**FORD HALL EFFECT CAM SYNC PLUGS**

- Built-in L.E.D. makes set-up and indexing quick and easy
- Plug-and-play with Holley EFI and compatible with other aftermarket EFI systems requiring a cam sync signal
- Drives the oil pump in the absence of a traditional distributor
- CNC billet housing with black anodized cap provide good looks and excellent durability
- Ford 289-302 and 351W are supplied with a steel distributor gear
- Ford Big Block is supplied with a bronze distributor gear

**MID-MOUNT COMPLETE ACCESSORY SYSTEMS**

- Available for LS, LT5 & LT1 (except supercharged)
- Bracketless accessory mounting with ultra-easy assembly
- Bottom outlet heater hose options for swap application clearance
- LT1 style hairpin premium alternator
- LT1 style water pump design
- Compact SD7 A/C compressor
- Type II power steering pump with baffled reservoir
- PS adapter hardline to AN -6 adapter included
- Steam tube input port
- Shortened top outlet nipple for more radiator hose turns and routing room
- OE pulley ratios for optimal accessory performance
- Billet tensioner cover
- Billet alternator, and compressor pulley covers
- SFI certified damper/whidbey and billet crank pulley
- Available in natural, black & polished finishes

**FUEL CELL EFI PUMP MODULE ASSEMBLY**

- Update your fuel cell to EFI the easy way!
- Designed to drop right into your existing 6 or 12 bolt flange fuel cell
- Billet top flange housing includes an 8AN inlet and 10AN outlet port and a fuel filler cap
- Modules are available with 255 or 450 LPH fuel pumps in single and dual pump configurations
- The pump depth is fully adjustable for fitment in the popular fuel cell sizes 7.5"-11" deep

**255 LPH OEM STYLE EFI FUEL TANK MODULES**

- The in-tank fuel pump is a high-pressure 255-lph unit, capable of supporting EFI engines producing up to 350 horsepower
- The module includes a pre-calibrated fuel-level sending unit that was designed to work with the factory fuel gauge already in your vehicle.
- Holley has included a HydraMat with its unique internal reservoir, which keeps fuel available at the pickup while also providing protection from contaminants
- Fuel pressure is regulated internally and preset at 58psi, eliminating the added expense of purchasing an external fuel pressure regulator
- That is right, this means no return line needed. All return fuel is handled inside the tank!

**ADJUSTABLE FRONT & REAR SHOCK ABSORBERS**

- Adjustable for ride quality and performance
- Track and street tested for the ultimate driving experience
- Each shock absorber is specifically valved to suit REKUDO Performance Kits and OE upgrade
- Bushings constructed for strength, longevity and performance
- Superior grip and precise handling provides added safety
- Utilizes factory mounting points for factory-like fitment, no modification required
- Reduced body roll
- High-quality all-weather gray paint
- Made in the Netherlands
- All hardware included
- 24-month limited warranty from date of purchase against manufacturer defects

**WATERPROOF RELAY W/ PIGTAIL HARNESS**

- Waterproof relay w/ pigtail harness & sealed connector
- 40/30Amp - 30AMP Continuous load & 40 AMP momentary
- 12V DC
- Works in normally open or normally closed circuits
- Pigtail wires are 7” long
- Metal mounting bracket – Can be mounted under-hood or just about any other location on vehicle
- Ideal for use In: marine, dirt track cars, off-road trucks & jeeps

**RK300-01** 1967-69 F-Body Adjustable Front Shock Absorber

**RK300-02** 1967-69 F-Body Adjustable Rear Shock Absorber
WEATHERPACK 3-PIECE TOOL KIT
- Ideal for assembly & removal of weather pack & OE-style electrical connectors
- Includes (2) picks (.050” & .090” wide) & (1) pin extraction tool
- Plastic handles w/ metal pin extraction tip & picks
- Saves time and hassle
- Work w/ most electrical connectors found on: MSD & Holley distributors, EFI wiring harnesses & other components

GM LS OEM STYLE GASKETS & SEALS
- High quality OEM style gaskets w/ aluminum backer & molded silicone rubber
- Available for GM LS series engines
- Gaskets available for: water pump, timing cover, valley cover, rear cover, oil pan & cylinder head
- Seals available for: harmonic balancer, rear main, intake manifold, and valve covers
- Premium Overhaul Gasket Set – Fits Most GM LS engines w/ up to 4.020” bore size, wet sump oil pan, 10-bolt valley cover & cathedral port heads (i.e. LS1/LS6)
- Conversion Gasket Set – Fits All Versions of the GM LS engines

ENGINE BLOCK AND CAMSHAFT HARDWARE FOR GM LS-SERIES ENGINES
- OEM style block hardware kit, camshaft thrust plate & lifter guides – 61210G
- Block hardware kit includes (3) Steel plugs, (1) Large brass plug, (1) Small cup plug & the oil galley “Barbell” plug
- Camshaft thrust plate includes steel plate w/ molded O-Ring style gasket & (4) Screws – 61220G
- Lifter guide includes mounting bolt – Sold individually (order 4 pieces for engine set) – 61230G
- Ideal for replacing missing or worn hardware

GM LS CAM CHANGE KITS
- High quality OEM style gaskets w/ aluminum backer & molded silicone rubber
- Available for GM LS series engines
- Cam change sets include: Timing cover gasket, water pump gaskets, timing cover seal, intake manifold seals, valve cover gaskets, and (4) Lifter Retainers
- Choose from (3) different part numbers based on your cylinder heads w/ the following port options (LS1/LS6 Cathedral ports # 61010G, LS3 ports # 61011G, or LS7 style intake ports # 61012G)

PREMIUM TRANSMISSION OIL PAN GASKETS
- Molded rubber over Glass Filled Nylon Carrier
- Reusable – Easy cleaning w/ soap & water
- Torque limiters – Helps to avoid over torquing gaskets
- Applications for many common transmissions
- Ideal for applications that require frequent service
- Made in the USA

BIG BLOCK MOPAR ONE-PIECE WINDAGE TRAY W/ MOLDED GASKETS
- Combination windage tray & oil pan gasket for big block Chrysler / Mopar
- Fits 383, 400, 413, 426W, 440 & 426 Hemi
- Made from glass filled Nylon w/ molded rubber gaskets
- Choose from 2 sizes – Up to 3.75” stroke, or Up to 4.15” stroke
- Reusable – Wash w/ soap & water
- Eliminates hassle to scrape off old gaskets & cost to replace the (2) paper gasket w/ metal windage trays
- Gasket works best on oil pans w/ a smooth pan rail (no dimples in the stamped oil pan)
- Made in the USA

OIL PAN GASKET FOR BIG BLOCK MOPAR
- Oil pan gasket for big block Dodge / Chrysler / Plymouth / Mopar
- Fits: 361, 383, 400, 413, 426, 400 B/RB engines 1959-’80
- Fits: 426 Hemi engines 1964-’71 (Gen II Hemi)
- Molded rubber w/ steel core
- Torque limiters to avoid over-torquing gasket & distorting the oil pan rail
- Thickness: .140”
- Re-usable & avoids scraping off & replacing paper gaskets

STARTER BOLTS FOR GM LS ENGINES
- Starter bolts for GM LS series engines
- Choose from (3) Bolt sets w/ (2) Long bolts 60940MRG, Long/Short bolts 60941MRG, or a set of 3 pieces 60942MRG (fits All GM LS starters)
- Steel w/ Zinc plating
- Knurling on bolts – Improves alignment of starter
- Long bolts are M10 x 1.5 x 113mm Long
- Short bolts are M10 x 1.5 x 45mm Long

ALUMINUM ADJUSTABLE WRENCH
- 7075-T351 Military Grade Aluminum for maximum durability while keeping the weight at only 85 oz.
- 8” overall length
- Anodized NOS “Electric Blue” with a Nickel plated steel, knurled, adjustment wheel
- Curved Lower jaw and chamfered nose for clearance in tight spots high quality, precise feel and function
- One spring & copper washer inside of adjustment wheel to maintain correct torque and tension on the lower jaw

TC178 SOLENOID
- Supports in excess of 900 horsepower
- Inlet size - 1/4”; Outlet Size - 1/8”
- Outlet Location - side or bottom
- Office - 0.178”
- Plunger - PTFE
- Light Weight Aluminum - 1.66 lbs.
- 6061 Aluminum
- Saves 1/4 lb. over similar steel solenoids