



SINCE 1974

**RACING CARBURETORS
AND FUEL SYSTEMS**

636-723-4996

CANDSSPECIALTIES.COM



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Table Of Contents

Carburetor Air Flow Ratings	3
Flow Bench	4
Aerosol Billet Theory of Modification	5
Aerosol Billet Carburetors	6
Blow-Thru Carburetors & Accessories	8 & 9
Maximum Flow Carburetors - Parabolic Shear Carburetor	10
Modified Flow Carburetors	11
Balanced Flow Carburetors/Modified Flow Carburetors	12
Modified Flow Carburetors	13
Carburetor Accessories	14
Ultras Light Fuel Filter/Belt Drive Pump 1500HP	15
Carburetor Small Parts	16
Baseplates/Plumbing	17
Carburetor Rebuild Kits - Rebuild & Modified Information	18
6 Belt Drive Fuel Pump- Carburetor Fuel Logs	19
Crate Motor Carbs -6 Jet/8 Jet Conversion	20
Mechanical Fuel Pumps - Ethanol Carburetors	21
Fuel Pumps & Parts	22
Fuel Logs & Fuel Systems	23
Air/Fuel Ratio Monitor	24
Preliminary Tuning of a Racing Carburetor	25
C&S Terms	26
How To Order	27

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C&S Specialties Fuel Systems

CARBURETOR AIR FLOW RATINGS: WHAT DO THEY REALLY MEAN?

RATINGS ARE CONSTANTLY QUOTED AND COMPARED, BUT ARE ACTUALLY ONE OF THE LEAST UNDERSTOOD AND CONFUSING AREAS OF RACING DESIGN.



The basis for most cubic feet per minute (C.F.M.) air flow ratings such as those used by Holley® and other carburetor manufacturers was established long ago by the Society of Automotive Engineers (S.A.E.). Standard test vacuum was 1-1/2 inches of mercury for 4 barrel carburetors and 3 inches of mercury "Vacuum" for 1 barrel and 2 barrel carburetors. This was reasonable as it was about what a passenger car would develop. Of course, for the numbers to mean anything, tests would have to be run at a certain temperature and barometric pressure. Or be corrected to standard temperature and pressure. If not otherwise stated, ratings in cubic feet per minute are at standard temperature and pressure.

This system is confusing for racing applications for several reasons. Some racing engines actually develop much more or less vacuum than these ratings, so are difficult to compare. For example, a NASCAR 390, 4 barrel equipped car might have 3 times the 1-1/2 inches of mercury standard or a very large 2 barrel equipped car might have only 1-1/2 inches of mercury vacuum.

Even more confusing is the fact that most flow benches in the racing industry measure dry air at low pressure drops, commonly 10 inches of water column (W.C.), one bore or venturi at a time. This result is multiplied by a factor to arrive at what that bore would flow at a higher vacuum (i.e. 1-1/2 or 3 inches of mercury), then that figure is multiplied (by four, in the case of a 4 barrel carburetor) to get the C.F.M. rating. This rating is usually much higher than it actually is.

Besides previously mentioned airflow calculations, multiplying, reading and measuring errors, four bores will not flow four times what one bore will flow when they are close together, as in a 4 barrel carburetor. The bores are actually "fighting" for the same air. Another factor is no provision is made for fuel flow. The actual air flow will be 8% to 16% less "wet" than dry flow rating. Two reasons for this are, fuel takes up space so it uses up space for air. The second reason is fuel has more mass than air so "Hollow Cone" of vaporized fuel slows down flow velocity. This can be easily observed on large wet flow benches such as the custom C&S facility (shown in photo on page 4) which will flow wet or dry. Alcohol carburetors will lose more air flow than gas simply because there is more fuel to handle.

In order to properly specify or compare carburetors much more must be known than simply a number. Not to mention the dishonest practice of inflating ratings to increase sales.

Another common pitfall is using widely published carburetor size selector charts that use parameters such as engine size, lowest RPM at wide open throttle etc. Drawing a line across the selector indicates maximum recommended carburetor size. These calculations are for Street Cars. If used for racing, the engine would be expected to develop 1-1/2 inches of mercury vacuum at wide open throttle (W.O.T.) unless prohibited by rules, using a larger carburetor will result in much improved racing performance.

Engines that need a broad RPM range such as Road Racing or Circle Track currently work best generating about .8 to 1 inch of mercury. Heavy drag cars will work at .6 to 1 inch depending on weight to horsepower ratio. Some light drag cars such as Pro Stock and Dragsters have C&S carburetors so large they generate only .1 to .2 inches of mercury vacuum and work very well at the high RPM narrow RPM range for these cars. In conclusion, the general trend is larger and larger carburetors for every application. The carburetor that wouldn't work several years ago for a certain application wasn't too big, it just wasn't good enough!

The C&S technical line is available to consult on your application free of charge. Call Monday thru Thursday 7:00 a.m. to 5:30 p.m. Friday 7:00 a.m. to 3:30 p.m. at (636) 723-4996. Or email us at info@candspecialties.com

WET FLOW BENCH

Since 1974 C&S Specialties has designed and built specialized machines and test equipment to advance carburetor and fuel system performance.

We have accumulated over 40,000 hours of fuel system test data. Currently the C&S flow bench facility is one of the most comprehensive in the world.

Three turbine systems (7.5 HP, 20 HP and 30 HP) can be operated separately or combined to test carburetors, manifolds and other components from a Briggs & Stratton carburetor with a venturi the size of a dime to the largest internal combustion engines on the planet. While maintaining laboratory grade accuracy of one half of one percent or better.

Computerized wet flow measurement allows precise design of fuel flow as well as air flow. So air/fuel ratios can be accurately measured right on the flow bench. As well as real world testing of related components. Competitors who attempt to produce precision racing carburetors without comparable equipment can produce a product that looks good, but even they do not know if it will produce the desired results. If it were possible to determine performance by looks there would be no need for dynos or flow bench testing!

For the last 30 years we have offered a **"30 day money back guarantee"** on our top of the line Aerosol Billet carburetor. Still none of the dozens of would be carburetor specialists dare to match our guarantee. Their products are simply too inconsistent for a money back guarantee to be possible.

We also offer contract research and development. Backed by winning experience in everything from aircraft engines, offshore power boats, Bonneville land speed record holders, Pro Stock drag racing, pulling tractors and trucks, many circle track and drag race championships and special events such as sand drags, swamp buggies and the high altitude Pike's Peak hill climb; which C&S has dominated for over four decades.

Many variations of the products shown in this catalog are available for special needs – in many cases at no extra charge.

Whatever your budget you can still afford the most valuable product we have: because consulting the C&S Tech Hotline about your application is still FREE. Call (636)723-4996
candsspecialties.com Monday thru Thursday 7:00 a.m. to 5:30 p.m., Friday 7:00 a.m. to 3:30 p.m.
Info@candsspecialties.com



C&S AEROSOL BILLET CARBURETOR

MODIFICATIONS ADDRESS BASIC FLAWS IN THE 50 YEAR OLD CONVENTIONAL DESIGN



Stock Holley® discharge nozzles are very close to the throttle plates. This creates a fuel distribution problem at part throttle. Throttle plates direct fuel to center of intake manifold. This richens center cylinders and leans end cylinders. Even if total mixture was perfect. This reduces potential torque and smoothness.

The new C&S design fixes this problem. Location of the fuel delivery nozzle is raised one half inch allowing mixture to spread before reaching the throttle plates. A greater distribution improvement is gained with a new nozzle design.

The C&S Nozzle is machined not cast and does not "go rich" at high rpm and has only one fourth as much fuel delivery variation from low to high vacuum. It is called an aerosol nozzle because it works on the same principle as an aerosol spray can as high velocity air passes over the square cut tube end energy is transferred to the liquid, which is broken up into a very fine mist. A portion of fuel travels back the tube to be fogged off at the venturi lip to deliver highly vaporized fuel to the lean side of the throttle plates as shown in sketches. The result is a dramatic increase in torque at part throttle and a feel of smoothness. Top end power is increased due to better vaporization, less variable in air/fuel and higher air velocity through the venturi.

New C&S billet venturis will, size for size, outflow anything prepared by anybody. Period. The reason this is true is the venturi location, venturi shape, and less nozzle restriction.

Air entry is at the highest point on the carburetor, in-taking "clean air" not "dirty air" that has bounced off 3 or 4 steps on the way to the venturi.

Latest fuel signal technology allows designing venturis with steep parabolic curve ideal air entry and steep exit angles to reduce turbulence and maximize air flow while fogging fuel to the lean side of the butterfly (throttle plate).

C&S designed venturi/nozzle system is continuous path CNC machined then bright anodized color.

Fogging fuel to the clean side of the throttle blades results in dramatic increases in horsepower in the one quarter to three quarters open throttle positions. This is the most important working range on the racetrack but it is usually not even tested in most dyno tests. "Throttle Stop" test techniques (i.e. limiting throttle opening to 1/2", 3/4", 7/8", etc.) will show dramatic torque increases. This "off the corner" torque is a very important element of passing on a short track.

Air bleeds are located out of the air stream. On some conventional Holleys® at high air flows, fuel would actually come out of the air bleeds.

Every Aerosol Billet carburetor is 100% wet flow tested to guarantee that all circuits are functioning correctly.

Aerosol billets are available in CFM ratings of 800-900-1000-1100-1200-1400 and 1500 CFM for gas or alcohol. Ratings are at standard 1-1/2 inches of mercury. Normally 800-900 and 1000 CFM are for circle tracks.

As always we are available to consult on dyno test setups, carb selection or other fuel system issues, free of charge.

The final new feature of the C&S Aerosol Billet 4150 isn't on the carburetor itself, but is a way of doing business. Our standard guarantee is to repair or replace the unit at our option. This is pretty much the industry standard. Only the new premium Aerosol Billet 4150 (and the aerosol billet dominators) will feature a guarantee not available on other racing carburetors and a 30-day trial. If you don't like it we will buy it back. Period. You decide. Call for details.

As C&S Specialties approaches its 41st year as a carburetor and fuel system specialist, we feel this special Aerosol Billet warranty offers the serious racer an opportunity to try out the latest technology on his vehicle at no risk.

We repeat our unique offer:

"I believe we have a faster carburetor than you are now using...would you like to try one with no obligation?"



AEROSOL BILLET CARBURETORS

Aerosol Billet Carburetors are the latest and the best carburetor technology available. Improved torque and throttle response results from improved fuel distribution to both sides of the butterfly, not one as on stock Holleys®. These new carbs are so good they carry "a guarantee no one else dares make" on a racing carburetor. A 30 day money back guarantee if not satisfied. Call for details. Available in a wide range of CFM styles in 2 and 4 barrel versions, for gas or alcohol, double pumper or vacuum secondary. The Aerosol Billet technology should be the first choice if rules allow. For special rules or applications the full line of traditional carburetors is available. Top of the Line Aerosol Billet Carburetors by C&S incorporates the knowledge gained in over 40 years of professional carburetor preparation. The characteristic qualities that set them apart are: high air flow, unequaled venturi velocity and fuel atomization, low end response and good looks. Features include: bored main bodies with CNC machined Billet venturis installed, Aerosol nozzle discharge, stainless vent tubes, streamlined throttle shafts and completely reworked fuel metering. Available in all fuel types.



For any class that has 1-3/8 Venturi rule that has no booster rule. Has 1-11/16 base. Specify 4, 6 or 8 cylinder.

052750 2 bbl 1.375 Venturi 1-1/16 Gas
552750 2 bbl 1.375 Venturi 1-11/16 base Alcohol



Unlimited, unrestricted 4 cylinders or V-8's required to run 1-11/16 base 2 barrel. This carburetor has all the features of our 4 barrel 800 in a 2 barrel version.

052800 2bbl 1.440 Venturi Gas
552800 2 bbl 1.440 Venturi Alcohol



6 cylinders or V-8 required to run 1-3/4 base 2 barrel. This carburetor has all the features of our 4 barrel 900 in a 2 barrel version.

052900 2bbl 1.540 Venturi 1-3/4 base Gas
552900 2 bbl 1.540 Venturi 1-3/4 base Alcohol



Split Billet Dominator unlimited 2 barrel 2" base for unrestricted V-8 2 barrel classes outflows 890 excellent power (Note: special spacer or adaptor required).

052110 Split Dominator 2 bbl 2" Base Gas
552110 Split Dominator 2 bbl 2" Base Alcohol



For dual quad & small cubic inch applications. Works well with V-6 and mild V-8 applications in Circle Track. Taking Aerosol Billet carburetors to a whole new level.

054550 550 Aerosol Billet Gas
554550 550 Aerosol Billet Alcohol



The **650 Baby Billet** has a wide torque curve and produces power over a wider range than other carbs. It adapts to different engine combinations and has excellent driveability. By far the best for Road Race, Street & Strip and Circle Track. More information page 19.

AEROSOL BILLET CRATE MOTOR CARBURETOR
650 CFM CUSTOM BUILT FOR THE GM 602 OR 604 CRATE ENGINES! These 650 cfm Aerosol Billet carburetors are designed for the Circle Track and prepared for the crate motors. Increases seen of up to 20 horsepower. Run the latest and best technology currently available. C&S Specialties brings you the latest in crate motor technology. And of course it has our "30 Day Money Back Guarantee." ** See our website for details
More information on page 19.



For any class that has 1-3/8 Venturi rule that has no booster rule. Has 1-11/16 base. Works well on 1/5 mile slow turn tracks with 300-350 CID. Specify 6 or 8 cylinder.

054750 750 Aerosol Billet Gas
554750 750 Aerosol Billet Alcohol

054650 4150 650 Baby Billet Gas

Custom Built For Your Application and Wet Flowed For Performance.



Vacuum secondary version of 800 aerosol billet. Secondary's have a pneumatic Jet System and Quick Change spring kit to adjust power for Slick Track or limited tires . Great for IMCA or Wisconsin Modified.

054800VS 800 Aerosol Billet Vac. Secondary Gas
554800VS 800 Aerosol Billet Vac Secondary Alcohol



The **800** has a wide power band and produces more torque on limited motors than any other carburetor. It easily adapts to different engine combinations and has excellent drivability. By far the best carb for IMCA-Wisconsin modifieds, Road Race, small block boats and small cubic inch heavy drag cars. Big V6 to 350 CID.

054800 800 Aerosol Billet Gas
554800 800 Aerosol Billet Alcohol



Billet venturi 900 has same qualities as 800 with higher flow Best Carb for bigger cubic inch small blocks 380 to 420 in late models, Road Race, heavy Drag Cars and Boats.

054900 900 Aerosol Billet
(Includes new 1-3/4 base) Gas
554900 900 Aerosol Billet
(Includes new 1-3/4 base) Alc



1000 Dominator designed for Big cubic inch small blocks 400 and up. It has excellent throttle response and good top end flow for Drag Cars, circle track, pullers and Big Block Boats.

051000 1000 Billet Venturi Dom Gas
551000 1000 Billet Venturi Dom Alc



1400 Hi Flow Carburetor has 2.125 Butterflies. For Big Cubic inch Big Blocks 500 and up in Drag Racing and Pulling call for recommendation.

051400 1400 Billet Venturi Dom Gas
551400 1400 Billet Venturi Dom Alcohol



The **850** retains all the features of the 800, except it has a 1-3/4 base for increased airflow on top. Good for applications where top end airflow above the 800 is required. 350-380 CID.

054850 850 Aerosol Billet Gas
554850 850 Aerosol Billet Alcohol



1000 Aerosol designed for Big inch Small block 410 and up. Has excellent mid and top end power without sacrificing all low speed response.

0541000 1000 Aerosol Gas
5541000 1000 Aerosol Alcohol



1100 Dominator Best Carb for small cubic inch Big Blocks 420 to 520 in Drag Cars, pulling trucks and light boats.

051100 1100 Billet Venturi Dom Gas
551100 1100 Billet Venturi Dom Alcohol



1500 Hi Flow Carburetor has 2.187 Butterflies. For big Cubic inch Big Blocks 500 and up in Drag Racing and Pulling . Call for recommendation.

051500 1500 Billet Venturi Dom Gas
551500 1500 Billet Venturi Dom Alcohol

BLOW-THRU AEROSOL CARBURETORS

C&S SPECIALTIES DESIGNS, ENGINEERS, AND MANUFACTURES

THE FIRST ALCOHOL BLOW-THRU CARBURETORS

BASED ON OUR TECHNOLOGY AND AEROSOL BILLET DESIGN THEY ARE

Undisputedly The Most Powerful Blow-thru Carburetors On The Planet

We offer all of our Aerosol Billet Carburetors in Blow-Thru* applications. Using gas, E85 or alcohol, we can supply carburetors that can handle boost pressures over 40 PSI.

Power levels over 2500 horsepower. All from a single four barrel!

Anyone can build a carburetor, it takes a thorough understanding of how a fuel system works to make it perform for your application.



AEROSOL BILLET CARBURETOR*

Simple Bolt-On Installation
Custom Built to Your Specification
No Intercooler Required
Horsepower Increases Without
Changing Your Motor
Power Increases of 30 to 150%
easily attainable
Works with high compression engines
Available in Gas, Ethanol or Alcohol



Authorized Dealer



COMPLETE BLOW THRU FUEL SYSTEMS

Cost is far less than injected gas with intercooler and just as consistent as naturally aspirated alcohol. Custom built for your application and horsepower needs.*

LET US BUILD A COMPLETE FUEL SYSTEM FOR YOU.

Whatever your budget, you can still afford the most valuable product we offer: because consulting the C&S Tech Hotline about your application is still FREE. Call today and speak with our Technical Staff.

*C&S 30 Day money back guarantee does not apply to Custom Built Blow-Thru Carburetors.



900 AEROSOL BILLET BLOW THRU
ALCOHOL WITH MEGA BOWLS



Custom Built For Your Application and Wet Flowed For Performance.

BLOW THRU ACCESSORIES



EVPA-OR-PRO	Carb Hat 4150 Polished "O-Ring" Pro without divider
EVPA-00	Carb Hat Polished Aluminum "Special" without divider
EVPA-OR-DOM-PRO	Carb Hat 4500 Dominator "Polished" Without Divider
1497-1	C&S 1/2" Blow Thru O-Ringed Carb Hat Spacer 4150
1497	C&S 1" Blow Thru O-Ringed Carb Hat Spacer 4150
1497-3	C&S 3" Blow Thru O-Ringed Carb Hat Spacer 4150
1498	C&S 1/2" Dom Blow Thru O-Ringed Carb Hat Spacer
1498-1	C&S 1" Dom Blow Thru O-Ringed Carb Hat Spacer
LARGER SIZES	C&S 2", 2-1/2", 3" or larger
1497-OR	Carb Hat Replacement O-Ring 4150
P8007	Dominator O-Rings for Carb Hat (Specify old or new style)
	C&S Boost Referenced Kit-Regulator to Blow Thru Hat Pre-made line ready to install
SUPER-PRO ONLY	C&S Dual N&S Fuel Bowls-Complete pair without carb
SUPER-PRO	C&S Dual N&S Fuel Bowls- with carburetor purchase
4501-BT	C&S Boost Referenced Bypass
38512-B0-CS	C&S Blow Thru Stud Complete
38512-B0-A	C&S Blow Thru Stud Adaptor Only
102418-CS	C&S Replacement Blow Thru Powervalue Jet Kit (6 Sizes 4 each)
25R595-35-BT	C&S Blow Thru Powervalue-each (Replace Annually)
16R451A-PRO	C&S Blow Thru Floats-each
100710-CS	End Plate Blow Thru Carburetors with McClintic Style Fuel Bowls, Includes 2 end plates, O-Rings and SS Hex Screws
	DESIGNED TO HANDLE TODAY'S HIGHEST FLOWING ELECTRIC PUMPS 500GPM
4510	1/2" Blue Bypass 8-10 psi Boost Referenced
4511	3/4" High Flow Boost Referenced Bypass
4000-HO	C&S BELT DRIVE FUEL PUMP-Includes Pump and most Mounting Kits (See page 19 for more info)
4001-SBC	C&S Belt Drive Pump Mounting Kit SBC
4001-BBC	C&S Belt Drive Pump Mounting Kit BBC
4001-BM	C&S Belt Drive Pump Mounting Kit BM
4001-SBF	C&S Belt Drive Pump Mounting Kit SBF
4001-SBP	C&S belt Drive Pump Mounting Kit SBP
	TOOL STEEL PREMIUM QUALITY MECHANICAL FUEL PUMPS
	Nothing Better Out There
4120S	6 Valve Mechanical Pump
4120S-HD	6 Valve Mechanical Pump Gas
4230B-HD	6 Valve Mechanical Pump BBC
4230B	6 Valve Mechanical Pump BBC Alc
4230F	Windsor Mechanical Pump Alc
4230S-HD	6 Valve Mechanical Pump Heavy Duty (230 GPM)

MAXIMUM FLOW CARBURETORS

Maximum Flow Carburetors are modified for unlimited engines with ported heads or intake high compression or higher working RPM range to take full advantage of the carburetor's potential, to achieve the engine's maximum torque and horsepower. All out racing applications where rules do not allow Aerosol Billets. Usually specifying only Holley® boosters allowed and type of fuel. Particularly effective on big cubic inch motors. Includes the following features: milled choke-horn, stainless vent tubes, matched and polished venturis, contoured or reworked entry angles for higher flow, reworked metering system, streamlined throttle shafts, balanced booster draw, and steel button-head butterfly screws.



Billet technology in a Rochester 2 bbl. 1.50 Venturi, 1-3/4 base. Highest flow available in a Rochester 2 bbl.

05BR150 Billet Roch 2 bbl 1.50 venturi 1-3/4 base Gas



For modified engines that require OEM 2 barrels with no size restrictions.

05R112 1-1/2 Bored -3/4 base Gas
55R112 1-1/2 Bored Rochester 1-3/4 base Alc



For Modified 4 cylinder engines that need low end and have no restrictions on venturi or baseplate size.

057448 7448 350 2 bbl 1-11/16 base Gas
557448 7448 350 2 bbl 1-11/16 base Alc



For modified 6 cylinder and V-8 engines that are required to run 500 2 barrels with no restrictions on venturi or base plate size.

054412 4412 500 2 bbl, 1-3/4 base Gas.
554412 4412 500 2 bbl, 1-3/4 base Alc



The ultimate for classes limited to a 2 barrel with no restrictions. Excellent low end response and unmatched top-end power make this the best 2 barrel in the country. Works great on modified 6 cylinders and all cubic inch V-8's.

05C890 4412 C&S 890 2 bbl 2" base Gas
55C890 4412 C&S 890 2 bbl 2" base Alc



For high horsepower small blocks 330 to 420 cubic inch has wide power and torque curve with good top-end. Good choice for Pro-street, drags, dirt or asphalt late model, and unlimited, dirt or asphalt modified. New HP core with symmetrical bores and 1-3/4" base.

0580498 750 HP 1-3/4 base Gas
5580498 750 HP 1-3/4 base Alc



For big cubic inch small block or smaller cubic inch big blocks 400 to 450 to get maximum mid-range and top-end power on drag cars, pullers and boats.

054781 4781 850 4 bbl 1-3/4 base Gas
554781 4781 850 4 bbl 1-3/4 base Alc



For Drag and Puller use only where the 0541000 is outlawed. Retains Holley Boosters. Uses 1.700 Venturis with 1.850 base for maximum airflow from a modified Holley design.

0541100 1100 4 bbl 1.850 base Gas

PARABOLIC SHEAR CARBURETOR



The Parabolic Shear carburetor incorporates the best of two designs by using the look of a traditional booster nozzle and the functionality of the aerosol shear nozzle. The parabolic shear nozzle works by its ability to control air fuel ratio and fuel vaporization. The parabolic entry angle accelerates and straightens the air while the shear wall breaks up the fuel for vaporization. These two factors along with venturi shape combine to produce a carburetor that is not only powerful but also very drive-able. For high horsepower small blocks 330 to 420 cubic inch, has wide power and torque curve with good top end. For Pro-Street, dirt or asphalt late model and unlimited, dirt or asphalt modified. Custom built for your engine combination. Symmetrical bores, 750 HP 1-3/4" throttle plates/base, modified venturi, progressive secondary's, dual 30cc accelerator pumps, four corner idle, screw in air bleeds, parabolic

shear boosters, and stainless steel throttle plates. Can be calibrated for gas, alcohol or E85.

0580496 750 1-3/4 Base Max-Flo Gas
5580496 750 1-3/4 Base Max-Flo Alc

MODIFIED FLOW CARBURETORS

Modified flow carburetors are improved in airflow and metering areas to increase horsepower and torque on modified engines which cannot use the full potential of a maximum flow carburetor. Because of restricted head or intake sizes, lower working RPM range, smaller cubic inch engines and cams or compression which are not all-out. Where rules allow modification, bores are slightly enlarged to match up airflow. Features include: balanced booster draw, milled choke-horn, optional stainless vent tubes, matched and polished venturis, reworked metering and stainless steel button-head butterfly screws.



Street Stocks, Hobby Stocks, and Pro Stocks which require OEM intakes and carburetors.

03R138 1-7/16 Rochester 2 bbl Gas
53R138 1-7/16 Rochester 2 bbl Alc.

Custom Built For Your Application and Wet Flowed For Performance



For 4 cylinder engines that need good low-end.

037448 7448 3.50 2 bbl Gas



Modified 4 cylinder engines or 6 cylinder and V-8 that are required to run 500 2 barrels that can have modified venturils.

034412 4412 500 2 bbl Gas
 534412 4412 500 2 bbl Alcohol



Modified 6 cylinder engines with 4 barrel intakes and small cubic inch V-8's 280 to 350 which require extremely good low-end and throttle response.

034777 4777 650 4 bbl Gas
 534777 4777 650 4bbl Alcohol



For limited V-8 cars 340 to 410 cubic inch. Carburetor has an exclusive "pneumatic vacuum secondary jet system" and quick change spring kit on secondary's. This allows a wide tuning range to meet horsepower and traction demands on varying track conditions. Good for IMCA & Wissota Modifieds.

033310 3310 750 4bbl Vac. Secondary Gas
 533310 3310 750 4bbl Vac Secondary Alc



For Econo limited V-8 engines 340 to 410 cubic inch for overall performance increase. Good choice for modified street or drag cars, Econo dirt late models, IMCA or Wissota modified.

034779 4779 750 4bbl Gas
 534779 4779 750 4bbl Alcohol



For modified big cubic inch small block or smaller cubic inch big blocks 400 to 450 for overall performance increase on. drag cars, pullers and boats.

034781 4781 850 4bbl Gas
 534781 4781 850 4bbl Alcohol

BALANCED FLOW CARBURETORS

Balanced Flow Carburetors are for restricted classes which require unmodified, stock appearing or unaltered venturi and base plate/bore sizes. They have balanced and aligned boosters and reworked metering for improved power throughout the RPM range. Use carburetor number you are required to run, such as 014412 for a 4412 500 2 barrel, which will pass local or NASCAR style plug gauge checks of the venturi and base-plate bore.



Street Stocks, Hobby Stock and Pro Stock which require OEM intakes and carburetors.

01R114 1-1/4 Rochester 2bbl Gas



Street Stocks, Hobby Stock and Pro Stocks which require OEM intakes and carburetors.

01R138 1-3/8 Rochester 2bbl Gas
 31R138 1-3/8 Rochester 2bbl E85



For limited V-8 cars 340 to 410 cubic inch. Carburetor has an exclusive "pneumatic vacuum secondary jet system" and quick change spring kit on secondaries. This allows a wide tuning range.

013310 3310 750 4bbl vacuum sec. Gas
513310 3310 750 4bbl vacuum sec. Alc



For 4 cylinder engines that need good low-end.

017448-IMCA 7448 350 2bbl Gas
517448-IMCA 7448 350 2bbl Alc



Modified 4 cylinder engines or 6 cylinder and V-8 that are required to run 500 2 barrels that cannot have modified venturis

014412 4412 500 2bbl Gas
054412 4412 500 2bbl Alc



Old style NASCAR rules 390 4 bbl. Very precise. Use where rules require or small cubic inch displacements such as 4 cyl or V-6.

016895 6895 390 4bbl Gas



Newest style NASCAR rules 390 HP casting. All the precision, all the tricks necessary to compete at a far lower cost than competitors are offering.

0180507 390 4bbl HP series Gas
5180547 390 4bbl HP series Alc



Moderate cost and precision for smaller engines. Recently won Pikes Peak Hill Climb in a 4 cyl Fontana powered open wheel car. Nice moderate cost 2-4 drag set up for small V-8 powered vehicles.

014776 4776 600 4bbl Gas
514776 4776 600 4bbl Alc



Modified 6 cylinder engines with 4 barrel intakes and small cubic inch V-8's 280 to 350 which require extremely good low-end and throttle response.

014777 4777 650 4bbl Gas
514777 4777 650 4bbl Alc



For Economy limited V-8 engines 340 to 410 cubic inch for overall performance increase. Good choice for modified street or drag cars, Economy dirt late models, IMCA or Wisconsin modified.

014779 4779 750 4bbl Gas
514779 4779 750 4bbl Alc

650 4BBL BALANCED FLOW

The 650 has a wide torque curve and produces power over a wider range than other carburetors. It adapts to different engine combinations and has excellent drive-ability. Improved torque and throttle response results from improved fuel distribution. For gas or alcohol, double pumper to vacuum secondary. A carburetor by C&S incorporates the knowledge gained over 40 years of professional carburetor preparation. The characteristic qualities that set them apart are: high airflow, unequalled venturi velocity, fuel atomization and low-end response. Features include: bored main bodies, C&S nozzle discharge, stainless steel vent tubes, streamlined throttle shafts and completely re-worked fuel metering 602/604 Crate Motor.

0180541 650 4bbl Balanced Flow



CARBURETOR ACCESSORIES

We are constantly adding to our carburetor accessory inventory. We carry most items in stock. Can't find what you are looking for? Give us a call or email us at info@candspecialties.com.



- 1306 Dom 1" open spacer
- 1313 Dom 1" 4-hole spacer
- 1314 Dom 1" 4-hole spacer bored 2.125
- 1315 Dom 1" open phenolic for 1400
- 1322 Dom Spacer 1/2" open
- 1323 Dom Spacer 1/2" 4 hole



- 1300 1" 750 Powercone Carb Spacer For 4150
- 1327 4 bbl 1/2" 4-hole phenolic
- 1328 4 bbl 1/2" open phenolic
- 1301 4 bbl 1" open spacer
- 1303 4 bbl 1" 4-hole spacer
- 1326 4 bbl 1" open phenolic



- 1302 4 bbl 2" open spacer
- 1329 4 bbl 2" 4-hole spacer
- 1308 2 bbl 1" 2-hole phenolic
- 1331 2 bbl 2" 2-hole phenolic
- 1317 2 to 4 bbl quadrajel phenolic



- 1309 Dominator 2 bbl to 4 bbl adaptor



- 1937 2 bbl to 2 bbl adaptor
- 1304 2 bbl to 4 bbl adaptor universal
- 1307 2- 4 bbl phenolic slider adaptor
- 1310 2-4 slider w/exit radius
- 1311 2-4 slider Rochester w/exit radius



- 1305 2-4 adaptor machined for 890 aluminum
- 1312 2-4 slider for 890
- 1334 2-4 slider for 890 w/ exit radius*
- *For unbored 2bbl or 4bbl manifolds



- Fits C&S Dual N&S Bowls**
- EV-TL-1 Ford Throttle Bracket
- EV-TL-GM Chevy Throttle Brkt



- 543-3 C&S Wide Open Throttle Switch



- 100710-CS Replacement end plate For McClintic Fuel Bowl Includes: Clear end plate, All O-Rings, Stainless Hex Screws



- 1445 5-1/8 flange 14x4 drop base air cleaner w/ washable element
- 1446 5-1/8 flange 14x6 drop base air cleaner w/ washable element
- 1441 14x4 air filter element
- 1447 7-5/16 flange 16x4 air cleaner element



- 1441 14x4 air filter element
- 1467 7-5/16 flange 14x6 air cleaner w/ washable element
- 1461 14x6 air filter element
- 1477 Dominator 7-5/16 flange 16x4 custom dropbase air cleaner with washable element c clearance for Magneto (1-1/2" drop) no bottom lip



- 1478 16" Dominator aluminum top & bottom Only -Notched



- 1462 16x4 air filter element - Washable
- 1479 16" unmodified top & bottom for 1477
- 1492 Dominator o-ring air cleaner spacer 7-5/16 (pictured) 1/2"
- 1493 2 or 4 barrel o-ring air cleaner spacer 1/2"

Call for Custom Spacer Sizes
****See Page 9 for Blow Thru Carb accessories**



- 1488 Spun alum carb cover Dom
- 1490 O-ringed billet carburetor cover- spun aluminum
- 1491 O-ringed air cleaner flange adaptor



- EV-TL-SPRING Black Anodized Throttle Springs for bracket
- EV-TL-SPRING-STIFF Chrome Springs for throttle Bracket-Stiffer



- 110-12 Holley Air Cleaner Kit
- 100001 40 Degree Aluminum Swivel Water Neck O-Ring
- ALL80210 Fuel Gauge 0-15 PSI 1-1/2"

CARBURETOR CASES



- PROTECT YOUR INVESTMENT**
- 8610 Howe Carburetor Storage/Shipping Case Black Heavy Duty
- 8611 Dominator Carburetor Storage/Shipping Case

ULTRA LIGHT FUEL FILTER

Universal can mount in any position. Can be used on suction or pressure side of pump. Low pressure loss. Large effective screen area, over 19 square inches. Less than 1/4 lb. Pressure loss at sufficient flow for 1000+ horsepower. No tools are required and fuel line fittings need not be disconnected to check filter or to remove it for cleaning. Large buttress threads on top bowl connection prevent cross threading. Threads cannot be stripped out. Has captive gasket. Material: Buna-N is standard. Entire unit is fully compatible ble with gas or alcohol fuels. Working pressure rating is up to 80 PSI. Filter is stainless steel. Material of housing and bowl is 6-6 nylon. Note: 6-6 nylon is used for injector fuel rails and other high pressure under hood fuel systems. Weight of 166 grams is less than 1/3 the weight of competitive units. Modern materials, design and production techniques result in consistent high quality and lower cost.

**2150-CS Ultra Light Fuel Filter****Replacement Parts:**

- 2150-FS** Ultra Fine Stainless Steel Filter Screen
2150-OR O-Ring Buna-N Gasket

WIDE OPEN THROTTLE SWITCH

C&S now offers a kit that is securely attached and dependable.



CUSTOM EPOXY COLOR COATING
AVAILABLE ON ALL C&S PRODUCTS.

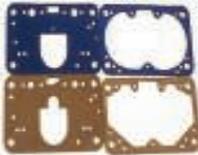
C&S BELT DRIVE FUEL PUMP 1500HP

Belt driven fuel pumps were developed to solve fuel delivery problems of high horsepower engines burning alcohol. However they can work very well on race engines burning gasoline. They have several important features that make them ideal for gasoline or alcohol racing applications. First because pressure and flow are directly related to how fast the pump is spinning. At low RPM such as idle or caution flags, fuel pressure and flow will be low. Conversely when engine RPM and load is high, under maximum power situations, the pump spins faster and fuel flow and pressure increase proportionately. This combination of low pressure at low speeds and much higher pressure at high speed is absolutely necessary for high horsepower engines on alcohol. High efficiency positive displacement alcohol unit will pump 1800 pounds per hour at 10 psi. Compact billet aluminum body and brackets, stainless steel main shaft, low friction ball bearings, high pressure, CNC billet aluminum housing. All parts are anodized or gold dichromate cadmium plated.



CARBURETOR SMALL PARTS

WE ARE THE MIDWEST 'S LARGEST HOLLEY® PERFORMANCE CARBURETOR REPLACEMENT PARTS DEALER. WE CARRY OVER 2800 PART NUMBERS IN STOCK. DON'T SEE WHAT YOU ARE LOOKING FOR? Give us a call. **

	22R40 122HP	Holley Jet #57 thru #100 Big Jets 5/16-32 sizes .101-.250 part number followed by jet size Example: 22R40-83 for #83 Holley Jets		59R91-CS	Vent Baffle Set includes 2 baffles, 2 drive pins
	114JE 115JE 51632JE-CS	Jet Extension SS Slip-on Jet Extension 1/4-32 (small jet) Jet Extension 5/16-32 (Big jet)		15R40-CS	Idle mixture screw set: 2 screws, 2 cork seals
	18R-135A 18R297K 150-1CS 130-1CS 34-7C	110 Needle & Seat Assy 130 N&S Rubber Tip 150 N & S Assy Alcohol 130 N & S Assy- Viton Needle & seat Hardware Kit Includes: 2 adjusting nuts, 2 lock washers and gaskets		5R854-ALC-CS	Accelerator nozzle screw set Alcohol-
	8C621SN-CS	Nylon needle and seat gasket set: 2 nuts, 2 gaskets		5R854K-CS	Accelerator nozzle screw set-Gas 2 screws and gaskets
	8R1909K 8R1910K 8R1907K 8R1911K	6425 2 bbl metering gskt 6425 2 bbl fuel bowl gskt Double pumper 4 bbl / 500 2 bbl metering gasket Double pumper 4 bbl/ 500 500 2 bbl fuel bowl		21R572	Accelerator nozzle each (straight type): state size specify size when ordering
	25R591-35 25R591-45 25R591-50 25R591-65 25R591-85 25R595-65 25R595-85	Powervalve 3.5 HG Powervalve 4.5 HG Power valve 5.0 HG Powervalve 6.5 HG Power valve 8.5 HG HI Flow power valve 6.5 HG HI Flow power valve 8.5 HG **See Page 9 for Blow Thru Powervalves		21R726	Accelerator nozzle each (anti-pullover type) Specify size when ordering
	35R342A 35R1074A	30cc diaphragm 50cc diaphragm		8C1597N	Nylon power valve Gasket /each
	23R468	Accelerator pump check valve		7R225-CS	Sight plug set—2 sight plugs, 2 gasket
	8C657N-CS	Nylon fuel bowl screws Gaskets 8pc		5-239-243	Vacuum tube cap set: 2-3/16, 1-1/4, 2-3/8
	8R657-CS	Standard paper fuel bowl screw gasket set 20 pc.		5R552 5R552-2 5R552-4	Fuel bowl screw: 2-1/2" each Fuel Bowl Screws 3-1/4" each Fuel Bowl Screw 4" each
	16R420A 16R587A 16R451A 16R451A-N 21-760A	Holley Float brass Holley Float duracon Holley Float nitrophyll Holley Float nitrophyll –notched Rochester 2 bbl float **See Page 8 for Blow Thru Floats		34R11341-1 34R11361-1 34R4652	Primary fuel bowl 4150* Secondary bowl 4150* Secondary bowl: 3310*
				34R2183-CS 34R2774-CS	30cc pump assembly: housing, spring, diaphragm & screws 50cc pump assembly: housing, spring, diaphragm & screws
				14R836	Transfer Tube O-Ring pair
				63R741A 63R833A	30cc pump arm 50cc pump arm
				41R664 41R330	50cc Pump cam 30cc Pump cam **Other sizes available
				9R215 9R172 9R173 9R180 9R180V 9R326 9R354V	1-11/16 butterflies pair 1-11/16 butterflies pair 1-11/16 butterflies pair 1-3/4 butterflies, pair 1-3/4 butterflies, SS pr 1-3/4 butterflies SS pr 1.68050" Throttle Plate, SS/pr

Call our Sales Dept for selection assistance
636-723-4996 or visit us at candspecialties.com



- 10R1808A 500 2 bbl throttle shaft*
- 10R1795-6AM 390 4 bbl throttle shaft*
- 10R2264-3AM 650- 850 throttle shaft*
- * Thinned shafts extra



- 20-59 Vacuum secondary diaphragm
spring quick change kit
- 20-13CS Vacuum secondary spring pak
- 35R235AK Vacuum secondary diaphragm

Baseplates



Please specify when ordering: Gas or Alcohol? Do you need thinned shafts?

- 112-2 500 2 bbl base-plate Assembly**Gas
- 112-2A 500 2 bbl base-plate Assembly**Alcohol
- 112-4 500 2bbl Base-plate Assembly 1-3/4
- 112-23 390 4 bbl base-plate Assembly**Gas
- 112-23A 390 4 bbl base-plate Assembly** Alcohol
- 112-18 650-800 4 bbl base-plate Assembly**Gas
- 112-18A 650-800 4 bbl base-plate Assembly—Alcohol
- 112-19 850 4 bbl base-plate Assembly—Gas
- 112-19A 850 4 bbl base-plate Assembly**Alcohol
- 112-20A 650-800 Billet red baseplate Assembly** Alcohol
- 112-23 90 4bbl Base-plate assembly Gas



- 8902ML Micro switch 890 Alcohol 2 bbl
- 8902S2 Solenoid C&S 890



- 1901-CS Secondary Drag Link Progressive
- 1902-CS Secondary Drag Link 1 to 1



- GASKETS**
- 1947 Rochester to manifold gasket
 - 1948 2 bbl to manifold gasket for 350
 - 1949 2 bbl to manifold gasket
 - 1950 2 bbl to manifold gasket for 890
 - 1954 4 bbl to manifold gasket (open)
 - 1955 4 bbl to manifold gasket (4 hole)
 - 1956 Quadrajct Manifold Gasket Dom to manifold
 - 1958 Dominator to manifold gasket Open
 - 1959 Gasket Split Dom to 4150 Phenolic spacer

** Thinned shafts for baseplates extra : 4bbl 2 shafts 2bbl 1 shaft

We are the Midwest's Largest Stocking Dealer of Holley® Performance Racing Parts.
Don't see what you need? Give us a call.

FUEL SYSTEM PLUMBING PARTS

AN Size	Metal Tube O.D.	Thread Size
2	1/8	5/16-24 SAE
3	3/16	3/8-24 SAE
4	1/4	7/16-20 SAE
5	5/16	1/2-20 SAE
6	3/8	9/16-18 SAE
8	1/2	3/4-16 SAE
10	5/8	7/8-14 SAE
12	3/4	1-1/16-12 SAE
16	1"	1-5/16-12 SAE
20	1-1/4	1-5/8-12 SAE
24	1-1/2	1-7/8-12 SAE
28	1-3/4	2-1/4-12 SAE
32	2"	2-1/2-12 SAE

We can plumb your complete fuel line setup with your new carburetor, log & pump. We stock a full line of plumbing parts for your needs.

Pipe Thread Size	Threads Per Inch	Theoretical I.D. of Fitting.	Closest AN Fitting.
1/16"	27	1/16"	
1/8"	27	1/8"	4
1/4"	18	1/4"	6
3/8"	18	3/8"	8
1/2"	14	1/2"	10
3/4"	14	3/4"	12
1"	11-1/2	1"	16
1-1/4"	11-1/2	1-1/4"	20
1-1/2"	11-1/2	1-1/2"	24
2"	11-1/2	2"	32

C&S FUEL SYSTEM REBUILD KITS



Nylon

All rebuild kits are available with paper gaskets. (one time use) or
You can upgrade to nylon gaskets for \$10.00 additional in price. (Use many times)

Please specify when ordering.



Paper

Your kit not listed?. We carry a complete line. Give us a call.

Part No.	List #	Description	Part No.	List #	Description
R41850	1850	600 vacuum secondary	R4A1050	8082	C&S Alcohol 1050 Dom
R4600	4776	600 4 bbl	7320		C&S Alcohol 1150 Dom
R4750	4777	650 4 bbl	R4A1053	8896	3 circuit Dominator
	4778	700 4 bbl	9375		3 circuit Dominator
	4779	750 4 bbl	15464B	C&S	Roch 2 bbl 1-3/8 or bored 625
	4780	800 4 bbl	R2350	7448	350 2 bbl
R4850	4781	850 4 bbl	R2500	4412	500 2 bbl
	8082	1050 Dominator			C&S 890
	7320	1150 Dominator	R2650	6425	650 2 bbl
R41053	8896	3 circuit Dominator			C&S 890
	9375	3 circuit Dominator	R2A500	4412	C&S Alcohol 500 2 bbl
	9377	3 circuit Dominator			C&S Alcohol 890 2 bbl
R4A750	4777	C&S Alcohol 650 4 bbl	R2A650	6425	C&S Alcohol 650 2 bbl
	4778	C&S Alcohol 700 4 bbl			*****Call for 890 Rebuild Kits
	4779	C&S Alcohol 750 4 bbl			(You will need the list # from Main Body or the C&S Serial Number)
	9645	Holley Alcohol 750 4 bbl			
	R2J04	Jet Change Kit fits all double pumper 4 bbl & 500 2bbl			



REBUILDS & MODIFIEDS

We clean all steel parts and re-plate with gold dichromate finish. We use non-stick gaskets, nylon external gaskets, performance power valves, throttle shafts are machined and bushed with Teflon bushings, castings are cleaned and dichromate treated to make your carburetor look like new. Components such as floats, pump arms, etc. are not included in the standard rebuild but are in stock. Not sure what you need, you pay shipping only and we will give you an estimate of repairs at no additional charge.

When sending carburetors or other products to C&S Specialties to be modified or rebuilt, please print and complete our [form](#) found on our website under Rebuilds. Please specify whether phone number is day or evening and provide a brief description of work to be performed. Please include general specifications of intended use, because many C&S products are custom-built to customer's application. Generally the most important specifications are type of racing (i.e., drag, oval track, short track, super speedway, road racing, tractor pull), approximate weight of car, size of engine, RPM range, and type of transmission. Extremely detailed information is usually not required.

Need to rebuild your Bo Laws, Barry Grant, Braswell, C&S or other racing carburetors?
Most 4bbls \$250.00 Most 2bbls \$180.00 Winter Rebuild Special Nov. 1 -March 1
10% Off Regular Price

BELT DRIVE FUEL PUMP DESIGNED TO BE USED WITH CARBURETORS

Belt driven fuel pumps were developed to solve fuel delivery problems of high horsepower engines burning alcohol. However they can work very well on race engines burning gasoline. They have several important features that make them ideal for gasoline or alcohol racing applications. First because pressure and flow are directly related to how fast the pump is spinning. At low RPM such as idle or caution flags, fuel pressure and flow will be low. Conversely when engine RPM and load is high, under maximum power situations, the pump spins faster and fuel flow and pressure increase proportionately. This combination of low pressure at low speeds and much higher pressure at high speed is absolutely necessary for high horsepower engines on alcohol. High efficiency positive displacement alcohol unit will pump 1100 pounds per hour at 10 psi. Compact billet aluminum body and brackets, stainless steel main shaft, low friction ball bearings, high pressure, precision injection molded aluminum housing. All parts are anodized or gold dichromate cadmium plated. No rough sand castings. Complete system consists of pump and bracket assembly, engine mount bracket, pump pulley, crankshaft pulley, crank drive mandrel, belt, bolts and hardware. Plus for a limited time you will receive with the pump purchase a C&S pressure sensitive belt drive bypass and the new C&S billet check valve which cost over \$130.00 extra in other kits, at no charge.



P/N 4000-HO Pump Only - Alc or Gas (Includes most Mounting Kits) **See page 22

C&S SLIDER FUEL LOG



A BETTER DESIGN

The C&S Slider Fuel Log allows the front or rear fuel bowl to be removed and re-installed without removing the log. Our new telescoping design allows the Slider Fuel Log to adjust to fit "any carburetor". The C&S Slider Log is available in three sizes.

P/N 4604-S fits any 4150, 4160 or Demon Carburetors

P/N 4605-S fits Dominators and King Demons
includes Log & Fitting Kit (P/N P8010 or P8011 fitting kit) with an extra O-Ring.

P/N 4604-CS fits C&S Blow Thru Carburetors with C&S Bowls. includes Log and fittings (with P8009 fitting kit)

For more information Page 23

Call our Sales Dept for selection assistance
636-723-4996 or visit us at candspecialties.com



DUAL PRESSURE BYPASS FOR METHANOL

SIMULATES BELT DRIVE FUEL PRESSURES

**

PROVIDES 1-3 P.S.I. @ IDLE

9-12 P.S.I. @ WOT

**

REDUCES OVER FUELING WHILE DECELERATING

**

ALWAYS HAVE COOL FUEL AT THE CARBURETOR

**

REDUCES NEEDLE AND SEAT FLOOD OVER

P/N 4515-S Dual Pressure Bypass for Methanol-4150

P/N 4516-S Dual Pressure Bypass for Methanol-Dominator

Fuel is already moving, so system is not affected by launch G-forces.
Significant performance increase in engines over 500 horsepower.

6 JET/ 8 JET CONVERSION (P/N 0021)

C&S Developed Technology to equalize air fuel mixture in four barrel racing manifolds. Chevy small blocks run lean on #3 and #5. Small block Fords and big block Chevy's run lean on the four corner cylinders. The 6 Jet Modification allows jetting each cylinder. It is no longer necessary to run entire motor too rich to avoid burning lean pistons. Drive-ability and off the corner throttle response is dramatically improved, combined with top end dyno observed horsepower. Although this problem is caused by the manifold, the solution is totally in the carburetor, which is never included in an engine claim.. Can be considered cheap engine insurance. Part Number 0021



The Best Kept Secret in Racing PREMIUM "CRATE MOTOR" TECHNOLOGY

The 650 HP Max-Flo has a wide torque curve and produces power over a wider range than other carburetors. It adapts to different engine combinations and has excellent drive-ability. The latest and the best carburetor technology available, improved torque and throttle response results from improved fuel distribution. Call for details. For gas or alcohol, double pumper or vacuum secondary.

Carburetors by C&S incorporate the knowledge gained in over 36 years of professional carburetor preparation. The characteristic qualities that set them apart are: high airflow, unequalled venturi velocity and fuel atomization, low-end response.

Features include: bored main bodies, C&S nozzle discharge, stainless vent tubes, streamlined throttle shafts and completely reworked fuel metering. The 650 has a wide torque curve and produces power over a wider range than other carburetors. It adapts to different engine combinations and has excellent drive-ability. By far the best for your 602/604 Crate Motor.



0180541 Max-Flo 650 Carburetor

Custom Built For Your Application and Wet Flowed For Performance

NOTHING BETTER OUT THERE**TOOL STEEL PREMIUM QUALITY MECHANICAL FUEL PUMPS****C&S DESIGN ADDRESSES PROBLEM AREAS OF PREVIOUS 6-VALVE PUMPS**

HIGH STRENGTH CASTINGS: Exclusive casting design adds material 7 places to eliminate cracking, breakage, waviness and leakage.

CORROSION RESISTANCE: Castings are bead blasted and alodine treated. Then color coded with baked catalyzed coating.

VALVES: 6 C&S High Flow pumping valves, combined with internal porting are proven to deliver twice the fuel flow.

DIAPHRAGM: All other pumping diaphragms are stamped from flat sheet stock. The convoluted (stepped) replacement doesn't require stretching, eliminating leaks and elongated bolt holes. Less stress to the diaphragm itself means much longer life.

DRIVE SPRING: Single spring replaced with two stainless alloy springs to lower stress and improve reliability.

INTERNAL PUMP ARM: CNC milled from high strength 0-1 tool steel, then hardened and ground. All other brands use stamped low strength steel with no precision milling or grinding.

PUMP ARM BUSHING: Low strength bushing prone to breaking replaced with a A-2 high strength tool steel precision part.

VERTICAL PUMP SHAFT: Premium A-2 air hardening tool steel, Swiss CNC machined, smooth center less ground shaft. Creates an ideal surface for the new double lipped oil seal. On the pivot end a hardened and ground pin pivots in a precision pocket. Previously two raw stamped steel edges created pivot point. Rough shaft made oil seal prone to leak.

P/N 4230S-HD

6 Valve Mechanical Pump Heavy Duty (230 GPM) Alc

P/N 4120S

6 Valve Mechanical Pump Gas

P/N 4230B

6 Valve Mechanical Pump BBC



FACTORY TESTED

**WE BUILT OUR FIRST ETHANOL CARBURETORS 26 YEARS AGO FOR
THE NEBRASKA HIGHWAY PATROL.**

Ethanol is a biodegradable fuel additive produced from corn. E85 is an alternative fuel produced by blending 85% ethanol and 15% gasoline. It is a clean-burning, domestically produced, renewable fuel that contributes to decreased dependence on imported oil. During the increases in fuel prices many racers are looking for a cheaper alternative fuel that still has high octane for high power output. Will develop more horsepower than 100% gasoline racing fuel. All our carburetors can be built to your engine specs to run on ethanol. Call for more information and pricing.

Convert your C&S Gas Carburetor to E85**Custom Built For Your Application and Wet Flowed For Performance**

FUEL PUMPS & PARTS



4000-HO C&S Belt Drive Pump only
Alc or Gas New Style
Choose one of the following mounting kits
based on your application.

4001-BBC	Big Block Chevy Mtg KIT
4001-BERT	C&S -BERT Belt Drive Fuel Pump
4001-BERT2	Mt & Drive-BERT Fuel Pump & Air Pump
4001-BERT3	Mt & Drive-BERT_Air Pump
4001-BM	SBC Block Mount Kit
4001-BMC	Block & Drive Kit-Block Mt BBC
4001-CHRY	C&S Belt Drive Pump Kit-Mopar
4001-SBC	C&S Belt Drive Pump Kit-SBC
4001-SBF	C&S Belt Drive Pump Kit-SB Ford
4000A-BD	Belt Drive Brkt for 4000-HO
4000A-BP	Pump Backing plate w/out hole
4000A-BPH	Pump backing plate w/hole
4000A-MR	Minor rebuild kit belt drive pump Gas or Alc

PULLEYS & MANDRELS

4020	16 Tooth Crank Pulley
4021	32 Tooth Pump Pulley
4021-AP	32 Tooth Air Pump Crank Evac Pulley
4022	24 tooth Pulley-C&S-3-1/8
4023	36 Tooth Ron's Pulley
4023-AP	36 Tooth Modified Ron's Pulley
4024	14 Tooth Crank-Gilmer Pulley 1"
4013	Crank mandrel, bolt, washer BBC
4014	Crank Mandrel, custom machined
4015	Crank mandrel, bolt, washer Ford
4019	Crank pulley 18 teeth

CUSTOM BUILT MANDRELS 6" Call for pricing

BELTS

202L	Belt 202
210L	Belt 210
225L	Belt 225
300I	Belt 300
320L	Replaced by 322L
322L	SB belt 322
345L	BB belt 345



PUMP MOUNTING KITS-BELT DRIVE-ROn'S

4001-SBC	SB Chevy belt drive kit
4001-LM	SB Chevy Late Model belt drive kit
4002	SB belt drive fuel pump only-Ron's* Size "0"
4003	BB belt drive fuel pump only-Ron's* Size "0-1/2"
4004BTGP	Twin Gear Pump size "1"-Ron's*
4005BTGP	Twin Gear Pump size "1-1/2"-Ron's*
4006BTGP	Twin Gear Pump size "2"-Ron's* *Includes pump drive and mount
4021	Pump Pulley 32 Tooth
4025	SB pump mount (high)
4026	SB pump mount (low)
4027	BB pump mount (high)
4028	BB pump mount (low)
4029	Ford pump mount (universal)
4030	Fuel pump drive



4120S	SB 6 valve Mechanical Pump 120 GPM - GAS
4120S-HD	SB 6 valve Mechanical Pump 120 GPH Heavy Duty -GAS
4 120S-HD	Boost Referenced
4120B	BB Chevy Mechanical Pump 120 GPH GAS
4120B-HD	BB Chevy Mech Pump 120 GPH HD-GAS
4120F	Windsor Ford Mechanical Pump-GAS
4230S	C&S Mod 6 valve Mechanical Pump-ALCOHOL
4230S-HD	C&S Mod 6 valve Mech Pump-ALC HD-230 GPM
4230B	C&S 6 valve Mechanical Pump ALCOHOL
4230B-HD	C&S 6 valve Mechanical Pump ALCOHOL- HD
4230F	Windsor Ford 6 valve Mechanical ALCOHOL

PUMP REPLACEMENT PARTS & REBUILD KITS

6 Valve Pumps must be sent in for rebuild-special tooling required.

4402	Rebuild kit 6 valve 120 GPH
4403	Rebuild kit C&S mod 6 valve Pump
0030	Labor/rebuild/update Mechanical Pump



Designed to handle today's highest
flowing electric pumps 500 GPH

4510	1/2" Blue Bypass
4511	3/4" High Flow Boost Referenced 50-100 PSI

BYPASS/REGULATOR



4501	Pressure Sensitive Fuel Bypass for Mech. or 6-valve Gas
4501-G	Pressure Sensitive Fuel Bypass for Mechanical or 6 Valve Alc
4502-50	Pressure Sensitive Fuel Bypass Belt Drive Gas
4502-50G	Pressure Sensitive Fuel Bypass Belt Drive Alcohol for C&S Only
4502-72G	Pressure Sensitive Fuel Bypass Alc
4501-R	Labor for us to rebuild a 4501
4502-50-R	Labor for us to rebuild a 4502-50 or 50G
4502-72-R	Labor For us to rebuild a 4502-72 or 4502-72G
4404-G	Pressure Sensitive Bypass Rebuild Kit



4301	Light Fuel Pump rod
4302	Light Fuel Pump rod 1/16 longer (1/16 longer than stock)

TECH TIP:

90% OF ALL "CARBURETOR" PROBLEMS ARE IGNITION RELATED.
PLEASE CONSULT OUR TECHS ABOUT YOUR IGNITION SYSTEM.

Another New Design from the Fuel Experts at C&S Specialties



C&S SLIDER FUEL LOG

- 4604-S 4BBI Slider Fuel Log 4150 with P8010 Fitting Kit-Standard bowls
- 4604-CS 4bbl Slider Log C&S Fuel Bowls 4150 With P8009 Fitting Kit
- 4605-S Dominator Slider Fuel Log 4500 with P8010 Fitting Kit
- 4605-CS Dominator Slider Fuel Log C&S Bowls add P8009 Fitting Kit
- P8010 Plumbing kit for above logs
- All80210-32 Fuel Pressure Gauge for logs

Kits below include Slider log, Bypass, Fitting Kit, & Linkage

- 4505-S 1/2" Mechanical Bypass w/fittings, with Slider Log
- 4506-S Dom 1/2" Mechanical Bypass w/fittings with Slider Log
- 4508-S 1/2" Mechanical Bypass Assy. with Slider Log
- 4509-S Dom 1/2" Mechanical Assembly with Slider



C&S Standard Fuel Logs

- 4602 2 bbl fuel log - non slider
- 4604 4 bbl fuel log - non slider

***Add P8010 Plumbing Kit
 Order 1/2 kit for 2bbl and full kit for 4bbl

HUNTING FOR INFORMATION OR TECH HELP?

Visit our website for frequently asked questions and technical information. Still can't find the information you need?

Email us or give us a call
info@candspecialties.com
636-723-4996.



- 4515-S Dual Pressure Bypass- Methanol 4150 Slider
- 4516-S Dual Pressure Bypass- Methanol Dom Slider 4500
- 4503 Mechanical Bypass 1/2" Ball valve Includes Linkage-No log

Replacement Parts:

- 4503LAC Mech. Bypass linkage arm only-carb side for 4503 & 4505
- 4503 L&H Mech. Bypass linkage, threaded rod, Valve Plate & Heim End Only



DUAL PRESSURE BYPASS FOR METHANOL

- 4515 Dual Pressure Bypass 4150 for Methanol Non Slider Log
 - 4516-S Dual Pressure Bypass for Methanol- Dominator with slider fuel log 4500
- Additional information on page 19.

TEST YOUR RACING FUEL

- 4400 C&S Specialties Methanol Fuel Testor Kit with Instructions



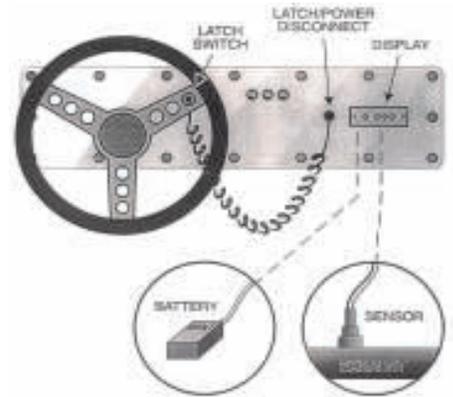
RACING LUBE
 4700 1 Qt. Fuel Lube
 4701 1 Qt. C&S 25% Alc. 75% Fuel Blend

4704 1 Gal Fuel Lube
 4705 1 Gal C&S 25% 75% Fuel Blend

AIR FUEL RATIO MONITOR (RICH-LEAN INDICATOR)

TELLS YOU WHEN TO CHANGE JETS IN YOUR CARBURETOR AND
TUNE FOR MAXIMUM POWER

The air/fuel ratio monitor measures the air/fuel ratio of a running engine. It is made up of two major components—an oxygen sensor and a display unit. The oxygen sensor must be mounted in the exhaust system slightly downstream of where all manifold runners merge. This location gives the highest exhaust temperatures and provides a sampling of all the cylinders on that manifold. The monitor will work on all types of fuels. It has been used on engines fueled with gasoline, gasohol, methanol and ethanol- with good results. The monitor works on all types of engines from the smallest motorcycle engines, to 500+ cubic inch alcohol engines. The monitor is calibrated to work on any engine to indicate maximum power, not maximum economy. This air/fuel ratio monitor will allow an engine to be tuned to optimum performance very quickly. This is of particular interest for race and performance vehicles. Changes to the engine will affect the breathing and fueling characteristics of the engine can be made to perform to the optimum without costly dyno time and/or many trial and error attempts. Even changes in ambient air temperature, pressure and humidity can be adjusted for to obtain the best performance. This new technology is much more accurate than exhaust gas temperature equipment. And of course, light years better than “reading” plugs. The oxygen sensor produces a voltage proportional to the lack of oxygen in the exhaust once it is up to operating temperature. What this means is the sensor is tuned to the optimum air/fuel ratio for an engine, that is all the fuel is consumed by all of the available air in the combustion chamber. This is called stoichiometry. This condition produces the most power out of an internal combustion engine. When the air/fuel ratio is lean of stoichiometry the engine has to pump air that produces no useful work in the combustion process. This extra air appears as free oxygen in the exhaust. As the air/fuel ratio goes richer than stoichiometry the engine again loses power (to a lesser degree than going lean) because the excessive fuel displaces air that could be used to consume fuel. The excessive fuel also tends to cool the combustion reducing efficiency as well. The monitor receives the oxygen sensor signal output and turns on light emitting diodes (LED) to indicate the air/fuel ratio of the engine. If the air/fuel ratio is very lean, the red LED's will be on. When the air/fuel ratio is in the safe but lean condition, both the red and green LED's will be illuminated. As the air/fuel ratio gets near optimum or stoichiometry, only the green LED is on. As the air/fuel ratio goes richer still, both the yellow and green LED's will be on. When only the yellow LED is displayed, this is a very rich air/fuel condition. The air/fuel ratio range for the green LED (all three conditions) is very narrow. The range from the red and green LED's illuminated to yellow and green LED's illuminated is ± 0.15 air/fuel ratio. The range for the green only LED is ± 0.05 air/fuel ratio. During warm-up of the oxygen sensor, the signal from the sensor is low in strength. During this time the monitor will have the yellow LED on. As the sensor warms up due to the engine operating, the yellow LED will go out unless the engine is truly rich. If the sensor wire is open (disconnected), the same condition will appear. The driver's favorite feature of the C&S Air/Fuel Ratio Monitor is the telltale/latching capability. The telltale/latching feature allows the driver to lock-in a reading at any place on the track, without looking at the LED display, by simply pushing a button. The air/fuel ratio reading at that instant will stay latched in memory until the button is pushed again which unlatches the display. This allows a reading to be retained for the crew chief in the pits. When the latch switch contact is closed, the data is locked on the display and an orange LED is illuminated. Opening the contact will return the display to normal, real time mode and the orange LED will extinguish. This is important in racecars to latch information when the driver's attention needs to be on driving rather than data retrieval. It is also helpful on “catching” a transient operating condition such as heavy acceleration, braking or cornering. Although the C&S Rich-Lean Indicator (Air/Fuel Monitor) contains a small computer, NO computer knowledge is required to install or use. Latest technology that is rugged enough for dirt track cars but as easy to install as any other gauge. A technical brochure is included. And, as always, C&S Tech. Hotline is available at (636)723-4996.



70194 Single Air Fuel Monitor
70196 Double Air Fuel Monitor
70198 Weld Bung

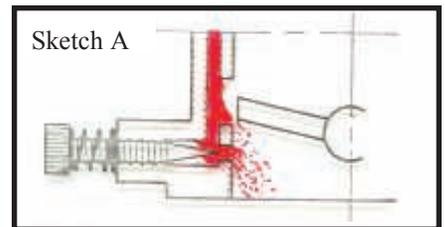
70195 Dual Air Fuel Monitor
70198P Bung Plug
70199 Oxygen Sensor

PRELIMINARY TUNING OF A NEW RACING CARBURETOR

All C&S Custom Carburetors are factory set to the usual settings for the intended application. Normal starting point on idle screws is one turn out. The following tuning information will not be needed if the standard settings are correct for the customer's motor. The idle and throttle response adjustment of the C&S product is much greater than a stock carburetor.

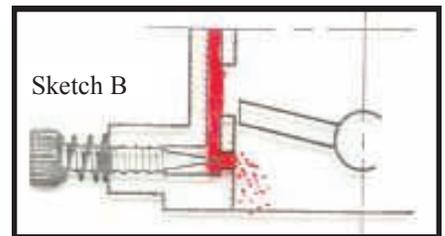
1. Install carburetor on motor and bring engine up to operating temperature (at least 180 degrees F).

2. Check fuel level in float bowl. Float level is preset at factory, but will be affected by fuel pressure of customer's motor. Correct setting with **motor running** is fuel should barely run out of sight plug hole on side of float bowl. To adjust, loosen slotted screw slightly on top of float bowl, then turn nut clockwise to lower level and of course, counter clockwise to raise level. One flat on nut (1/6 turn) will raise or lower fuel level 1/32 of an inch so less than one full turn will bring fuel to proper level. A shop towel around nut will catch any fuel that squirts out.

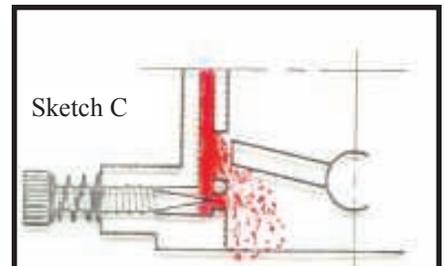


3. **Don't skip this adjustment.** Fuel level affects main circuit startup and has a small effect on wide open throttle air/fuel ratio. On rare occasions a slightly higher or lower setting will solve problems. But, unless you are an expert tuner, stick with the standard setting. It will almost always result in greater performance. You are now ready to tune idle/transition settings.

4. All C&S carburetors start with throttle position as shown in sketch "A". The front throttle butterflies are **never changed from this position. Disregard anything you may have heard to the contrary.**



5. Adjust idle screws on side of metering blocks one by one (most have 4 screws, some only 2). They are **very sensitive**. Adjust to get the highest possible idle RPM even if this results in a higher RPM than you want. If RPM is too high, shut off engine, then open carburetor wide open. This will expose a small headless allen stop screw on the right side of the **rear** throttle linkage, see photo "D".



6. While holding the throttle wide open turn screw in (clockwise) about 1/6 turn to reduce RPM about 200 RPM. And of course, turn screw out to increase RPM. Stop screw has a nylon patch to keep it where it is set.

7. Then go through the process again until the desired RPM is reached.

8. You will not only have the best mixture at that RPM. But it can be readjusted if major conditions change or carburetor is installed on a different motor.

Take time to do this right!

Proper adjustment is critical to sharp throttle response.

Sketch "C" shows primary butterflies set too high. This is usually done to get desired idle RPM. This will result in a stumble off idle.

Sketch "B" shows butterflies set too low or most likely no idle.

There is only one correct position of front butterflies as is shown in Sketch "A". No exceptions.

More or less air is delivered by adjusting **REAR** butterflies.

Free Tech Help is available on all C&S products at 636-723-4996 or visit our website at candsspecialties.com.



PRICES All prices listed are quoted F.O.B. our warehouse, St. Charles, Mo. 63301
All Prices Subject To Change Without Notice

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SHIPPING Most orders are processed and shipped within 24 hours after receipt of order. All orders will be shipped United Parcel Service unless other means are specified by the customer. **Estimated delivery time** on customer orders will be quoted at time of the order. **NOTICE: Any shipping damage must be reported to C&S Specialties within one day of receiving shipment. Damages to merchandise shipped to us must be referred to the shipping carrier, C&S cannot be responsible for damages due to the carrier's negligence. All orders are shipped Delivery Confirmation/Adult Signature required.**

RETURN OF MERCHANDISE No merchandise may be returned for any reason without authorization from C&S Specialties. No refunds or exchanges will be issued on CUSTOM ORDERS or customer altered merchandise. A copy of the original invoice must accompany all approved returns. All shipments approved for return must be shipped pre-paid insured. At least a 15% restocking charge to cover handling will be made on all returned merchandise, except in the case of factory error. Shipping charges are not refundable.

RIGHTS RESERVED C&S Specialties reserves the right to make changes in design, materials and specifications, or to make product changes without incurring liability or obligation with respect to similar products previously manufactured.

LIMITED WARRANTY ON ALL C&S PRODUCTS We guarantee for 60 days from date of shipment to replace or repair, at our option, any products or parts thereof, which are found to be defective in material or workmanship. There are no warranties beyond the warranty stated above (except C&S Aerosol Billet Carburetors), which does not include actual or alleged labor costs, or other incidental charges or consequential damages incurred by use of such products.

SPECIAL AEROSOL BILLET GUARANTEE The top of the line Aerosol Billet has a customer satisfaction 30 day money back guarantee. This is superior to the standard C&S material and workmanship repair or replace at our option guarantee. It is simply the best guarantee in the industry. The only extension allowed is for winter purchases, then warranty would expire 30 days after opening day at customer's local track. All merchandise must be returned in like new condition. Damaged carburetors will not be refunded. **This warranty does not extend to Custom Built Blow Thru applications. Shipping is not refundable.**

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candsspecialties.com
info@candsspecialties.com

 **C&S Specialties Fuel Systems**

HOW TO ORDER

When sending carburetors or other products to C&S Specialties to be modified or rebuilt please specify if phone number is day or evening and a brief description of work to be performed. Or you can go to our web site at www.candsspecialties.com, click on the Rebuilds and Modifications tab, click on the word “form” complete online, print and include with your carburetor. This should include general specifications of intended use because many C&S products are custom built to customer’s application.

Generally the most important specifications are; type of racing, i.e., drag, oval track, short track, super speedway, road racing, tractor pull, etc., approximate weight of car, size of engine, RPM range, and type of transmission. Extremely detailed information is usually not required This form stays with your order as it progresses through the system allowing easy contact with the customer if there is a question or problem. Most C&S products are shipped UPS. unless other arrangements have been made. Payment is Credit Card, cashiers check or money order . Our central location means most orders will reach the customer within 2 or 3 days. Standard United Parcel Service (UPS), Blue Label (2 days guaranteed delivery) or UPS Red Label (1 day guaranteed delivery) or Red Label Saturday Delivery. Unless otherwise specified, products will be shipped regular UPS ground.

Visa, MasterCard, Discover

THE BUYER UNDERSTANDS AND RECOGNIZES that racing parts, specialized street rod equipment, and all parts and services sold by C&S are exposed to many and varied conditions due to the manner in which they are installed and used. C&S shall bear no liability for any loss, damage or injury, either to a person or to property, resulting from the direct or indirect use of any C&S products or the inability by the buyer to determine proper use or application of C&S products with the exception of the limited liability warranty as set forth above.

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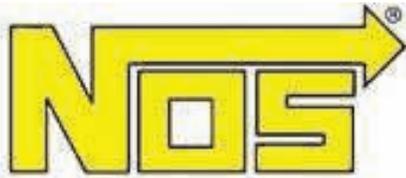
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0121850JC	3-2 STREET ROD CARB SET-UP	\$0.00
013310	750 V,S, 4 BBL GAS BAL FLOW	\$767.99
014412	500 2 BBL GAS BAL FLOW	\$652.99
014776	600 4 BBL GAS BAL FLOW	\$715.99
014777	650 4 BBL GAS BAL FLOW	\$725.99
014777-BT	650 4BBL BLOW THRU GAS	\$725.99
014779-A	750 4BBL BAL FLOW ASPHALT	\$766.99
014779-BT	750 4BBL BLOW THRU CARBURETOR	\$800.99
014779-D	750 4BBL BAL FLOW-DIRT	\$766.99
014781	850 BALANCED FLOW GAS 4BBL	\$779.99
014781-S	850 LEGAL, W/CHOKE HORN/ STINGER NOZZLE	\$1,650.99
016895	390 4 BBL GAS BALANCED FLOW	\$823.99
016895B	390 4BBL NEW NASCAR	\$1,152.99
017448	350 2 BBL GAS BAL FLOW	\$621.99
017448-BT	350 2BBL GAS BLOW THRU	\$800.99
017448-IMCA	350 2BBL BALANCED FLOW	\$679.99
018007	390 V.S. 4BBL GAS BAL FLOW	\$777.99
0180507	390HP 4 BBL GAS BAL FLOW	\$1,141.99
0180507-SR	390HP 4BBL STREET ROD	Call
0180528	750 HP BALANCED FLO GAS CARB	\$1,402.99
0180540	600 HP BAL FLOW GAS	\$1,402.99
0180541	650 HP 4BBL BAL-FLO	\$1,179.99
018082	1050 BAL FLOW ULTRA HP (BLACK)	\$1,099.99
01R114	ROCH BAL FLOW 1-1/4	\$515.99
01R1316	ROCH BAL FLOW 1-3/16	\$515.99
01R138	ROCH BAL FLOW 1-3/8	\$515.99
033310	750 V.S. 4 BBL GAS MOD FLOW	\$829.99
034412	500 2 BBL GAS MOD FLOW	\$684.99
034777	650 4 BBL GAS MOD FLOW	\$881.99
034779-A	750 4BBL MOD FLOW W/O CHOKE	\$856.99
034779-D	750 4BBL MOD FLOW W/O CHOKE	\$856.99
034779-S	750 AEROSOL STINGER MOD FLOW	\$856.99
034781	850 MOD FLOW GAS W/O CHOKE	\$1,037.99
036425	650 2BBL GAS MOD FLOW	\$777.99
037448	350 2 BBL GAS MOD FLOW	\$684.99
038082	1050 DOM MOD FLOW GAS #8082	\$1,141.99
038896	1050 DOM GAS MOD FLOW #8896	\$1,141.99
039375	1050 DOM MOD FLOW GAS #9375	\$1,089.99
039377	1150 DOM MOD FLOW GAS #9377	\$1,089.99
03R138	ROCH MOD FLOW 1-3/8	\$600.99
051000	1000 BILLET DOM GAS 4 BBL	\$1,401.99
051000-BT	1000 AEROSOL BILLET 4 BBBL BLOW THRU STD BOWLS	\$1,401.99
051000-BTCS	1000 AEROSOL BILLET BT DUAL NEEDLE & SEAT BOWLS	\$1,816.99
051100	1100 BILLET DOM GAS 4 BBL	\$1,401.99
051100-BT	1100 AEROSOL BILLET WITH STANDARD BOWLS BT	\$1,401.99
051100-BTCS	1100 BILLET DOM GAS 4BBL DUAL N&S BOWLS	\$1,816.99
051100-BTMC	1100 BILLET DOM GAS 4 BBL MEGA BOWLS	\$2,550.99
051200	1200 BILLET DOM GAS 4 BBL	\$1,349.99
051400	1400 BILLET DOM GAS 4 BBL	\$1,713.99
051400-BTCS	1400 DOM GAS 4BBL	\$2,129.99
051500	1500 BILLET DOM GAS 4 BBL	\$2,025.99
052100	1000 GAS SPLIT DOMI	Call
052110	SPLIT DOMINATOR GAS 2 BBL	\$1,089.99
0521200	1200 SPLIT DOM 2 BBL GAS	\$1,089.99
0521400	SPLIT DOMINATOR GAS	\$1,297.99
0521500	1500 SPLIT DOM 2 BBL GAS	\$1,349.99
052550	550 AEROSOL BILLET 2 BBL	\$725.99
052550-BT	550 2BBL BLOW THRU	\$935.00
052750	750 BILLET GAS 2 BBL	\$725.99
052750-BT	750 BILLET GAS 2BBL BLOW THRU	\$780.99
052800	800 BILLET GAS 2 BBL	\$725.99
052800-BT	800 BILLET GAS 2BBL BLOW THRU	\$935.00
052890	890 2BBL W 1-3/4 BASE GAS	\$933.99
052900	900 BILLET GAS 2 BBL	\$777.99

052940	940 2BBL MAX FLO W/1-3/4 BASE	\$1,049.99
053310	750 4 BBL V.S. GAS MAX FLOW	\$908.99
0541000-VS	1000 AEROSOL BILLET GAS VAC SECONDARY	\$1,089.99
0541100	1100 CFM MAX FLOW GAS	\$1,713.99
0541200	1200 CFM 4150 MAX FLO	\$2,649.99
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054550	550 AEROSOL BILLET	\$1,193.00
054550-BT	550 AEROSOL BILLET 4 BBL BT	\$1,141.99
054650	650 AEROSOL BABY BILLET	\$883.99
054650-BT	650 AEROSOL BILLET 4BBL GAS BT STD BOWLS	\$935.00
054650-VS	650 AEROSOL BILLET 4BBL VAC SEC	\$883.99
054750	750 AEROSOL BILLET GAS 4 BBL	\$1,141.99
054750-BT	750 AEROSOL BILLET GAS 4BBL BT W/ STD BOWLS	\$1,141.99
054750-BTCS	750 AEROSOL BILLET GAS 4BBL W/SUPER PRO BOWLS	\$1,557.99
054779	750 MAX FLOW GAS 1-11/16 BASE	\$933.99
054781	850 MAX FLOW GAS	\$1,089.99
054783	850 TRIPLEX GAS	\$1,025.99
054789	750 4 BBL 1-3/4 BASE MAX	\$886.99
054800	800 AEROSOL BILLET GAS 4 BBL	\$1,141.99
054800-BT	800 AEROSOL BILLET GAS 4BBL BT W/ STD BOWLS	\$1,141.99
054800-BTCS	800 AEROSOL BILLET GAS 4BBL W/ SUPER PRO BOWLS	\$1,557.99
054800VS	800 VAC SEC GAS 4BBL	\$986.99
054850	850 AEROSOL BILLET GAS 4 BBL	\$1,193.99
054850-BT	850 AEROSOL BILLET GAS 4BBL BT W/ STD BOWLS	\$1,193.99
054850-BTCS	850 AEROSOL BILLET GAS 4BBL W/ SUPER PRO BOWLS	\$1,609.99
054900	900 AEROSOL BILLET GAS 4 BBL	\$1,193.99
054900-BT	900 AEROSOL BILLET GAS 4BBL BT W/ STD BOWLS	\$1,193.99
054900-BTCS	900 AEROSOL BILLET GAS 4BBL BT W/ SUPER PRO BOWLS	\$1,609.99
057448	350 2 BBL MAX FLOW GAS	\$777.99
0580496	750 HP 1-3/4 BASE GAS MAX FLOW	\$985.99
0580496-P	750 1-3/4" BASE PARABOLIC SHEAR	\$985.99
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05BM150	1.50" BILLET MOTORCRAFT	\$830.99
05BR150	BILLET ROCH 1-1/2 2 BBL	\$829.99
05BU144	BILLET UPDRAFT	\$934.99
05C890	890 2BBL W4412 CORE GAS	\$934.99
05C940	940 2BBL W/ 2" GAS	\$1,149.99
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100001	45 DEG SWIVEL ALUM WATER NECK	\$41.60
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1050SBF6	MANDREL 6" SBF	\$99.99
1050SBF6-CS	MANDREL 6" SBF KIT	\$124.99
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112-14	350 BASEPLATE ASSY	\$101.99
112-16	600 BASEPLATE ASSY 4 BBL	\$167.99
112-18-A	650-800 BASEPLATE ASSY ALC	\$137.99
112-18-G	650-800 4 BBL BASEPLATE GAS	\$137.99
112-18-VS	650-800 4 BBL BASEPLATE VAC SE	\$137.99
112-19-A	850 4BBL BASE ASSY ALC*** add Thin Shafts	\$148.99
112-19-G	850 4BBL BASE ASSY GAS***add Thin Shafts	\$148.99
112-2	500 2BBL BASE ASSY COMPLETE***add Thin Shafts	\$101.99
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112-20-G	650-800 BILLET RED 4BBL BASEPLATE ASSY GAS	\$167.99
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112-21-G	850 BILLET RED 4BBL BASE ASSY GAS	\$177.99
112-23	390 4BBL BASE ASSY COMPLETE***add Thin Shafts	\$148.99
112-4	500 2BBL BASE ASSY 1-3/4 ***add Thin Shafts	\$148.99
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121WV	ONE WAY VALVE-BELT DRIVE	\$79.99
1220	1/2-20 O RING PORT PLUG BLOW THRU NFS	\$4.99
122HP	JET - BLANK-SCREW IN	\$3.99
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1304	2BBL TO 4BBL ADAPTOR UNIVERSAL (ALUM)	\$26.99
1305	2BBL TO 4BBL ADAPTOR 890 (ALUM)	\$53.99
1306	1" DOMI OPEN SPACER (ALUM)	\$53.99
1307-CS	HOLLEY® 2BBL/USE 1310-CS	\$93.99
1308-CS	1" 2BBL TO 2BBL PHENOLIC SPACER	\$42.99
1309-CS	2BB SPLIT DOM TO 4150 SLIDER	\$173.99
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1313	1" DOMI 4-HOLE SPACER 2.00"(ALUM)	\$52.99
1314	1" DOMI 4-HOLE SPACER 2.125"(ALUM)	\$104.99
1315	1" DOMI OPEN PHENOLIC SPACER	\$104.99
1316-CS	2BBL TO 4150 SIDEWAYS MOUNT(ALUM)	\$139.99
1317-CS	2BBL TO 4BBL QJ PHENOLIC ADPT	\$104.99
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1319-CS	2" 4BBL 4-HOLE PHENOLIC SPACER	\$83.99
1321-CS	3" CARB STUD KIT	\$6.99
1322	1/2" DOMI OPEN PHENOLIC SPACER	\$32.99
1322-1	4" PHENOLIC SPACER DOM OPEN - CUSTOM MADE	\$100.00
1323	1/2" DOMI 4-HOLE PHENOLIC SPACER	\$32.99
1323-1	1/2" ADPT 4150 CARB TO 4500 INTAKE BLK	\$123.44
1324	CARB STUD KIT 2"	\$6.99
1325	CARB STUD KIT 2-1/2"	\$6.99
1326	1" 4BBL OPEN PHENOLIC SPACER	\$83.99
1327	1/2" 4BBL 4-HOLE PHENOLIC SPACER	\$36.99
1328	1/2" 4BBL OPEN PHENOLIC SPACER	\$36.99
1329	2" 4BBL 4-HOLE SPACER (ALUM)	\$63.99
1331	2BBL 2" 2 HOLE PHENOLIC SPACER	\$83.99
1334-CS	2-4 SLIDER KIT FOR 890W/ EXIT RADIS	\$142.99
1335	1" 4BBL 4-HOLE PHENOLIC SPACER	\$83.99
1336	2BBL 2" TO 1-3/4" CARB SPACER-ADAPTOR	\$0.00
1337	1" DOM 4 HOLE PHENOLIC SPACER	\$73.99
1338	4BBL 4 HOLE 5 DEG ANGLE SPACER-850-PHENOLIC	\$83.99
1339	4BBL 4 HOLE 5 DEG ANGLE SPACER-750-PHENOLIC	\$83.99
1340	1" 4BBL PHENOLIC SPACER , TAPERED,	\$0.00
1340-CS	1" 4BBL PHENOLIC SPACER, TAPERED	\$79.99
1341	1/2" 2BBL PHENOLIC SPACER	\$79.00
1406	4150/2300 HOLLEY® AIR CLEANER GASKET-RUBBER	\$5.33
1407	GASKET-DOMINATOR AIR HORN-RUBBER	\$6.63
1420BRST	C&S CUSTOM AIR CLEANER STUD	\$14.99
1440	14 X 4 AIR FILTER ELEMENT (K&N)	\$52.00
1441	14X 4 AIR FILTER ELEMENT	\$44.99
1442	ALUM. AIR CLNR TOP ONLY 14 X 4 (USE WITH 1443)	\$15.99
1443	ALUM. AIR CLNR BOTTOM-14"(USE WITH 1442)	\$20.99
1444	14 X 4 AIR FILTER (HOLLEY)	\$50.99
1445-CS	5-1/8 FLANGE 14X4 DROP BASE AIR CLEANER WASHABLE	\$73.99
1446-CS	5-1/8 FLANGE 14 X 6 DROP BASE AIR CLEANER ASSY	\$83.99
1447-CS	7-5/16 FLANGE 16X4 AIR CLEANER ASSY	\$154.98
1449	14" TOP-FLOW ELEMENT	\$71.99
1461	14X6 AIR FILTER ELEMENT	\$58.99
1462	16X4 WASHABLE AIR FILTER ELEMENT	\$88.99
1467	16 X4 NOTCHED ELEMENT ONLY	\$94.99
1477	7-5/16 FLANGE CUSTOM DROP AIR CLEANER ASSY	\$177.99
1478	16" ALUMINUM TOP/ BOTTOM ONLY-NOTCHED	\$88.99
1479	16" UNMODIFIED TOP/BOTTOM ONLY	\$99.99
1480	AIR FILTER OIL 12OZ. AEROSOL	\$7.15
1483	AIR CLEANER TOP & BTM-SPLIT DOM	\$81.99
1488	SPUN ALUMINUM CARB COVER DOM	\$41.99
149-40A	POWERVERVE-ROCHESTER	\$3.32
1490	O-RINGED BILLET CARB COVER	\$41.99
1491-OR	O-RING FOR ROCH A/C ADAPTOR	\$6.83
1492	DOM O-RING AIR CLEANER SPACER (SURE-SEAL)	\$47.99
1493	2/4 BBL 1/2" O-RING AIR CLEAN SPACER	\$14.99
1494	2 BBL O-RING SPACER-350	\$25.99

1497	2/4 BBL 1" O-RING HAT/ FILTER SPACER 4150	\$41.99
1497-1	2-4 BBL 1/2" O-RING CARB HAT SPACER 4150	\$36.99
1497-3	2-4BBL 3" O-RINGED CARB HAT SPACER 4150	\$79.99
1497-OR	O-RING .159	\$4.55
1498	DOMI O-RING HAT 1/2" SPACER BLOW THRU	\$99.99
1498-1	DOM O-RING HAT SPACER 1" BLOW THRU	\$149.99
1498-2	DOM O-RING HAT SPACER 2" BLOW THRU	\$0.00
150-1CS	.150 NEEDLE & SEAT	\$19.99
156-1CS	.156 NEEDLE & SEAT	\$19.99
15R40-CS	IDLE MIXTURE SCREW SET	\$7.99
167-70BUNA	O-RING DOMI BLOW THRU HAT-EVPA HAT	\$5.50
16R420K	FLOAT-BRASS	\$14.99
16R420K-CS	BRASS FLOAT ASSY	\$20.99
16R429K	FLOAT	\$13.65
16R451A	FLOAT NITROPHYL	\$16.99
16R451A-N	FLOAT- NITROPHYL-NOTCHED	\$19.99
16R451A-PRO	FLOAT-C&S NITROPHYL FOR SUPER PRO FUEL BOWL	\$24.99
16R463AK	FLOAT-SIDE HUNG BRASS	\$12.99
16R587A	DURACON FLOAT	\$13.99
170-1CS	.170 STAINLESS N & S	\$24.99
18R133	.120 NEEDLE & SEAT	\$13.65
18R135AK	.110 NEEDLE & SEAT	\$16.99
18R135AK-CS	.110 NEEDLE & SEAT ASSY	\$19.99
18R297	.130 NEEDLE & SEAT ASSY (RUBBER)	\$21.99
18R797AH	.130 NEEDLE & SEAT-STEEL	\$19.99
18R800	.140 BOTTOM FEED NEEDLE AND SEAT	\$26.99
1901-CS	SEC CONN ROD (DRAG LINK) ASSY	\$16.99
1902-CS	SEC DRAG LINK KIT	\$16.99
1930	CUSTOM 4500 ADAPTOR TO 4150	\$200.00
1933	2 TO 4 BBL ADAPTOR	\$30.99
1937	2 TO 2 BBL ADAPTOR	\$26.99
1947	ROCH CARB TO MANIFOLD GASKET	\$3.50
1948	2BBL TO MANIFOLD GASKET 350	\$3.50
1949	2BBL TO MANIFOLD GASKET 500	\$3.50
1950	2BBL TO MANIFOLD GASKET 890	\$3.50
1954	4BBL TO MANIFOLD GSKT OPEN	\$3.50
1955	4BBL TO MANI GASKET 4 HOLE	\$3.50
1956	QUADRAJET MANIFOLD GASKET	\$3.50
1957	DOMINATOR GASKET 4 HOLE MANIFOLD	\$3.50
1958	DOM TO MANIFOLD GASKET -OPEN	\$3.50
1959	GASKET, SPLIT DOM TO 4150 PHENOLIC SPACER	\$5.99
2010SB	2.010 STAINLESS BUTTERFLY	\$19.99
202L	BELT 202	\$24.00
21-740	ROCH BRASS FLOAT	\$13.65
21-740A	ROCH-2BBL FLOAT- (USE 21-760A)	\$13.65
21-760A	ROCHESTER NITROPHYL FLOAT	\$14.99
2106	DOM STUD KIT FOR AIR CLEANER	\$8.15
2150-CS	NYLON FUEL FILTER & ASSY-REUSEABLE	\$52.99
2150-FS	FUEL FILTER SCREEN- ONLY	\$13.99
2150-OR	O-RING FOR 2150 FUEL FILTER	\$3.25
2150F	FOAM FILTER FOR FUEL FILTER	\$13.20
2180TP	THROTTLE PLATE 2.180 (C&S)	\$13.99
225L	BELT 225	\$24.05
22R40	1/4-32 HOLLEY® JET BLANK (.029)	\$3.25
22R40-18 TO 136	JET- HOLLEY® STYLE	\$3.25
23R258K	PUMP DISCHARGE NEEDLE VALVE	\$1.37
23R468K	PUMP INTAKE CHECK VALVE (UMBRELLA)	\$3.30
240L	BELT 240	\$24.05
255L	BELT 255	\$24.05
25R591-10A	1.0 POWERVALVE	\$11.99
25R591-10A-CS	1.0 POWERVALVE ASSY	\$14.99
25R591-25A	2.5 POWERVALVE	\$11.99
25R591-25A-CS	2.5 POWERVALVE ASSY	\$14.99
25R591-35A	3.5 POWERVALVE	\$11.99
25R591-35A-CS	3.5 POWERVALVE ASSY	\$14.99
25R591-45A	4.5 POWERVALVE	\$11.99
25R591-45A-CS	4.5 POWERVALVE ASSY	\$14.99
25R591-50A	5.0 POWERVALVE	\$11.99
25R591-50A-CS	5.0 POWERVALVE ASSY	\$14.99
25R591-65A	6.5 POWERVALVE	\$11.99
25R591-65A-CS	6.5 POWERVALVE ASSY	\$14.99
25R591-85A	8.5 POWERVALVE	\$11.99
25R591-85A-CS	8.5 POWERVALVE ASSY	\$14.99
25R591-KIT	POWERVALVE TUNING KIT	\$39.00
25R595-35-BT	BLOW THRU POWERVALVE	\$20.00

25R595-35A	3.5 HI-FLOW SPECIAL FLOW POWervalve	\$16.99
25R595-35A-CS	3.5 HI-FLOW POWervalve ASSY	\$19.99
25R595-45A	4.5 HI-FLOW POWervalve	\$16.99
25R595-45A-CS	4.5 HI-FLOW POWervalve ASSY	\$19.99
25R595-55A	5.5 HI-FLOW POWER VALVE	\$16.99
25R595-55A-CS	5.5 HI-FLOW POWervalve ASSY	\$19.99
25R595-65A	6.5 HI-FLOW POWervalve	\$16.99
25R595-65A-CS	6.5 HI-FLOW POWervalve ASSY	\$19.99
25R595-85A	8.5 HI-FLOW POWervalve	\$16.99
25R595-85A-CS	8.5 HI-FLOW POWervalve ASSY	\$19.99
25R620K	POWervalve PLUG	\$6.76
26-68	JET TOOL- HOLLEY®	\$16.00
26114	BIG EYE FUEL BOWL MOD	\$99.99
262-70BUNA	O-RING HP DOMI BLOW THRU HAT	\$5.33
270L	BELT 270	\$24.05
285L	BELT 285	\$24.05
300L	BELT 300	\$24.05
31-526	ROCH NEEDLE & SEAT	\$10.66
31-537	ROCH NEEDLE & SEAT	\$10.66
31-580	NEEDLE & SEAT ASSY (.119)	\$10.66
31-581	NEEDLE & SEAT ASSY	\$10.66
31-681	NEEDLE & SEAT/ MOTORCRAFT	\$10.66
31-686	NEEDLE & SEAT/PROGRESSIVE 2BBL	\$10.66
31-693	NEEDLE & SEAT ASSY (.119)	\$10.66
31-696	ROCH N&S (.120) ORIFICE SMALL THREAD	\$13.46
31R138	E-85 ROCHESTER CARBURETOR	\$673.99
322L	SMALL BLOCK BELT-322	\$24.05
3310PJK-CS	PNEUMATIC JET KIT SET OF 4	\$12.35
34-7CS	NEEDLE AND SEAT HARDWARE KIT	\$8.99
345L	BIG BLOCK BELT 345	\$24.05
34R2183-AK	30CC PUMP COVER	\$7.48
34R2183-CS	30CC PUMP ASSY	\$22.99
34R2774-CS	50CC PUMP ASSY	\$38.99
34R2774AK	50CC PUMP COVER	\$7.48
35C890	890 2BBL MAX-FLO E-85	\$1,150.49
35R1074AK	50CC DIAPHRAGM	\$6.99
35R342AK	30CC DIAPHRAGM	\$6.99
367L	36.7" GILMER DRIVE BELT	\$24.05
38R569K	SPRING, 30CC	\$1.37
38R1375K	SPRING, PUMP DIA, RETURN 30 CC	\$2.90
38512BO-CS	STUD KIT C&S BLOW THRU CARBS	\$59.99
390L	BELT 390L	\$18.50
39R160K	N&S ADJUSTING NUT	\$1.37
4000-HO	C&S BELT DRIVE PUMP ONLY ALC- NEW STYLE	\$399.99
4000-MR	REBUILD KIT GAS 4000 BELT DRIVE	\$69.99
4000-RU	REBUILD AND UPDATE 4000 PUMP	\$199.99
4000A-BD	BELT DRIVE BRACKET FOR 4000-HO ALCOHOL	\$83.99
4000A-MR	BELT DRIVE FUEL PUMP MINOR REB KIT ALCOHOL	\$69.99
4001-2.3LFORD	BELT DRIVE MOUNTING KIT 2.3L FORD	\$0.00
4001-BBC	C&S BELT DRIVE PUMP KIT BBC	\$149.99
4001-BERT	C&S BELT DRIVE FUEL PUMP - BERT	\$149.99
4001-BERT2	MT AND DRIVE KIT -FUEL PUMP & AIR PUMP	\$400.99
4001-BERT3	MT AND DRIVE KIT-BERT- AIR PUMP	\$400.39
4001-BM	MOUNT/DRIVE BLOCK MT KIT SBC	\$149.99
4001-BMC	MOUNT AND DRIVE KIT BLOCK MT BBC	\$149.99
4001-CHRY	C&S BELT DRIVE PUMP KIT MOPAR	\$149.99
4001-LM	C&S BELT DRIVE PUMP KIT H.O.	\$149.99
4001-SBC	C&S BELT DRIVE PUMP KIT SB CHEV	\$149.99
4001-SBF	C&S BELT DRIVE PUMP KIT SB FORD	\$149.99
4001-SBP	C&S BELT DRIVE PUMP MTG KIT SB PONTIAC	\$149.99
4002	RON'S® SB BELT DRIVE FUEL PUMP SIZE "O"	Call
4002BT-10	RON'S® TWIN GEAR OUTLET FITTING	Call
4002BT-12	RON'S® INLET FITTING #2 PUMP	Call
4002BTFR	RON'S® FLANGE MOUNT	Call
4003	RON'S® BB BELT DRIVE FUEL PUMP "0-1/2"	Call
4004	RON'S® BELT DRIVE PUMP SIZE "1"	Call
4004BTGP	RON'S® BELT #1 TWIN GEAR (PUMP ONLY)	Call
4005BT-16	RON'S® TWIN GEAR INLET FITTING	Call
4005BTGP	RON'S® TWIN GEAR PUMP #1-1/2 (PUMP ONLY)	Call
4006BTGP	RON'S® TWIN GEAR PUMP #2 (COMPLETE)	Call
4010	RON'S® HIGH MOUNT BRACKET SBC	Call
4010-2	RON'S® SBC DRAG MOUNT ONLY FOR BELT DRIVE PUMP	Call
4010-SBC-CS	RON'S® SBC MTG KIT FOR BELT DRIVE PUMP	Call
4011	RON'S® MTG BRKT BBC HIGH MOUNT	Call
4011-2	RON'S® BBC HI MT MOUNTING BRKT FOR BELT DRIVE PUMP	Call

4011-3	RON'S® SBC SLOT MOUNT FOR BELT DRIVE PUMP	Call
4011-4	RON'S® BB CHRYSLER MTG BRKT FOR BELT DRIVE PUMP	Call
4011-5	RON'S® MTG BRKT BBF HIGH MOUNT	Call
4011-7	RON'S® SB CHRYSLER MTG BRKT FOR BELT DRIVE PUMP	Call
4013	C&S CRANK MANDREL BB CHEVY	\$68.99
4013-1L	RON'S® EXTRA LONG SMALL BLOCK MANDREL/BELT DRIVE PUMP	Call
4014	C&S CRANK MANDREL SB CHEVY	\$54.99
4014-1L	RON'S® EXTRA LONG BB MANDREL/ BELT DRIVE PUMP	Call
4015	C&S CRANK MANDREL FORD	\$68.99
4016	C&S CRANK MANDREL MOPAR	\$89.99
4018	2-1/2" CRANK V-BELT PULLEY	\$34.99
4019	RON'S® 18 TOOTH CRANK PULLEY-ALUM AND OLD STYLE C&S	Call
4020	16 TOOTH CRANK PULLEY C&S	\$39.99
4021	32 TOOTH PUMP PULLEY	\$39.99
4022	24 TOOTH PULLEY-C&S-3-1/8	\$39.99
4023	36 TOOTH PULLEY RONS	\$39.99
4023-AP	36 TOOTH MODIFIED RON'S PULLEY	\$54.00
4024	14 TOOTH CRANK-GILMER PULLEY 1"	\$64.99
4032-1	RON'S® FOOTBALL MOUNT BRACKET	Call
4037	RON'S® ADJ STRAP BELT DRIVE MOUNT	Call
4042	RON'S® SLTD/PUMP/DR/COMP	Call
4045	RON'S® DRIVE SPUD ENDERLY BBF	Call
4046	RON'S® DRIVE SPUD SPACER ENDERLY BBF	Call
4109	RON'S® FUEL PUMP CRANK PULLEY	Call
4120-BBF	6 VALVE BB FORD GAS PUMP	\$78.99
4120B	6 VALVE MECH PUMP GAS BBC	\$78.99
4120B-HD	6 VALVE MECH PUMP GAS BBC	\$156.99
4120B-HD-R	6 VALVE MECH PUMP HD GAS REBUILD	\$72.99
4120B-R	6 VALVE MECH PUMP GAS REBUILD	\$72.99
4120F	SBF/WINDSOR MECH PUMP	\$78.99
4120F-R	SBF/WINDSOR FORD MECH PUMP GAS REBUILD	\$72.99
4120M-HD	MOPAR 6 VALVE MECH PUMP GAS HD	\$249.99
4120M-HD-R	MOPAR 6 VALVE MECH PUMP HD GAS REBUILD	\$72.99
4120S	6 VALVE MECH PUMP GAS	\$78.99
4120S-HD	6 VALVE MECH PUMP GAS HEAVY DUTY (120 GPM)	\$156.99
4120S-HD-R	6 VALVE MECH PUMP HD GAS REBUILD	\$72.99
4120S-R	6 VALVE MECH PUMP GAS REBUILD	\$72.99
4150-G/A CONV.	MOD GAS 4150 TO ALC.	\$390.99
4150-HDWE	4150 HARDWARE KIT- GAS	\$29.99
4150-HDWE-2	4150 HARDWARE KIT- ALCOHOL	\$29.99
4150-SPAS	WOT SWITCH W/ SIDE PLATE 4150 HP 2 HOLE	\$51.99
41R218K	PUMP CAM	\$5.99
41R254AK	FAST IDLE CAM & PLATE ASSY.	\$12.35
41R290K	PUMP CAM	\$5.99
41R330K	PUMP CAM 30CC PINK	\$5.99
41R336K	PUMP CAM	\$5.99
41R427	PUMP CAM	\$5.99
41R466K	PUMP CAM	\$5.99
41R627	PUMP CAM (MACHINED)	\$5.99
41R643K	DOM PUMP CAMS GOLD	\$5.99
41R664K	50CC PUMP CAM BROWN	\$5.99
4230B	6 VALVE MECH PUMP BBC ALC.	\$182.99
4230B-HD	6 VALVE MECH PUMP ALC HEAVY DU	\$239.99
4230B-HD-R	6 VALVE MECH PUMP ALC BBC	\$72.99
4230B-R	6 VALVE MECH PUMP ALC BBC	\$72.99
4230F	WINDSOR MECH PUMP ALC	\$208.99
4230F-R	WINDSOR FORD MECH PUMP ALC REBUILD	\$72.99
4230M-HD	6 VALVE MECH PUMP MOPAR HEAVY ALC	\$249.99
4230M-HD-R	6 VALVE MECH PUMP MOPAR ALC	\$72.99
4230M-R	6 VALVE MECH PUMP MOPAR ALC	\$72.99
4230S	6 VALVE MECH PUMP ALC	\$182.99
4230S-HD	6 V MECH PUMP ALC HEAVY DUTY (230 GPM)	\$240.99
4230S-HD-R	6 VALVE MECH PUMP ALC REBUILD	\$72.99
4230S-R	6 VALVE MECH PUMP ALC	\$72.99
4301	LIGHT FUEL PUMP ROD	\$49.99
4301-E	FUEL PUMP ROD ENDS	\$0.00
4302	LIGHT FUEL PUMP ROD 1/16	\$49.99
4303	C&S ULTRA BLACK PUMP	\$150.00
43R205K	THROTTLE CONNECTING ROD 3310	\$1.95
43R505K	THROTTLE CONNECTING ROD	\$1.95
43R601K	SEC CONN ROD (DRAG LINK)	\$1.95
4400	METHANOL SPECIFIC GRAVITY CHECK KIT	\$110.49
4400-E	E85 FUEL TEST KIT	\$38.99
4402	REBUILD KIT FOR 6 VALVE PUMP 120GPH	\$41.00
4403	REBUILD KIT FOR 4230 MECH PUMPS	\$83.99

4404-G	PRESS SENS BYPASS REBUILD KIT	\$35.00
4412	AIRHORN (CHOKE TOWER)	\$26.52
4412-HDWE	4412 HARDWARE KIT GAS/ALC	\$19.99
4500-HDWE	4500 DOM HARDWARE KIT-GAS/ALC	\$29.99
4501	PRESS. SENS. FUEL BYPASS-GAS	\$73.99
4501-BT	PRESSURE SENSITIVE BYPASS BT ALC	\$149.99
4501-G	PRESS SENS BYPASS (GREEN DIAPHRAM) ALC	\$99.99
4501-GH	BOOST SENSITIVE BYPASS	\$78.99
4501-R	REBUILD A PRESSURE SENS BYPASS	\$41.99
4502-50-G	PRESS. SENS. FUEL BYPASS	\$81.99
4502-50-R	REBUILD A PRESS SENS BYPASS	\$41.99
4502-72-R	REBUILD A PRESS SENS BYPASS	\$41.99
4502-72G	PRESS. SENS. FUEL BYPASS ALC	\$83.99
4502-86	PRESS SENSITIVE BYPASS - 86 JET	\$73.99
4503	MECHANICAL BYPASS 1/2 BALL VAL	\$137.99
4503L&H	LINKAGE & HEIM END KIT	\$122.99
4503LAC	CARB LINKAGE/MECH BYPASS/W SCREWS	\$15.99
4503LAV	LINKAGE VALVE ARM /MECH BYPASS-NFS	\$15.99
4504	2 BBL MECHANICAL BYPASS ASSY FOR ALCOHOL	\$192.99
4505-S	MECH BYPASS W/FITTINGS, SLIDER LOG	\$269.99
4506-S	MECH BYPASS DOMI W/FITTINGS, SLIDER LOG	\$279.99
4507	1/2" MECHANICAL BYPASS W/O LOG	\$150.99
4508-CS	1/2" MECH BYPASS SLIDER LOG W/C&S FUEL BOWLS	\$299.99
4509-S	1/2" MECH. BYPASS ASSY-DOM W/SLIDER	\$299.99
4510	1/2" BLUE BYPASS 8-12 PSI BOOST REFERENCED	\$208.99
4510-MR	1/2" BLUE BYPASS MINOR REBUILD KIT	\$35.99
4511	3/4" HIGH FLOW BOOST REFERENCED BYPASS	\$249.99
4512	1/2" BLUE BYPASS BOOST REFERENCED 5/8 SEAT	\$0.00
4515-S	DUAL PRESSURE BYPASS W/SLIDER 4150	\$466.99
4516	DUAL PRESSURE BYPASS-DOM-METHANOL	\$407.99
4516-S	DUAL PRESSURE BYPASS W/SLIDER -DOM	\$466.99
454RA	ROCKER ARM BB	\$19.89
45R107K	BOOSTER STR LEG 390	\$5.33
45R116K	BOOSTER 7448 350 2 BBL	\$5.33
45R146K	500 BOOSTER	\$5.33
45R154K	BOOSTER STAIGHT LEG (.140 ID)	\$5.33
45R165K	850 BOOSTER DROPLEG	\$5.33
45R206K	750 BOOSTER VENTURI MACHINED	\$5.33
45R291K	ANNULAR BOOSTER	\$5.33
45R296K	750 BOOSTER B SERIES	\$5.33
4602	2 BBL FUEL LOG NON SLIDER	\$48.99
4604-CS	4BBL SLIDER FUEL LOG FOR C&S BOWLS	\$109.99
4604-S	4BBL SLIDER FUEL LOG-STD BOWLS	\$109.99
4605-S	DOMINATOR SLIDER FUEL LOG- STD BOWLS	\$109.99
4605-S-1	DOMINATOR SLIDER LOG FOR C&S BOWLS	\$109.99
4606	4BBL BARREL LOG-DUAL QUAD	\$78.99
4607	3-2 FUEL LOG-STREET ROD	\$46.99
4700	1 QT. FUEL LUBE	\$16.99
4701	1 QT. C&S 25% ALC. 75% GAS BLENDING FLUID	\$20.99
4704	1 GALLON FUEL LUBE	\$51.99
4705	1 GAL C&S 25% ALC. 75% GAS BLENDING FLUID	\$59.99
5-239-243-CS	BUNA CAP ASSEMBLY	\$7.99
500-PS	SHAFT, PUMP BELT DRIVE FUEL	\$54.99
500-PS1	SHAFT, PUMP NEW STYLE	\$54.99
5000-HO	C&S BELT DRIVE FUEL PUMP 1500HP	\$485.00
500123	C&S METHANOL INJECTION KIT	\$499.00
500124	ADAPTOR, C&S METHANOL INJECTION KIT	\$80.99
513310	750 V.S. 4 BBL ALC BAL FLOW	\$850.99
514412	500 2BBL ALC BAL FLOW	\$768.99
514776	600 4 BBL BAL FLOW ALC	\$816.99
514777	650 4BBL BAL FLOW ALC	\$849.99
514779	750 4BBL BAL FLOW ALC	\$876.99
51618S	AIR CLEANER STUD 5/16 (CENTER)	\$4.99
517448	350 2BBL ALC CARB	\$768.99
5180507	390HP 4BBL ALC BAL FLOW	\$1,601.00
51R114	ROCH BAL FLOW 1-1/4 ALCOHOL	\$649.99
533310	750 V.S. 4 BBL ALC. MOD FLOW	\$934.99
534412	500 2BBL ALC. MOD FLOW	\$795.99
534777	650 4BBL MOD FLOW ALC	\$986.99
534779	750 4BBL MOD FLOW ALC	\$961.99
534781	850 MOD FLOW ALC W/O CHOKE	\$1,090.99
534789	750 4BBL 1 3/4 B ALC MOD FLOW	\$1,090.99
536425	650 2BBL MOD FLO ALCOHOL	\$986.99
539375	1050 DOM MOD ALC-4BBL	\$1,193.99
53R138	1-3/8 ROCH 2BBL ALC MOD FLO	\$710.99

551000	1000 BILLET DOM ALC 4BBL	\$1,503.99
551000-BTMC	1000 BILLET DOM ALC 4BBL C&S BOWLS	\$2,545.99
551100	1100 BILLET DOM ALC 4BBL	\$1,503.99
551100-BTMC	1100 BILLET DOM ALC 4BBL BLOW THRU MEGA BOWLS	\$2,545.00
551200	1200 AEROSOL BILLET ALC 4 BBL	\$1,453.99
551400	1400 BILLET DOM ALC 4BBL	\$1,922.99
551400-BTCS	1400 DOM BLOW THRU 4BBL	\$0.00
551400-BTMC	1400 DOM BILLET ALC BLOW THRU MEGA BOWLS	\$3,050.99
551500	1500 BILLET DOM ALC 4 BBL	\$2,650.99
552110	SPLIT DOMINATOR ALC 2BBL	\$1,141.99
5521500	SPLIT DOM 1500 ALC 2 BBL	\$1,351.99
552750	750 BILLET ALC 2BBL	\$821.99
552800	800 BILLET ALC 2BBL	\$778.99
552890	890 2BBL ALC W/1-3/4 BASE	\$1,142.99
552900	900 BILLET ALC 2BBL	\$830.99
5541000	1000 AEROSOL ALC 4BBL	\$1,244.99
554412	500 2BBL ALC MAX FLOW	\$830.99
554750	750 BILLET AEROSOL ALC	\$1,194.99
554750-BTCS	750 AEROSOL BILLET ALC 4BBL BT W/ SUPER PRO BOWLS	\$1,610.99
554750-BTMC	750 AEROSOL BILLET ALC 4BBL BT W/ MEGA BOWLS	\$1,892.99
554781	850 MAX FLO ALC 4BBL	\$1,194.99
554783	850 TRIPLEX ALC MAX 4BBL	\$1,044.99
554789	750 MAX FLOW 1 3/4 BASE ALC	\$886.99
554800	800 AEROSOL BILLET ALC 4BBL	\$1,194.99
554800-BTCS	800 AEROSOL BILLET ALC 4BBL BT W/ SUPER PRO BOWLS	\$1,610.99
554800-BTMC	800 AEROSOL BILLET ALC 4 BBL BT W/ MEGA BOWLS	\$1,892.99
554800VS	800 VAC SEC ALC 4BBL	\$1,017.99
554850	850 AEROSOL BILLET ALC 4BBL	\$1,244.99
554850-BTCS	850 AEROSOL BILLET ALC 4BBL BT W/ C&S BOWLS	\$1,660.99
554850-BTMC	850 AEROSOL BILLET ALC 4BBL BT W/ MEGA BOWLS	\$1,942.99
554900	900 AEROSOL BILLET ALC 4BBL	\$1,244.99
554900-BTCS	900 AEROSOL BILLET ALC 4BBL BT W/ SUPER PRO BOWLS	\$1,660.99
554900-BTMC	900 AEROSOL BILLET ALC 4BBL BT W/ MEGA BOWLS	\$1,999.99
557448	350 2BBL 1-11/16 BASE ALC MAX	\$830.99
5580496-P	750 1-3/4" PARABOLIC SHEAR	\$1,090.99
5580498	750HP 1-3/4 BASE ALC MAX FLO	\$1,090.99
5580535	750HP 4 BBL ALC MAX FLOW	\$1,012.99
55C890	890 2BBL ALC W/4412 CORE	\$1,090.99
55C890-1	890 2BBL ALC W/6425 CORE	\$1,090.99
55R112	1-1/2 ROCH 2BBL ALC MAX FLO	\$737.99
56-2	POWERVALVE-ROCHESTER	\$9.62
56-40	POWERVALVE-ROCHESTER	\$6.63
56-41	POWERVALVE-ROCHESTER	\$6.63
59R79-CS	FLOAT ASSY	\$6.63
59R91-CS	VENT BAFFLE SET	\$12.99
5R369K	30CC SCREW AND LOCKWASHER (GOLD)	\$1.37
5R552-4	FUEL BOWL SCREW 4" PRO BOWLS	\$5.00
5R552-HEX	FUEL BOWL SCREW HEX HEAD	\$0.00
5R552K	FUEL BOWL SCREW (LONG)2-1/2 - GOLD	\$3.99
5R552K-2	FUEL BOWL SCREW EXTRA LONG 3.25"	\$5.99
5R567K	THROTTLE BODY SCREW & LOCKWASHER	\$1.37
5R854K-CS	ACC NOZZLE SCREW SET GAS	\$24.99
62210	CHROME STEEL TOP/BOTTOM AIR CLEANER	\$20.39
63R74AK	30CC PUMP ARM	\$11.99
63R866K	50CC PUMP ARM	\$18.99
64920	THROTTLE LINKAGE BUSHING (SET OF 2)	\$7.97
70082	NOGO GAUGE VENTURI TOP 1.375	\$198.99
70083	NOG GAUGE TOP 1.375 & BOTTOM 1.687	\$301.99
70194	SINGLE SENSOR SYSTEM	\$209.99
70195	DUAL SENSOR SYSTEM	\$261.99
70196	DOUBLE AIR FUEL MONITOR-DOUBLE MONITOR	\$299.99
70198	WELD BUNG FOR O2 SENSOR	\$11.50
70198P	BUNG PLUG (FOR O2 SENSOR)	\$5.80
70199	OXYGEN SENSOR	\$41.00
7166	WEIAND 2-4 THROTTLE LINKAGE KIT	\$212.16
75400	FUEL SHUT-OFF VALVE-RON'S PUMP ONLY	CALL
75400-10-CS	FUEL SHUTOFF VALVE RON'S PUMP -10 COMPLETE	CALL
75400-8-CS	FUEL SHUTOFF VALVE RON'S PUMP -8 COMPLETE	CALL
7820	HELICOIL PER HOLE 7/8- 20	\$19.89
7R225K-CS	SIGHT PLUG SET	\$6.99
846	HOOK CLAMP FOR RON'S PUMP	CALL
850ABK	850 AIR BLEED KIT	\$5.33
8610	CARB CASE-HOWE-4150 CARB	\$41.99
8611	CARB CASE- DOMINATOR	\$51.99
8902ML	MICROSWITCH	\$13.99
8902S	FUEL SOLENOID VALVE 890	\$66.30
8902S2	SOLENOID VALVE	\$105.30

8C621-CS	GASKET-NEEDLE & SEAT-PAPER	\$4.62
8C621SN-CS	N&S NYLON GSKT ASSY	\$11.50
8C657N-CS	NYLON FUEL BOWL SCREW GSKT 8	\$11.50
8R1031K	THROTTLE BODY GASKET 1-11/16	\$4.55
8R1158K	THROTTLE BODY GASKET 1-3/4	\$4.55
8R1184K	FUEL INLET FILTER GASKET	\$2.02
8R1185K	INLET FITTING GASKET	\$2.02
8R1265K	BASE GASKET 650	\$4.55
8R1437	SEC MET PLATE GASKET	\$4.55
8R1597K	POWERVALVE GASKET PAPER	\$1.82
8R1697K	CHOKE VACCUM GASKET	\$2.67
8R1899	SEC. METERING PLATE GASKET	\$4.55
8R1907K	METERING BLOCK GASKET	\$4.50
8R1907K-BRN	OLD HOLLEY BROWN METER BLOCK GASKET	\$2.67
8R1908K	SEC MET PLATE GASKET VAC SEC	\$4.55
8R1909	METERING BLOCK GASKET 6425	\$4.50
8R1910K	FUEL BOWL GASKET 6425	\$4.50
8R1911K	FUEL BOWL GASKET (NON STICK)	\$4.50
8R1911K-BRN	OLD HOLLEY® BROWN BOWL GASKET	\$2.67
8R1923Q	MTG BLOCK GASKET DOM 3 CIRCUI	\$4.55
8R540K	FUEL BOWL SIGHT PLUG GASKET	\$0.98
8R546K	FLOAT LEVEL PLUG GASKET	\$0.98
8R657-CS	STANDARD FUEL BOWL SCREW GASKET 8 PC	\$17.50
8R659K	GASKET VAC SEC POD	\$3.25
8R687K	BASE GASKET 390	\$3.25
8R700K	BASE GASKET 350	\$3.25
8R713K	THROTTLE BODY GASKET 1-9/16	\$3.25
8R715K	THROTTLE BODY GASKET 600 1-9/16	\$3.25
8R776K	N & S ADJ NUT GASKET-PAPER	\$1.30
8R777K	N & S LOCK SCREW GASKET-PAPER	\$1.30
8R777SN	N&S LOCK SCREW GASKET-NYLON	\$1.69
8R854K-CS	ACCELERATOR NOZZLE SCREW SET-ALCOHOL	\$13.52
8R966K	THROTTLE BODY GASKET 500	\$2.67
9R103K	PRIMARY THROTTLE PLATE	\$6.63
9R107K	THROTTLE PLATE	\$6.63
9R109	PRIMARY THROTTLE PLATE	\$6.63
9R172K	THROTTLE PLATE BLK	\$6.63
9R173K	1-11/16 BASE THROTTLE PLATE	\$6.63
9R180K	1-3/4 THROTTLE PLATE TWO HOLE	\$6.63
9R180V	1-3/4 TWO HOLE THROTTLE PLATE	\$9.99
9R215K	THROTTLE PLATE	\$6.99
9R228K	THROTTLE PLATE/BUTTERFLY DOM	\$6.99
9R235K	1-3/4 THROTTLE PLATE	\$6.99
9R325K	1-3/4 SS PRIMARY THROTTLE PLATE	\$9.99
9R326K	1-3/4 SS THROTTLE PLATE	\$9.99
9R327K	PRIMARY THROTTLE PLATE	\$9.99
9R328K	SECONDARY THROTTLE PLATE	\$9.99
9R342	2.125 THROTTLE PLATE	\$9.99
9R354V	1.68050 SS THROTTLE PLATE	\$9.99
9R96K	SECONDARY THROTTLE PLATE	\$9.99
ALL36108	CATCH CAN CANISTER	\$88.39
ALL80210	0-15 PSI 1-1/2" GAUGE	\$29.99
ALL80210-32	FUEL PRESSURE GAUGE 0-15 1-1/2"	\$38.99
EV-TL-F	THROTTLE LINKAGE EXTREME FORD	\$0.00
EV-TL-F-CS	THROTTLE LINKAGE KIT- FORD	\$129.99
EV-TL-GM	THROTTLE LINKAGE KIT- GENERAL MOTORS	\$0.00
EV-TL-GM-CS	THROTTLE LINKAGE KIT- GENERAL MOTORS	\$129.99
EV-TL-SPRING	BLACK SPRINGS (2) FOR THROTTLE BRACKET	\$10.00
EV-TL-SPRING-STI	CHROME SPRINGS (2) FOR THROTTLE BRACKET-STIFF	\$12.00
EVPA-00	HAT CARB POLISHED ALUM "SPECIAL"	\$200.00
EVPA-OR-DOM-PRO	CARBURETOR HAT DOMINATOR POLISHED "SPECIAL"	\$379.00
EVPA-OR-PRO	CARB HAT 4150 POLISHED O-RING "PRO"	\$280.00
G977	ROCH AIR CLEANER GASKET- PAPER	\$1.05
G977R	ROCH GASKET AIR CLEANER-RUBBER	\$1.37
H25-39	OFF ROAD NEEDLE AND SEAT	\$18.85
R21100N	SPLIT DOMI 2BBL REBUILD KIT	\$49.99
R2350N	350 2BBL REBUILD KIT GAS NYLON	\$49.99
R2500N	500/750/800 2BBL REBUILD KIT GAS NYLON	\$49.99
R2501N	890 2BBL REBUILD KIT GAS NYLON 500	\$49.99
R2502N	890 2BBL REBUILD KIT GAS NYLON 6425	\$49.99
R2650N	650 2BBL REBUILD KIT GAS 6425	\$49.99

R2900N	900 2BBL REBUILD KIT GAS NYLON	\$49.99
R2A1100	SPLIT DOM ALC REBUILD KIT	\$89.99
R2A1100N	SPLIT DOM ALC NYLON REBUILD KIT	\$109.99
R2A500N	500 2BBL REBUILD KIT ALC NYLON	\$59.99
R2A501N	890 2BBL REBUILD KIT ALC NYLON 4412	\$59.99
R2A502N	890 2BBL REBUILD KIT ALC NYLON 6425	\$59.99
R2BR150	REBUILD KIT FOR 05BR150	\$49.99
R2J04	JET CHANGE KIT	\$41.59
R41050N	DOM 4BBL REBUILD KIT NYLON	\$81.99
R41053N	DOM 4BBL REBUILD KIT GAS NYLON 3 CIRCUIT	\$81.99
R41850	600 4BBL V.S. REBUILD KIT	\$49.99
R43310	750 4BBL V.S. REBUILD KIT GAS	\$59.99
R43310N	750 4BBL V.S. REBUILD KIT GAS NYLON	\$69.99
R4390	390 4BBL REBUILD KIT GAS	\$59.99
R4390HPN	390 4BBL HP REBUILD KIT GAS NYLON	\$79.99
R4390N	390 4BBL REBUILD KIT GAS NYLON	\$99.99
R4600N	600 4BBL REBUILD KIT GAS NYLON	\$69.99
R4750N	750 4BBL REBUILD KIT GAS NYLON	\$69.99
R4800	800 4BBL BILLET REBUILD KIT GAS	\$59.99
R4800N	800 4BBL BILLET REBUILD KIT GAS NYLON	\$69.99
R4850N	850 4BBL REBUILD KIT GAS NYLON	\$79.99
R4900N	900 4BBL BILLET REBUILD KIT GAS NYLON	\$79.99
R4A1050N	DOM 4BBL REBUILD KIT ALC NYLON	\$99.99
R4A1053N	DOM 4BBL REBUILD KIT ALC NYLON 3 CIRCUIT	\$99.99
R4A3310N	750 4BBL V.S. REBUILD KIT ALC NYLON	\$99.99
R4A390N	390 4BBL REBUILD KIT ALC NYLON	\$99.99
R4A750N	750 4BBL REBUILD KIT ALC NYLON	\$99.99
R4A800N	800 4BBL BILLET REBUILD KIT ALC NYLON	\$99.99
R4A850N	850 4BBL REBUILD KIT ALC NYLON	\$99.99
R4A900N	900 4BBL BILLET REBUILD KIT NYLON	\$99.99
R588A	QUADRAJET REBUILD KIT	\$89.99

All Prices Subject to change without Notice

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SERVICE REQUESTED: New Carb Rebuild Modification
Engine Type (Ford, Chevy, etc.): _____ **Fuel Type:** _____
No. of Cylinders: _____ **Compression ratio:** _____ **Cu. In. Displacement:** _____
RPM (Max): _____ **RPM (Min):** _____ **Launch RPM:** _____
Cam Type: Roller Hydraulic Flat Mushroom
Cam Lift (I): _____ **Cam Lift (E):** _____
Cam Duration @.050(I): _____ **Cam Duration @.050(E):** _____
Lobe Separation: _____ **Heads (Degree):** _____ **CFM:** _____
Trans: Auto: 3speed 2speed Stall: _____ **Stick:** _____ **Horsepower:** _____
Supercharger: Roots Screw Centri Turbo Single Twin **Size:** _____
Boost (PSI): Blowthru Drawthru Hat: _____
Intercooler: None Water/Air Air/Air Water/Meth
NOS stages (1st): _____ **(2nd)** _____ **(3rd)** _____ **(4th)** _____
Drag Race Circle Track Puller: 2WD 4WD Hill Climb Mud Bogger
Street Car Dirt Asphalt Road Race Boat Jet or prop
Track Size: _____ **Vehicle Weight:** _____ **Tire Size:** _____ **Rear Gear:** _____
Fuel Pump: _____ **Regulator:** _____ **Line Size:** _____
Work Description/Comments:

Name: _____
Address: _____
City: _____ **State:** _____ **Zip:** _____
Day Phone:() _____ **Eve Phone:()** _____
Email: _____
UPS Shipping: Ground 3-Day 2-Day(Blue) 1-Day(Red)
Credit Card: VISA MasterCard Discover
Card No: - - - **Exp Date:** / /
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NOTES

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