

Professional Products®

- Intake Manifolds
- Harmonic Dampers
- Fuel Injection Systems
- Hose & Fittings
- Fuel System Components
- Throttle Bodies

2008 Catalog



**Professional Products now offers a complete line of
Electronic Fuel Injection systems and components.**

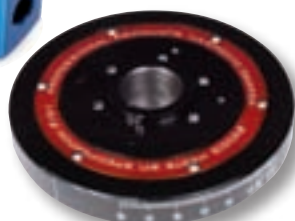
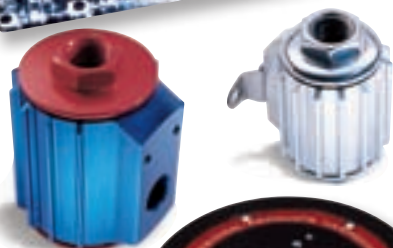
Professional Products® 2008 Catalog

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POWER+PLUS® Manifold Features

Power+Plus is the newest line of performance intake manifolds available. As a result, we have been able to incorporate many new features in our manifolds not found in competitive models. Some of today's most popular manifolds were designed 30 years ago and the makers have never bothered to update the tooling to include many of the new features desired by performance enthusiasts. We engineered those features into our manifolds.

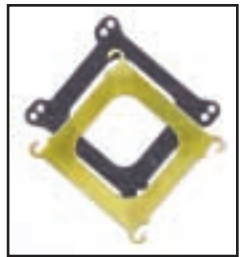


Dual Distributor Holddowns

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

Carburetor Adapter Plate

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



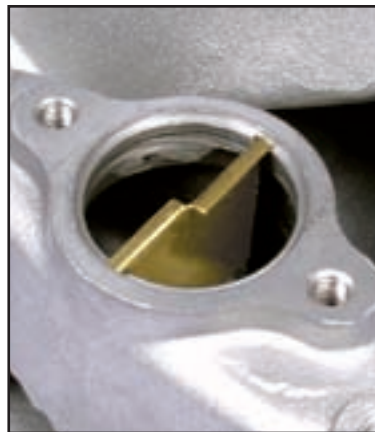
Four Corner Water Ports

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



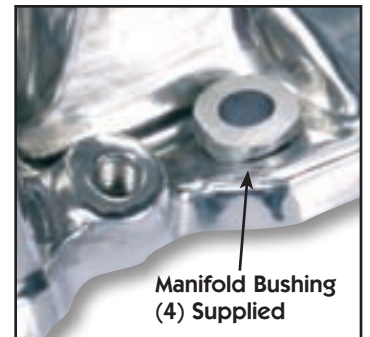
Nitrous Bosses

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



Special Manifold Adapters

All Power+Plus Manifolds for small block Chevys come with special adapters that allow these manifolds to fit the '87-'95 cast iron heads. If you have '86 or earlier heads, or '87-'95 aluminum heads, our manifolds bolt right on without the adapters. For '87-'95 cast iron heads, drop the adapters in the four slotted holes and bolt up the manifold with no fuss and no special tools required. We also now supply (4) straight bushings when used on non-angle style cylinder heads.



Water Divider Baffle

The Power+Plus #52030/52031 and #52032/52033 Manifolds are designed for both racing and street applications. They have all the necessary bosses and tapped holes to accommodate street accessories yet also include every feature found in manifolds costing hundreds more. One trick feature is the Water Divider Baffle. Expensive race manifolds have this baffle cast in place in the manifold but this precludes the use of a thermostat if you want to use one. The Power+Plus Manifold is machined for a thermostat but the package also includes a drop-in Water Divider Baffle for those who desire this feature.

Other Special Features:

- Many Ford Manifolds include rear water crossover passage.
- All ports very accurately positioned due to advanced permanent mold casting techniques. Not sand cast like others.
- Just before packing, every tapped hole in each manifold is chased with a tap to clear out polishing residue and to assure the threads are not damaged.
- All polished manifolds are meticulously hand polished to show levels.
- 100% of all manifolds are pressure tested so we find any leaks before you install the manifold.

Emission Codes

Professional Products and other manufacturers have now adopted a series of color coded labels that are used throughout the catalog to identify emission-sensitive products and to make the necessary information available to consumers

regarding the various uses that individual products will have relative to any emissions regulations. Please review the symbols and their explanations as shown below and throughout this catalog.

1

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

2

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

3

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

Selecting the right manifold for your small block Chevy.

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

information should be helpful in allowing you to make an informed decision. All of these manifolds will fit up through model years 1995 due to our unique included adapters.

CYCLONE™



CYCLONE - The Cyclone is our lowest profile SB Chevy manifold and is also the only one that is street legal on pollution controlled vehicles. It is set up to accept a spread bore carb but comes with an adapter plate that permits the use of square bore carbs. To remain street legal with a square bore carb, you must use one that is also approved as street legal for your application. This manifold is available in 8 configurations:

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

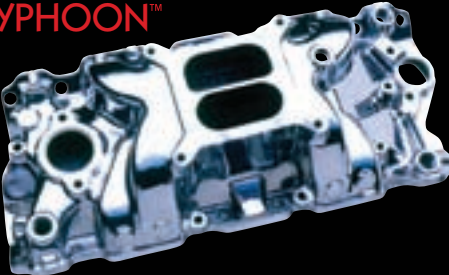
CYCLONE+PLUS™



CYCLONE+PLUS - The terrific Cyclone+Plus is a step up from the Cyclone. Due to its slightly taller height, it can provide more power and torque. It is about 3/8" taller than the Cyclone. It also has a rear water crossover, the only SB Chevy manifold made by anyone with this feature, nitrous bosses and a square bore carburetor flange. It comes in versions with or without intake gaskets, a tube of gasket sealer, 12- point stainless bolts, and all necessary pipe plugs. There are six part numbers:

52010 - Polished with complete kit
52011 - Satin with complete kit
52012 - Polished w/o kit
52013 - Satin w/o kit
52014 - RealChrome w/kit
52016 - RealChrome w/o kit
A great medium performance manifold that includes all the latest manifold technology for the street.

TYPHOON™



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

engines, dyno tests have shown that this manifold comes very close to producing similar power and torque numbers as our Hurricane racing intake manifold. There are three part numbers in this series:
52020 - Polished finish
52021 - Satin finish
52022 - RealChrome finish

CROSSWIND®



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

However, if looks is your main interest, along with more power, the Typhoon might be a better choice because it is impractical to polish the open area below the plenum on the CrossWind.
52025 - Polished finish
52026 - Satin finish
RealChrome is not available on this manifold due to the difficulty in polishing under the plenum.

HURRICANE™



HURRICANE, HURRICANE+PLUS & SUPER HURRICANE - We now offer three models of this outstanding racing manifold. The Hurricane is one of our very most popular race manifolds. If you are looking for the utmost performance for the very least cost, this is your manifold. The base Hurricane is a terrific manifold for budget engines such as claimer motors. An improved version of the Hurricane is the Hurricane+Plus which, like the Hurricane, is designed for 400 to 550 hp engines under 400 cubic inches. The Hurricane+Plus, new for 2008, will make about 12 to 15 more hp than the Hurricane on a similar engine. For all out racing with large cubic inch engines (420+) on gas, or any size alcohol engine, the Super Hurricane is the manifold to select. Dyno tests

have shown significant power increases over competitive manifolds. The Super Hurricane is also available in a version with machined injector bosses.
52030 - Polished Hurricane
52031 - Satin Hurricane
52032 - Polished Vortec Hurricane
52033 - Satin Vortec Hurricane
52034 - Polished Hurricane+Plus
52035 - Satin Hurricane+Plus
52036 - Polished Super Hurricane
52037 - Satin Super Hurricane
52038 - Polished Super Hurricane*
52039 - Satin Super Hurricane*

*Includes machined injector bosses

The Hurricane line of manifolds are extremely popular in all forms of racing due to their relatively low cost coupled with outstanding power output. They will typically outperform any similar manifold.

Small Block Chevrolet V8 Intake Manifolds

CYCLONE™

CYCLONE (non-EGR)

The 52000/52001 Power+Plus Cyclone Manifold is a direct replacement for the stock manifold on 1957-'95 Small Block Chevy non-EGR engines. Includes special adapter bushings to fit '87-'95 engines. Use the stock Quadra-Jet carb or 500-650 cfm vacuum secondary carburetor. Kit includes adapter plate to permit use of certain square bore style carburetors. Power+Plus Manifolds are cast from steel molds, not from sand molds. Permanent molds provide a tighter grain casting, thereby reducing the occurrence of porosity which can mar the polished finish. Additionally, each Power+Plus Manifold is 100% pressure tested for leaks to eliminate installation problems. This is our most popular manifold and is showing up on many performance street machines and street rods.

RPM RANGE
Idle to
5500

CYCLONE™

50
STATE
LEGAL

1



*Fits 1957-'95
Small Block Chevy V8

Part No.	Application
52000	1957-95 Small Block Chevy V8 - Polished (Non EGR)
52001	1957-95 Small Block Chevy V8 - Satin (Non EGR)
52002	1957-95 Small Block Chevy V8 - Chrome (Non EGR)

The 52000/52001 manifold is a stock replacement/street legal part for 302, 327, and 350 V8s with OEM carb or Edelbrock #1400 carb; 1966-72 (1973 non-CA) passenger cars, 1966-83 trucks and Suburbans, except stock equipped EGR. Also stock replacement/street legal for 302, 327 and 350 V8s with 1987-95 heads with OEM 4-bbl carb, except stock equipped EGR.

*Will not work on engines with reverse flow heads as utilized on 1992-96 LT-1 Corvette, 1993-'97 LT-1 Chevy Camaro, Pontiac Firebird, Chevy Caprice, Impala and Buick Roadmaster.

CYCLONE (VORTEC)

This manifold is based on our most popular manifold, the Performance Street #52000/52001. It is designed to fit engine swaps using the 1996 and later Vortec (Gen 1+) cast iron heads or the Edelbrock E-Tec aluminum heads. These cylinder heads are very popular in street rods, engine swaps, or the industrial market. This manifold can be used on any Chevy V-8 engine utilizing the late Vortec head. This manifold has provision for external water bypass. It also features four corner water outlets, dual distributor holddowns, includes a square bore carb adapter and gasket, and will work with a late model style water neck, alternator, HEI and air conditioning brackets. Will also fit 1996 and later Vortec engines. See Vortec information on page 7.

RPM RANGE
Idle to
5500

CYCLONE™
VORTEC

3



Small Block
Chevy with Vortec Heads

Pt. No.	Application
52006	Polished Small Block Chevy w/1996 & later Vortec (L31) heads
52007	Satin Small Block Chevy w/1996 & later Vortec (L31) heads
52003	Chrome Small Block Chevy w/1996 & later Vortec (L31) heads

CYCLONE (EGR)

The 52008/52009 (EGR) Power+Plus Cyclone Manifold is a direct replacement for the stock manifold on 1972-'86 GM Small Block Chevys with EGR and 1981-'86 GM Corporate 350 V8 engines with EGR. It is essentially the same design as the 52000/52001 except it incorporates a provision for EGR.

This manifold features a dual distributor holddown provision, four corner water ports, adapter plate and gasket for square bore carb, and insert bushings which allow the manifold to fit on 1987-'95 cylinder heads.

This manifold is an ideal street manifold and provides street legal operation in the listed applications as well as good power over a wide rpm range. Will accept late-model choke, waterneck, air-conditioning, alternator, and H.E.I. ignitions systems. This is a great all around street performance intake manifold.

The 52008/52009 manifold is a stock replacement/street legal part for 1972-86 305, 350 and 400 V8s with OEM 4-bbl or Edelbrock #1400 carb; and 1981-86 GM corporate 350 V8 engines.

RPM RANGE
Idle to
5500

CYCLONE™
EGR

50
STATE
LEGAL

1



*Fits 1957-'95
Small Block Chevy V8

Part No.	Application
52008	1957-95 Small Block Chevy V8 - Polished (EGR)
52009	1957-95 Small Block Chevy V8 - Satin (EGR)



Carb Adapter

The manifolds on this page, as well as the 53000/53001, and 56030/56031 are supplied with a carb adapter and gasket which permits the use of a square bore carb on these spread bore manifolds. Adapter and gasket set are available as a separate item.

52111 Carb Adapter and Gasket Kit



Adapter Bushings

All small block Chevy manifolds (except Vortec) include a set of (4) Adapter Bushings that permit the use of any of our manifolds on 1987 and later cast iron heads which have the four center bolts at a different angle. Bushings also available separately.

52110 Adapter Bushings (4)

Small Block Chevrolet V8 Intake Manifolds

RPM RANGE
Idle to 5500

CYCLONE+PLUS™

Note rear water crossover

3

1957-'95
Chevy Small Block V8
52010 - Polished
52011 - Satin • 52014 - Chrome

Gaskets and stainless hardware included.

RPM RANGE
Idle to 5500

CYCLONE+PLUS™

3

1957-'95
Chevy Small Block V8
52012- Polished
52013 - Satin
52016 - Chrome

RPM RANGE
1500 to 6500

TYPHOON™

3

1957-'95
Chevy Small Block V8
52020 - Polished
52021 - Satin
52022 - Chrome

RPM RANGE
1500 to 6500

CROSSWIND®

3

1957-'95
Chevy Small Block V8
52025 - Polished
52026 - Satin

CYCLONE+PLUS™

CYCLONE+PLUS52010/52011*

This is our top-of-the-line medium profile street performance manifold. It is similar to our 52000/52001 Cyclone, although slightly taller, but with several important modifications. First, it has a square bore carb flange instead of a spread bore. The square bore flange permits direct bolt-on of all popular Holley, Edelbrock, Carter, and Demon carburetors. This manifold is also the only SB Chevy manifold available that features a built-in rear water crossover passage. This typically will provide for better overall water flow and cooler engine operating temperatures. It also features nitrous bosses, and rear water ports.

This manifold is also supplied with a quality intake gasket set, 12-point stainless steel attachment bolts, stainless washers and a full complement of aluminum pipe plugs to plug unused tapped holes. We even include a tube of Permatex Ultra-Black silicone sealer for use on the two ends of the manifold where it seals to the block.

This manifold will typically produce more power than any similar competitive manifold due to larger ports and runners.

CYCLONE+PLUS™

CYCLONE+PLUS 52012/52013*

This manifold is essentially the same as the 52010/52011 above except it does not include all the extras such as gaskets, 12-point bolts, etc. This is an outstanding performance street manifold and represents current state-of-the-art technology in intake manifold design for small block Chevy engines using the popular 23° cylinder heads. This manifold features an integral rear water crossover passage. This is the only small block Chevy manifold currently in production with this feature.

TYPHOON™

TYPHOON 52020/52021*

The Typhoon Manifold is a high performance dual plane, 180° street manifold designed to be used with Holley, Carter AFB, or Edelbrock square bore carbs. For street applications use 600-700 cfm vacuum secondary carbs. For high performance street, use 700-800 cfm double pumper carburetors.

This manifold produces power comparable to some single plane manifolds, yet retains the throttle response and driveability typical of a dual plane. This manifold also features cast-in nitrous bosses with water outlets at all four corners plus dual distributor holdowns.

This manifold is .70-inches taller than the #52000 or #52001. It has a provision to add an oil fill tube. No provision for exhaust heated or stock style chokes. Accepts late model waterneck, A/C, alternator, and HEI. Will fit cast iron bowtie heads and '87-'95 cast iron or aluminum heads. Will not fit under a stock Vette hood.

CROSSWIND®

CROSSWIND 52025/52026*

The new CrossWind Manifold is a special version of the 52020/52021. While it is the exact same height, it features an open area under the plenum chamber. This provides for a flow of cooling air which keeps the temperature of the air/fuel charge lower, thus producing more power and torque. The interior plenum and port design are identical to the 52020/52021 and will provide somewhat better overall power than the 52020/52021 due to the special design.

*Marked manifolds will not work on engines with reverse flow heads as utilized on 1992-'96 LT-1 Corvette or 1993-'97 LT1 Camaro, Firebird, Caprice, Impala or Roadmaster.

CROSSWIND®

*52027/52028 Crosswind for Vortec

The Crosswind for Vortec features the same plenum and runner design as our popular 52020/52021 manifold. We have received numerous reports from engine builders and dyno shops that this manifold outperforms any other similar manifold. Widely used on production crate engines. This manifold is intended for up through '95 blocks using the 1996 and later Vortec (Gen 1+) cylinder heads or the Edelbrock E-Tec heads. It can also be used on 1996 and later Vortec engines but requires running a short length of heater hose from pipe tapped hole in the front of the manifold to the 5/8" hose nipple on the passenger's side of the water pump. The 1996 and later Vortec blocks do not have a water bypass in the block and this minor modification takes care of that problem. This is one of our most popular street manifolds.

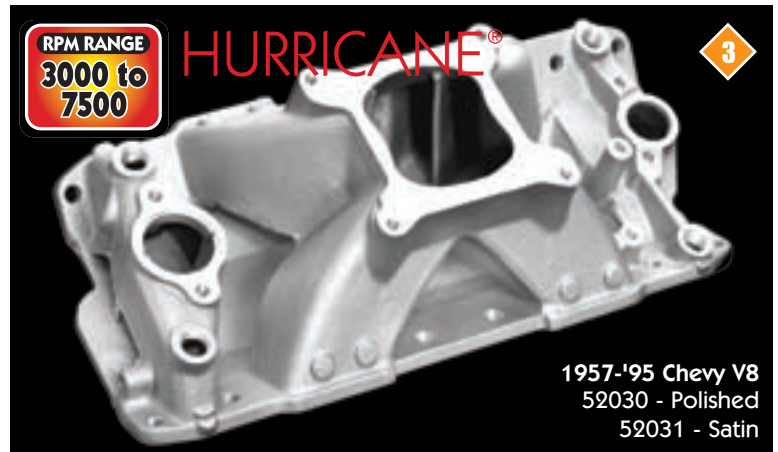


Chevy V8 Vortec
52027 - Polished
52028 - Satin

HURRICANE™

*52030/52031 Hurricane for SB Chevy

This Hurricane Intake Manifold is available for the standard 23° cylinder heads. This manifold, despite being a racing model, has been our number one seller for the past several years. That's because it is very affordable and also produces more power and torque than competitive models and uses less fuel doing it which means it is a very efficient manifold. We now have an improved model called the Hurricane+Plus but will continue to offer this manifold because it is lower priced and is more than suitable for many racing applications, particularly in claimeer type classes where it is important to keep engine costs low. Features include nitrous bosses, dual distributor holddowns, four corner water ports plus a fifth pipe tapped water outlet in the front of the manifold. This manifold, unlike its competitors, will also fit 1987-'95 angle bolt heads.



1957-'95 Chevy V8
52030 - Polished
52031 - Satin

SUPER HURRICANE™

*52036/52037/52038/52039 Super Hurricane

The Super Hurricane is designed for large cubic inch engines. Many SB Chevys are being built today in the 421 to 430 cubic inch range yet racers are trying to run the same manifold that were designed for 400 inches or less. Usually less. So if you have a big inch small block, or an alcohol engine of any size, you need to use a manifold that has been specifically designed for that type of engine. This manifold features a larger plenum and bigger runners. To our knowledge, there is no other 23° head intake manifold that has been specifically produced for big inch engines. Do not attempt to use this manifold on 350 to 400 inch engines as it will not make the same power as our Hurricane or Hurricane+Plus. This manifold has injector bosses and is available machined for injectors. Dyno tests show excellent results on injected engines even with the larger runners since the manifold runs dry.



1957-'95 Chevy V8
52036 - Polished
52037 - Satin
52038* - Polished
52039* - Satin

W/machined injector bosses

HURRICANE+PLUS™

*52032/52033/52034/52035 Hurricane Plus

When we introduced our Hurricane for Vortec several years ago we made some subtle changes in the runners and the port dividers that were different from our standard Hurricane for 23° heads. One of our astute engine builders noticed this and modified our Vortec Hurricane to fit the standard heads. This made a significant improvement in power. So for the last several years we have considered making a 23° head version of that design for our racer customers. Here it is. Various dyno tests on engines ranging from 350 to 400 cid have shown anywhere from 7 to as much as 20 more horsepower out of this manifold over the standard Hurricane on 23° head engines. Variations are due to different engine combinations but every one showed an increase. We are now including the original Vortec version under the Hurricane+Plus name. For a photo of the Vortec Hurricane+Plus, see page 18.

*52034 and 52035 available in May '08



Chevy Vortec
52032 - Polished
52033 - Satin
1957-'95 Chevy V8
52034 - Polished
52035 - Satin

Big Block Chevrolet V8 Intake Manifolds

CYCLONE™

Oval Ports

RPM RANGE
Idle to 6000

1

50 STATE LEGAL



Big Block Chevy
53000 - Polished
53001 - Satin • 53002 - Chrome

Note: This is a stock replacement/street legal part for 396, 402, 427, and 454 V8s with OEM 4-bbl carb; 1965-'72 (1973 non-CA) passenger cars and 1966-'83 trucks, Suburbans, and heavy vehicles; except stock equipped EGR.

HURRICANE™

Rectangular Ports

RPM RANGE
3000 to 7500

3



Big Block Chevy
53030 - Polished
53031 - Satin

Port size at flange is 1.69" x 2.31"

HURRICANE™

Rectangular Ports

RPM RANGE
3000 to 7500

3



Big Block Chevy
53032 - Polished w/F1 Bosses
53033 - Satin w/F1 Bosses
53034 - Polished
53035 - Satin

Ideal for up to 502 cid engines. Port size at flange is 1.75" x 2.35"

HURRICANE™

Oval Ports

RPM RANGE
3000 to 7500

3



53036 - Polished
53037 - Satin

CROSSWIND®

Oval Ports

RPM RANGE
1500 to 6500

3



53025 - Polished
53026 - Satin

CYCLONE™

53000/53001

The Power+Plus Cyclone Manifold is a direct replacement manifold for the stock manifold on Chevy big block engines with general duty oval port heads. This manifold will not fit under the hood of Corvettes without hood modifications. Will not fit "tall block" V8s. May be used with OEM or aftermarket carburetors.

For street applications use the stock Quadra-Jet carburetor. For Street Performance use a 650-750 cfm performance or double pumper carb, and for Competition use a 700-850 cfm double pumper. Note that the Power+Plus Manifold kit includes a carb adapter plate and gasket to allow the use of square bore carburetors. Use a Professional Products #53600 intake gasket with this manifold.

HURRICANE™

53030/53031, 53032/53033, 53034/53035 & 53036/53037 Hurricane for BB Chevy V8

These manifolds for Big Block Chevys are designed for serious performance big block applications. They feature nitrous bosses, dual distributor holddowns, four corner water ports and are available for both rectangular or oval port cylinder heads.

Note: Use a Professional Products #53601 intake gasket with 53030/53031 & 53034/53035 and a #53600 gasket with the 53036/53037 manifolds. Both of these gaskets are the standard 1/16-inch thickness. Fel-Pro also offers a 1/8-inch thick non-Printoseal gasket set #1239 (rectangular ports) which could be required in some instances.

Our single plane big block manifold is now available with Dominator (Holley 4500) carburetor flange. Dual distributor holddowns. Nitrous/injector bosses. Four corner water ports. Available with show polished or satin (unpolished) finish. Priced more than \$100 less than many similar competitive single plane intake manifolds. Fits big block Chevy rectangular port cylinder heads on standard deck blocks.

CROSSWIND®

53025/53036 Crosswind for BB Chevy V8

Now available for the big block Chevy engine is this terrific Crosswind design manifold. It features oval ports, nitrous bosses, dual distributor holddowns and four corner water ports. This is the ultimate street manifold for 396, 427, 454 or 502 big block engines. It features a raised plenum area that allows air to pass under the plenum, producing a cooler intake charge with a resultant increase in power and torque output.

TYPHOON™

SB Ford Hi Performance Street Manifold Non-EGR

The Power+Plus Typhoon Manifold for all 289/302W/5.0L small block Ford engines is a dual plane 180° medium high rise design that delivers outstanding street or race performance across nearly the entire power band while retaining good throttle response at any speed.

Note that this manifold will not fit 255, Boss 302, or 351W engines. It will fit on '83 and later 5.0L H.O. Mustangs and will work with cruise control. Note that aftermarket carburetors are not compatible with Ford Automatic Overdrive Trans (AOD). No provision for exhaust heated choke.

The Power+Plus Manifold for small block Ford has several features not found in other brands. It has a rear water crossover with two extra NPT ports. It also features nitrous bosses. Recommended carburetor is any square bore 600 cfm or 750 cfm model depending upon engine size and degree of modification. Use a Professional Products #54600 intake gasket for best results. Torque manifold bolts to 15-18 lbs./ft. only.

Note that this same basic design is available in a CrossWind version, listed below. As with all Power+Plus manifolds, it is available in a satin or show polished finish.



Fits Ford 260-289-302 V8
54000 - Polished
54001 - Satin
54002 - Chrome

Special Feature - These two manifolds have a rear water crossover passage. This feature can provide better temperature balance and results in a cooler running engine.

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

TYPHOON™

Ford 351W V8 High Performance TYPHOON Street Manifold

The Power+Plus Typhoon manifold for 351W engines is the ultimate street performance manifold for this engine. It provides good top end power without sacrificing bottom end torque. Its long runner dual plane design provides the best of both worlds. Best with an aggressive street cam. For street, use a 600-750 cfm vacuum secondary or double pumper carb. For competition, use a 750-850 cfm double pumper.

This manifold has a number of features not found in similar competitive manifolds. It includes a rear water crossover passage which can provide for more balanced cylinder head temperatures and a cooler running engine.



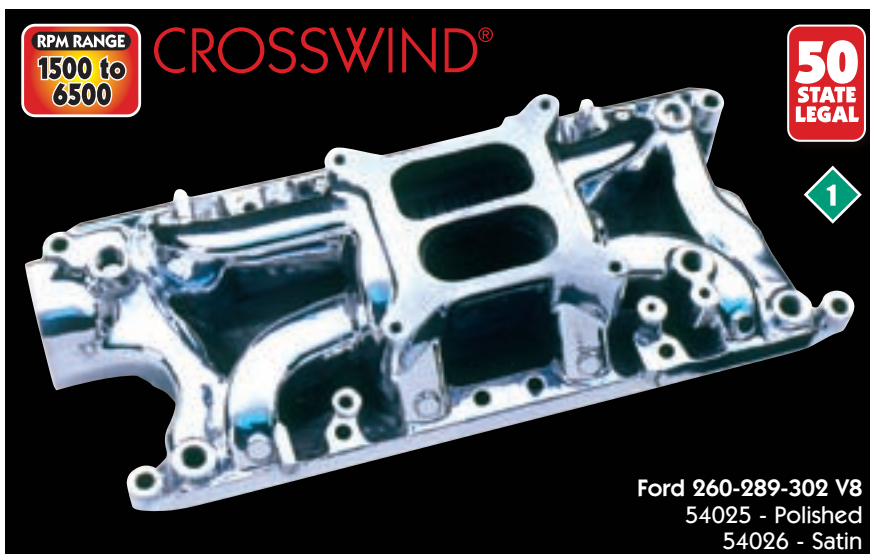
Ford 351W V8
54022 - Polished
54023 - Satin
54024 - Chrome

CROSSWIND®

CrossWind Manifold for Small Block Ford V8

We have taken our highly popular #54000/54001 High Performance Street Manifold for Small Block Ford and modified it to produce a CrossWind variation of this manifold. The CrossWind design incorporates an open area under the plenum to allow a full flow of cooling air to pass through. This design can provide more power and torque due to a cooler, more dense intake charge. Unlike some competitive designs, this manifold features nitrous bosses, four corner water outlets, and a bonus feature of a rear water crossover passage.

Note: No provision for exhaust heated choke. Will not fit 255 cid V-8. Use Professional Products #54600 intake gasket.



Ford 260-289-302 V8
54025 - Polished
54026 - Satin

Small Block Ford V8 Intake Manifolds & Small Block Chrysler Manifolds

RPM RANGE
3500 to 8000

HURRICANE™



3

Ford 260-289-302 V8

54030 - Polished

54031 - Satin

54038 - Polished w/Fl Bosses

54039 - Satin w/Fl Bosses

HURRICANE™

Ford 260-289-302 Single Plane Racing Manifold

This manifold is designed for racing or serious street applications using stock cast-iron or aftermarket Windsor style cylinder heads. Includes bosses that can be drilled and tapped for nitrous. It features a rear water crossover passage along with four corner tapped water ports. This manifold includes a 1/8-NPT vacuum port under the carb flange, a feature lacking in competitive manifolds of this type.

Port size at the flange is 1.09" x 1.93" which is somewhat larger than similar competitive manifolds. There is enough material to enlarge the ports if desired. With our stock port configuration, we recommend using a Professional Products #54600 or Fel-Pro #1250 intake gasket.

Note that due to the port layout and intake runner design on small block Ford engines, a single plane manifold, such as this one, will typically be suitable for street use as long as the vehicle is not too heavy.

RPM RANGE
3500 to 7500

HURRICANE™



3

Ford 351W V8

54032 - Polished

54033 - Satin

54034 - Polished w/Fl bosses

54035 - Satin w/Fl bosses

Early 351W engines with points style distributor may have a clearance problem with manifold. Use a smaller diameter distributor available from an aftermarket supplier.

HURRICANE™

SB Ford 351 Single Plane Racing Manifold

This is really a great new addition to our Ford lineup. This Hurricane manifold for 351W engines offers many features not found in any similar manifold. It has a bridged rear water crossover passage that helps keep engine temps down. It also features injector/nitrous bosses as well as two extra tapped water ports at the back. It is available with the injector bosses machined for injectores and we also offer a set of fuel rails (10606) designed for this manifold as well as a complete fuel rail kit (10607), which includes our 10671 fuel pressure regulator. See page 34 for specifics.

This manifold will accept all standard pattern square bore carburetors. It fits standard 351W blocks with a 9.50" deck height. An ideal manifold for circle track or drag racing engines operating in the 3500 to 7500 rpm range.

318*/340/360 Mopar V8 Intake Manifold

RPM RANGE
1500 to 6500

CROSSWIND®



3

Mopar 318*-340-360 All V8s

55025 - Polished

55026 - Satin

CROSSWIND®

Mopar 318*-340-360 V8 High Performance Street Manifold (Also fits Magnum engines)

This CrossWind manifold is designed so that the same model fits both 318*-340-360 engines and the late Magnum V8s. The manifold features an air space under the plenum chamber which allows air to pass through, keeping the incoming fuel/air charge cooler than is possible with a conventional design manifold.

The manifold has two sets of bolt holes. One set is for the conventional early style engines and the second set is for Magnum engines. This manifold will work on Magnum engines or Magnum heads on early style engines.

The Power+Plus CrossWind for Mopar also features nitrous bosses, plus an extra water port at the rear of the manifold. The manifold is designed to accept the standard length bolts that came with your original engine. Special finishing plugs are provided to attractively cap off the unused bolt holes. Use Professional Products Intake Gasket #55600 (except Magnum) or #55601 (Magnum).

*1967 and later 318's only.

Professional Products also offers a complete line of Powerforce high performance street dampers and all out SFI-spec Powerforce+Plus race harmonic dampers for Chrysler products. Check the damper lineup starting on page 26 of this catalog. Our dampers are extremely high quality at very good prices.

CROSSWIND®

CROSSWIND for 1965-'79 325-455 Pontiac

This is an outstanding high performance street manifold with all the latest manifold design refinements. It features a full open design under the plenum for maximum air circulation to help keep the incoming charge cool for premium power production. It features a spread bore carb flange for those of you who want to run the original Rochester carburetor and we also include a square bore adapter plate and gasket for those who desire a square bore (Holley, Edelbrock, Carter) carburetor. The manifold can be drilled and tapped for nitrous nozzles and is also available in versions with machined injector bosses. A Fuel Rail Kit for this manifold is also available under part number 10618. This kit includes rails, fittings, crossover hose, and a fuel pressure regulator.

RPM RANGE
1500 to
6500

CROSSWIND®

3



1965-'79
325-455 PONTIAC
56025 - Polished
56026 - Satin

56027 - Polished w/machined injector bosses
56028 - Satin w/machined injector bosses

HURRICANE™

HURRICANE for 1965-'79 325-455 Pontiac

We now offer this outstanding single plane manifold that will fit under all stock Pontiac hoods including the Trans Am "shaker" style model. Accepts a stock Quadrajet carburetor, but we also include an adapter and gasket for the popular square bore carbs. This manifold is designed to work with any cylinder head up to 300 CFM. It has no exhaust heat crossover passage. It includes injector bosses that can be machined for injectors or drilled and tapped for nitrous nozzles. As-cast ports are a match for standard Pontiac head ports. This manifold can be port matched to RA IV head ports. Check out our Harmonic Damper section for both high performance street as well as SFI-Spec race dampers for Pontiac applications.

This manifold was dyno developed by Pacific Performance in conjunction with porting expert Dave Bishop.
www.pacificperformanceracing.com

RPM RANGE
3000 to
7500

HURRICANE™

3



1965-'79 325-455 PONTIAC
56030 - Polished
56031 - Satin
56032 - Polished w/FI Bosses
56033 - Satin w/FI Bosses

CROSSWIND®

CROSSWIND for 400-425-455 Oldsmobile

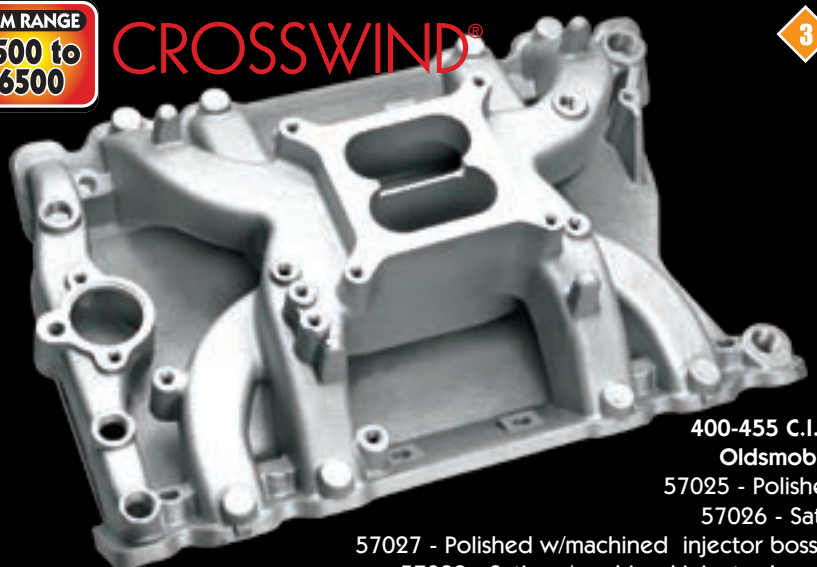
This is the only high performance high rise dual plane manifold available for this engine. It features a number of unique enhancements. The CROSSWIND design which provides an air gap under the plenum helps cool the intake charge for maximum power production. It features a square bore carburetor pad which is an inch and a quarter taller than competitive dual plane manifolds which further enhances the power producing capabilities. The manifold can be drilled and tapped for nitrous nozzles and is also available in versions with machined injector bosses. A Fuel Rail Kit for this manifold is also available under part number 10619. This kit includes rails, fittings, crossover hose and a fuel pressure regulator.

NOTE: Hood clearance must be checked as this manifold is approximately 1.25" taller than a similar stock manifold.

RPM RANGE
1500 to
6500

CROSSWIND®

3



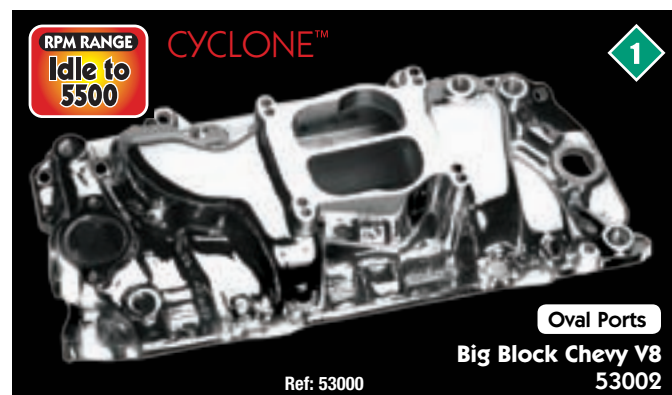
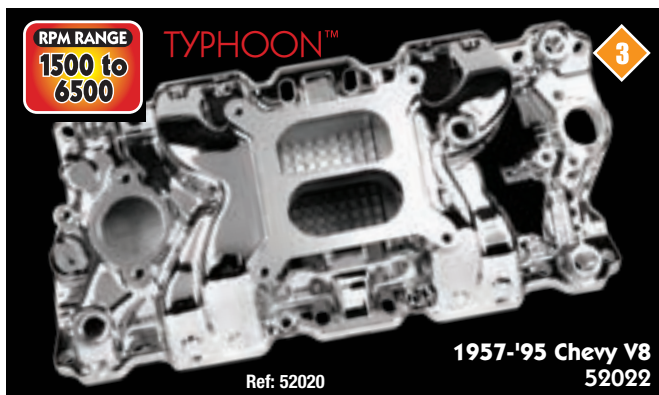
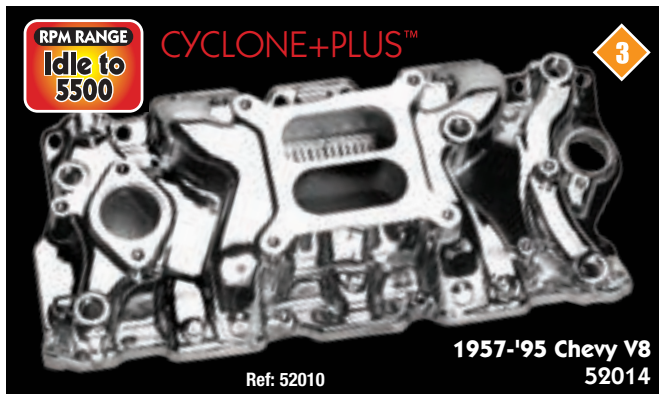
400-455 C.I.D.
Oldsmobile
57025 - Polished
57026 - Satin

57027 - Polished w/machined injector bosses
57028 - Satin w/machined injector bosses

RealChrome™ Intake Manifolds

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

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

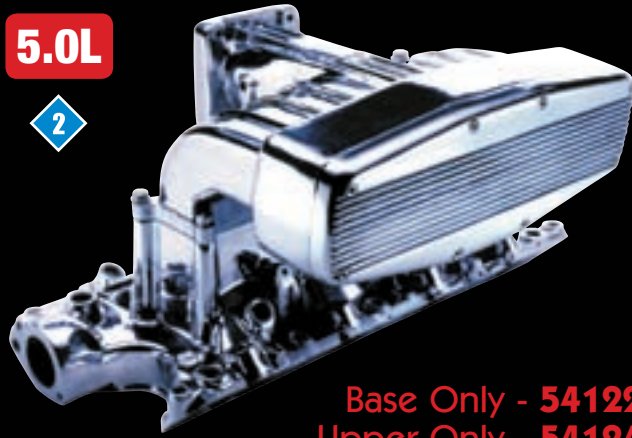


POWER+PLUS TYPHOON™ Intake Manifolds for 5.0L SB Ford including 351W

Complete System -54020 - Polished

5.0L

2

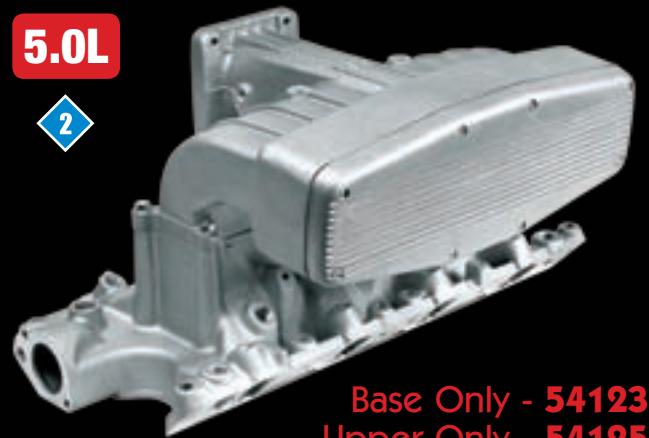


Base Only - **54122**
Upper Only - **54124**

Complete System -54021 - Satin

5.0L

2



Base Only - **54123**
Upper Only - **54125**

This is the ideal choice for 1986-'95 5.0L Ford Mustang engines. Note that to fit 1994-'95 Mustangs, some additional parts are required and are listed below. The top and bottom portions of this manifold are available separately. We also have a lower

RPM RANGE
1500 to 6500

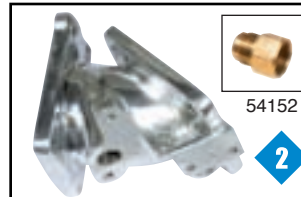
manifold for the 351W engine that will accept the top plenum of this manifold combination which allows the use of this system on Windsor engines. There is also a phenolic spacer available that provides for a cooler intake charge.

351W

2



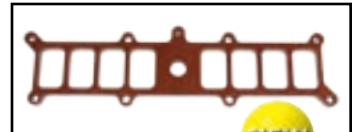
Polished - **54126**
Satin - **54127**



Elbow Adapter

Required when 54020/54021 is installed on a 1994-'95 Mustang.

Adapter Polished	54150
Adapter Satin	54151
EGR Adapter	54152

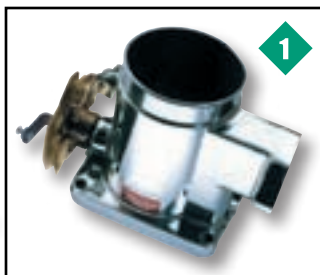
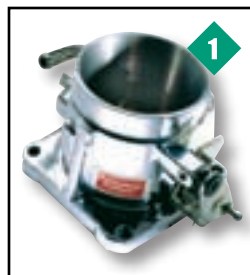


Manifold Spacer

This 1/2" thick phenolic spacer not only insulates engine heat from the plenum portion of the 54020/54121 manifold, it also provides extra clearance for ease of valve cover removal. Also fits Edelbrock® manifolds #3821 and #7126.

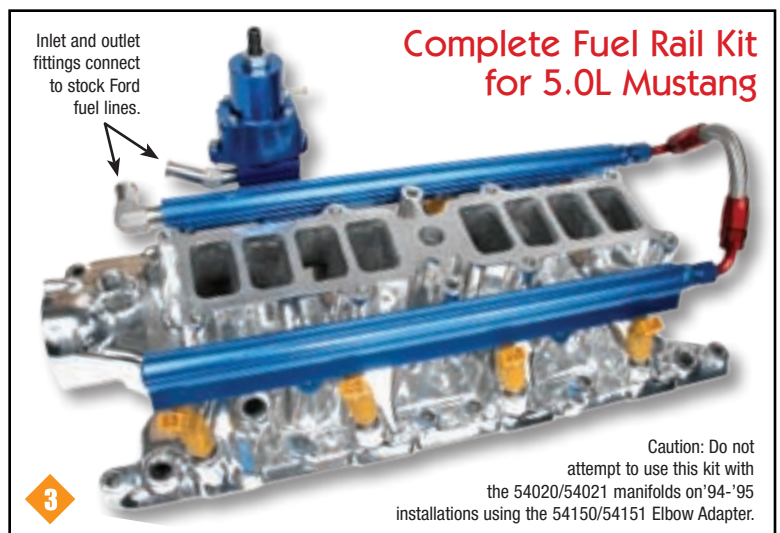
Manifold Spacer 54100

Pair up the above manifold with either the 54124 or 54125 Upper Plenum for use on a 351W engine.



5.0L Mustang Throttle Bodies

See page 22 of this catalog for a complete rundown on 100% street legal throttle bodies. We offer models in 65, 70 and 75 MM inlet sizes in both a show polished finish and a very attractive vapor blasted satin finish.



Complete Fuel Rail Kit for 5.0L Mustang

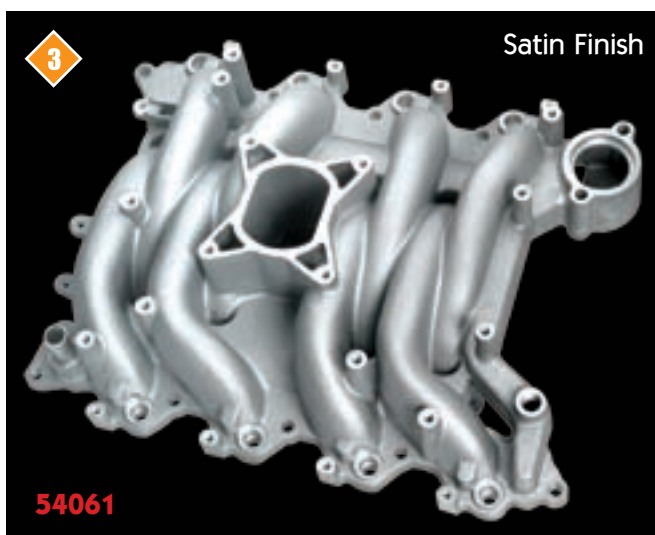
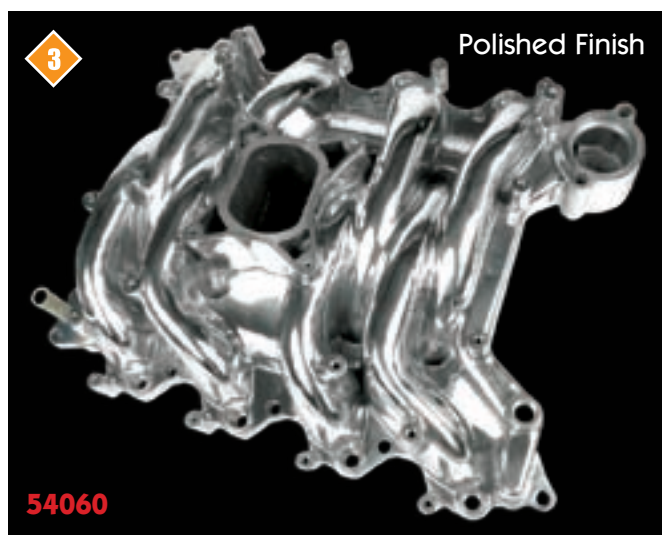
Caution: Do not attempt to use this kit with the 54020/54021 manifolds on '94-'95 installations using the 54150/54151 Elbow Adapter.

5.0L Mustang Regulators

See page 34 of this catalog for our adjustable Fuel Pressure Regulators designed as a direct bolt-on replacement for your 1986-'95 (and some later model) Mustang stock non-adjustable regulator. A simple five minute installation.

Above: See page 32 for our line of both Basic and Complete Fuel Rail Kits for the 5.0L Mustang engine. These kits are the most technically advanced kits available yet sell for substantially less than any competitive kit. Includes stainless steel fittings that allows your to connect your stock fuel lines to the fuel rail kit.

POWER+PLUS TYPHOON™ 1999-'04 4.6L 2V Ford V8



The Professional Products Typhoon for the 4.6L 2V Mustang is a strong performing manifold. With stock cams it can provide substantial increases in mid range torque but to achieve the maximum benefit, you must change the cams because the

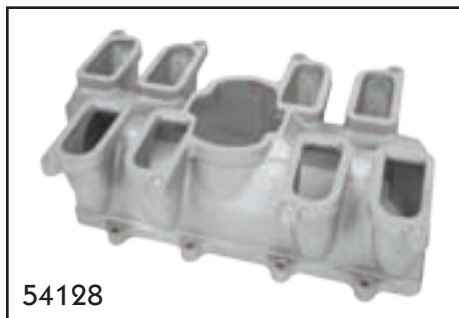


manifold develops it best power at 6,300 and the stock cams will only allow the engine to rev to about 5,400 rpm. This manifold is a bolt-in replacement for 1999-'04 engines but can be used on earlier engines if '99 or later heads are used.



Left - Underside of manifold shows unique three-piece design. This allows the user access to the runners and lower plenum in case any additional porting or polishing is desired. We offer a replacement plenum chamber (right) for various modifications.

54128 Center Plenum
54170 Plenum Gasket Set
54601 Intake Gasket Pair



Upper Plenum

This unit permits an additional 100 cfm of air flow with a 75mm inlet. Can also be used with stock or 70mm throttle bodies. This is a quick and easy power booster.

54154 Polished Upper Plenum
54155 Satin Upper Plenum



Throttle Bodies

These O.E. quality throttle bodies are aluminum die castings and are a direct bolt-on for 1996-'04 4.6L 2V engines. You can't buy a better throttle body.

Polish	Satin	Description
69220	69222	70mm Throttle Body
69221	69223	75mm Throttle Body

Adapter Plates

These plates are designed to allow the use of a 4.6L 2V intake manifold on a 5.4L 2V V8 engine. Many Mustang owners are swapping the larger displacement 5.4L engine into their Mustangs for some extra oomph. But there is no performance intake manifold available for the larger engine. These Adapter Plates, gaskets and hardware, now allow the use of any aftermarket 4.6L 2V manifold on this engine including our popular 54060/54061.

54110 5.4L 2V to 4.6L 2V Adapter Kit



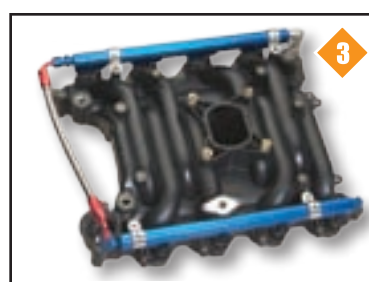
S/S Alternator Brkt.

This polished stainless steel alternator bracket is supplied in our 54060 and 54061 manifold kits but is also available separately. Fits manifolds with aluminum water crossover.

54156 S/S Alternator Brkt

Fuel Rail Kits

See page 32 for a complete listing of Professional Products Fuel Rail Kits, both Basic style and Complete Kits for 1996 through 2004 Ford 4.6L 2V engines. These kits are substantially less expensive than other kits.



POWER+PLUS®

Typhoon Manifold for LS1/LS6 & LS2

This manifold is a result of over one year of development with extensive dyno testing. In a direct comparison against an LS6 manifold, the Typhoon produced 19.7 more hp. The LS1 version has an 85mm inlet (see our matching 85mm throttle body or use stock throttle body) while the LS2 version sports a humongous 96mm inlet bore. Use your stock 91mm throttle body or our matching 96mm model. Both the LS1 and LS2 manifolds come complete with fuel rails and necessary plumbing with fittings to match factory fuel lines. If your LS1 is an early version with a fuel return line, you will need our 52160 regulator kit. The late returnless systems utilize a regulator in the fuel tank with the fuel pump.

Some Mix & Match Information...

Our LS1 Manifold will accept up to an 85mm throttle body and can be enlarged for the 90mm units. Our LS2 Manifold will accept up to our 96mm throttle body and can be enlarged-for our 101mm throttle body. If you have an LS1 engine but want to run a throttle body larger than 85mm, you can use our #52064/52065 LS2 manifold and one of our LS2 96mm or 101mm throttle bodies or the stock 91mm throttle body.

These throttle bodies are O.E. quality, extremely reliable, with outstanding fit and finish.



80 & 85mm LS1

96 & 101mm LS2



*Available August '08

Throttle Bodies - LS1/LS6 & LS2

These throttle bodies are made from precision aluminum die castings and are a direct bolt on for 1997-'07 LS1/LS6 and LS2 engines. The LS2 model is unique for aftermarket throttle bodies in that the butterfly opens from the bottom, the way GM designed it, instead of the top.

Polished Satin

69724	69725 80mm LS1 1998-'02 Camaro & Firebird, 2004 GT0, 1999-'02 GM Full Size 4.8, 5.3, & 6.0 w/cable throttle
69726	69727 85mm LS1 1998-'02 Camaro & Firebird, 2004 GT0, 1999-'02 GM Full Size 4.8, 5.3, & 6.0 w/cable throttle
69728	69729 96mm LS2 w/cable throttle*
69730	69731 96mm LS2 w/drive-by-wire 2005-'07 Corvette
69732	69733 101mm LS2 w/cable throttle*
69730	69731 101mm LS2 w/drive-by-wire 2005-'07 Corvette

*For engine swaps where cable throttle is desired

RPM RANGE
1500 to 6500

TYPHOON™

3

This manifold has a large access panel on the bottom which permits custom porting internally if desired. Intake gaskets throttle body gasket, and fuel rails supplied in kit.



See page 25 for coil covers for use with this manifold.

LS1 Version Shown

LS1 Polished - 52060
LS1 Satin - 52061
LS2 Polished - 52062
LS2 Satin - 52063
LS2/LS1 Polished* - 52064
LS2/LS1 Satin* - 52065

*These two manifolds incorporate the LS2 large inlet opening but are designed to be used with LS1 injectors and wiring connectors.

#10614 complete LS2 Fuel Rail Kit Shown

Includes s/s mounting brackets and s/s hardware.



Shown on our LS2 manifold. Note that mounting brackets and mounting hardware are all stainless steel

Fuel Rails & Fuel Rail Complete Kits

These Fuel Rail Kits come in two versions. The basic kit is a pair of rails and mounting brackets and hardware plus a fitting to hook up to the stock inlet fuel line. The Complete Kits add on a crossover braided stainless hose using -6 AN fittings plus an adjustable fuel pressure regulator for early LS1's using a fuel return system.

10610	Basic Fuel Rail Kit - 1997-'04 LS1, LS6
10611	Complete Kit - 1997-'98 LS1, LS6 (Includes regulator for return system)*
10612	Complete Kit - 1999-'04 LS1, LS6 Returnless System
10613	Basic Fuel Rail Kit - 2005-'07 LS2
10614	Complete Kit - 2005-'07 LS2
52180	3/8-NPT Stainless Steel Fitting (Connects to stock G.M. Fuel Inlet Line)

*Also use this Kit for engine swaps (Will require a return line to the fuel tank.)

Acura TYPE R & GSR Intake Manifolds, Fuel Rails, & Throttle Bodies

RPM RANGE
2000 to 8000

Manifold developed in conjunction with AEBS (Advanced Engine Breathing Systems)



3

Dyno tests performed at the AEBS Test Lab show significant power and torque increases over the JDM Type R manifold across the entire RPM range.

1997 - '01 Acura Type R
 59000 Polished
 59001 Satin
 Will not fit GSR heads.

WHIRLWIND™
 Type R Manifold

WHIRLWIND®

1997 - '01 Acura/Honda B16A and Type R B18C5

This manifold is patterned after the popular JDM Type R manifold with some additional refinements. The plenum chamber has been lengthened to provide additional plenum volume when used with a supercharger, turbo or nitrous applications. Nitrous bosses are located on the underside of the manifold. Available in a highly polished show version, as well as a standard satin finish. The Power+Plus Whirlwind manifold also features a 65 mm inlet.

This manifold was designed and developed with expertise supplied by the engineers at Advanced Engine Breathing Systems, one of the premier Honda tuners in the U.S. AEBS supplies blocks and cylinder heads for many of the most successful Honda racers in the country. AEBS won the NHRA 2001 Pro Import Championship and also won the NHRA 2002 Pro Import World Finals running their own car. The POWER+PLUS Whirlwind Manifold for Hondas is intended to be the ultimate street performance manifold. Unlike all-out racing manifolds, good bottom end power is retained.

Note that the JDM Type R manifold is quite expensive while the Power+Plus, an improved version of the JDM, is much less costly.

RPM RANGE
2000 to 8000

WHIRLWIND™
GSR Manifold



3

For optimum performance with this manifold, we recommend the use of a tuning device such as a stand-alone computer, a Hondata or Apex's VAFc to tune the A/F ratio and move the V-Tec engagement point up to approximately 6,000 - 6,500 rpm.

Must use O.E. injectors or equivalent.

1994 - '01 Acura GSR
 59002 Polished
 59003 Satin

WHIRLWIND®

1994 - '01 Acura - GSR (B18C & B18C-1)

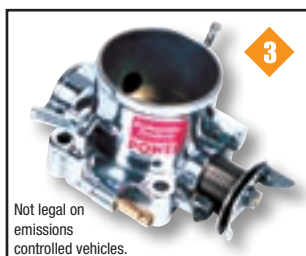
This new manifold is similar in design to the Type R model shown above. It also features a larger, longer plenum which provides better distribution to the last port runner, avoiding starvation normally found on turbocharged, supercharged or nitrous equipped vehicles. The main inlet is 65mm and can be easily opened for larger throttle bodies if desired. This manifold has had all of the vacuum ports, as well as some accessory pads, moved to the back of the manifold for a clean, uncluttered look. It also features additional vacuum ports compared to the stock manifold.

It is designed as a bolt-on replacement for the stock manifold. This manifold eliminates the two-stage design of the stock unit which eliminates flow restrictions and provides for more top end power.

This manifold also has nitrous bosses integrally cast into the runners on the underside of the manifold for those of you who would like to utilize a port injected nitrous system on your engine.

POWER™ Throttle Bodies

POWER Throttle Bodies fit the 1994-'01 Acura Type R and GSR engines. These throttle bodies are die cast aluminum. Our throttle bodies feature a 68 or 70mm inlets which are substantially larger than stock, assuring major increases in air flow. This is a bolt-on accessory that can provide dramatic performance improvements. Provision is made for all stock hookups. Air horn is designed for the popular 3" air intake systems.



Part No. Polished	Part No. Satin	Application
69600	69601	65mm Acura (1994-'01) GSR
69602	69603	65mm Acura (1997-'01) Type R
69604	69605	68mm Acura (1994-'01) GSR
69606	69607	68mm Acura (1997-'01) Type R

See page 42 for Honda and Acura street and race Harmonic Dampers.

2



POWERFLOW™
Fuel Rail Kit

1994-'01 Acura GSR
 1997-'01 Acura Type R
 1994-'01 Acura Integra LS
 1997-'01 Acura Integra GS
 1995-'98 Acura Integra Special Edition
 See Page 32 for part numbers

Our Powerflow Fuel Rail Kit for Acuras is CNC machined from billet aluminum and features 13.2 mm (.520") bore for improved fuel flow. Additional refinements include stainless steel hardware, two 1/8-NPT holes for fuel pressure gauge and stock fuel pressure regulator mounting. Fits stock mounting position.

Manifolds For Use in Port Fuel Injection Applications

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

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

1957-'95
SB Chevy



52038 - Polished • 52039 - Satin

3

1965-'79 - 325-455
Pontiac V8



56032 - Polished • 56033 - Satin

3

289-302 5.0L
SB Ford



54038 - Polished • 54039 - Satin

3

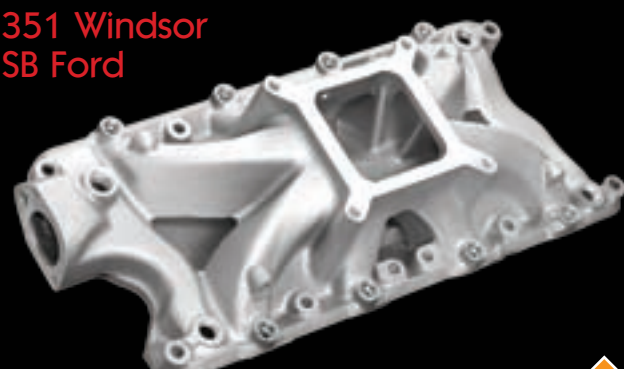
1965-'79 - 325-455
Pontiac V8



56027 - Polished • 56028 - Satin

3

351 Windsor
SB Ford



54038 - Polished • 54039 - Satin

3

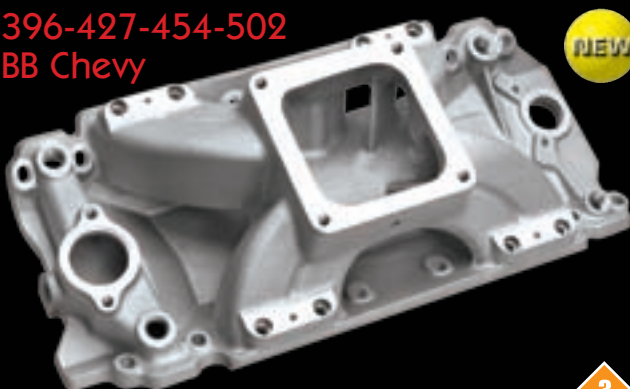
400-425-455
Oldsmobile V8



57027 - Polished • 57028 - Satin

3

396-427-454-502
BB Chevy



53032 - Polished • 53033 - Satin

3

Left: Currently, our only EFI style big block Chevy manifold has a Dominator style carburetor flange. To use our 4150 style throttle body on this manifold will require the use of a special adapter shown at right. This adapter will allow you to bolt a 4150 style throttle body directly to this Dominator style intake manifold.



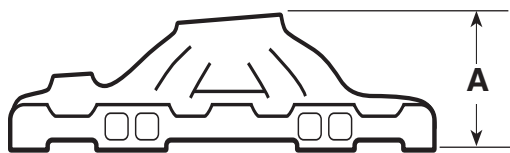
20100

3

MANIFOLD HEIGHTS

Manifold Technical Data

PORT DIMENSIONS



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

Manifold Part No.	Dim. A	Dim. B	Dim. C	Pro Products Gasket	Fel-Pro Gasket
52000/52001/52002/52008/52009	4.05	1.19	1.90	#52600	#1204 or #1256
52003/52006/52007	4.25	1.18 ¹	2.06	#52605	#1255
52010/52011/52012/52013/52014/52016	4.40	1.25	2.02	#52600	#1204 or #1256
52020/52021/ 52022/ 52025/52026	4.65	1.25	2.09	#52601	#1205
52027/52028	4.65	1.18 ¹	2.06	#52605	#1255
52030/52031/52034/52035/52036/52037/52038/52039	6.06	1.11 ²	1.80	#52601	#1205 or #1206
52060/52061/52062/52063	6.44	1.09	2.70	#52610	N/A
53000/53001/53002	5.75	1.82	2.05	#53600	#1210 or #1212
53025/53026	5.22	1.82	2.05	#53600	#1212
53030/53031	6.16	1.63	2.31	#54601	#1211 or #1275
53032/53033/53034/53035	5.88	1.75	2.35	#53601	#1211 or #1275
53036/53037	5.87	1.82	2.05	#53600	#1212
54000/54001/54002	4.12	1.06	1.87	#54600	#1250
54020/54021 Dimension to top of plenum	11.05	1.06	1.87	#54600	#1250
54022/54023/54024	5.12	1.06	1.87	#54600	#1250
54025/54026	4.12	1.06	1.87	#54600	#1250
54030/54031/54038/54039	5.39	1.09	1.93	#54600	#1250
54032/54033/54034/54035	5.68	1.18	1.91	#54600	#1250
54060/54061	4.30	1.45	1.45	#54601	N/A
54122/54123	5.47	1.06	1.87	#54600	#1250
54126/54127	5.62	1.06	1.87	#54600	#1250
55025/55026	5.50	1.08	2.16	#55600 ³	#1213 ³
56025/56026/56027/56028	See note 5	1.10	2.06	N/A	#1233
56030/56031/56032/56033	Stock	1.10	2.06	N/A	#1233
57025/57026/57027/57028	6.50	1.32	2.38	N/A	Mr. Gasket #404

NOTES:

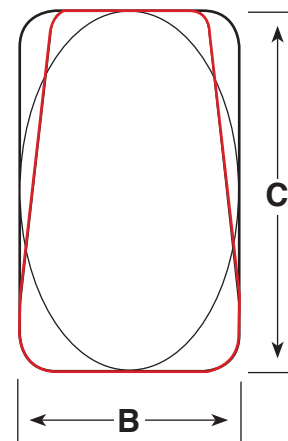
Note 1 - Measured at the widest area of the port which is at the bottom. The top of the Vortec port is 1.06".

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

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

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

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



Note:

53000/53001/53002/53025/53026/53036/53037 Big Block Chevys have oval ports.

52006/52007/52003/52027/52028/52032/52033 Vortec manifolds have tapered ports (red outline).

54060/54061 has round ports. All other manifolds have rectangular ports.

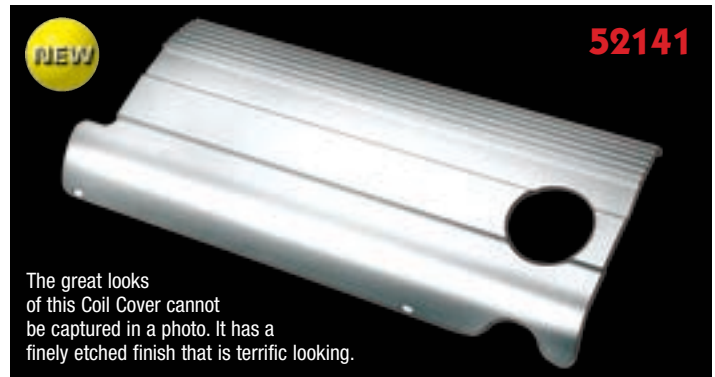
The ports on Professional Products manifolds are typically made closer to the actual size of the gasket opening compared to other competitive manifolds. This reduces the necessity for port matching the manifold in most cases. Or if port matching is required, it will take much less grinding to get a match.

Right: Shown is the 52033 Vortec Hurricane



The Hurricane line of intake manifolds is one of the most popular and successful racing manifold lines available.

Intake Manifold Accessories & Engine Accessories



LSX Coil Covers

These extremely attractive Coil Covers are designed to work with any of the Professional Products LSX intake manifolds. They will also work with a stock intake if the stock fuel rails are replaced with one of the Professional Products Fuel Rail Kits. Three finishes are available. The 52140 is bright red anodized with brushed aluminum highlights. The red matches the red on the fuel rails. The 52141 is a very good looking etched finish that is then clear anodized. The 52142 is a very shiny chrome finish.

52140 LSX Coil Covers w/red anodized and brushed finish
52141 LSX Coil Covers w/etched and clear anodized finish
52142 LSX Coil Covers w/show bright chrome

NOTE: Coil Covers fit passenger cars only. No trucks or SUV engines.
Coil Covers available second quarter of 2008.



12-Point Stainless Engine Bolt Kits

These premium stainless Bolt Kits are available for three popular engines and are also offered in just intake manifold kits. The bolt heads are polished. The various bolts in each engine kit are grouped together and labeled for size and length plus the specific application is given such as intake manifold, pan, alternator, water pump, distributor, timing cover, fuel pump, & valve covers.

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

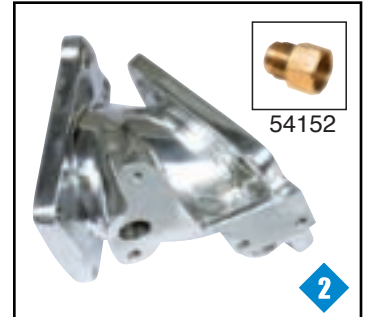
*Due to wide variations in SB Ford engine hardware, this kit may contain some bolts not needed and/or may not include every bolt required on some engines.



Upper Plenum for 4.6L 2V Mustang

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

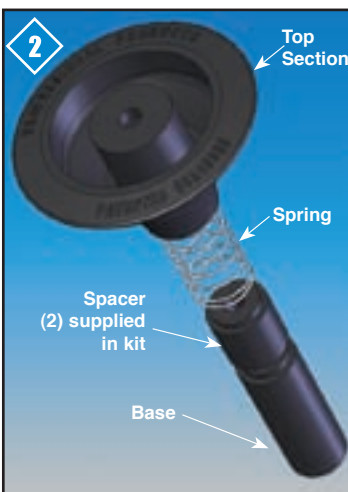
54154 Upper Plenum Polished
54155 Upper Plenum Satin



Elbow Adapter

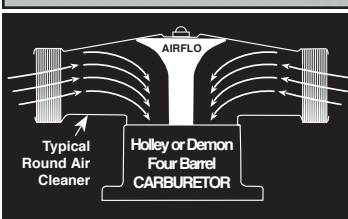
These two parts are required when a 54020/54021 intake manifold system is installed on a 1994-'95 Mustang. These parts provide clearance from the strut brace although an aftermarket strut brace is also required. Use Ford Racing #M-20201-A51 Strut Tower Brace or an Edelbrock #5225 Strut Brace.

Adapter Polished 54150
Adapter Satin 54151
EGR Adapter 54152



AIRFLO™ Air Cleaner Insert

This is an amazingly simple device that will work on Holley or Demon carbs, with or without a choke horn, and any round air cleaner with an inside space of 3.3" to 6.4". The AIRFLO works on a very simple principle. As air flows in from the sides of a round air cleaner, the air currents collide in the center and are slowed making their entry into the carburetor. The AIRFLO solves this problem by providing a smooth transition from the side entry right down into the carburetor. Independent dyno tests have shown anywhere from a 7 to 10 hp increase. Drag racers report as much as a tenth improvement and 3 mph in the quarter.



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

U.S. Patent #5549085

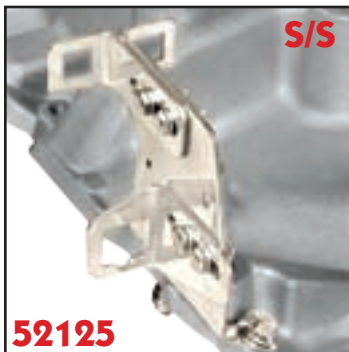
Intake Manifold Accessories & Engine Accessories



POWER+PLUS Gasket Sets

All the Intake Gaskets feature silicone beading around the intake ports and water ports for additional sealing. Set does not include end rail gaskets. Use RTV type gasket sealer.

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



S/S

Throttle Cable Bracket Kit

This Bracket Kit is designed for use on 1978 and earlier SB Chevys. It provides a mounting for the throttle cable, cruise control, and transmission kickdown cables. The Bracket Kit will fit on most manifolds. It is available in two finishes, either polished stainless steel or zinc chromate plated plain steel. This Bracket Kit greatly simplifies hooking up these various cables when you change manifolds.

Pt. No.	Description
52125	Polished Stainless Steel Throttle Bracket Kit
52126	Zinc Plated Steel Throttle Bracket Kit

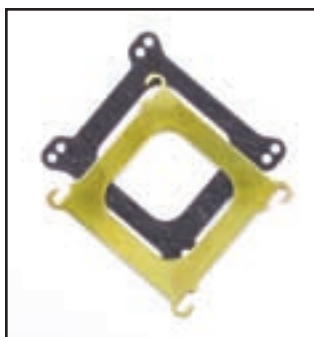


52115

EGR Adapter Kit

This EGR Adapter Kit is for use with our 52008/52009 manifolds and will also work on similar Edelbrock EGR SB Chevy manifolds. Use of this adapter can solve some mounting interference with valve covers or carburetors on some applications when using these manifolds.

52115 EGR Adapter Kit - Polished



Carb Adapter Kit

Use this Adapter Plate and gasket when installing a 4150 square bore carb onto a spread bore manifold to avoid any possible leakage. Kit includes zinc plated adapter plate and carburetor gasket.

52111 Carb Adapter Kit



52110



52112



**20100
20101**

NEW

Intake Manifold Bushings

These Bushings are included with all SB Chevy manifolds (except Vortec models) and permit the use of these manifolds on 1987-'95 cylinder heads. The 52110 is an angled bushing and the 52112 is a straight bushing.

Carb Adapters

Carb Adapter Kits include stainless nuts, studs and washers.

20100	Adapts 4150 carburetor to a 4500 intake manifold
20101	Adapts 4500 carburetor to a 4150 intake manifold



3

54110

4.6L 2V to 5.4L 2V Adapter Plates

Many Mustang owners are replacing their stock 4.6L 2V engine with the larger 5.4L 2V truck engine. However, there are no performance manifolds available for the larger engine. This Adapter Plate Kit solves that problem. It permits the direct bolt-on of any 4.6L 2V manifold including our own popular 54060/54061 Typhoon manifold. Kit includes plates, gaskets, coil spacers and all necessary hardware.

54110 4.6L to 5.4L Manifold Adapter Kit



S/S

NEW

Throttle Cable Bracket

This bracket bolts to our 52060-52065 intake manifolds and also our 72012/72013 EFI Snorkel Inlet to use standard GM throttle cables and kickdown cables.

52200 Stainless Steel Throttle Cable Bracket

Engine Accessories & Fuel Delivery Components



This line of Oil Filters fits a wide range of popular engines including many models of Buick, Chevrolet, Chrysler, Dodge, Ford, GMC, Jeep, Mercury, Olds, Plymouth, and Pontiac. For specific model application information, see page 46.

Powerfilter™ Oil Filter

The Powerfilter line of Oil Filters feature a fully machined housing and an extra fine double mesh stainless steel washable filter element. Here are some of the outstanding features of this unit: CNC machined to provide exacting tolerances and fit • Quad bypass filter design assures no unfiltered oil reaches the engine • O-rings on all sealing joints • Duplex woven deep pleated 45 micron stainless filter element • Easy maintenance cleanable s/s filter element • Magnet in base to collect tiny particles. • This is not only a terrific filter for high buck race engines but also adds a touch of class....and protection...to street rods and street machines. This filtering system is vastly superior to standard paper elements that have to be replaced every few thousand miles. This is the last oil filter you will ever have to buy for your vehicle.

Pt. No.	Description	Thread
10875	Powerfilter Medium Domestic Size	13/16"-16 UN
10876	Powerfilter Medium Domestic Size	18MM x 1.5
10879	Powerfilter Medium Domestic Size	22MM x 1.5
10881	Powerfilter Medium Domestic Size	3/4" -16 UNF

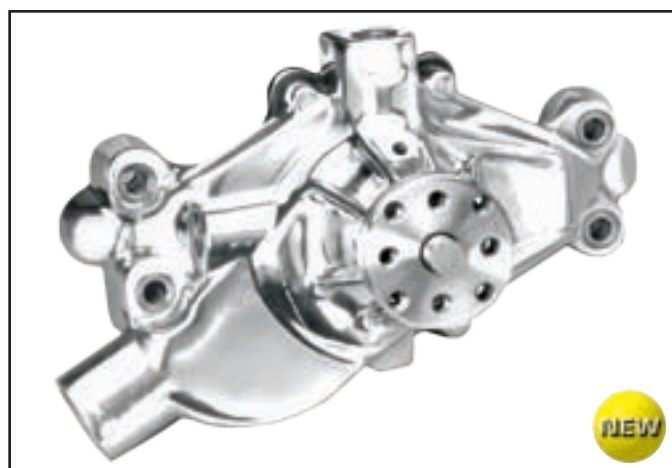
For specific application data, see page 46 of this catalog. The given thread size is the size of the threaded nipple that sticks out of the engine block. The filter threads onto this nipple.

Available May 2008.

Powerflow™ SB Chevy Water Pump

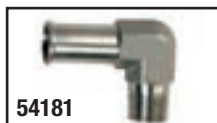
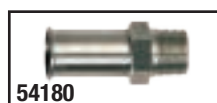
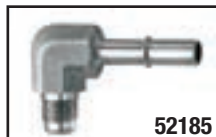
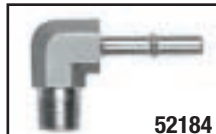
Our new cast aluminum Water Pump for SB Chevys (short style) is a very high quality cast aluminum pump. It features a high flow impeller design, a heavy duty double shaft bearing, and dual bolt patterns on the pulley flange to accept all popular fan designs. This is a great water pump produced by an O.E. level water pump manufacturer to our rigid specifications. This high level water pump is a great addition for any street rod, street machine, or custom car. Supplied with extra pump to block gaskets if required for clearance over timing cover. This is a permanent mold aluminum casting that will provide an outstanding polished finish without porosity or flaws.

Pt. No.	Description
52500	SB Chevy Short Water Pump - Polished
52501	SB Chevy Short Water Pump - Satin



GM & Mopar

Ford



The 52000 series fittings will work with GM & Mopar fuel lines. The 54000 series work with Ford fuel lines.

Powerflow™ S/S Fuel Line Fittings

These fittings are 100% stainless steel. The angle fittings are made from s/s forgings. These fittings are designed to connect to stock, late model fuel injection fuel lines, both the inlet line and the return line. Many of these fittings are supplied as part of our Fuel Rail Kits but we also offer them separately for those enthusiasts who are doing a custom fuel line installation. All of these fittings, except the 52185 and 54187, have 3/8-NPT male threads. The 52185 has -6AN threads and the 54187 has 1/4-NPT male threads. The 52185 can be useful if you are running a -6AN fuel line from your fuel rails and need to connect to the stock fuel inlet line. The -6AN part of the fitting threads into a -6 hose end on a fuel line.

Pt. No.	Description	Pt. No.	Description
52180	GM/Chrysler Inlet Straight 3/8-NPT	54180	Ford Inlet Straight 3/8-NPT
52181	GM/Chrysler Inlet 90° 3/8-NPT	54181	Ford Inlet 90° 3/8-NPT
52183	GM/Chrysler Ret. Straight 3/8-NPT	54184	Ford Return Straight 3/8-NPT
52184	GM/Chrysler Return 90° 3/8-NPT	54187	Ford Return 30° 1/4-NPT
52185	GM/Chrysler Inlet 90° -6AN		



Carburetor Stud Kit

This Carburetor Stud Kit includes stainless studs, stainless nuts, and stainless lockwashers.

Pt. No.	Description
20150	Stainless Carburetor Stud Kit

Stud is 5/16-18 X 5/16-24 X 1-1/2 Lg.

POWER™ Throttle Bodies



Professional Products Throttle Bodies are at the very top of the ladder when it comes to quality and performance. You can pay more but there is no way you can buy a better throttle body. Many of our throttle bodies are premium die castings, just like the O.E. models. Otherwise we use permanent mold castings. No sand castings. They feature precision fit throttle plates and dead accurate machining. The 1986 through '95 Mustang throttle bodies feature a unique mounting plate for the throttle position sensor that allows for extreme fine tuning. You no longer have to grind the mounting holes into slots on your T.P.S. All of our Ford throttle bodies through model year 2004 now have C.A.R.B. approval making them fully street legal in California. Please note that on the 1986-'93 models to maintain street legality you must run both the throttle body and the EGR Plate with all stock connections functional.

Polish Pt. No. Satin Pt. No.

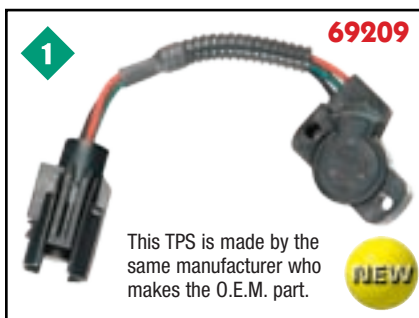
		Ford Applications 1
69200	69203	65mm Throttle Body for 1986-'93 Mustang 5.0L V8
69201	69204	70mm Throttle Body for 1986-'93 Mustang 5.0L V8
69202	69205	75mm Throttle Body for 1986-'93 Mustang 5.0L V8
69210	69213	65mm Throttle Body for 1994-'95 Mustang 5.0L V8
69211	69214	70mm Throttle Body for 1994-'95 Mustang 5.0L V8
69212	69215	75mm Throttle Body for 1994-'95 Mustang 5.0L V8
69220	69222	70mm Throttle Body for 1996-'04 Mustang 4.6L 2V V8
69221	69223	75mm Throttle Body for 1996-'04 Mustang 4.6L 2V V8
69224	69225	75mm Throttle Body for 1997-'04 4.6L & 5.4L Ford F-Series and Expedition & 1990-'95 4.6L 2V V8
69232	69233	75mm Throttle Body for 1989-'93 3.8L S.C. V6 Ford Thunderbird Super Coupe and Mercury Cougar XR7
69500	69503	65mm EGR Plate for 1986-'93 Mustang 5.0L V8
69501	69504	70mm EGR Plate for 1986-'93 Mustang 5.0L V8
69502	69505	75mm EGR Plate for 1986-'93 Mustang 5.0L V8
69209		Throttle Position Sensor for 1986-'93 Mustang

All above part numbers are assigned CARB E.O. #D-624 making them street legal in the state of California.

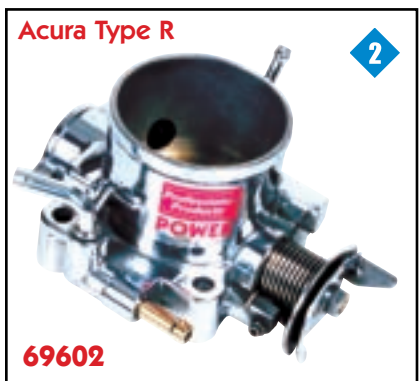
69226 69227 2 64mm twin Throttle Body for 2005 & later 4.6L 3V Ford

Acura Applications 2

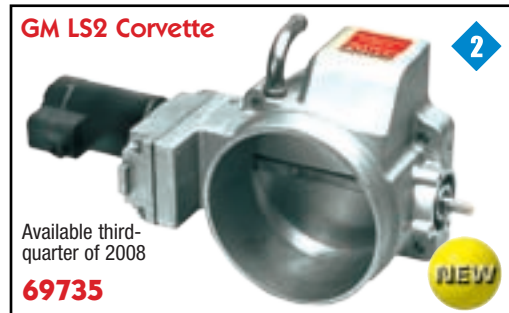
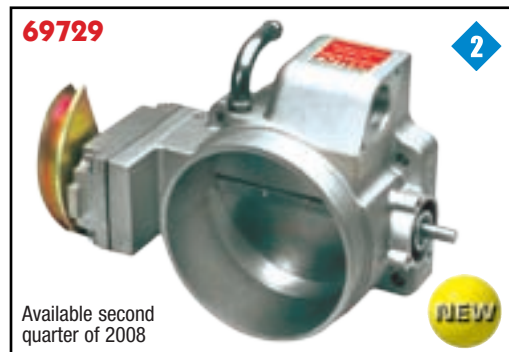
69600	69601	65mm Throttle Body for 1994-'01 Acura GSR
69602	69603	65mm Throttle Body for 1997-'01 Acura Type R
69604	69605	68mm Throttle Body for 1994-'01 Acura GSR
69606	69607	68mm Throttle Body for 1997-'01 Acura Type R



Professional Products POWER Throttle Bodies are available with an outstanding show polished finish or with what we call a satin finish. Our satin finish is a very attractive look and we get a lot of positive comments on it. Most of our throttle bodies are die cast aluminum and a few are permanent mold castings as opposed to ordinary sand castings used by most competitive throttle body manufacturers. These are extremely high quality throttle bodies.



POWER™ Throttle Bodies



LS1/LS6 & LS2 Throttle Bodies

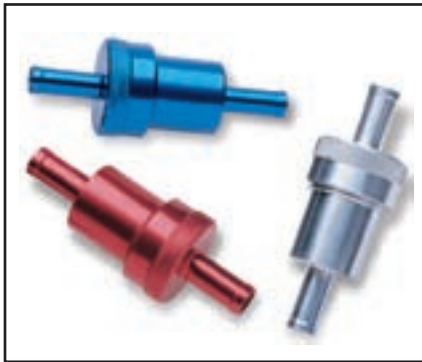
The new Professional Products LS2 Throttle Bodies feature some unique design characteristics. The stock LS2 throttle body is designed for the throttle blade to open at the bottom. According to GM engineers, this promotes a better flow of the incoming air into the manifold the way it was originally designed to occur. With all other aftermarket LS2 throttle bodies that have mechanical linkage on them, they open from the top instead of the bottom. We incorporated a small gearset in our throttle body that allows the butterfly to open the way it was originally designed by GM and the way it is supposed to for optimum air flow and maximum power and torque. Additionally, because the LS2 throttle body is so large in diameter, when you first step on the gas, it will allow too much air to enter the engine causing the car to literally leap forward. While some people might like this, it can actually be dangerous and will get old after driving the vehicle for a while. We have designed our throttle plate so that when you first step on the gas, only the lower portion of the throttle plate is opening. This only allows half as much air into the engine as found on most other aftermarket throttle bodies. Once the throttle is about 10 to 15% open, the bottom half of the throttle plate allows air to enter the engine. This provides for much smoother takeoffs from a stop. This is also the way the O.E. throttle body is designed. These are all features that we include in an extremely high quality die cast throttle body, yet our prices to our customers are the lowest in the industry.

Polish Pt. No.	Satin Pt. No.	GM Applications
69700	69701	52mm Throttle Body for 1992-'97 LT1*
69702	69703	58mm Throttle Body for 1992-'97 LT1*
69704	69705	52mm Throttle Body for 1985-'92 305/350*
69706	69707	58mm Throttle Body for 1985-'92 305/350*
*These throttle bodies fit TPI style injection systems only. Will not fit TBI systems as found on some engines in these model years.		
69724	69725	80mm Throttle Body for 1998-'02 LS1/LS6 Camaro & Firebird, 2004 GTO & 1999-'02 full size 4.8, 5.3 & 6.0 w/cable style throttle linkage.
69726	69727	85mm Throttle Body for 1998-'02 LS1/LS6 Camaro & Firebird, 2004 GTO & 1999-'02 full size 4.8, 5.3 & 6.0 w/cable style throttle linkage.
69728	69729	96mm Throttle Body for LS2 engines where a cable throttle linkage is being used.
69730	69731	96mm Throttle Body for LS2 Corvette and GTO
69732	69733	101mm Throttle Body for LS2 engines where a cable throttle linkage is being used.
69734	69735	101mm Throttle Body for LS2 Corvette and GTO

Note: You may see that some of our applications cover a wider range of years than other throttle body manufacturers. That's because the only difference for these model years is the linkage arms on the side of the throttle body. On our kits, we supply multiple linkage arms so that one part number covers more model years.



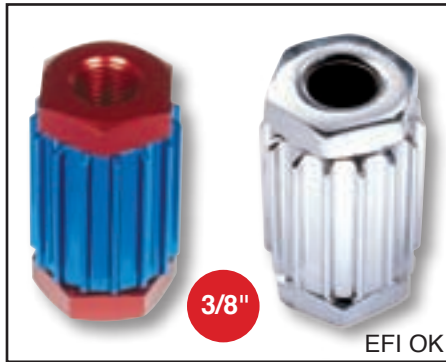
POWERFLOW™ Fuel Filters for high performance street applications



Inline Street Filters

This is a terrific inline street filter which can be easily installed in any stock hose or metal fuel line. Simply cut the existing rubber hose line and insert the filter with two hose clamps. If using a metal line, cut the line and using two short lengths of rubber hose and four clamps, insert the filter into the line. Filter uses a sintered bronze filtering element. The filter is washable in solvent but over time should be replaced with a new one. Filters available in three colors and two hose sizes.

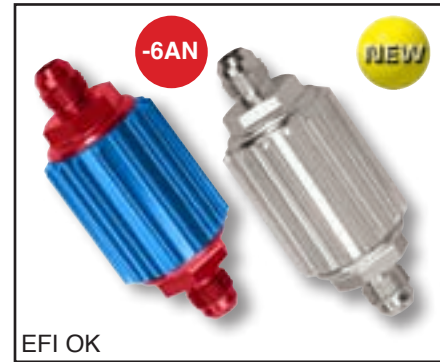
Color	5/16"	3/8"
Blue	10200	10203
Red	10201	10204
Brite Aluminum	10202	10205
Replacement Element	10220	



Inline Street Filters

This is a high performance inline street filter that is very affordable. It has 3/8-NPT ports so that a wide variety of our inexpensive adapter fittings can be used to provide connections to 1/4", 5/16", or 3/8" fuel hose. Or you can select fittings to connect to either -6 or -8 AN style fuel lines. These filters use a very fine mesh stainless steel filtering screen. These filters are small enough (2.4" long x 1.5" diameter) and light enough that they normally do not require a mounting bracket. These filters flow up to 160 GPH @ 7PSIG and will filter down to 35 microns. Can be used as a pre-filter on EFI systems.

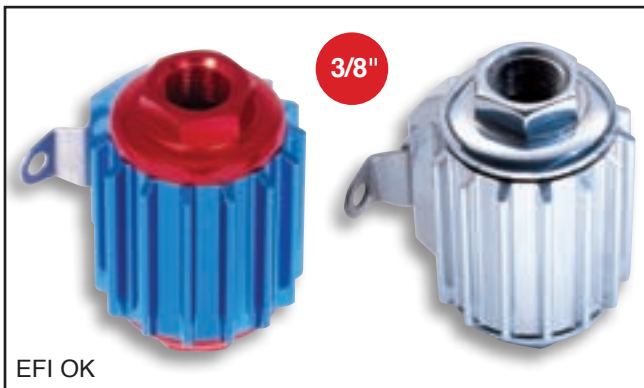
Red/Blue Inline Filter	10210
Aluminum Inline Filter	10211
Replacement Element Kit	10221



Inline Street Filters

This is a high performance inline street filter that is basically the same as the 10210 and 10211 models shown at left. These filters are equipped with a -6 AN connection on both the inlet and outlet port. They have the same performance specifications as the 10210 and 10211 and are intended for the same basic uses. These make a great inline fuel filter on carbureted vehicles or can also be used as a pre-filter on EFI systems up to about 550 hp. They are available in an anodized red and blue finish or also in a bright aluminum finish with clear anodize for protection. Mounting bracket is normally not required.

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



Hi-Tech Inline Street Filters

These filters are the ultimate in a high quality street filter is desired. Larger (3" long x 2" diameter) than the Inline Performance Filters, shown above, the Hi-Tech Filter uses two different stainless fine mesh filtering screens. One is coarser mesh to catch the large particles and the second is a very fine screen to capture the smaller ones. The screens are washable in solvent but should be replaced over time. These filters flow up to 150 GPH and filter as fine as 35 microns. These filters come with a stainless steel mounting bracket that is attached to the filter with stainless button head cap screws.

Red/Blue Hi-Tech Inline Filter	10214
Aluminum Hi-Tech Inline Filter	10215
Replacement Element Kit	10222



Hi-Tech Inline Street Filters

This is one of our most popular filters. We call it a "street rod" filter but it can be used on any performance vehicle. This filter is so popular that it has been copied by others but never equalled. It is 5.4" tall x 3.25" in diameter and is a scaled down version of our extremely popular Competition Fuel Filter. This filter is for enthusiasts who prefer a replaceable paper element that is typical of finer filtering than the steel mesh elements found in most other fuel filters. This filter features a chrome plated housing, a bright red painted die cast top, and a chrome plated mounting bracket with stainless steel button head capscrews holding the bracket to the filter. Compare the quality of our chrome plating to other similar filters.

Street Rod Fuel Filter	10102
Replacement Element Kit*	10122

*Kit includes elements and all gaskets and seals.

1/4"	Denotes 1/4-NPT ports	3/8"	Denotes 3/8-NPT ports	1/2"	Denotes 1/2-NPT ports
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Inline EFI Fuel Filter

This inline filter is designed specifically for EFI systems and features 1/4-NPT inlet and outlet ports. Compare this filter to a Purolator F33144 except for inlet and outlet port configuration. For -6 AN connections use our Powerflow fitting #15239, for -8 AN use #15242 or for 3/8" hose connections use fitting #10244.

EFI Inline Filter	70160
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POWERFLOW™ Fuel Filters for racing or heavy duty street applications

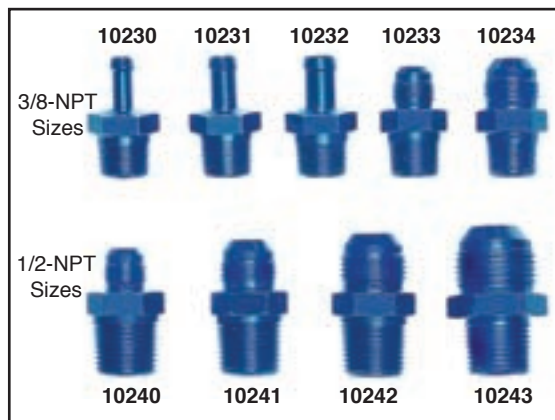


Competition Fuel Filter

This classic style fuel filter is a favorite for race cars, high performance boats, and any other carbureted application. This is our top selling fuel filter. It features 144 GPH flow with filtering to 10 microns with a replaceable paper filter. It is 5.44" tall x 3.25" in diameter and has a chrome main housing, chrome mounting bracket and chrome hardware. The bracket can be positioned in several configurations.

Competition Fuel Filter	10100
Replacement Element Kit*	10120

**Includes all necessary gaskets and seals. This element will also fit in a Fram HPG-1 Fuel Filter.*



Adapter Fittings - (2) per pack

These fittings are designed to be used with our fuel filters (or any other suitable application) and are sold in pairs. Choose the adapter fittings you need to go with the filter you have selected. Note that our EFI filter uses 1/4-NPT fittings, all the street filters and the 10100 use 3/8-NPT fittings and all other filters use 1/2-NPT fittings.

1/4-NPT to 3/8" 10244*	3/8-NPT to -8AN 10234
3/8-NPT to 1/4" 10230	1/2-NPT to -6AN 10240
3/8-NPT to 5/16" 10231	1/2-NPT to -8AN 10241
3/8-NPT to 3/8" 10232	1/2-NPT to -10AN 10242
3/8-NPT to -6AN 10233	1/2-NPT to -12AN 10243

**This fitting is not shown in the photo above.*



Competition+Plus Fuel Filter

The Competition+Plus Filter features a lightweight aluminum housing and is on top of the line racing filter although it is perfectly at home on the street. It is a larger size filter (4.25" long x 2.75" diameter) and uses a replaceable paper element that filters down to 10 microns. It flows 130 GPH @ 7PSIG or 330 GPH @ 40 PSIG. It has an extruded aluminum main housing with precision threaded and Viton® O-ring sealed end caps. It has two tapped holes to accept any design of fabricated bracket. This filter can be used with carbureted or EFI applications on gasoline only.

Red/Blue Competition+Plus Fuel Filter	10300
Polished Aluminum Competition+Plus Fuel Filter	10301
Replacement Element Kit*	10320

**Includes all necessary gaskets and seals. Element will also fit in a BFG-5000 Filter.*

Competition Inline Fuel Filter

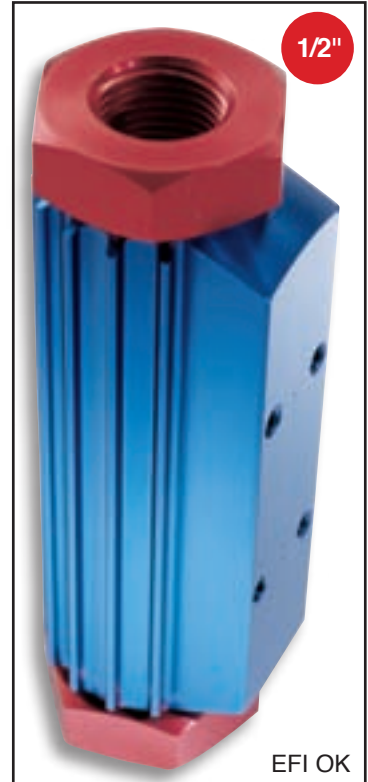
This inline filter is designed for racing applications using gasoline or alcohol on carbureted vehicles. It has a large tubular stainless steel screen inside and features 1/2- NPT ports on both ends. There are four tapped holes on the flat side boss that can be used for a fabricated mounting bracket. Due to the uniqueness of the various applications this type of filter sees, most users will want to fabricate their own bracket. This filter will flow 140 GPH at 7PSIG and 360 GPH at 40PSIG. It filters to approximately 15 microns. It is 5.4" long x 2.6" in diameter and is all aluminum construction with Viton® o-rings.

Competition Inline Fuel Filter	10302
Replacement Element Kit*	10321

**Includes all necessary gaskets and seals.*

Replacement Element Kits

Each Replacement Element Kit includes a new filtering element and all gaskets, seals, and/or o-rings originally supplied with the filter. All rubber seals or o-rings are made of Viton® which is nearly impervious to attack by any of the commonly used fuels for street or racing applications. Some states now use a high concentration of ethanol in their gasoline which rots or deteriorates the Buna-N rubber which is commonly used for seals in many fuel filters.



EFI OK

All Powerflow Fuel Filters have been laboratory tested for flow ratings, pressure ratings, and filtering capability.

POWERFLOW™ Fuel Pumps

10730

2



Patent #7,318,416

10733 Shown

2



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

POWERFLOW™ Piston Style Fuel Pump

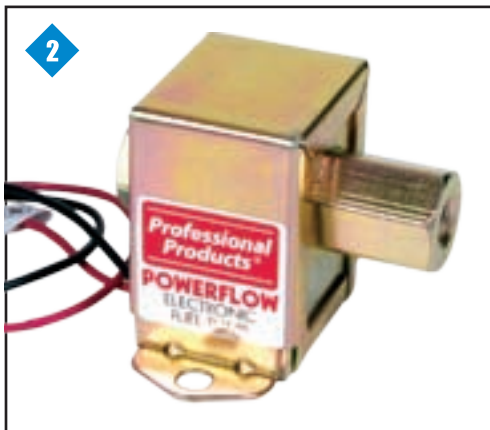
This is a revolutionary new design in mechanical fuel pump technology. This pump operates on a totally different principle than conventional diaphragm style fuel pumps. The reciprocating piston, which operates off the standard fuel pump rod, only requires 25 pounds of force compared to the 125 pounds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

can only be used with carburetors with EFI style coming soon. The Piston Pump only flows as much fuel as required. Pumps are available with or without a fuel pressure regulator. Regulator supplied is our popular 2-port #10651 shown in the photo above. Current design is only available for SB Chevy. More applications are in development.

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

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

2



Electric Fuel Pump

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

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

2



Available May 2008.

NEW

POWERFLOW™ EFI Fuel Pump

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

70150	180 L/H 45 PSI EFI Fuel Pump (Red) Up to 460 hp*
70151	220 L/H 45 PSI EFI Fuel Pump (Blue) Up to 600 hp*
70152	255 L/H 45 PSI EFI Fuel Pump (Black) Up to 700 hp*

*Reduce horsepower ratings by 5% for supercharged or turbocharged applications. Reduce by 30% for E85.

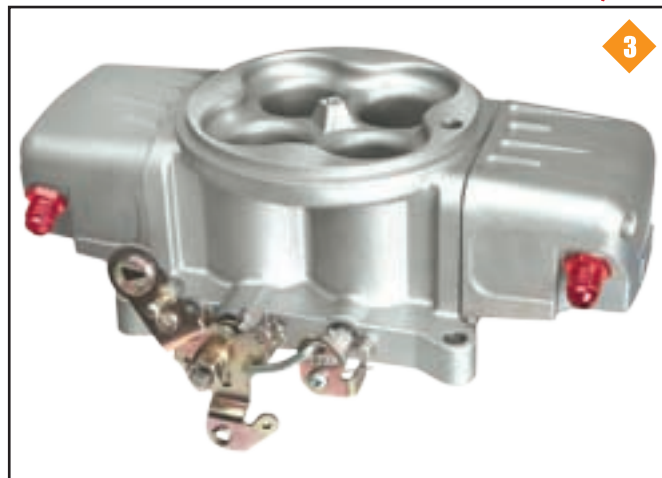


POWERJECTION™ EFI Systems The Standard of the Industry

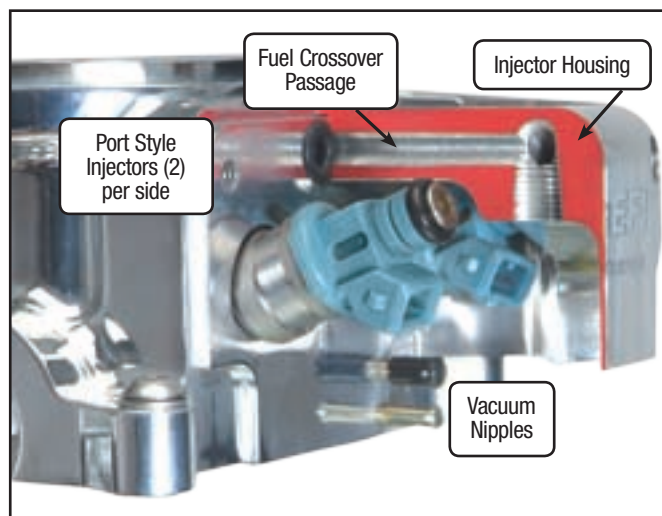
Professional Products now offers one of the most complete and versatile lineups of EFI systems and components available for the aftermarket. Our EFI kits are the most advanced aftermarket EFI systems available. We have two basic configurations; POWERJECTION I is a throttle body style where the injectors are located in the throttle body itself while POWERJECTION II is a port style system where the injectors are in the manifold injecting directly into the intake port of the cylinder heads. All of the other components, such as the EMS (engine management system), sensors, fuel pumps, filter, and other components are basically the same for both styles of kits. Why do we offer both styles? We want to have the broadest selection for our customers, It is up to you which style of EFI system you want for your vehicle. Our testing has shown that contrary to popular belief, there is negligible difference between the two as far as performance is concerned.

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

- Self learning EMS. Install it, drive it, and it tunes itself. For those customers with special applications, the EMS is laptop programmable.
- No fuel return line to the tank required on engines up to 550 hp. This eliminates one of the biggest jobs in installing an EFI on an older car without a return line.
- Easily intalled oxygen sensor. No welding required. Just drill a hole in one exhaust pipe and clamp it on with our supplied clamp.
- If you are switching from a carb to EFI you can use your stock mechanical pump to draw fuel from the tank and then locate the supplied EFI pump between the stock pump and the EFI system to jack up the pressure. This eliminates trying to locate the electric pump at the rear of the car and running a high pressure fuel line all the way to the engine. Note that if you do this, the mechanical pump must match the volume of the electric pump. The liters per hour or gallons per hour on both pumps must be similar.
- Either system can easily be installed in less than a day.

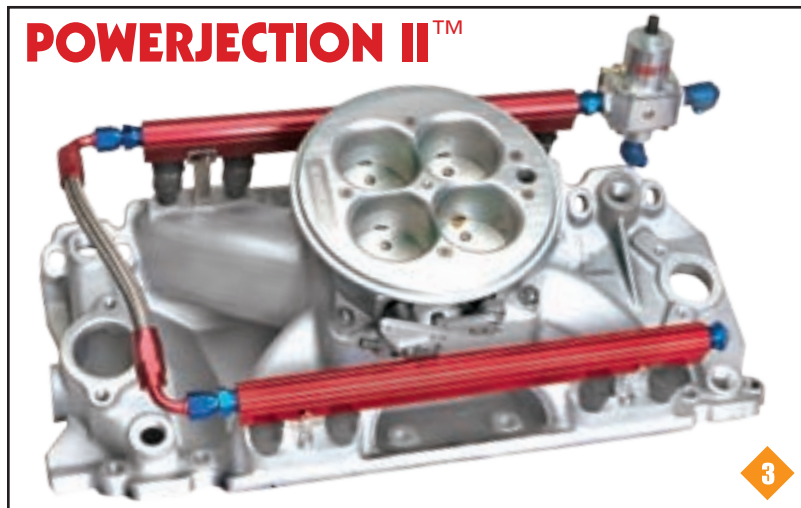


ABOVE - This is the heart of the POWERJECTION I unit. While this unit looks very similar to a carburetor, it is actually a fully self contained throttle body that includes four port style injectors, fuel rails, idle air control, and throttle position sensor.



ABOVE - This cutaway shows how the part that looks similar to a carb float bowl is actually an injector housing. A fuel passage runs from one housing to the other through the center of the throttle body which permits only one fuel inlet if desired or you can use a conventional style fuel inlet kit that hooks up to both injector housings just exactly like it does on a carburetor. Use Professional Products Fuel Inlet Kit #10402. If you use a single inlet, plug the other inlets with our #71280 fitting. See page 29.

POWERJECTION II™



Left - This photo shows one of our POWERJECTION II complete systems. This particular unit is our #72016 system which fits big block Chevys and utilizes a 2200 CFM 4500 (Dominator) style throttle body. The Dominator style throttle body is only available in billet form whereas our 1200 CFM 4150 style throttle bodies come in either billet or a more affordable cast design. The POWERJECTION II is a complete system which includes an Engine Management System (EMS), harnesses, sensors, fuel pump, filter, fuel rails, regulator, and intake manifold. See following pages for more details. POWERJECTION II kits are currently available for SB Chevy, BB Chevy, SB Ford, SB 351W Ford, and will soon be offered for both Pontiac and Oldsmobile. Part numbers and complete application information on all available POWERJECTION I and POWERJECTION II kits along with additional available components are shown on the following pages.

Fuel Injection Systems & Components 3

Professional Products now offers a wide array of Electronic Fuel Injection (EFI) systems and components. The two complete systems currently offered include a throttle body injection style and a port injection style. Powerjection I is a complete throttle body system. This means the injectors are integral with the throttle body which is a 4-bbl design and will mount on most any four barrel manifold. Powerjection II is a port injection system

which means the injectors are in the intake manifold and incorporate a fuel rail and a separate throttle body for air control. Details on these two systems along with additional separate components are included on this page and additional pages. Separate components are supplied for those enthusiasts who desire to assemble their own EFI system.



POWERJECTION I™

This is the ultimate in a complete self contained fuel injection system. Yes, it looks like a carburetor but what appear to be float bowls are actually fuel rails and sensor mounts that cover the four injectors. This throttle body is designed as a direct bolt-on replacement for any 4-bbl carburetor. It accepts a standard Demon style fuel inlet unit (Professional Products #10402) and also connects to your standard carburetor throttle cable. It is also exactly the same height and will accept your original air cleaner. This system comes complete with fuel pump, filter, all sensors, wiring harness and Engine Management System. It is programmable but this is actually not required as it is a "self learning" system. Install it, drive it, and it tunes itself to an optimum calibration for your driving style.

On engines up to 550 hp, no fuel return line is required. If you are installing this on an earlier carbureted vehicle, you do not need to install a fuel return line.

Driveability, fuel economy, and torque are significantly improved with the installation of this system on any carbureted vehicle. Plus it also really looks terrific.

Pt. No.	Description
70000	Complete 750 CFM Powerjection I with die cast throttle body - satin
70001	Complete 750 CFM Powerjection I with die cast throttle body - polished
70002	Complete 750 CFM Powerjection I with billet throttle body - machined
70003	Complete 750 CFM Powerjection I with billet throttle body - polished
70004	Complete 1200 CFM Powerjection I with die cast throttle body - satin
70005	Complete 1200 CFM Powerjection I with die cast throttle body - polished
70006	Complete 1200 CFM Powerjection I with billet throttle body - satin
70007	Complete 1200 CFM Powerjection I with billet throttle body - polished



POWERJECTION II™

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

- EFI Style Intake Manifold - Satin or polished
- Complete Fuel Rail Kit w/-6AN crossover hose
- Adjustable EFI Fuel Pressure Regulator
- 4-bbl Throttle Body (Cast or billet)
- (8) Port Style Injectors
- Stage 2 Engine Management System (EMS)
- Complete Wiring Harness
- MAP, water temp, & fuel pressure sensors
- 220 l/h EFI electric inline fuel pump
- EFI Style inline fuel filter
- Oxygen Sensor with mounting clamp
- Idle Air Control

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

This system does not require a fuel return line if used on engines below 550 horsepower.

You will experience greatly enhanced driveability, improved fuel economy, and substantial increases in torque depending upon your particular engine combination. We have actually seen as much as 40 more pound feet of mid-range torque on the dyno in direct comparison tests.

Description	SB Chevy	BB Chevy	SB Ford	351W Ford
1200 CFM Powerjection II Cast Satin	72000	72001*	72002	72003
1200 CFM Powerjection II Cast Polished	72004	72005*	72006	72007
1200 CFM Powerjection II Billet Machined	72008	72009*	72010	72011
1200 CFM Powerjection II Billet Polished	72012	72013*	72014	72015
2200 CFM Powerjection II Billet Machined	N/A	72016**	N/A	N/A
2200 CFM Powerjection II Billet Black	N/A	72017**	N/A	N/A
2200 CFM Powerjection II Billet Polished	N/A	72018**	N/A	N/A

*These kits include a 4150 to 4500 Carb Adapter.

**These kits utilize a 4500 style 4-bbl throttle body.

BB Chevy manifold has rectangular ports but can be used on oval port heads.

Fuel Injection Systems & Components 3

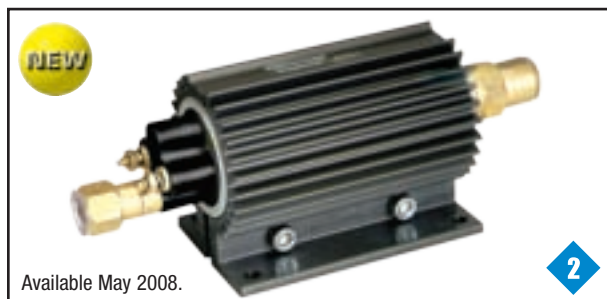


Available May 2008.

Cast EFI Throttle Body

This Throttle Body is rated at 1200 CFM. It features a linkage arrangement that is very similar to a Holley carburetor so that the various usual cables will all connect to this throttle body. It is designed with a special adapter that permits the use of either a Ford or a GM throttle position sensor. This throttle body is substantially less expensive than competitive models

Pt. No.	Description
70201	Cast 1200 CFM 4-bbl Throttle Body - Satin Finish
70202	Cast 1200 CFM 4-bbl Throttle Body - Polished Finish



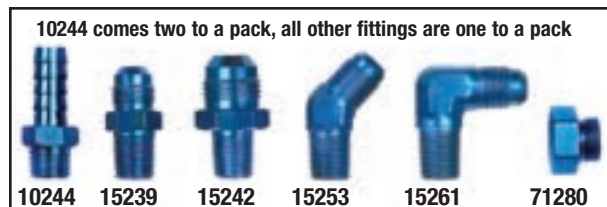
Available May 2008.

EFI Inline External Fuel Pump

These pumps are available suitable for engines up to 700+ hp. They are very similar in design to popular Walbro or Airtex pumps but feature 1/4-NPT inlet and outlet ports which allow the use of a wide variety of standard fuel line fittings. The extruded aluminum mounting bracket/heat sink is supplied with the pump.

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

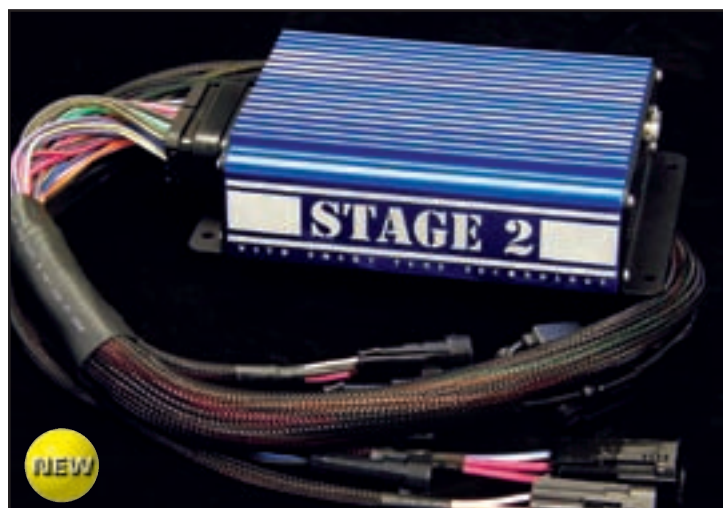
*Reduce horsepower numbers by 5% for supercharged or turbocharged applications and by 30% for E85.



Special Fittings for use with EFI Components

This selection of fittings will be useful for fuel pump and fuel filter connections or plugging unused ports on Powerjection I.

Pt. No.	Description	Pt. No.	Description
10244	- 3/8 Nipple to 1/4-NPT	15253	- -6AN to 1/4-NPT 45°
15239	- -6AN to 1/4-NPT	15261	- -6AN to 1/4-NPT 90°
15242	- -8AN to 1/4-NPT	71280	- 9/16-24 Threaded Plug



Engine Management System (EMS)

This is not a reworked or modified factory unit. It is state-of-the-art aftermarket EMS designed and engineered from scratch by Professional Products' personnel. We feel that this is the most advanced aftermarket engine management system available. It can be adapted to work with many existing fuel injection systems, including many of the early OE systems which leave much to be desired. Are you dropping a late model injected engine into an early vehicle and you need an EMS to make it work? We have just what you need in our Stage 2 unit.

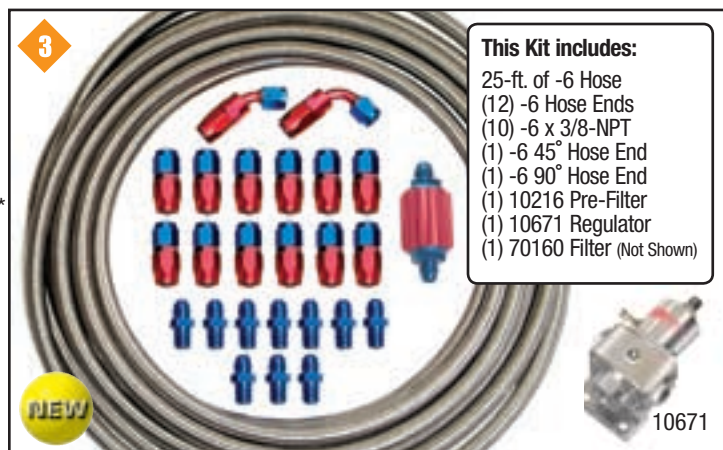
Pt. No.	Description
70300	Stage 2 Engine Management System with harness



EFI Fuel Filter

Although similar in design to many EFI filters, this one has one very important feature. It has 1/4-NPT pipe threads on both ends so it accepts a variety of stock fuel fittings.

Pt. No.	Description
70160	EFI Inline Fuel Filter



This Kit includes:

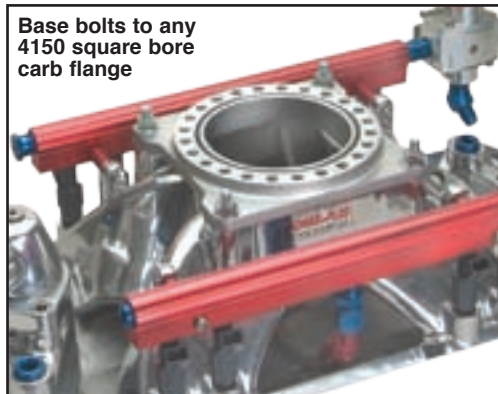
- 25-ft. of -6 Hose
- (12) -6 Hose Ends
- (10) -6 x 3/8-NPT
- (1) -6 45° Hose End
- (1) -6 90° Hose End
- (1) 10216 Pre-Filter
- (1) 10671 Regulator
- (1) 70160 Filter (Not Shown)

Fuel Return Kit

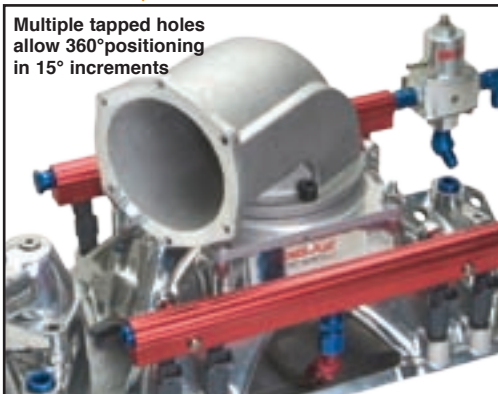
If your vehicle does not already have a return line to the fuel tank, and your system requires one, you will need this Return Kit. It includes 25 feet of -6AN stainless braided fuel line, an assortment of fittings, a pre-filter, and main filter plus a regulator.

Pt. No.	Description
70106	EFI System Return Fuel Line Kit

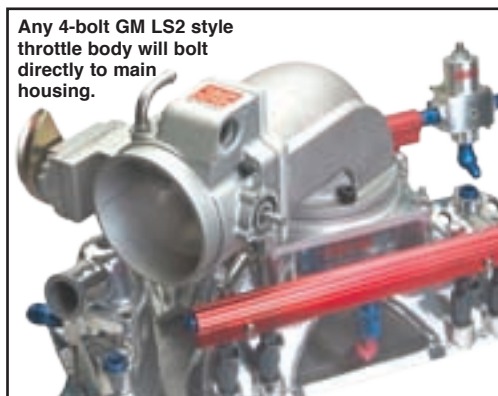
Fuel Injection Components 3



Base bolts to any 4150 square bore carb flange



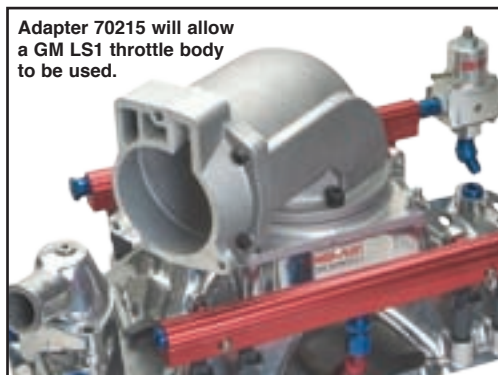
Multiple tapped holes allow 360° positioning in 15° increments



Any 4-bolt GM LS2 style throttle body will bolt directly to main housing.



Adapter 70217 will allow the use of a 4" inlet hose for supercharger or turbo applications.



Adapter 70215 will allow a GM LS1 throttle body to be used.



Professional Products LS1 throttle body is shown in place.

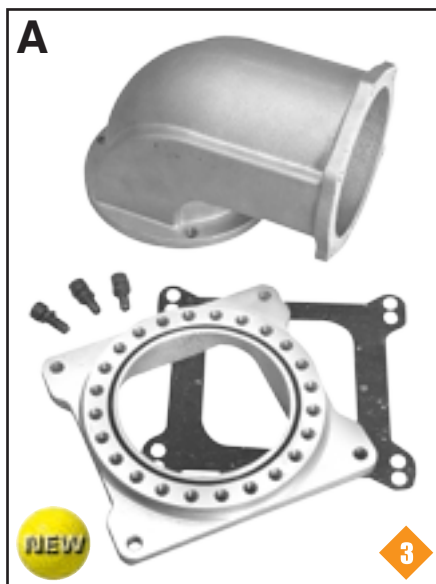
EFI Snorkel Inlets

There are many of these inlets available in the performance industry but this is the only one we know of that is fully adjustable and allows you to position it in a full 360° manner in increments of 15° each. This provides a great amount of flexibility in positioning the inlet to clear other under hood components and permit the best routing of the air inlet hose. The base flange bolts to any square bore 4150 carb flange. It features an o-ring seal between it and the main body. The main body has a 6-bolt inlet flange and a GM LS2 throttle body will bolt directly to this flange. Then we offer two additional adapters. One permits the use of a GM (or aftermarket) LS or LS6 throttle body and the other provides a nipple for a 4" diameter air inlet hose for turbo or supercharger applications. Main kit and various adapters include all necessary gaskets and hardware. As with many of our lines of products, this kit is substantially less expensive than similar competitive products, despite the fact that our unit offers many additional features.

Pt. No.
70212 Snorkel Assy. Polished
70213 Snorkel Assy. Satin
70214 LS1 Adapter Polished
70215 LS1 Adapter Satin
70216 4" Inlet Adapter Polished
70217 4" inlet Adapter Satin
70240 Replacement O-Ring
Available May 2008.

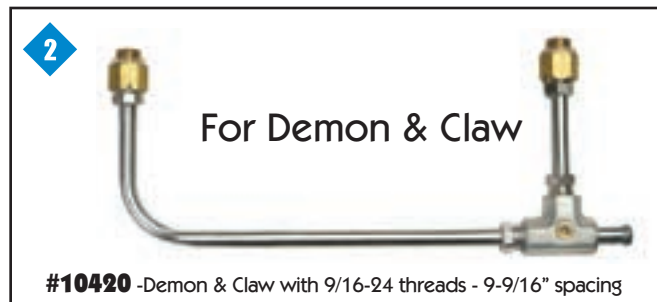
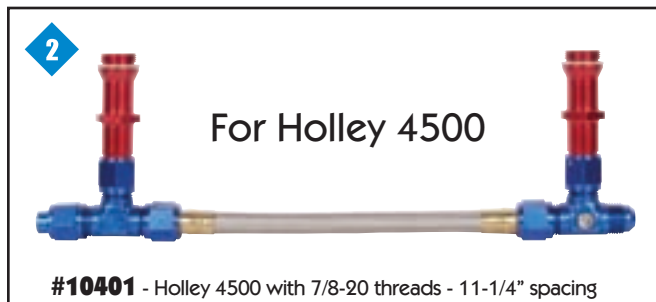
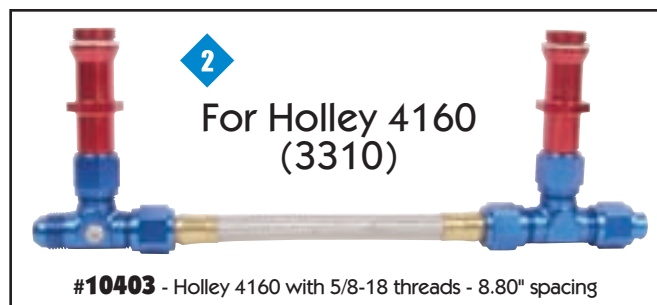
The main housing of the EFI Snorkel Inlet has two

steel throttle cable bracket. See page ?? of this catalog for details on this bracket.



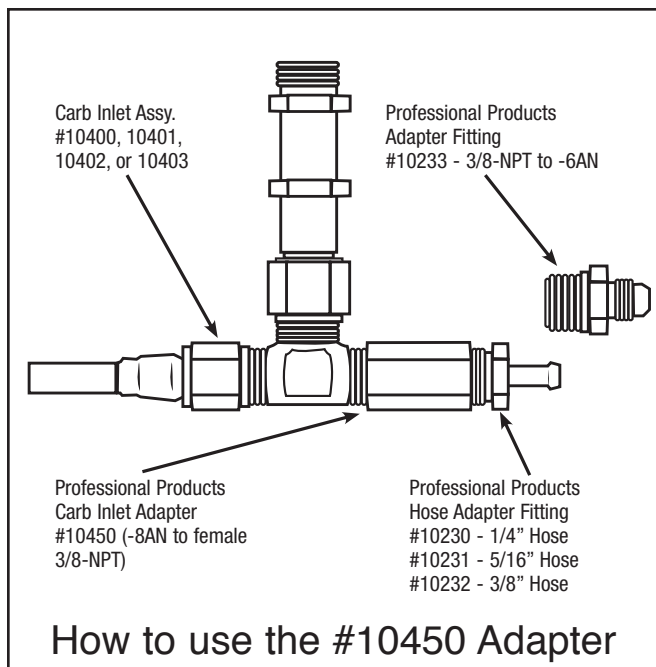
A - This shows the main EFI Snorkel Assembly complete with base, main housing, o-ring, gasket, and hardware. It is available both polished or satin. B - This is the 70214/70215 Adapter to permit use of any LS1/LS6 GM or aftermarket throttle body. C - This is the 70216/70217 Adapter to use with a 4" air inlet tube for supercharger or turbocharger applications.
(Note: Gaskets for the two adapter kits are not shown in the photo but are supplied.)

POWERFLOW™ Carburetor Inlet Kits & Accessories



Professional Products offers two styles of Fuel Inlet Kits. The red/blue kits feature stainless braided Teflon® hose with crimped ends. The inlet fitting is a male -8AN. We offer special adapters to allow this to be converted to -6AN or nipple style fittings. The other end of the bottom fuel line is capped off. This allows you additional flexibility if you want to plumb another line to this connection. The two sections of the kit that attach to the carburetor have the wrench hexes positioned midway instead of up by the carburetor.

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

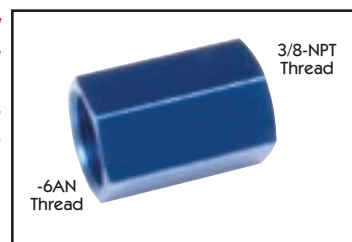


Adapter

See illustration at left for how to utilize this adapter fitting with the Professional Products Carburetor Inlet Kits.

Pt. No.
10450

Description
Adapter Fitting



Carburetor Extension

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

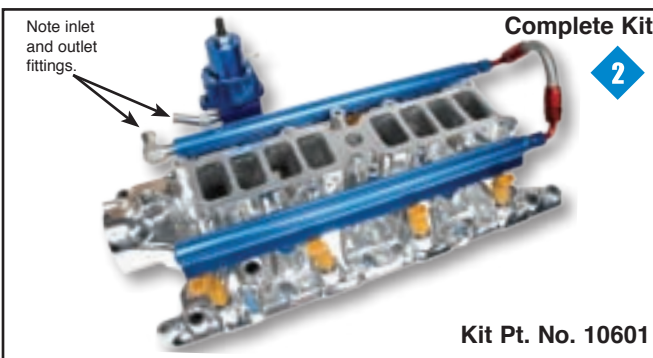
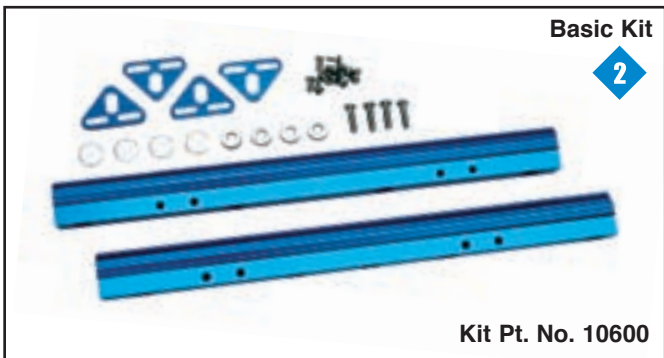
Pt. No.	Description
10410	Fits Holley w/7/8-20
10412	Fits Demon w/9/16-24



POWERFLOW™ Fuel Rails

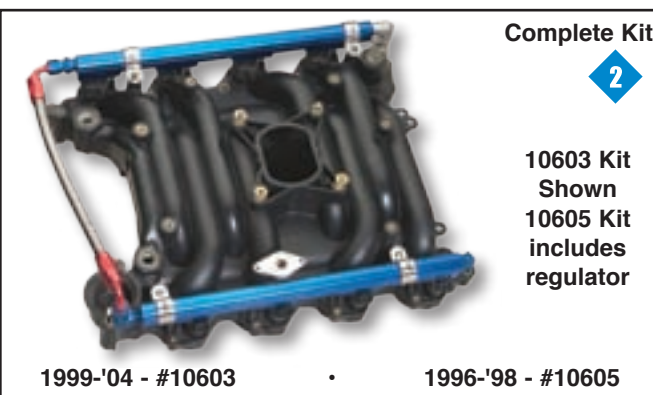
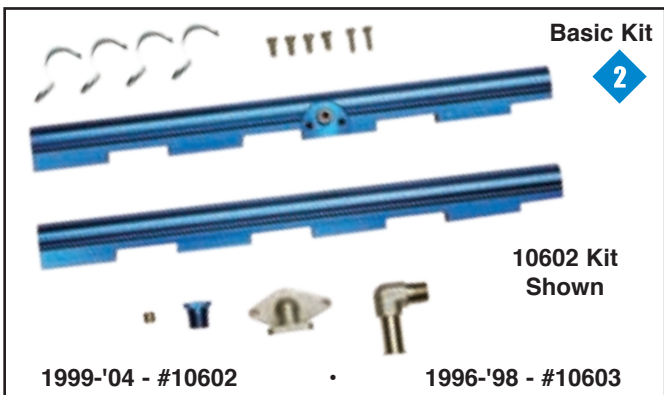
Professional Products offers two styles of Fuel Rail Kits. Our Basic Kit includes the rails, mounting brackets, and mounting hardware and, in some kits, fittings. Our Complete Kits include those same parts plus a complete set of fittings plus a fuel crossover hose and,

where needed, a fuel pressure regulator. All kits have stainless steel screws, nuts and washers and where non aluminum mounting brackets are used, they are made of stainless steel as well. Our complete kits come packed in a foam tray and are very affordable.

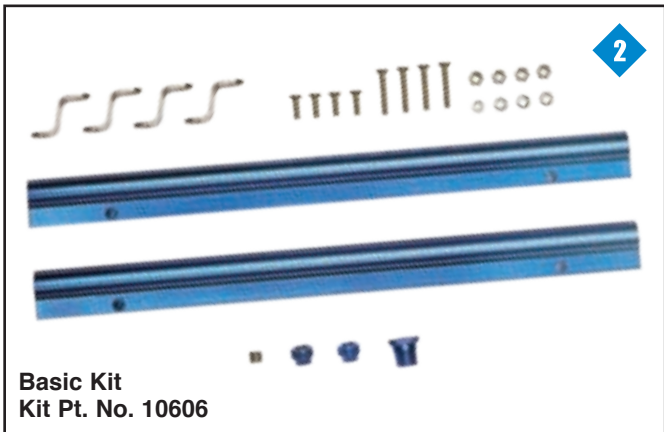


POWERFLOW™ Fuel Rail Kits for 1986-'93 5.0L Mustang - The 10600 kit will also fit on a 1994-'95 Mustang if a smaller diameter aftermarket distributor is used. However the 10601 will not fit on a

the 1994-'95 Mustang due to interference between the required throttle body elbow adapter and the fuel pressure regulator. These Fuel Rail Kits will work with O.E. and all aftermarket intake manifolds.



POWERFLOW™ Fuel Rail Kits for 1996-'04 4.6L 2V Mustang - Kits shown above.



POWERFLOW™ Fuel Rail Kits for 302 & 351W Ford - These kits are designed to work with Professional Products EFI Manifolds. These two Fuel Rail Kits (#10606 & #10607) will work with

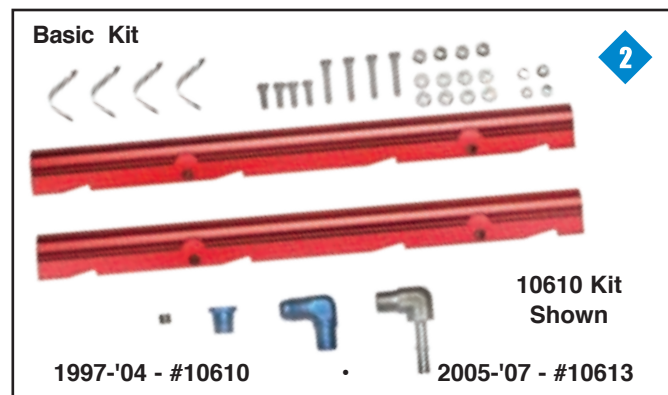
the 289/302/5.0L EFI Manifold #54038 and 54039 and will also fit the 351W EFI Manifold #54032 and #54033. The complete kit includes a fuel pressure regulator and all necessary fittings and crossover hose.



POWERFLOW™ Fuel Rail Kits for Acura GSR & Type R - Our Acura Fuel Rail Kits are now available in several finishes. These rails feature a 13.2mm (.520") bore for improved fuel flow. They are CNC machined from billet aluminum and have two 1/8-NPT pipe tapped ports for a fuel pressure gauge and fuel pressure regulator mounting if desired. Fits stock mounting location and connects to stock fuel lines. Fits: 1994-'01 Acura Integra GSR and LS, 1997-'01 Acura Integra Type R and GS, and 1995-'98 Acura Integra Special Edition.

10620 - Blue Anodized Fuel Rails for Acura
 10621 - Red Anodized Fuel Rails for Acura
 10622 - Black Anodized Fuel Rails for Acura
 10623 - Polished Fuel Rails for Acura

POWERFLOW™ Fuel Rails



POWERFLOW™ Fuel Rail Kits GM LS1/LS6/LS2 - The Basic Kit part numbers are shown above. The Complete Kit part numbers are as follows: #10611 for the 1997-'98 LS1 that was originally equipped with a

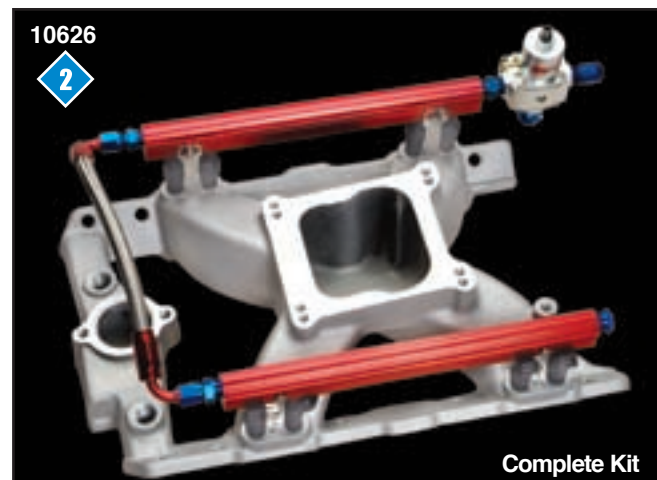
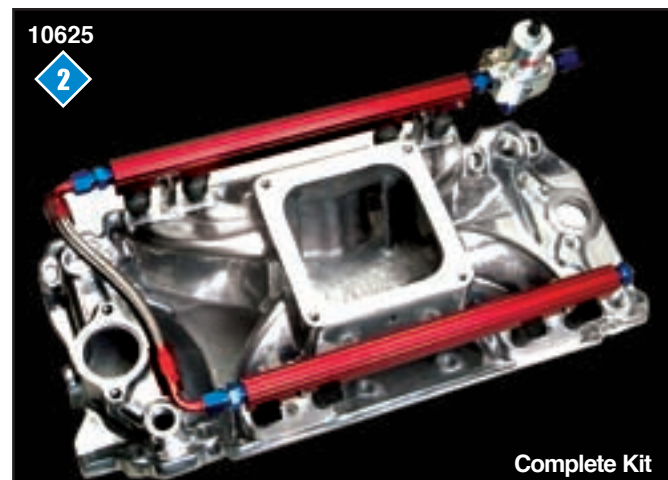


fuel return line (kit includes regulator). The #10612 is for 1999-'04 LS1 & LS6 and the #10614 is for 2005-'07 LS2 engines. These kits include fittings to connect to the stock fuel inlet line.



The following Fuel Rail Kits are designed to be used with specific Professional Products intake manifolds which are listed below. All of these kits include rails, mounting brackets and hardware, stainless braided -6AN crossover hose, various adapter fittings, and a two-port EFI fuel pressure regulator (our #10671 model). Available in complete kit form only.

Pt. No.	Application
10608	SB Chevy. Use with Professional Products manifolds 52038 or 52039.
10618	325-455 Pontiac. Use with Professional Products manifolds 56027 or 56028.
10619	400-425-455 Olds. Use with Professional Products manifolds 57027 or 57028.
10625	BB Chevy. Use with Professional Products manifolds 53032 or 53033.
10626	325-455 Pontiac. Use with Professional Products manifolds 56032 or 56033.



POWERFLOW™ Fuel Pressure Regulators

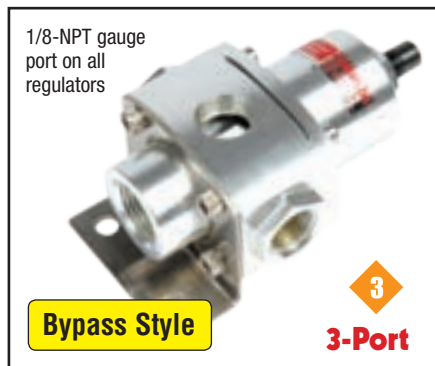
For Carbureted Applications



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

This is a terrific all around regulator. Suitable for one dual inlet carb or two single inlet carbs. Suitable for up to 650 hp. For higher hp, use two regulators.

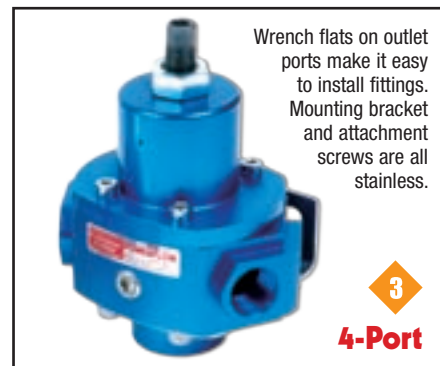
10650 2-Port Regulator - Blue Anodize
10651 2-Port Regulator - Aluminum Finish



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

Same use as 2-port but also has a return line. For converting an EFI vehicle to a carburetor but using the EFI fuel pump and return line.

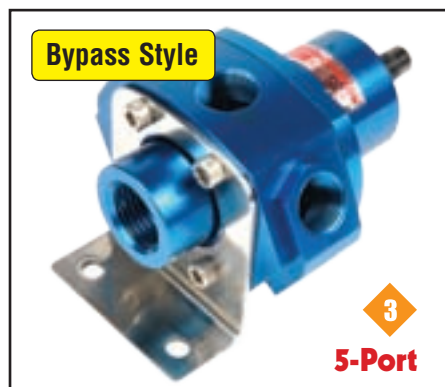
10652 3-Port Regulator - Blue Anodize
10653 3-Port Regulator - Aluminum Finish



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

Suitable for two dual inlet carbs on engines up to 1,200 hp. Note that HP rating relates to number of carb inlets. This is one of the best buys in regulators.

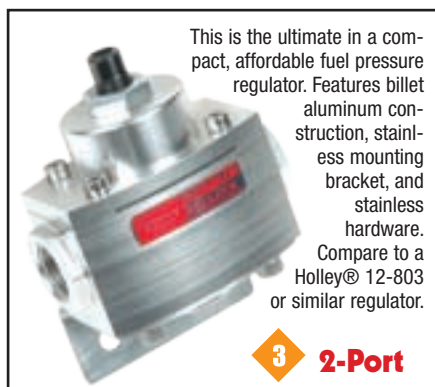
10656 4-Port Regulator - Blue Anodize
10657 4-Port Regulator - Aluminum Finish



(1) 1/2-NPT Return Port
(5) 3/8-NPT Inlet/Outlet Ports
Flows 150 GPH
4.5 to 9 PSI Adjustability
.437 (7/16") Restriction

Same use as 4-port but also has a return line. For converting an EFI vehicle to a carburetor while using the EFI fuel pump and return line.

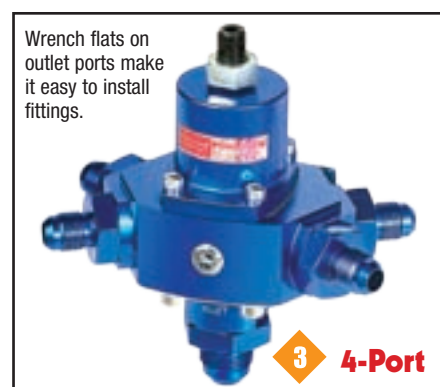
10658 5-Port Regulator - Blue Anodize
10659 5-Port Regulator - Aluminum Finish



(1) 3/8-NPT Inlet Port
(2) 3/8-NPT Outlet Ports
.220 (7/16") Restriction

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

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

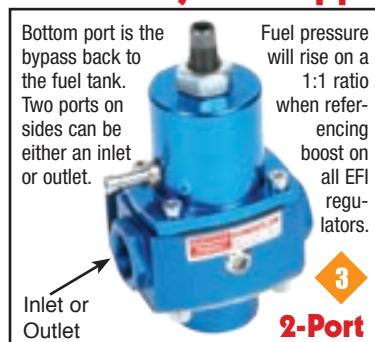


(1) 1/2-NPT Inlet Port
(4) 3/8-NPT Outlet Ports
Flows 150 GPH
4.5 to 9 PSI Adjustability
.437 (7/16") Restriction

Suitable for two dual inlet carbs on engines up to 1,200 hp. Note that HP rating relates to number of carb inlets. 0-ring fittings included with regulator.

10654* 4-Port w/O-ring Fittings - Blue Anodize
10655* 4-Port w/O-ring Fittings - Aluminum
*These models include (1) -8AN inlet and (4) -6AN outlet 0-ring fittings.

For Fuel Injected Applications



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

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

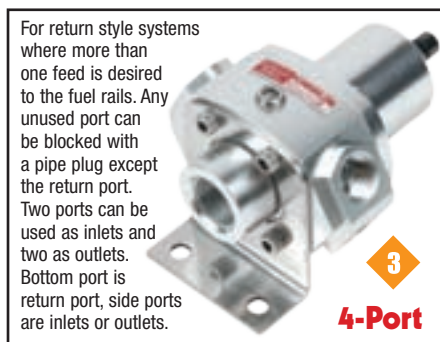
Designed for use on regular EFI systems requiring one feed line to fuel rails and one return line to the fuel tank. Wrench flats on outlet ports make it easy to install fittings. Adjustable from 25 psi to 75 psi.

10670 2-Port Regulator - Blue Anodize
10671 2-Port Regulator - Aluminum Finish



These Regulators bolt in place of the stock units and provide fuel pressure adjustability in a range of approximately 25 to 75 PSI. Extremely easy to install.

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



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

Designed for use on conventional EFI systems requiring more than one feed line to fuel rails with one return line to the fuel tank. Wrench flats on outlet ports make it easy to install fittings. Adjustable from 25 psi to 75 psi.

10672 4-Port Regulator - Blue Anodize
10673 4-Port Regulator - Aluminum Finish

POWERFLOW™ Fuel Pressure Regulators

Professional Products POWERFLOW™ Fuel Regulator Lineup:

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

*One outlet is a bypass (return) line. **Also fits 1998 Cobra and 1994-'98 3.8L Mustang.

Note: For most carbureted applications, we recommend setting the regulator from 5 to 5.5 psi. Note that the higher you set the pressure, the more you are restricting the flow of fuel through the regulator. It is best to keep the pressure setting as low as practical to assure the highest flow of fuel. Injected applications typically run in the 40 to 50 psi range which is dependent upon your specific engine requirements. Here, high pressure is desirable for proper injector function.

"Ports."

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

Special Features

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

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

Regulator Selection Guide:

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

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

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

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

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

4-Port (EFI) - Use in EFI systems where up to three outlets to fuel rails are required. Has return port.

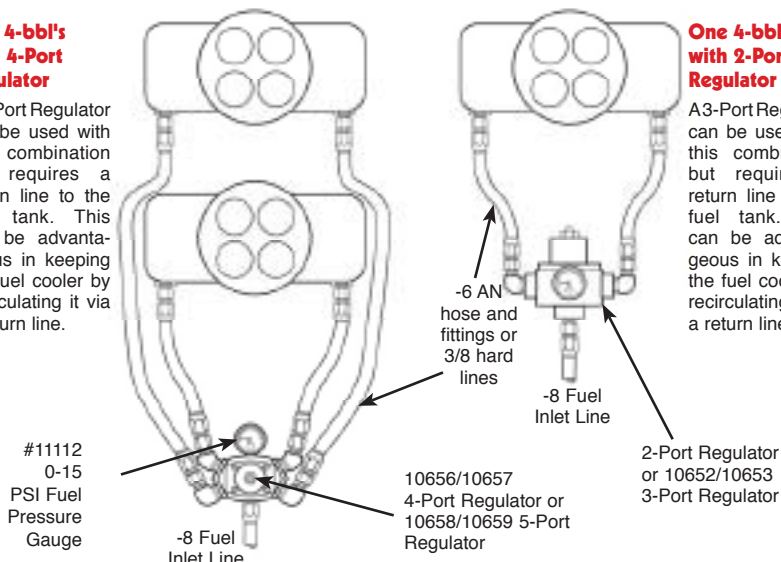
Ford Mustang Regulators are replacement for stock regulators but provide adjustability.

1. If the vehicle was originally equipped with an EFI pump and return line and you are now switching to a carburetor, you need a regulator to drop the pressure to the 4.5 to 9 PSI range for carburetors. That also allows you to hook up the stock return line. Note that many 1999 and later vehicles utilize a "returnless" system. Both the fuel pump and regulator are in the gas tank. If you are installing a carburetor on one of these vehicles, you should consider removing the regulator and pump, or disabling them, and use an external fuel pump suitable for carburetors and one of our conventional carburetor style regulators such as the 10650/10651/10656/10657/10660/10661.

Sample Carburetor/Regulator Plumbing Configurations

Two 4-bbl's with 4-Port Regulator

A5-Port Regulator can be used with this combination but requires a return line to the fuel tank. This can be advantageous in keeping the fuel cooler by recirculating it via a return line.



One 4-bbl with 2-Port Regulator

A3-Port Regulator can be used with this combination but requires a return line to the fuel tank. This can be advantageous in keeping the fuel cooler by recirculating it via a return line.



Regulator Rebuild Kits

Regulator rebuild kits include new diaphragm, springs, seals and O-rings.

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

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

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



O-Ring Fittings

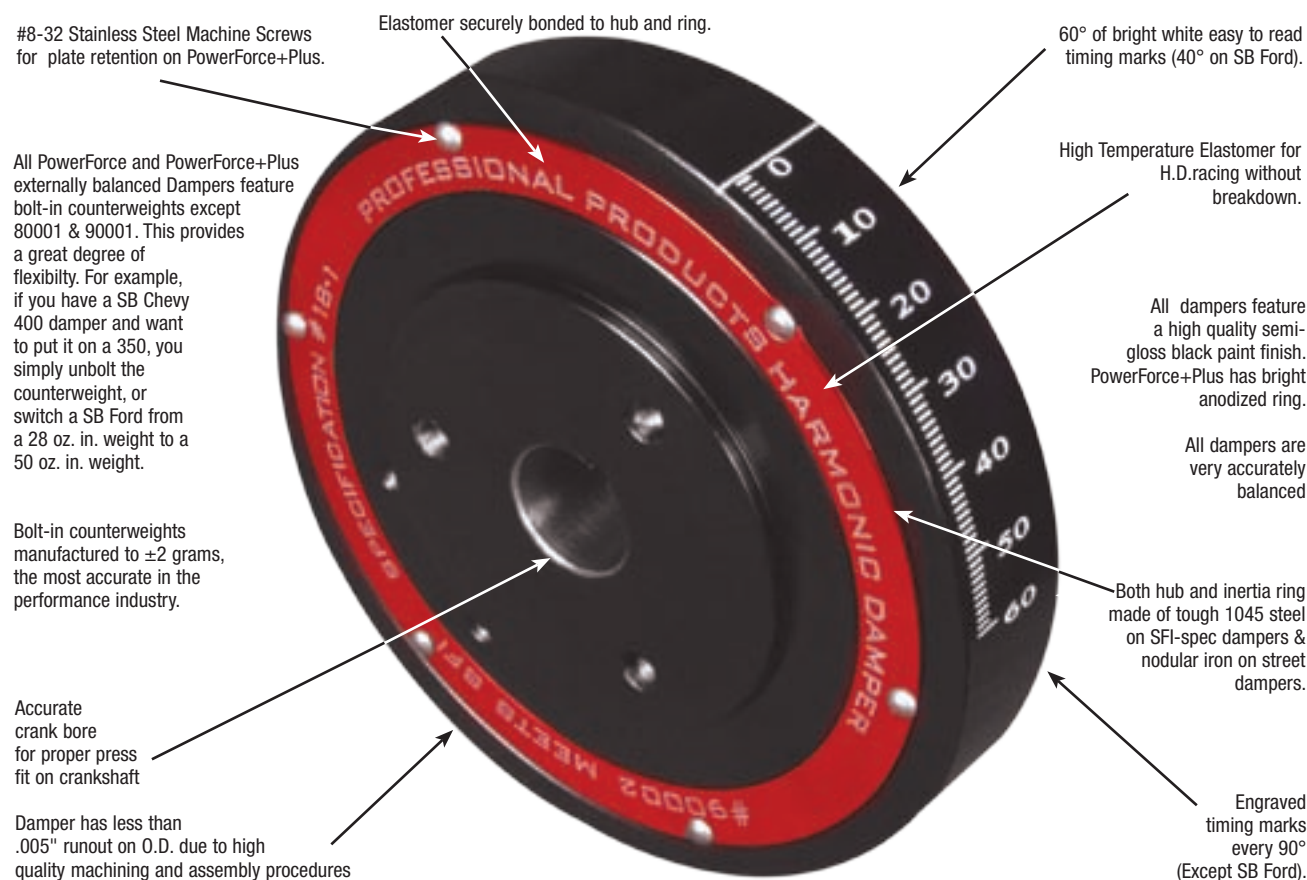
These are the same fittings supplied with our 10654 and 10655 Regulators. These fittings can be used anywhere there is a female 5/8-18 tapped hole for the -6 AN fitting or a female 3/4-16 tapped hole for the -8 AN fitting. The O-rings are impervious to gasoline or alcohol. Blue anodized finish on aluminum.

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

PowerForce™ and PowerForce+Plus™

Harmonic Dampers for street and racing

High Performance Street models & SFI-Spec Racing Dampers



Look at this list of competitive advantages over any other harmonic damper:

Price - Yes, there are less expensive street and SFI specification dampers, but not at this quality level, nor can they match the other features that the Professional Products line of premium dampers offers.

Applications - The SFI-Spec Powerforce+Plus as well as the Powerforce line of dampers provide more applications for a wider range of engines than any other harmonic damper manufacturer in our price range.

Universality - We are able to fit more applications with fewer part numbers than any other damper line. That's because we have engineered our dampers to be more universal, allowing one damper to fit a wide range of engines where other companies either have more part numbers or don't even address the additional applications. We fit engines that no one else does.

Quality - Despite our extremely attractive prices, the quality of our dampers is equal to, or in most

cases, exceeds that of any other harmonic damper. You won't find any damper that is more accurately balanced or more closely machined for the correct fit than the Powerforce or Powerforce+Plus line of high performance street or SFI-spec racing harmonic dampers.

Features - Our line of dampers offer features not found with any other damper. For example, our small block Ford dampers are made to the early short length so that '87 and later engines (with the 50 in. oz. damper) can be used in early chassis or street rods. We offer a line of very inexpensive spacers to adapt the short damper to later vehicles and provide the correct accessory belt alignment. Additionally our small block Ford dampers have both the three-and four-bolt pulley patterns on them as well as three sets of clear, easy to read white timing marks. Our small block and big block Chrysler dampers both come with extra bolt-in counterweights that provide fitment to limited production vehicles that other damper manufacturers have chosen to completely ignore.

Easy to Read Timing Marks - Our dampers all feature clear, white easy to read timing marks against a painted black background. In addition, we engrave a mark every 90° which is also painted white. (90° marks not on small block Ford dampers)

Warranty - With all of our products, we offer a one year limited warranty, including dampers used in racing applications. Compare that to many damper companies who offer no warranty whatsoever. We manufacture a high quality product and we stand behind it.

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

The Professional Products® Harmonic Damper line.

PowerForce
Harmonic Damper
#80000 Series



PowerForce+Plus
Harmonic Damper
#90000 Series

Application	Int/Ext	PowerForce	Wgt.	PowerForce+Plus ¹	Wgt.
6" 350 SB Chevy Lightweight	Int	80010 ²	5.08	90010	5.7
6-3/4" 283/327/350 SB Chevy	Int	80000	8.46	90000	9.3
6-3/4" 400 SB Chevy	Ext	80001	7.59	90001	8.4
8" 350 SB Chevy	Int	80002	11.77	90002	12.2
8" 400 SB Chevy	Ext	80003	12.59	90003	12.9
8" 396/427 BB Chevy	Int	80004	13.51	90004	14.5
8" 454/502 BB Chevy	Ext	80005	14.56	90005	15.5
6.4" Early SB Ford (28.4 oz. in.) ³	Ext	80006 ³	9.52	90006 ³	10.25
6.4" Late SB Ford (50 oz. in.) Requires 81007 spacer ³	Ext	80007 ³	10.06	90007 ³	11.0
6.7" 429-460 BB Ford	Int	80008	8.8	90008	9.6
7.5" 352/390/406/427/428 BB FE Ford	Int	80009	11.87	90009	12.3
6.8" 4.6L Ford Modular V8 Through 2004	Int	80011	6.10	90011	7.1
7.3" 318/340/360 SB Chrysler ⁴	Int/Ext	80012 ⁴	8.12	90012 ⁴	9.0
7.3" Chrysler 383/400/413/426/440 ^{4,5}	Int/Ext	80013 ^{4,5}	8.00	90013 ^{4,5}	8.7
6.8" 5.7L Late Chrysler Hemi	Ext	80014	6.8	90014	7.2
7.4" 6.1L Late Chrysler Hemi	Ext	80015	7.0	90015	7.3
6.9" 1995-'06 Viper V-10	Ext	N/A	N/A	90016	6.9
6.9" 1961-'79 Pontiac V8	Int	80020	8.25	90020	10.0
6.5" 350/400/403/425/455 Olds V8 ⁷	Ext	80022	9.50	90022	10.0
7.5" LT1 (Camaro, Firebird, Impala, Caprice & Roadmaster ⁸)	Int	80030	12.3	90030	13.7
7.5" LS1 Camaro, Firebird	Int	80032	13.6	90032	14.4
7.5" LS1, LS-6 Corvette	Int	80033	11.2	90033	13.2
7.7" L92 GM Truck & SUV	Int	80034	13.8	90034	13.9
7.5" 4.6L 3V Ford	Int	80040	11.2	90040	11.5
6.4" Lightweight SB Ford, Early	Ext	80045	7.8	90045	8.2
6.4" Lightweight SB Ford, Late	Ext	80046	8.4	90046	8.8
5" Honda/Acura (Honda B-16, Acura GSR & Type R)	Int	N/A	N/A	90050	3.2
6" Honda B-16	Int	80051	6.6	N/A	N/A
5.6" Acura GSR 1994-'01 Integra	Int	80052	5.4	N/A	N/A
5.4" Acura Type R 1997-'01 Integra	Int	80053	5.6	N/A	N/A
6.9" L-Series Nissan 1970-'83	Int	80055	3.8	90055	4.0
7.2" 4.0L Jeep	Int	80100	7.1	N/A	N/A
6.8" AMC V8 (304, 360, & 401 cid)	Ext	80101	10.6	90101	11.7
0.35" thick Spacer for SB Ford	N/A	81006	0.2	81006	0.2
0.95" thick Spacer for SB Ford	↑	81007	0.53	81007	0.53
0.875" thick Spacer for SB Ford		81008	0.5	81008	0.5
Spacer for 426 Hemi (Use w/80013 or 90013)		81013	0.56	81013	0.56
C'weight for SB Chevy 400		91003	0.7	91003	0.7
C'weight for BB Chevy 454/502		91005	0.95	91005	0.95
C'weight for early SB Ford (28.4 oz. in.)		91006	1.2	91006	1.2
C'weight for late SB Ford (50 oz. in.)		91007	1.8	91007	1.8
Ford Damper Pilot Adapter		91011	0.03	91011	0.03
C'weight for '71-'92 360 SB Chrysler		91012	1.15	91012	1.15
C'weight for '93-'97 360 SB Chrysler		91013	0.67	91013	0.67
C'weight for '72-'73 340 SB Chrysler		91014	0.23	91014	0.23
C'weight for BB Chrysler ⁶		91015 ⁶	0.69	91015 ⁶	0.69
C'weight for BB Chrysler ⁶		91016 ⁶	0.29	91016 ⁶	0.29
C'weight for Olds V8		91022	1.12	91022	1.12
C'weight for 360 AMC V8	↓	91101	1.06	91101	1.06
C'weight for 304 AMC V8	N/A	91102	0.89	91102	0.89
C'weight for 401 AMC V8	N/A	91103	1.52	91103	1.52

All dampers listed as "External" include all necessary counterweights. Counterweights also sold separately.

1. All of the dampers in this column meet SFI Specification #18-1.

2. This damper, and all 90000 Series, are 1045 steel. All other 80000 Series dampers are nodular iron. This is not an SFI-Spec damper. Use 90010.

3. IMPORTANT: See page 33 for more extensive application information on these four damper part numbers.

4. All Chrysler dampers are supplied as neutral balance dampers, but also include a series of bolt-in counterweights to suit the various Chrysler engines which use externally balanced dampers.

Exact application information is contained in the instruction sheets. Note that damper weights in chart above are without counterweights.

5. These dampers fit all big block Chrysler engines plus both the street and race 426 Hemi. 426 Hemi engines require use of our optional #81013 spacer. Will not fit 331/354/392 early Hemi engine.

6. These counterweights apply to cast crank engines only.

7. 330 must have TDC re-marked. Early 400 & 425 requires rebalancing.

8. Fits 1993-'97 LT1 Camaro/Firebird, 1994-'95 Caprice, Impala & Roadmaster.

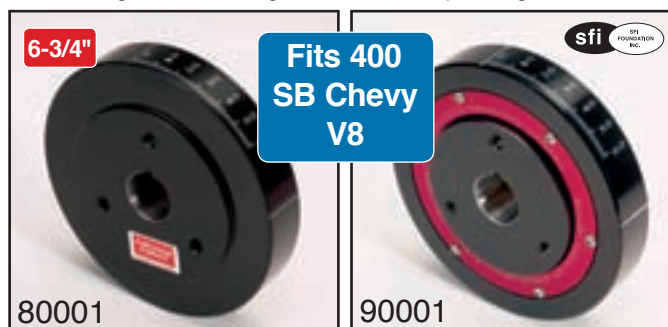
PowerForce™ & PowerForce+Plus™ Harmonic Dampers



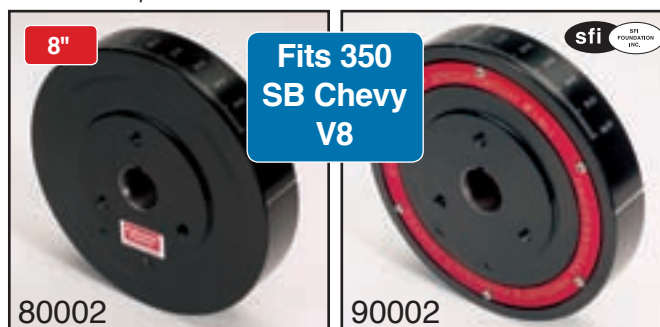
283/327/350 SB Chevy - This is our smallest (6" O.D. x .75" thick) damper for small block Chevys. The high performance street Powerforce model weighs 5.08 pounds, while the Powerforce+Plus race model weighs 5.7 pounds. Both models are made of 1045 steel (all other Powerforce dampers are nodular iron). Keep in mind that the inertia ring weight is what performs the actual damping of the rotating assembly. A light weight damper like this will not achieve the degree of damping that heavier dampers do. But many racers or performance enthusiasts want the lightest damper they can get that will still do the job, and these two dampers fill that requirement. Both models include 60° of timing marks with engraved marks every 90 degrees.



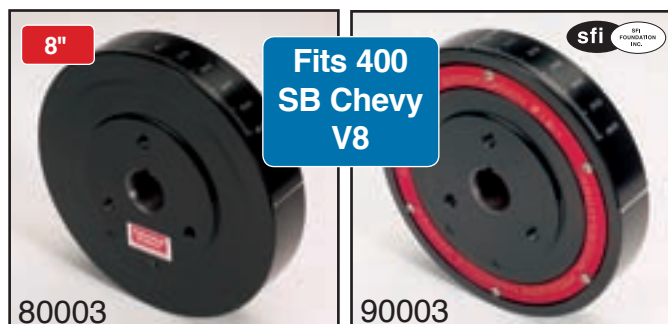
283-327-350 SB Chevy - These two dampers are 6-3/4" in diameter and approximately 1-1/8" thick. These are our most popular dampers for internally balanced small block Chevys. These dampers are dimensionally identical to the stock G.M. 6-3/4" damper. They have 60° of easy to read timing marks and engraved marks every 90 degrees. The Powerforce high performance street model weighs approximately 8-1/2 pounds and the Powerforce+Plus race model weighs 9.3 pounds. The Powerforce high performance street model is also available in a polished stainless steel version suitable for street rods and show vehicles. See page 35 for photos and descriptions of all of the stainless dampers available from Professional Products.



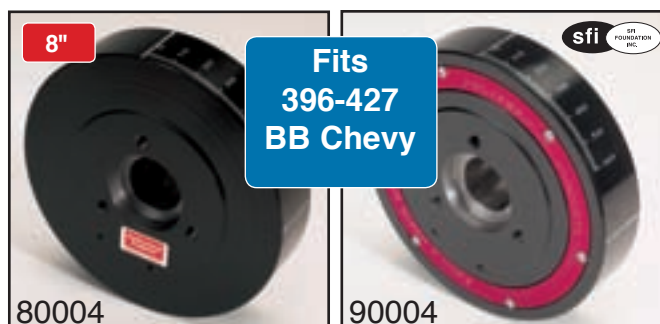
400 SMALL BLOCK CHEVY - This unique design damper is for use on externally balanced small block Chevy engines. This would typically include 383 and 400 cid assemblies. Only a few damper manufacturers offer a small 6-3/4" damper for these engines and those dampers are usually very expensive. Our models, like all of our dampers and other products, are very high quality products at very affordable prices. Note that although this model damper features a bolt-in counterweight, the damper cannot be used without the weight. Due to the windows cut in the front face of the damper, if the counterweight is removed, the damper is still not a neutral balance damper. If you need a neutral balance 6-3/4" damper, use our 80000 or 90000 models.



350 SMALL BLOCK CHEVY - These are both terrific all around high performance dampers. The 80002 makes a great damper for high performance street applications, and the 90002 is the choice for racing when you want maximum damping to protect the rotating parts as well as the timing gears, timing chain and valve train. Optimum damping means your engine will run as smoothly as possible, and you are getting accurate valve timing. An improperly dampened engine can result in premature crank failure, as well as incorrect valve timing, thus robbing your engine of power. The Powerforce street model is very similar to the much more expensive G.M. Performance malleable iron 8-inch damper except ours is made of stronger nodular iron with more timing marks.



400 SMALL BLOCK CHEVY - This damper is intended for use on externally balanced 383 or 400 small block Chevy engines. They feature a bolt-in counterweight which can be removed for neutral balance applications. These dampers are actually identical to the 80002 and 90002, except they also include the bolt-in counterweight. Both dampers have 60° of easy to read timing marks and engraved marks every 90 degrees. These are ideal dampers for high performance street or racing applications, and their somewhat heavier weight provides maximum damping characteristics. These dampers, especially the Powerforce damper for high performance street applications, are extremely reasonably priced and yet are very high quality.



396/427 BIG BLOCK CHEVY - These two dampers are unique in our line in one respect. They are the only damper not made to the original factory diameter. The original 396/427 dampers were 7" in diameter from G.M. When the 454 came out, G.M. switched to an 8-inch damper. We elected to use the 8-inch diameter on our 396/427 model to maintain consistency and also because we use these dampers in conjunction with a bolt-in counterweight to create the 454/502 model. Although we list this as a 396/427 damper, it will also work on any displacement big block engine that has a neutral balance rotating assembly. These dampers feature 60° of easy to read timing marks plus engraved marks each 90 degrees of the circumference.

PowerForce™ & PowerForce+Plus™ Harmonic Dampers



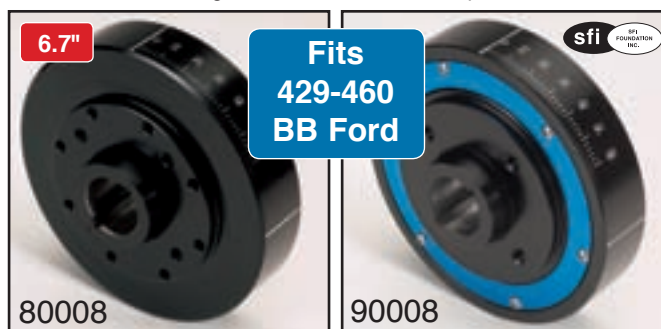
454/502 BIG BLOCK CHEVY - These dampers are dimensionally the same as the O.E. 454 damper with an 8" O.D. and a 1.732 inertia ring thickness. The dampers feature 60° of clear, easy to read timing marks along with engraved marks every 90 degrees. The dampers both feature a bolt-in counterweight which can be removed if a neutral balance damper is desired. The damper comes with the correct counterweight, part number 91005, which is also available separately. Both the Powerforce High Performance damper for street and the SFI-spec Powerforce+Plus damper for all-out racing are extremely affordable dampers. Professional Products dampers are among the very best selling high performance dampers available.



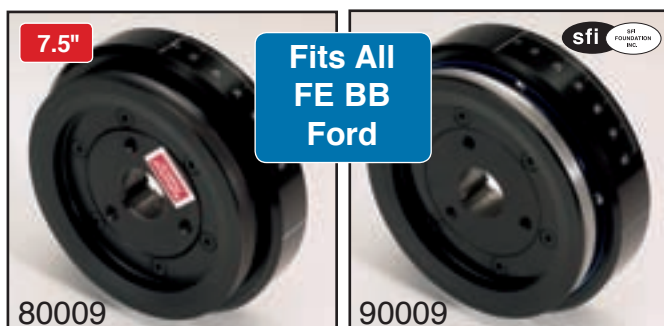
EARLY SB FORD - These dampers are manufactured to match the dimensions of the stock early (1963-'69) small block Ford dampers. The outside diameter and the thickness are the same. The counterbalance weight matches the stock 28 ounce inches and the overall balance specifications are held tighter than the original O.E. tolerances. The dampers have both the early 3-bolt accessory pulley bolt pattern and the later 4-bolt as well. This will allow the use of late model serpentine drive systems on early engines if desired. The counterweight for this damper is removeable, so if you want to build a neutral balance engine, you can use this damper by simply removing the bolt-in counterweight on the back of the damper.



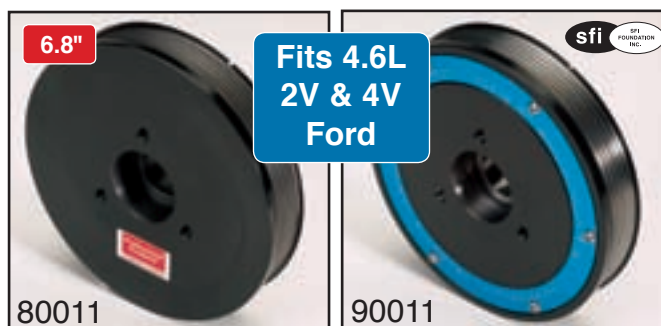
LATE SB FORD - Our SB Ford Dampers have more universal features than any other damper. All SB Ford models are made to the early short length of 3". This allows the use of a late 5.0L engine with a 50 oz. in. damper to be used in an early chassis where front clearance is at a minimum. To fit in late vehicles, we offer a series of spacers to provide the correct front pulley alignment. See chart on page 31. These Ford dampers also have three sets of timing marks and both 3 and 4-bolt accessory pulley bolt patterns. The plastic insert shown in the photos above can be used to center 3-bolt pulleys with a female pilot, or it can be removed to accept 3-bolt pulleys with a male pilot. These dampers are very versatile and can be used on many different Ford engines.



429-460 BIG BLOCK FORD - This damper features the stock 3/16" keyway, plus it has a 1/4" keyway 180° from the stock keyway. This allows the damper to fit certain aftermarket dual keyway crankshafts. Although this engine is classed as an externally balanced engine, the counterweight is not part of the damper. It slides onto the crank before the damper is installed. The standard counterweight is Ford #M-6359-D460 and must be used unless the engine has been converted to an internal balanced assembly. The damper itself matches the original equipment damper dimensions. For additional information regarding this damper and these engines, see the "Harmonic Damper Notes" on page 36 of this catalog.

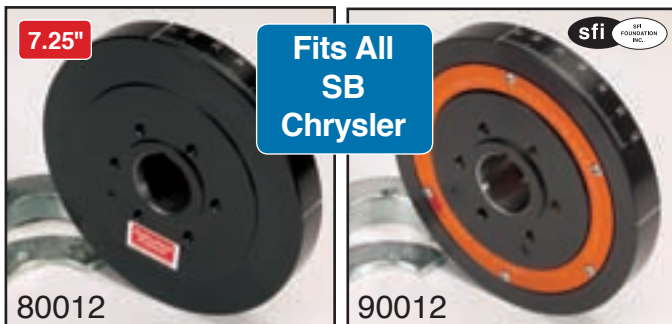


BIG BLOCK "FE" FORD - This damper is identical dimensionally to the damper originally used on the high performance 427. That engine's stock damper had an integral single groove pulley. Our damper includes this pulley and although our damper is 7.5" in diameter, it can be used on any FE engine including those that had a stock 7" damper. This damper is designed to allow the removal of the stock single groove pulley, and your multiple groove pulleys can bolt directly to it. An adapter spacer is included with the damper to allow proper belt alignment. This damper also comes with a universal timing pointer to suit the larger 7.5" diameter damper and the pointer will bolt to either of the two different bolt patterns Ford used for timing pointers.



4.6L FORD V8 - 2V & 4V - These dampers are the dimensional duplicate of the O.E. damper used on the 2V engine. If used on a 4V engine, the accessories (alternator, A/C, etc) will rotate 3% slower than stock. Normally this is not a significant amount. This is due to a slightly different diameter of the damper. These dampers do not have timing marks on them but do have a notch in the back rim of the damper indicating TDC. These two dampers represent the most affordable high quality dampers available for this increasingly popular engine. See page 14 for additional products we offer for the 4.6L 2V engine which includes a terrific intake manifold, an upper plenum, and several extremely affordable high performance throttle bodies.

PowerForce™ & PowerForce+Plus™ Harmonic Dampers



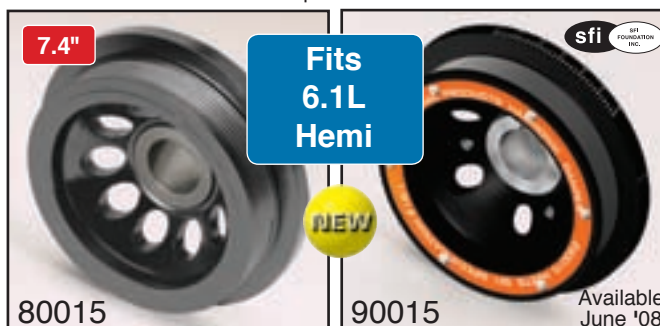
SMALL BLOCK CHRYSLER - This damper is supplied as a neutral balance damper and also comes with three bolt-in counterweights. This allows this one part number to fit four different small block Chrysler engines. The damper without any weight fits internally balanced 1967 and later 318 V8's standard and Magnum, and all internally balanced 273 and 340 engines with forged cranks. One weight is for 340 externally balanced 1972-'73 engines with a cast crank. A different weight is for 360 externally balanced 1993-'97 engines with a cast crank. And the third weight is for 360 externally balanced 1971-'92 engines with a cast crank. Each counterweight is numbered and the instructions guide you which weight to use for each style of engine.



BIG BLOCK CHRYSLER - This damper is supplied as a neutral balance damper with two counterweights with the damper. 1972-'78 383 & 400, '71 383 2-bbl and '74-'78 440 (cast crank engines only) use counterweight #91015. 1970-'71 440 6-bbl and the 1971 High Performance 440 use counterweight #91016. All other Chrysler big blocks require no weight. The damper also has two extra TDC marks for either the 426 street or race hemi. To fit these engines, spacer #81013 is also required. This damper will not work on the 331, 354, or 392 early hemi but basically fits all other big block Chrysler engines including the 351, 361, 383, 400, 413, 426 and 440. Complete instructions are included with the damper.



5.7L HEMI (DODGE & CHRYSLER) - Professional Products now has available the first affordable harmonic damper for this great new engine from Chrysler. Now being used in many street rods, street machines or in engine swaps, this engine has lots of performance potential and that means it needs a high quality performance harmonic damper. We offer both our Powerforce model for high performance street applications as well as our Powerforce+Plus model which meets SFI spec #18-1 and is suitable for racing applications and particularly where the sanctioning body requires an SFI specification damper. The street model is made of tough nodular iron while the Powerforce+Plus SFI spec race model is made of 1045 steel.



6.1L HEMI (DODGE & CHRYSLER) - These are among the very few high performance dampers available for this engine and by far the least expensive. Our Powerforce model for high performance street applications is the only damper of this type available for this engine. The Powerforce+Plus is designed as a racing damper (but is more than suitable for street use as well) and meets SFI specification #18-1 which is a requirement at most racing venues. As with all our Powerforce high performance street dampers, this model is made of tough nodular iron while the Powerforce+Plus SFI spec racing model is made of 1045 steel, both the hub and the ring. These dampers feature a special high performance elastomer bonded to the metal.

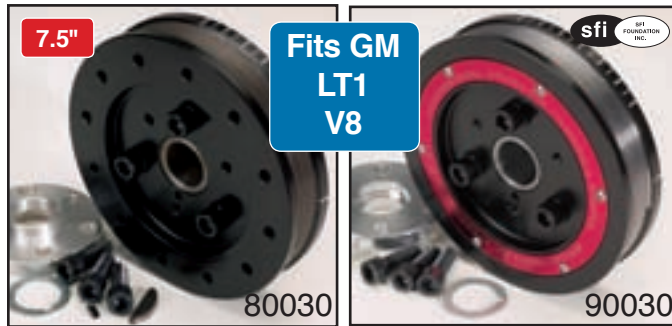


PONTIAC V8 - Our two dampers for Pontiacs are dimensionally the same as the 1969 through 1979 O.E. production dampers. In order to fit this damper to a 1961-'68 engine requires the use of a 1969 or later timing chain cover, water pump, and related accessories. These parts are available from wrecking yards or Year One at 800-932-7663. Late model timing covers are also being reproduced by aftermarket companies as well. Unlike some competitive dampers, our models include the tapered machining on the outer inertia ring which allows the use of the stock pulleys. These are both outstanding dampers for the Pontiac engine and are being widely used by Pontiac enthusiasts. Both include 60° of timing marks and engraved marks every 90 degrees.



OLDS V8 - 330/350/400/403/425/455 - This is an externally balanced damper with a bolt-in counterweight which can be removed for a neutral balanced rotating assembly. This damper will work on 330/350/400/403/425/455 cubic inch Olds engines. The damper features the stock Olds accessory pulley bolt pattern as well as a Big Block Chevy bolt pattern for those who may want to run a crank trigger system. Use of Chevy pulleys will require some machining to damper. Note: On 330 engines, TDC mark must be repositioned. This damper fits late 400 and 425 only. Early 400/425 engines have a different counterbalance than provided. A good balance shop can modify counterbalance to work correctly on early 400 or 425 engines.

PowerForce™ & PowerForce+Plus™ Harmonic Dampers



1993-'97 LT1 CAMARO/FIREBIRD, 1994-'95 CAPRICE, IMPALA, & ROADMASTER - These dampers will not fit 1996-'97 LT4 Corvette and Camaro or 1992-'96 LT1 Corvette. To identify an LT4 from an LT1, the LT4 VIN number has the eighth digit as a "5" and the LT1 has it as a "P." Both of these dampers include a high strength steel hub, spacers for various engine applications, and high quality damper to hub attachment bolts in two different lengths. It is highly recommended to use a new factory crankshaft bolt, GM #12557840. Both dampers have a keyway and a supplied key plus 60° of timing marks. The stock damper does not use a key but the crank has a keyway in it. For high performance applications, use of the key is recommended.



LS1 1997-'04 CAMARO & FIREBIRD - Our Powerforce and Powerforce+Plus dampers for the extremely popular LS1 engine are very high quality dampers at affordable prices. This damper will also work on most LS1 based crate engines. Although not required on a stock engine, our dampers have a keyway and 60° of timing marks. These four dampers are dimensionally identical to the stock O.E. dampers although the Powerforce is made of tough nodular iron and the Powerforce+Plus SFI-spec model is made of 1045 steel. Like all Professional Products dampers, these units feature elastomer construction between the hub and ring which is bonded for extra strength.



LS1/LS6 & LS2 CORVETTE - These dampers are very similar to the 80032/90032 except they are shorter to fit the 1997-'07 Corvette. Because of this shorter length, this damper would be a good choice for engine transplants where front space is at a premium. However, this would also require the use of Corvette accessory brackets in order for the drive belts to line up. Although not required on a stock engine, these dampers have a keyway as well as a TDC timing mark with additional engraved marks every 90 degrees. These extremely high quality dampers are less expensive than any other LS1/LS2 Corvette damper from any competitive damper manufacturer.



L92 TRUCK & SUV - This damper fits a wide range of late model vehicles that use a cast iron engine based off of the LS1 design. The specific engine that it fits is the LM7 engine option which is a 5.3L V8. This engine is available in 2002 and later Tahoe, Yukon, Yukon XL, Escalade, ESV, EXT, Avalanche, Sierra and Silverado. This engine is also sold as a crate engine by GM and is used in engine swaps. If you are racing one of these engines, consider our #90035 Powerforce+Plus Race Damper which meets SFI specification #18-1. Or if you are using the engine in a high performance street application and require a more heavy duty damper than the stock unit, then our #80034 is the damper you need.



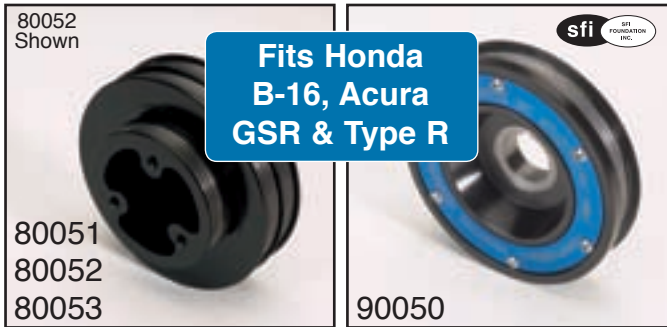
2005 & LATER 4.6L 3V FORD - These two new dampers are designed for the 2005 and later 4.6L 3V Ford engine used in Mustang vehicles. If you are competitively racing your Mustang or using this engine in a race vehicle, then you need a damper that meets SFI specification #18-1 and our Powerforce+Plus model is your most cost effective choice. Save over a hundred bucks compared to other dampers available for this engine. We also have the only low cost street style damper for the 4.6L 3V engine with our #80040 Powerforce model, recommended for heavy duty street applications on a modded Mustang. Performance heavy duty dampers provide extra insurance against a stock damper disintegrating at high engine speeds and causing major damage.



289/302/351/400/5.0L SB Ford - These dampers fit all the same applications as our 80006/90006 and 80007/90007. All of the counterweights and adapter spacers used for those dampers work on these dampers. The difference is the 80045/90045 and 80046/90046 are substantially lighter in weight than the other dampers. See our chart on page 37 for actual weight differences.

Pt. No.	Application
80045	Powerforce Street Damper for 28 oz. in. engines
80046	Powerforce Street Damper for 50 oz. in. engines
90045	Powerforce+Plus SFI Spec Damper for 28 oz. in. engines
90046	Powerforce+Plus SFI Spec Damper for 50 oz. in. engines

PowerForce & PowerForce+Plus Harmonic Dampers



**Fits Honda
B-16, Acura
GSR & Type R**

HONDA B-16, ACURA GSR & TYPE R - Our #90050 SFI-spec Powerforce+Plus damper is similar to the JDM single accessory drive pulley used by many racers except ours is a true damper. It is critical to use a true damper on any race engine. Here is a lineup of available dampers for the Honda and Acura applications. All Powerforce dampers match the O.E. damper dimensionally.
80051 - Powerforce Damper for Honda B-16
80052 - Powerforce Damper for 1994-'01 Acura GSR
80053 - Powerforce Damper for 1997-'01 Acura Type R
90050 - Powerforce+Plus Damper for Honda B-16, Acura GSR and Type R. This damper has one accessory drive pulley.



**Fits
Nissan
L-Series**

NISSAN - 1970 - '83 - This damper is basically dimensionally the same as the 1970-'78 Nissan damper for L-Series engines without power steering. Will also work on later 1979-'83 engines without power steering or air conditioning as it only has one accessory drive pulley. The front of the pulley has three tapped holes that would allow special fabricated pulleys to be adapted to the front of the damper if needed for additional accessory drives. The Professional Products Harmonic Dampers for L-Series Nissan engines are basically very similar to the popular "Euro" damper from Nissan Competition Division. The "Euro" damper is now discontinued and no longer available. We believe our two dampers are the only performance models available for these engines.



**Fits
360,401
AMC**

AMC 304/360/401 - Our two dampers for these engines are set up for 4-bolt accessory pulleys. If you have an earlier engine with 3-bolt accessory pulleys, you can use this damper if you switch to 4-bolt pulleys. The damper is supplied as a neutral balance damper and the kit includes three different counterweights. One counterweight is for the 304 engine, one for the 360 (also fits some late 401's) and one is for the majority of 401 engines. The included instructions provide complete information for which counterweight to use with illustrations of the various types of dampers for identification purposes. Both of these dampers include 60° of timing marks plus engraved marks every 90°.



DODGE VIPER 1992-'06

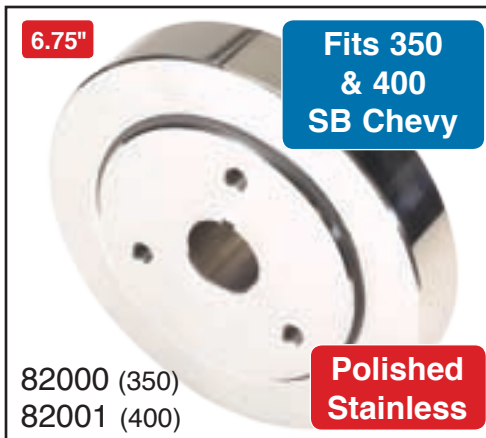
- Our Viper damper was developed due to many requests from our customers for a reasonably priced SFI specification damper for racing applications. The result is a design that will directly replace the stock damper but is made of near bulletproof 1045 steel and also includes a positive retention plate to keep the inertia ring in place in the unlikely event of damper failure. This damper duplicates the stock dimensions and also includes a keyway for those enthusiasts who prefer to add a keyslot in the crankshaft to provide extra safety.

Meets SFI Specification #18-1. What does this mean? It means that our dampers meet all of the safety and performance requirements set forth in the SFI specifications for harmonic dampers intended for use in racing conditions.



**4.0L
Jeep**

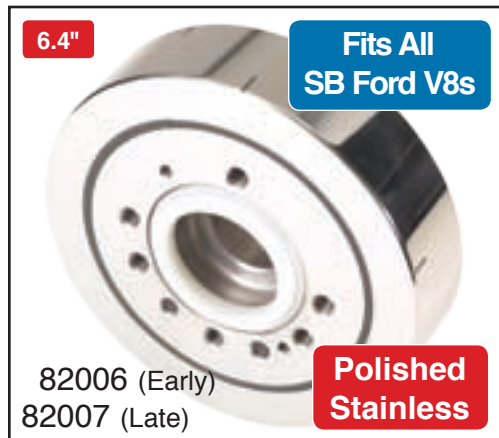
4.0L JEEP - This is a heavy duty replacement performance damper for the 4.0L Jeep 6-cylinder engine. It matches the stock O.E. damper dimensionally but is made of tough nodular iron and the elastomer is also bonded to the hub and the inertia ring for extra strength and endurance. An ideal choice for off-roaders looking for the ultimate in damper reliability.



**Fits 350
& 400
SB Chevy**

**Polished
Stainless**

283/327/350/400 SMALL BLOCK CHEVY - These dampers are basically the same as our 80000 (350) and 80001 (400) models but made of fully polished stainless steel and they have one engraved TDC mark. Intended for street rods, street machines, and show cars these are still high performance dampers.



**Fits All
SB Ford V8s**

**Polished
Stainless**

PONTIAC V8 - The 82006 is basically the same as our 80006 damper and the 82007 is the same as the 80007 application-wise. The difference is these dampers are highly polished stainless steel and have an engraved mark at TDC. Perfect for street rods, street machines, and show vehicles.

Harmonic Damper Notes

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

Small & Big Block Chevy - Both of these styles of engines utilize both internal and external balance dampers. All of our external dampers have bolt-in counterweights. Other than that, the dampers are identical for each style engine except for 80001 and 90001. So it is possible to have an internally balanced damper and convert it to external simply by adding one of our optional counterweights. Some big blocks may require an aftermarket timing pointer to align with the TDC mark on all our dampers.

Small Block Ford - Small block Ford (260/289/302/351/5.0L) dampers were made in five different lengths, two different accessory bolt patterns and with two different external counterweights. They also had at least three different timing pointer locations. We make two models; the 80006/90006 has the 28.4 oz. in. counterweight and the 80007/90007 has the 50 oz. in. counterweight. Both of these dampers are made to the early style shortest length. This will allow users to install '81 & later 5.0L engines (w/50 oz. in. dampers) in early Mustangs or street rods and have more clearance in the front than if they had the stock longer damper. Our dampers also have both 3 and 4-bolt pulley patterns so either early or late pulleys can be used. For later applications with longer dampers, we offer a series of three inexpensive aluminum spacers (see page 37) that accommodate these various applications. Because some of the early three-bolt accessory pulleys piloted on a male boss and some piloted into a female bore, we also provide (with every damper) a special pilot adapter to accommodate either style. Both our Ford small block dampers have three sets of timing marks on them to accommodate the various timing pointer locations Ford used. To the best of our knowledge, between our two dampers and three spacers, we can fit nearly every SB Ford engine ever made. Will not fit 1970-'77 Mercruiser.

How to Determine Which Ford Spacer To Use - Measure the overall length of your damper from the end of the snout to the front pulley face. If it is 3" long, no spacers are required. If it is 3.187" long, you can modify spacer #81006 to work. (See instructions that come with the damper) If it is 3.375" long, use spacer #81006. If it's 3.875" long, use spacer #81008. If it's 4.0" long, use spacer #81007. For additional information, see chart on page 37.

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

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

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

5.9L Magnum engine.
d. 360 externally balanced 1971-'92 engines w/cast crank. Use supplied 91012 counterweight.

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

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

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

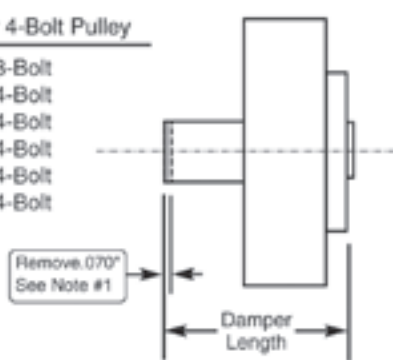
AMC - We supply a damper and three counterweights with each of our two AMC part numbers. The basic damper is neutral balance and can be used "as is" for neutral balance engines. One supplied counterweight is for the 304 engine, one for the 360 and one for the 401. These are all four-bolt pulley style dampers. They will work on certain three-bolt pulley applications if you use four bolt pulleys with our damper.

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

PowerForce™ & PowerForce+Plus™ Harmonic Dampers

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

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



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

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

Harmonic Damper Accessories and Service Parts



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

About Our Bolt-In Counterweights

Bolt-in counterweights are a major plus feature in all of our externally balanced dampers. For example, if you purchased one of our externally balanced dampers and during your engine build procedure, you decide you want to switch to a neutral balance assembly, you don't need to buy a new damper. You simply unbolt the counterweight and you are good to go. Some of our competitors who lack this feature have made claims in some of their literature that bolt-



in counterweights are a bad thing because they can "come loose" or "fall out" and "do serious damage." We have sold thousands and thousands of dampers with bolt-in counterweights, and we have never heard of one single instance where a counterweight has come loose or fallen out. It just doesn't happen. So if you have any concerns about this, you can forget about them.

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

Steel Damper Spacer for Blown 5.0L Fords

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

81009 Steel Spacer



Timing Pointer for FE Ford

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

92009

FE Ford Universal Timing Pointer



Hemi Spacer

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

81013

Hemi Spacer



Ford Pilot Spacer

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

91011

Ford Damper Adapter



PROFESSIONAL PRODUCTS SB Chevy Stud Girdle Kits

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

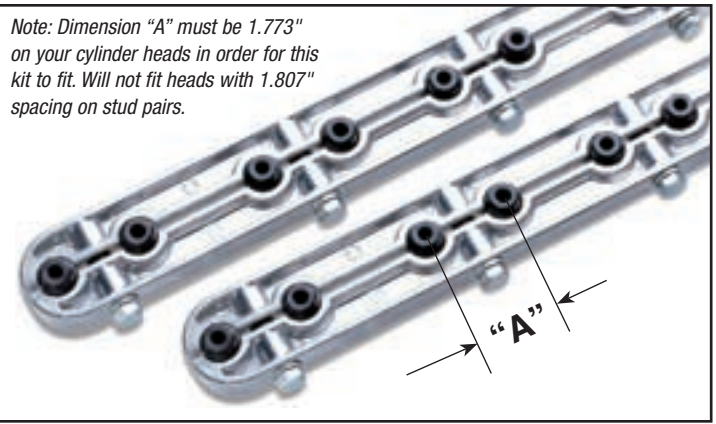
This Stud Girdle Kit is the lightest kit of this type (bars are 23% lighter) yet is 20% stiffer than kits with solid aluminum bars.

This kit won't fit Chevy factory aluminum heads. It will fit Brodix, World, AFR, Edelbrock and others. The vast majority of small block Chevy cylinder heads utilize the 1.773-inch spacing between rocker stud pairs. Chevrolet factory aluminum cylinder heads have a 1.807-inch spacing between rocker stud pairs and this kit, and competitive kits, will not work on those heads.

Stud Girdle Features:

- 23% lighter than solid bars • 20% stiffer than solid bars
- Includes 16 adjuster nuts • .580" diameter nut seat
- Spring loaded • Very affordable

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



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

A Professional Products Stud Girdle Kit will keep your rocker arms in line. Without a girdle, the rocker studs can flex back and forth which robs horsepower due to inaccurate valve timing. Our Stud Girdle Kit firmly clamps all the studs together resulting in more

horsepower through elimination of flex. A .580-inch diameter seat sits on the rocker ball for better retention. Internal set screws (3/8 or 7/16) provide secure locking. Note: Use of this kit requires tall valve covers.

PROFESSIONAL PRODUCTS High Performance Gauges

Professional Products offers several high quality and extremely accurate tire gauges. These gauges are accurate to within 1% and are very rugged and well built.

Gauges 11100 and 11103 are heavy duty racing gauges while the 11101 (45° end) and 11102 (9mm 12-inch long hose) are great street gauges. The two street gauges come with a hard plastic case, perfect for storing in either your trunk or glove box. The racing gauges feature a heavy duty 13 mm hose and extra large numerals and needle for easy reading in low light conditions. A rubber protector is also included on both the racing tire gauges.

The Compression Tester comes with a dual-fit threaded end which will screw into either a 14mm or a 18mm spark plug hole.

All Professional Product gauges feature high quality chrome plated steel construction and high grade neoprene hose.

Racing Tire Pressure Gauges

11100 - 0-15 psi Tire Gauge w/13mm HD hose

11103 - 0-60 psi Tire Gauge w/13mm HD hose

Street Tire Pressure Gauges

11101 - 0-60 Tire Gauge 45° End W/Hard Plastic Case

11102 - 0-60 Tire Gauge w/Hose W/Hard Plastic Case

11110 - 0-100 Digital Tire Gauge

Compression Tester

11108 - 0-300 Compression Tester Fits 14mm & 18mm

Fuel Pressure Gauge

11112 - 0-15 Fuel Pressure Gauge 1/8-NPT Male Fitting

11113 - 0-100 Fuel Pressure Gauge 1/8-NPT Male Fitting



Fuel Pressure Gauge

The Professional Products Fuel Pressure Gauge features a 1-1/2" diameter case, a chrome bezel, and a male 1/8-NPT fitting centered on the back. This is not a liquid filled gauge. Not for use inside the passenger compartment without a fuel pressure isolator.



#11108
Compression
Tester



#11100 Tire Gauge



Hard Plastic
Carrying Case

#11101 Tire Gauge



#11110 Digital Tire
Pressure Gauge

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



Attention Retailers and Speed Shops Fuel Filter & Fitting Planogram

Professional Products now offers this attractive Fuel Filter Planogram for use in retail stores and speed shops. A great assortment of our most popular numbers are assembled for this display. A sturdy wire frame can either stand on a counter or be hung on the wall. These are great looking filters that will sell themselves once they are on display where your customers can see them. They are super competitively priced compared to other filters. The Planogram also includes all popular fittings which permit a variety of connections. Call your WD now to find out what a smokin' deal this planogram is. And make these great parts available to your customers. You will be surprised at how quickly they sell.

Part No. 10501

Oil Filter Applications

We currently offer one size of Powerfilter Oil Filter. This filter comes with several different thread inserts that allow it to fit a variety of vehicles.

Listed below are the current applications We are developing additional sizes of filters which will fit a wide range of vehicles.

Chevrolet, GMC, and Late Olds, Late Pontiac

1985-'07 4.3L V6.....	10876
1999-'02 4.8L.....	10875
1986-'99 5.0L.....	10875
1999-'03 5.3L.....	10875
1988-'00 5.7L.....	10876
1999-'02 6.0L.....	10875

Buick (Late)

1985-'86 2.8L V6 (except Skylark)..	10875
1985-'86 3.0L V6 (except Skylark)..	10875
2002-'07 3.4L V6.....	10875
2004-'07 3.6L V6.....	10875
1985-'88 3.8L V6.....	10875
1990-'04 3.8L V6.....	10875
1004-'07 4.2L 6.....	10875
1985-'90 5.0L	10875
1987-'89 2.8L V6.....	10876
1989-'93 3.1L V6.....	10876
1989-'93 3.3L V6.....	10876

Chrysler, Plymouth, Dodge

1968-'71 383.....	10881
1972-'78 400.....	10881
1968-'78 440.....	10881
1975-'81 318.....	10881
2006-'08 345.....	10881
1971-'80 360.....	10881

Ford, Lincoln, Mercury

1992-'08 4.6L.....	10879
1958-'66 352.....	10881
1961-'71 390.....	10881
1962-'63 406.....	10881
1963-'69 427.....	10881
1966-'70 428.....	10881
1968-'73 429.....	10881
1972-'78 460.....	10881
1969-'91 351W.....	10881
1970-'74 351C.....	10881
1971-'78 400.....	10881
1963-'65 260.....	10881
1963-'69 289.....	10881
1968-'95 302/5.0L.....	10881

Jeep

All Jeeps 1991-'07.....	10881
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Oldsmobile (Early)

1967-'68 330.....	10875
1968-'80 350.....	10875
1965-'75 400.....	10875
1977-'79 403.....	10875
1965-'67 425.....	10875
1968-'76 455.....	10875

Pontiac (Early)

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

Note: Additional applications are being developed now.



Note: Our filters fit a wide array of vehicles not listed above. Many of these applications are not performance type engines so we haven't listed them here. However, we do offer styles that fit a great many additional engines including a number of imports. To see what additional applications are available, go to:

www.trufilter.com

Then using the TruFilter Finder*, enter the make and model of your car. Get the TruFilter part number and then using the crossover chart below, you can see if any of our filters will fit your application:

Professional Products Pt. No.	TruFilter Pt. No.
10875	TFMD26
10876	TFMD27
10879	TFMD30
10881	TFMD32

**The TruFilter finder only goes back to 1985.*



The Powerfilter is an ideal street rod accessory.



Selecting the Correct Manifold for your Application

Professional Products offers a number of different designs of manifolds to fit a variety of requirements. Check out the various styles outlined below to see which manifold design

best fits your specific application. Make sure that the manifold you have selected is correct for your needs.

CYCLONE Manifold (Idle to 5,500 rpm)

The Professional Products Power+Plus Cyclone manifolds are low rise, dual plane models. These are excellent street manifolds and will provide increased power and torque over a wide rpm range, typically from idle to 5,500 rpm. They also feature excellent throttle response. These manifolds are available in both non-EGR and EGR* versions, and the Cyclone models are street legal when used with the correct carburetor and application. See catalog. Models available for SB and BB Chevy.



*SB Chevy only

TYPHOON Manifold (1,500 to 6,500 rpm)

The Power+Plus Typhoon manifolds are a high rise dual plane intake. These manifolds typically perform best in the 1,500 to 6,500 rpm range and also have excellent throttle response. These manifolds have larger plenums and runners which match the higher lift cams and free flowing exhaust found on many high performance street machines. Not intended for emission equipped engines. Models for SB Ford and Chevy.



CROSSWIND Manifold (1,500 to 6,500 rpm)

The CrossWind models are all based on basic Typhoon designs and offer all the same benefits and design features found in similar CrossWind models. However the CrossWinds feature a lowered valley cover with an open area under the plenum that allows a free flow of air and also isolates the hot oil chamber from the plenum. This creates a cooling effect on the intake charge which provides additional power and torque in the 1,500 to 6,500 rpm range. Models for SB Ford, SB Chevy, and SB Chrysler.



HURRICANE Manifold (3,500 to 8,500 rpm)

These are single plane, high rise manifolds designed for all out racing applications. Our small block Hurricane has been proven in dyno tests to be the best overall performing manifold of this type. Models currently available for small block Chevy (both standard 23° heads as well as Vortec), small block Ford and big block Chevy. The Hurricane is one of the best performing manifolds of this type.



What makes us different....

Steel Molds • All of our manifolds are cast of aluminum in heat treated steel molds, not sand. This type of tooling is over three times as expensive as conventional sand casting tools as used by all other performance manifold companies. But permanent molds produce a far superior part with a smoother finish and less porosity.

Dead Accurate Port Positioning • Permanent molds provide dead accurate port positioning. We do not need to make our ports and runners undersized to allow for core shift. There is no core shift with permanent molds tooling. Power+Plus has extremely accurate port positioning.

100% Pressure Tested • Every manifold we make is 100% pressure tested. That means the water jackets are pressure tested for leaks, the plenum and port runners are tested for leaks, and the exhaust gas crossover (when utilized) is tested for leaks. This is an extremely time consuming process which is why it is not used by other manifold manufacturers. We find any leaks before the manifold is sold to eliminate installation hassles for you. Do the installation once and do it right.

Bonus Features • Every model Power+Plus Manifold offers features and benefits not found on competing manifolds. And all of this comes at a lower price than any equivalent manifold. Check the Professional Products catalog for detailed information on these extra features.

Show Polished Finish • We offer a premium hand polished finish at a price that is dramatically less than other polished manifold prices.

Outstanding Performance • Due to the fact that our ports are typically larger than those found in competitive manifolds, our manifolds usually produce more power and torque than others. In fact, in head to head dyno tests with every other similar single plane manifold for small block Chevy, our 52030/52031 manifold outperformed every other manifold.

Terrific Customer Service • We are not so big that we can't give you personal attention if you call or write to us on any subject relating to our products. If you call, a real person actually answers the phone. Unlike many companies in our industry, we go to great lengths to make sure any problems are solved and you are happy with our products.

The Professional Products Powerjection I was the recipient of one of the Best Engineered New Products Awards at the 2007 SEMA Show held in November, 2007 at the Las Vegas Convention Center.



**Professional
Products®**

Note: Products shown and described in this catalog are accurate representations of production parts at time of publication. Professional Products reserves the right to change or modify the design of any product at any time with no obligation to provide such changed or modified parts to prior purchasers.

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Products®***

Professional Products

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