1405 – Hemi 5.7/6.1L
- 1407 – Ford 3.8L V6 Mustang
- 1408 – Ford 4.0L V6 Mustang

EFI INTAKE PLENUM GASKETS (BETWEEN UPPER & LOWER)

- 15062 – Ford GT40/Cobra Gasket
- 15202 – Edelbrock Performer/RPM Gasket
- 15492 – TFS – Street Heat/Track Heat Gasket
- 1601 – BBK SSI Intake Gasket

FORD – THROTTLE BODY GASKET SETS

- 1572 – 86-93 Mustang Throttle Body Gasket Set 65/70mm
- 1573 – 86-93 Mustang Throttle Body Gasket Set 75mm
- 1605 – 94-95 Mustang Throttle Body Gasket Set 65/70mm
- 1611 – 94-95 Mustang Throttle Body Gasket Set 75mm
- 1585 – 96-04 4.6/5.4 Car/Truck Gasket Set 70mm
- 1586 – 96-04 4.6/5.4 Car/Truck Throttle Body Gasket Set 75mm
- 1587 – 96-04 4.6 Cobra Car/Truck Throttle Body Gasket Set 62mm

GM – THROTTLE BODY GASKET SETS

- 1604 – LS1/Vortech Throttle Body Gasket Set 80mm
- 1584 – 305/350 TPI Throttle Body Gasket Set 58mm
- 1583 – 305/350 TPI Throttle Body Gasket Set 52mm



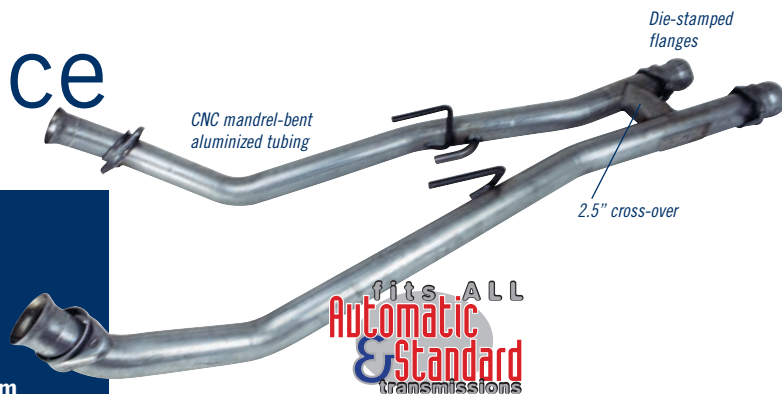
Premium



Performance Exhaust PRODUCTS

From the fully computer mandrel-bent 15-gauge aluminized tubing, OEM quality die-stamped flanges and custom fit design – the BBK 2.5" off-road H-pipes give racers the proven performance with unmatched quality.

Available for all 1986-93, 1994-95 and 1996-current Mustang V-8 models – these pipes are designed for race use and are not intended for street use. However, their easy bolt-in capability and factory oxygen sensor and air pump fittings make them ideal for the weekend racer.



2.5" Off-Road Race H-Pipe Assemblies

For off-road use only – not street legal

Bolt-on 15-20 more horsepower

Fully mandrel-bent 2.5" aluminized tubing

OEM quality die-stamped flanges

Easy bolt-on

- †1507 – 1986-93 5.0 Liter 2.5" Off-Road H-Pipe
- †1562 – 1994-95 5.0 Liter 2.5" Off-Road H-Pipe
- †1565 – 1996-98 4.6 GT 2.5" Off-Road H-Pipe
- †1566 – 1996-98 4.6 Cobra 2.5" Off-Road H-Pipe

† This product is not EPA legal for street use and is intended for off-road racing use only.

While many Mustang enthusiasts use off-road H-pipes for maximum performance at the track, our in-house dyno facility has proven over and over again that our 2.5" hi-flow H-pipes with converters make nearly as much power while retaining emissions legality.

Add to this all the standard quality features as computer mandrel-bent aluminized tubing, die-stamped OEM quality flanges and factory oxygen sensor and air tube fittings – and you have the best of both worlds at a price that's less than the restrictive 2.25" factory H-pipes.

2.5" Hi-Flow H-Pipes with Converters

Bolt-on 15-18 horsepower

Retain excellent low-end torque

Uses 50-state EPA legal converters

2.5" hi-flow design flows as well as off-road versions

- 1521 – 1986-93 5.0 Liter 2.5" Hi-Flow H-Pipe w/Converters
- 1563 – 1994-95 5.0 Liter 2.5" Hi-Flow H-Pipe w/Converters



X-Pipe History and BENEFITS

From the early days of merged pipes used in circle track race applications—X-pipes have proved to be a great way to bolt-on more performance to most V-8 applications. The unique high-flow design merged junction on the BBK X-pipe delivers unrestrictive performance for the mildest to wildest Mustang applications.

The BBK engineering team has worked hard to ensure that our growing line of performance X-pipes out-performs the competition in the three most important categories (performance, quality and value.)

Systems are available for off-road race use or with emissions legal high-flow converters.



From our original 1986-93 high-performance X-pipes which Mustang enthusiasts have enjoyed for years, to our new applications for all 1994-2008 Mustang GT and Cobra models. Mustang owners can get the most performance for their money with BBK CNC-Series® off-road and high-flow Cat X-pipes.

All X-pipes are computer mandrel-bent from fully aluminized 2.5 in. diameter tubing to ensure maximum flow as well as longevity. OEM-style die-stamped flanges ensure a perfect fit and dyno-testing has shown solid gains of 12-25 horsepower depending on the model and other modifications.

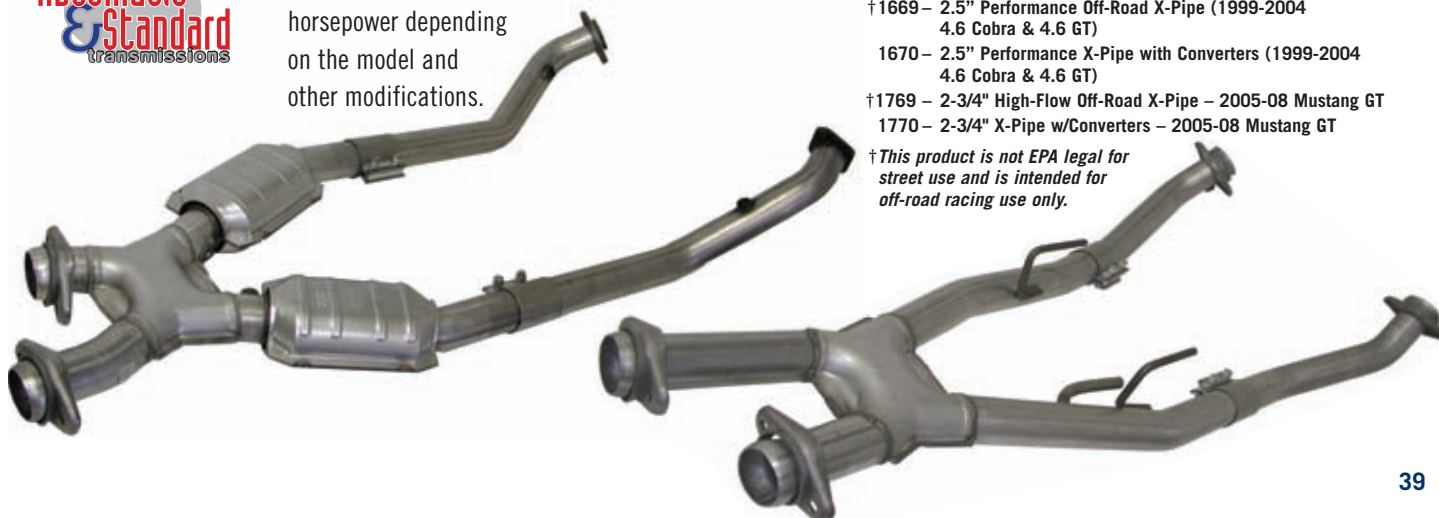
fits ALL
Automatic
& Standard
transmissions

extractor SERIES

HIGH-PERFORMANCE
**X-Chamber Mid-Pipes for
4.6 & 5.0 Liter Mustangs**

- †1616 – 2.5" Performance Off-Road X-Pipe (1996-98 4.6 Cobra)
- 1618 – 2.5" Performance X-Pipe with Converters (1996-98 4.6 Cobra)
- †1661 – 2.5" Performance Off-Road X-Pipe (1986-93 5.0 Mustang)
- 1662 – 2.5" Performance X-Pipe with Converters (1986-93 5.0 Mustang)
- 1663 – 2.5" Performance X-Pipe with Converters (1994-95 Mustang GT)
- †1664 – 2.5" Performance Off-Road X-Pipe (1994-95 Mustang GT)
- †1665 – 2.5" Performance Off-Road X-Pipe (1996-98 4.6 GT)
- 1666 – 2.5" Performance X-Pipe with Converters (1996-98 4.6 GT)
- †1669 – 2.5" Performance Off-Road X-Pipe (1999-2004 4.6 Cobra & 4.6 GT)
- 1670 – 2.5" Performance X-Pipe with Converters (1999-2004 4.6 Cobra & 4.6 GT)
- †1769 – 2-3/4" High-Flow Off-Road X-Pipe – 2005-08 Mustang GT
- 1770 – 2-3/4" X-Pipe w/Converters – 2005-08 Mustang GT

†This product is not EPA legal for street use and is intended for off-road racing use only.



**SpeedWare®****Series®**

Stainless Steel Full-Length Header SYSTEMS

With the ever increasing levels of quality found on today's new breed of performance vehicles it is important to use the best materials available for guaranteed longevity with everyday use in a variety of climates.



Speedware Full-Length Headers

- NEW** 1643 - 1-5/8" Stainless Steel Full-Length w/2-3/4" Mid-Pipe (2005-08 Mustang GT)
- NEW** †16430 - Off-Road Version of Above (No Catalytic Converters)
- NEW** 1644 - 1-3/4" Stainless Steel Full-Length w/2-3/4" Mid-Pipe (1997-04 C-5 Corvette)
- NEW** †16440 - Off-Road Version of Above (No Catalytic Converters)
- NEW** 1645 - 1-3/4" Stainless Steel Full-Length w/2-3/4" Mid-Pipe (2005-08 C-6 Corvette)
- NEW** †16450 - Off-Road Version of Above (No Catalytic Converters)
- NEW** 1646 - 1-3/4" Stainless Steel Full-Length w/2-3/4" Mid-Pipe (2005-08 Charger/Mangum/300)
- NEW** †16460 - Off-Road Version of Above (No Catalytic Converters)

† This product is not EPA legal for street use and is intended for off-road racing use only.



When our engineers began researching these new vehicles – they found that a few manufacturers were offering stainless steel performance headers. However, their high costs and limited availability made them out of reach for the average enthusiast.

Armed with one of the most state-of-the-art exhaust manufacturing facilities in the industry – our team knew they could do a much better job at a price that most consumers could afford. The result is our new line of “Speedware Series” stainless steel performance headers and mid-pipes for vehicles such as the Mustang, Corvette and Charger/Magnum models. With CNC mandrel-bent stainless steel tubing, 3/8" thick plasma cut stainless flanges, high-flow steel core converters and all stainless hardware – no other brand can match the quality at the price offered by BBK.

For additional information and a growing list of vehicle applications – be sure to check-out our website at www.bbkperformance.com.



PERFORMANCE Suspension & DRIVETRAIN





Gripp®

BBK
PERFORMANCE PARTS
Today's Performance

Performance Lowering Spring KITS

Our popular Gripp® Performance Lowering Spring Kits have been the number one choice of Mustang enthusiasts for over a decade. Available in both specific and progressive rate versions—all Gripp® spring kits are developed by the BBK engineering team to offer the best possible ride quality for everyday use.

Lowering Spring Kits are available for all 1979-2004 V-6 and V-8 GT.

All kits include two front and two rear springs and can be installed with basic tools by most do-it-yourselfers. Polyurethane bushings are also available separately.



Performance Lowering Coil Spring Packages

Available in specific and progressive rates

Available for 1979-2001 Mustang V-6 & V-8 models

Will lower the vehicle approximately 1.5 in.

- 2501 – Specific Rate Lowering Spring Kit (1979-2004 V-8 Mustang)
- 2510 – Progressive Rate Lowering Spring Kit (1979-2004 V-8 Mustang)
- 2547 – Progressive Rate Lowering Spring Kit (2005-08 Mustang GT)

When lowering 1979-2004 Ford Mustang models, it is important to also install offset steering rack bushings to eliminate bump-steer as well as a low-profile pinion snubber bushing to ensure proper axle travel with lowering. Our Gripp Series polyurethane units do just the trick at very affordable prices. The polyurethane also ensures that they will also greatly outlast the factory rubber pieces.

As many enthusiasts will also find worn out spring isolators, sway-bar and strut mounts when installing their new lowering springs we also offer high quality polyurethane versions, as well as, new heavy-duty end-link kits.

Polyurethane Suspension Bushing Packages

- 2508 – Offset Polyurethane Steering Rack Bushings (1986-2004 Mustang)
- 2531 – Pinion Snubber Bushing for Lowered Vehicles (1979-2004 Mustang)
- 2545 – Polyurethane Front Spring Isolators (1979-2004 Mustang–Pair)
- 2546 – Polyurethane Rear Spring Isolators (1979-2004 Mustang–Pair)



Axle Bumpstop Bushing #2531



Offset Steering Rack Bushing Kit #2508



Polyurethane Spring Isolators

High-Performance Suspension & Drivetrain

PRODUCTS

With many of today's Mustang enthusiasts spending as much emphasis on the handling characteristics as the horsepower potential of their pride and joy. It's become increasingly important to find the most functional, yet streetable parts for these applications. With the use of our caster/camber kits for 1979-93 and 1994-current Mustang applications, front end adjustment has become easy and affordable. Machined on our state-of-the-art CNC machining centers these caster/camber plates feature a billet aluminum main body, polyurethane mount and full caster and camber adjustability.

All kits include complete hardware and instructions to ensure an easy installation.



ADJUSTABLE Caster/Camber Plate Package for 1979-2004 Mustang Models

Fits all 1979-2004 Mustang applications

Billet-aluminum main body-precision CNC machined to exact tolerances

Lightweight, compact design

Easy to adjust – easy to install

2525 – Aluminum Adjustable Caster/Camber Package (1979-93 Mustang)*

2527 – Aluminum Adjustable Caster/Camber Package (1994-2004 Mustang)*

* Will not work on a coil over suspension set up.

Firmer launches and much improved handling characteristics are what you will get with these new heavy-duty rear upper and lower control arm kits for Mustang owners. Designed to work on all 1979-present Mustang applications, these units feature such highlights as precision robotic welding, baked-on powder-coating and polyurethane bushings, complete with greaseable zerk fittings. Sold in upper or lower pairs, these parts come with complete instructions for an easy installation.

HEAVY-DUTY Rear Upper and Lower Control Arm Kit for 1979-2008 Mustangs

Fits all 1979-2002 Mustang applications (except 1999-2002 Cobra)

Polyurethane bushings with greaseable fittings

Baked-on powder-coat finish

2521 – Rear Lower Control Arm Kit (1979-1998 Mustang)

25210 – Rear Lower Control Arm Kit (1999-2004 Mustang)

2522 – Rear Upper Control Arm Kit (1979-2004)*

2526 – Rear Upper and Lower Control Arm Package (1979-1998 Mustang)*

25260 – Rear Upper and Lower Control Arm Package (1999-2004 Mustang)*

NEW 2523 – Upper and Lower Control Arm Kit (2005-08 Mustang)

NEW 2524 – Axle Differential Bushing (2005-08 Mustang)

* Does not fit IRS Cobra models.





High-Performance Suspension & Drivetrain PRODUCTS

Late model Mustangs have been notorious with front end chassis flex since their debut in 1979. In 1994 Ford solved the problem on some versions of the Mustang by adapting what they learned from the aftermarket. In 1988 BBK began building and offering their now very popular tubular strut tower braces.

Designed from super strong tubular steel—which is fully powdercoated for a life-long, rust free finish, the BBK engineers were able to reduce cowl flex by up to 40% without sacrificing ride quality. Now BBK's Gripp® line offers a variety of part numbers for stock Mustangs, as well as tower braces designed to fit aftermarket intake manifolds on the popular 1994-95 GT models.

Street Series Strut Tower Braces



Dramatically reduces front chassis flex

OEM quality construction

Baked-on powdercoat finish

Easy to install designs

- 2504 – Gripp Tubular Strut Tower Brace (Gloss Black Powdercoat – 1986-93 Mustang 5.0)
- 25040 – Gripp Tubular Strut Tower Brace (Polished Chrome Finish – 1986-93 Mustang 5.0)
- 2513 – Gripp Tubular Strut Tower Brace (Gloss Black Powdercoat – 1994-95 Mustang GT)
- 25130 – Gripp Tubular Strut Tower Brace (Polished Chrome Finish – 1994-95 Mustang GT/Cobra)
- 2516 – Gripp Tubular Strut Tower Brace (Gloss Black Powdercoat – 1994-2003 V-6 and GT Models)
- 25160 – Gripp Tubular Strut Tower Brace (Polished Chrome Finish – 1994-95 V-6/1996-04 GT 4.6)
- 2617* – Strut Tower Brace – 2005-06 GT (Titanium Powdercoat)
- 26170* – Strut Tower Brace – 2005-06 GT (Chrome)
- 26175* – Strut Tower Brace – 2005-06 GT (Charcoal Metallic)

**Does not fit 07-08 models.*

HEAVY-DUTY Subframe Reinforcement Connector Sets

Whether it's better street performance or the occasional weekend drag or road race event, nothing will help the handling performance and chassis strengthening as much as the popular Gripp® Series subframe reinforcement connectors from BBK. These super strong boxed steel connectors will give your unibody Mustang the support of a full-frame chassis.

New kits are now also available which feature extra support "seat-mounting brackets" for additional strength and safety. All BBK subframe connectors feature die-stamped brackets and hardware for a bolt-on application or can be welded in place for maximum strength. All connectors are fully sealed and powdercoated gloss grey metallic for maximum looks and quality.

A must with flex prone convertible models

- 2506 – Gripp Subframe Connector Set (Standard Style – 1979-93 Mustang)
- 2520* – Gripp Subframe Connector Set (Standard Style – 1994-2004 Mustang)
- 2542 – Gripp Subframe Connector Set (w/Seat Support Brackets – 1979-93 Mustang)
- 2543* – Gripp Subframe Connector Set (w/Seat Support Brackets – 1994-2004 Mustang)

**Some Cobra models require removal of front bracket on subframe connector to clear trans. cross member.*



*New connectors with
seat support brackets*



Our popular heavy-duty clutch cable and quadrant kits for 1979-2004 Mustang models have been the number one system on the market for fifteen years and counting. While many other kits are now available in the aftermarket, none match the high-quality components or warranty found on our Gripp units. With our OEM style hard-cased heavy-duty adjustable cable, super strong aluminum one piece quadrant and 2-piece CNC machined blue anodized firewall adjuster, it's easy to know why these kits continue to be number one with Mustang enthusiasts.

These easy to install systems work great on stock or heavy-duty clutch applications and will eliminate the notorious factory sticky shifts and hard to get reverse gear. The beautiful blue anodized firewall adjuster allows precise pedal adjustment from under the hood.



HEAVY-DUTY Adjustable Cable & Quadrant Kits

Allows precise clutch adjustment

Complete packages now available with an adjustable firewall unit

A must with stock and heavy-duty clutches

Eliminates sticky shifts and hard to find reverse gear

- 1505 – Aluminum Clutch Quadrant and Adjustable Cable Kit (1979-95 Mustang GT & Cobra Mustang 5-Speed Models)
- 15055– Aluminum Clutch Quadrant and Adjustable Cable Kit (1979-95) With Fenderwell Adjuster
- 15050– Clutch Firewall Adjuster Kit
- 1609 – Aluminum Clutch Quadrant and Adjustable Cable Kit (1996-2004 GT & Cobra Mustang 5-Speed Models)
- 3517 – Heavy-Duty Adjustable Cable Only 1979-95 GT & Cobra Models (Must Use With Aluminum Quadrant)
- 3519 – Heavy-Duty Adjustable Cable Only 1996-2004 GT & Cobra Models (Must Use With Aluminum Quadrant)



2005-08 MUSTANG GT Tower Braces

TUBULAR STRUT Street Tower Brace

For those also looking for a great-looking strut tower brace on a tighter budget, our engineers were listening. Featuring a simpler single bar design that mounts at the existing shock tower inner brackets – this brace is very light and still delivers reduced chassis flex. While delivering the best price – this item also features robotic welded construction and powder coat or chrome finish for equally good quality.

- 2617 – Strut Tower Brace – 2005-06 GT (Titanium Powdercoat)
- 26170 – Strut Tower Brace – 2005-06 GT (Chrome)
- 26175 – Strut Tower Brace – 2005-06 GT (Charcoal Metallic)

**Will not fit 07-08 models. Use BBK Competition Series for all applications 05-08.*



COMPETITION SERIES Strut Tower Braces GT & V6

- 2618 – Competition Series Strut Tower Mount Brace 05-08 GT/V6 (Titanium Powdercoat)
- 26180 – Competition Series Strut Tower Mount Brace 05-08 GT/V6 (Chrome)
- 26185 – Competition Series Strut Tower Mount Brace 05-08 GT/V6 (Charcoal Powdercoat)



High-Performance Braking, Suspension & DRIVETRAIN

The all-new Pro-Plus Series® Gripp® Shifter gives Mustang enthusiasts unmatched quality and performance at a value other manufacturers can't beat. With full computer-machined billet aluminum main body construction as well as an extra beefy shift stop locator with adjustable shift stops and a beautiful blue anodized finish, the Gripp® Pro-Plus Shifter gives new meaning to smoother precise shifts for today's Mustang enthusiasts.

Another unique feature is the Pro-Plus Series® adjustable multi-position location that allows for a 2-position mounting for preferred shift-throw clearance. The Gripp® Shifter fits all Mustang T-5 and T-45.

Multi-location design
allows adjustment to
preferred position



Blue anodized
finish

PRO-PLUS SERIES® Performance Short-Throw Shifters

Available for T-5, T-45 and Tremec (3550/3650)

Fully adjustable design

Super strong CNC construction

Delivers much shorter/precise shifts

2700 – Pro-Plus Series® Shifter
(Mustang T-5 and T-45) 83-00



2005-08 MUSTANG GT Valve Covers

2005-08 Mustang GT Valve Covers

With the popularity of our decorative aluminum engine covers for the 2005-08 Mustang GT models – our engineers were looking for another affordable way to further dress-up the under hood appeal. By utilizing a design that is built as a die-casting – our team was able to deliver a pair a performance valve covers that are both lightweight and a great value. The precise finish of the die-casting also allowed for a chrome plated version without the expense of extension polishing as with standard cast units.

The valve covers are sold in pairs and are available in a great looking durable titanium powder coat or the show quality chrome. No modifications are required for installation.

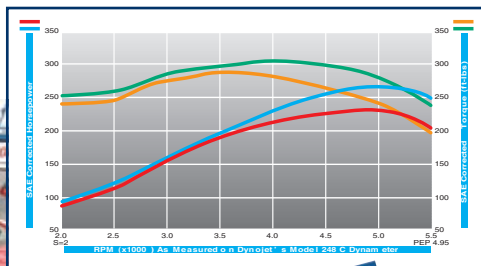


- 5050 – Aluminum Valve Cover Set – Titanium
(2005-08 Mustang GT and 3V F-Series)
- 5051 – Aluminum Valve Cover Set – Chrome
(2005-08 Mustang GT and 3V F-Series)
- 5052 – Aluminum Valve Cover Set – Charcoal Metallic
(2005-08 Mustang GT and 3V F-Series)

Big Horsepower Gains for New Mustang GT

When our first 2005 Mustang GT test vehicle arrived in late 2004 our engineers were excited to see how the new 300 horsepower 4.6L 3V motor would respond to the most common performance upgrades. Much debate was heard about possible computer problems, check engine lights and the possibility of limited performance potential. Then other companies confused consumers further when they started selling such items as cold-air-systems that required the addition of a power-programmer or new computer upgrade to work with the factory electronics.

After 6-months of extensive testing the results were in. Not only was our staff able to develop products that worked perfectly with the factory computer with no other upgrades, they also found that these products were producing the best performance gains they had seen to date on any Mustang engine platform. The gains were so impressive that we rounded-up further 2005 Mustang test vehicles just to verify the improvements we were seeing. Now it was time to contact the editors of the industry's top Mustang performance magazines so they too could have a chance to test some of these highly anticipated new products. The test featured in the October issue of Muscle Mustang & Fast Fords Magazine showed what our engineers had already seen. An improvement of 27hp and 38 lb-ft of torque at the rear wheels with only our new twin 62mm throttle body and our all-new cold-air-induction system which features a unique high-flow mass-air meter as part of the new aluminum inlet casting. Results from the staff of 5.0 Mustang & Super Fords Magazine were also in-line with all the other tests. It was official – the new 2005-08 Mustang is the most powerful and easiest to upgrade Mustang yet from Ford. For detailed dyno results and copies of these magazine tests – be sure to check-out our website at www.BBKPERFORMANCE.com



Extensive dyno testing on a variety of 2005-08 Mustang GT & V6 models has shown constantly that these cars love such upgrades as a performance throttle body, cold-air-system, headers and underdrive pulleys. Although the

electronically controlled throttle body and mass-air equipped cold-air required additional tooling and extensive testing to ensure a perfect match with the factory computer. The results are better than expected and once again our engineers have hit a home run.



Twin 62mm Throttle Body

Cold-Air Induction System



Tuned-Length Headers

*"+27hp/+38lb Torque
with no other mods"*



NEW Product HIGHLIGHTS



2005-08
Mustang



Performance Throttle Bodies

Performance electronic throttle bodies are now available for the 2005-08 Mustang V-6 & GT models. This simple bolt-on will net 8-15 horsepower at the rear wheels and offers OEM quality.



Cold-Air Induction System

Our famous Cold-Air Induction systems are now available for 2005-08 Mustang V-6 & GT models. Unlike many kits on the market – our OEM calibration delivers 14-15 horsepower with the factory computer program and does not require the use of a power programmer.

2005-08
Charger/Magnum/300



Cold-Air Induction System

This all new Cold-Air Induction system for the 5.7L equipped Charger/Magnum/300 models delivers 20 rear wheel horsepower with no other modifications and can be installed in less than 1 hour.



Throttle Body Spacer

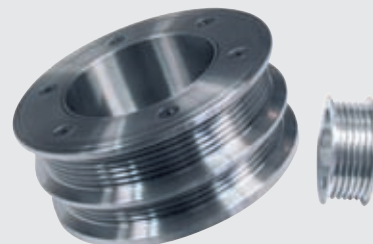
Our new throttle body spacer for 5.7L Hemi models is a simple and inexpensive way to both on additional horsepower by improving intake flow. Built from CNC-machined aluminum – each unit is anodized for a long lasting finish and comes with any hardware for a simple installation.

1997-05
C-5 Corvette



SSI-Series Intake Manifolds

Our popular SSI-Series LS-1 performance intake manifold is now available in a show stopping polished version along with the standard titanium powder coated version. Matched with one of our popular 80mm performance throttle bodies – this system delivers more power than other brands and will fit all 1997-04 C-5 & Z06 models.



SFI Underdrive Pulley Kit

Our new 2-piece SFI under drive pulley kit is now available for 1997-04 Corvette owners. With its SFI-approved crank/damper and aluminum alternator pulley this kit will add 9-10 rear wheel horsepower while delivering OEM quality you can count on.



Performance Headers

A full-line of tuned-length & full-length performance header systems are available for 2005-08 Mustang GT models along with an array of performance 2-3/4" high-flow mid-pipes.



Decorative Engine Covers

Our revised die-cast decorative engine covers offer GT owners a simple way to drastically improve under hood looks with very little investment. Both silver & chrome versions are available.



SFI Underdrive Pulley Kits

This new SFI-approved under drive pulley kit for Mustang GT models delivers a lot of bang for the buck with its SFI crank/damper and lightweight aluminum water pump pulley.



Performance Headers

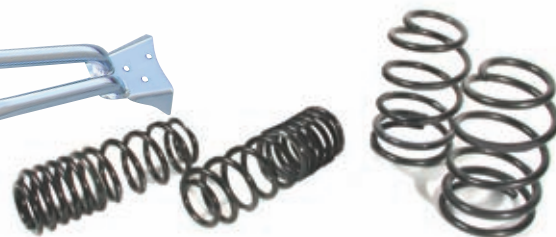
Our new "Speedware® Series" performance header & mid-pipe systems offer Charger/Magnum/300 owners the best quality performance exhaust at an un-matched price. Built from 304 stainless steel – these new systems exceed the OEM exhaust and are a true work of art.

(See page 32 for all applications)



Strut Tower Braces

Featuring a simpler single bar design that mounts at the existing shock tower inner brackets – this brace is very light and still delivers reduced chassis flex. While delivering the best price – this item also features robotic welded construction and powder coat or chrome finish for equally good quality.



Lowering Spring Package

Our popular Gripp® Performance Lowering Spring Kits have been the number one choice of Mustang enthusiasts for over a decade. Available in both specific and progressive rate versions—all Gripp® spring kits are developed by the BBK engineering team to offer the best possible ride quality for everyday use.

NEW BBK Show Trailer

Come on down and check out the all new BBK Truck and Display Trailer at a race or show event near you. We look forward to meeting you and showing you the ever growing line of BBK performance parts and products displayed in our 44-ft, state-of-the-art air conditioned walk-thru display trailer – complete with HD flat-screen monitors and video.

Come by and discuss your performance projects with us, ask questions and see what we are made of for real. We look forward to meeting you!

As information and dates are always changing, please visit our website www.bbkperformance.com for the complete and up to date 2008 show and event schedule.





Today's Performance



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WWW.BBKPERFORMANCE.COM



Our website offers the latest up-to-date new product release information as well as performance test data and application information for many BBK, Gripp and Speedware performance products.

PRODUCT PERFORMANCE INFORMATION

NEW PRODUCT APPLICATIONS

SIMPLE BBK PRODUCT/DEALER LOCATOR

INSTALLATION INSTRUCTIONS

TECHNICAL Q&A INFORMATION