


CHEVROLET ENGINE PARTS for- V6- 4.3L/262; V8- Small Block 265 (1955-57)-283 (1957-67)-302- 5.0L/305-307-327-5.7L/350-400; V8 LS1-LS6; V8- Big Block 396-402-427-454-502 Automotive & Marine



CYLINDER BLOCK AREA S3/1
CRANKSHAFT AREA S3/6
CAMSHAFT/VALVE TRAIN AREA S3/15
CYLINDER HEAD/VALVES S3/23
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CYLINDER BLOCK AREA

BASS CORE PLUG-Oil Gallerv Plug Kits

BY219-9502 262 V6 1985-96	£25.67	
BYPE100BR Small Block V8 265 1955-57, 283 1957-67, 302 1967-69, 305 1976-99, 307 1968-73, 327 1962-69, 350 1967-01, 400 1970-80+may need *	£26.15	
BY2198041 Brass 1-5/8" core plug-*	£3.37	
BYPE100CAM SBC rear cam plug	£1.49	
BYPE496B LS engines- brass	£13.61	
BY381-8009 Big Block V8 396 1965-70, 402 1970-72, 427 1966-98, 454 1970-00	£34.38	
BYPE275BR Big Block V8 Mk6	£21.08	

HARDWARE KITS [block dowels, cam bolts, keys- etc]

BYAJG185 Hardware kit SB V8 2 piece seal	£11.21	
BYAJG190 Hardware kit SB V8 1 piece seal	£27.80	
BYAJG195 Hardware kit 454	£11.04	
BYAJG375 Rear cam plug- Dart block 2-3/8"	£1.28	
BY0614 Twist pin-holds in core plug-race	£0.23	
BYAJG730 Water tap for block 1/4" npt	£7.45	


CAM BEARING SETS

BYSH1350S 262 V6***** USE BY1349S 1985-91, 1990-10 except engines stamped with I.D. number located on front of block starting with "T".	
BYSH1351S 262 V6 1992-06 engines stamped with I.D. number located on front of block starting with "T".	£22.85


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CAM BEARING SETS

BYSH1798S 262 V6 Balance shaft bearings 1992-10 except engines with roller bearings.	£11.29	
BYSH287S Small Block V8 265 1955-57, 283 1957-63, 327 1962-63.	£31.02	
BYSH290S Small Block V8 302 1967-69, 305 1976-02, 307 1968-73, 327 1964-69, 350 1967-02, 400 1970-80	£27.92	
BYSH1349S H.D. applic-as BYSH290S/BYSH1350S	£51.37	
BYGMP-8T 2" OD-Dart SBC-coated	£123.56	
BYSH1814S LS1 & LS6 1997-03 1st type	£26.05	
BYSH2125S late 2003-10 larger diameter LS1,LS2,LS3,LS4,LS6,LS7,LS9. OD of brg 1&5 = 2.353-2.354".	£29.51	
BYSH615S BBC 396-427 1965-66	£30.59	
BYSH616S BBC V8 396-502 1967-00	£26.03	
BYAJG620 BBC coated- 2.12" tunnels Above bearings are for H.D. blocks inc Dart Big-M with five 2.12" cam tunnels only.	£104.22	
BYCHP12R2 BBC +.020" common OD	£30.76	

CYLINDER HEAD/BLOCK DOWELS

BYAJG270 SB V8 -1 per pack	£1.04	
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**CYLINDERHEAD/BLOCK DOWELS
OIL GALLERY PLUG**



BY12338136 Screw in 1/4" npt **£1.15**

MECHANICAL FUEL PUMP PARTS



BY3719599 GM mount plate **£22.97**
BY3704817 SB & BB V8 pushrod **£22.94**
BY65750 SB/BB lightweight p/rod-hard ends **£34.52**

MECHANICAL FUEL PUMP BLANKING PLATES

BY65393 Chrome blanking plate SB V8 **£15.32**
BY65394 Chrome blanking plate BB V8 **£13.50**
BY55007K Blt kit -chrome blank plate SBC **£3.29**



STANDPIPES

Aluminium lifter valley standpipes, can be used to block up the valley oil drain holes. Unlike a plug, they allow pressure to escape through the centre of the tube.



BY4932 Standpipes set of 8 **£53.66**



MAIN BEARING STUD KITS



ARP Main studs eliminate main cap wack and fretting, and protect the threads in the cylinder block. Manufactured from aircraft quality 8740 Chrome Moly Steel, after heat treating the fasteners are ground and thread-rolled to ensure precise tolerances. The stud kits come complete with hardened, parallel-ground washers and high strength hex head nuts. Tensile strength of 200,000 PSI.



BY134-5501 SB -small journal with windage 2bm **£62.04sp**
BY134-5401 SB -large journal w/o windage 2bm **£70.57**
BY134-5601 SB -large journal w/o windage 4bm **£118.19**
BY234-5501 SB -large journal with windage 2bm **£178.82**
BY234-5601 SB -large journal with windage 4bm **£210.05**
BY234-5607 SB -400 with windage 4bm- w/3" outer stud **£164.98**

Note: Some 350's require this kit, check your main caps for lengths of studs required.

BY134-5605 Dart SHP SBC Block-no windage 4bm **£107.76**
BY234-5608 SB -LS1 & LS6 Gen 3, 4.8/5.3/6.0L **£329.27**

BY135-5601 BB -w/o windage 4bm **£207.88**
BY235-5701 BB -with windage 4bm **£145.42**

TECHNICAL INFORMATION

Chevy 262-302cu in 90 degree V8

262 1975-76. Bore x Stroke = 3.670" x 3.100". Block Height = 9.025".
265 1955-57. Bore x Stroke = 3.750" x 3.000". Block Height = 9.025".
265 1994-96. Bore x Stroke = 3.750" x 3.000". Block Height = 9.025".
267 1979-82. Bore x Stroke = 3.500" x 3.484". Block Height = 9.025".
283 1957-67. Bore x Stroke = 3.875" x 3.000". Block Height = 9.025".
302 1967-69. Bore x Stroke = 4.000" x 3.000". Block Height = 9.025".

Chevy 262cu in / 4.3L 90 degree V6

262 1985-04. Bore x Stroke = 4.000" x 3.484". Block Height = 9.025".

Chevy 305-400cu in 90 degree V8

305 1976-02. Bore x Stroke = 3.736" x 3.484". Block Height = 9.025".
307 1968-73. Bore x Stroke = 3.875" x 3.250". Block Height = 9.025".
327 1962-69. Bore x Stroke = 4.000" x 3.250". Block Height = 9.025".
350 1967-02. Bore x Stroke = 4.000" x 3.484". Block Height = 9.025".
400 1970-80. Bore x Stroke = 4.125" x 3.750". Block Height = 9.025".

Chevy 396-502cu in 90 degree V8

396 1965-71. Bore x Stroke = 4.094" x 3.766". Block Height = 9.800".
402 1070-72. Bore x Stroke = 4.125" x 3.766". Block Height = 9.800".
427 1966-98. Bore x Stroke = 4.250" x 3.766". Block Height = 9.800".
454 1970-00. Bore x Stroke = 4.250" x 4.000". Block Height = 9.800".
502 1990-95. Bore x Stroke = 4.470" x 4.000". Block Height = 9.800".

CHEVY GENERATION III 1997-on V8

LS1 Aluminium Block Max oversize +.010" G3
"5.7" L 1997-05 Bore 3.90" Stroke 3.62". Blk Ht =9.240". 305-345hp
LS2 Aluminium Block Max oversize +.010" G4
6.0L 2005-09 Bore 4" Stroke 3.62" .Blk Ht =9.240". 400hp
LS3 Aluminium Block Max oversize +.010" G4
6.2L 2008-17 Bore 4.065" Stroke 3.62" .Blk Ht =9.240". 430hp
LS4 Aluminium Block Max oversize +.010" AFM G4
5.3L 2005-09 Bore 3.78" Stroke 3.62" Blk Ht =9.240". 303hp FWD
LS6 Aluminium Block Max oversize +.010" G3
5.7L 2001-05 Bore 3.90" Stroke 3.62" .Blk Ht =9.240". 385-405hp
LS7 Aluminium Block Max oversize +.010" G4
7.0L 2006-015 Bore 4.125" Stroke 4.00" .Blk Ht =9.240". 505hp
LM7 Cast iron block G3
5.3L 1999-07 Bore 3.78" Stroke 3.62" .Blk Ht =9.240". 270-295hp
LM4 Aluminium block Max oversize +.010" G3
5.3L 2003-05 Bore 3.78" Stroke 3.62" .Blk Ht =9.240". 290-300hp
L33 Aluminium block Max oversize +.010" G3 HO
5.3L 2005-07 Bore 3.78" Stroke 3.62" .Blk Ht =9.240". 310hp
L59 Cast Iron block Gen 3 Flex-Fuel version
5.3L 2002-07 Bore 3.78" Stroke 3.62" .Blk Ht =9.240". 285-295hp
LH6 Aluminium block Max oversize +.010" G4 AFM
5.3L 2005-09 Bore 3.78" Stroke 3.62" .Blk Ht =9.240". 302-315hp
LY5 Cast iron block G4
5.3L 2007-09 Bore 3.78" Stroke 3.62".Blk Ht =9.240". 315-320hp
LMG Cast Iron Block Gen4 Flex-Fuel
5.3L 2007-14 Bore 3.78" Stroke 3.62" .Blk Ht =9.240". 315-326hp
LC9 Aluminium Blk Flex-Fuel Envoy models have special sump
5.3L 2007-11 Bore 3.78" Stroke 3.62" .Blk Ht =9.240". 302-315hp
LQ4 Cast iron block base level 6ltr G3
6.0L 1999-07 Bore 4.00" Stroke 3.62". Blk Ht =9.240". 300-330hp
LQ9 Cast iron block 6ltr HO or Vortex Max version G3
6.0L 2002-07 Bore 4.00" Stroke 3.62". Blk Ht =9.240". 345hp
LY6 Cast Iron Block 6ltr, variable valve timing G4
6.0L 2007-10 Bore 4.00" Stroke 3.62". Blk Ht =9.240". 364hp
L92 Aluminium Block 6.2ltr, variable valve timing G4
6.2L 2007-08 Bore 4.065" Stroke 3.62" Blk Ht =9.240". 403hp
LR4 Cast iron block VVT, AFM
4.8L 1999-06 Bore 3.78" Stroke 3.267". Blk Ht =9.240". 255-285hp
LY2 Cast iron block No VVT or AFM
4.8L 2007-09 Bore 3.78" Stroke 3.267". Blk Ht =9.240". 260-295hp

Many, but not all parts from Gen III's are interchangeable

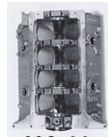
CYLINDER BLOCK

DART SHP SBC Block

This Special High Performance Block, is designed for heavy duty applications up to 600bhp. Features: Ductile 4bm centre 3 caps w/ splayed outer bolts, priority main oiling system, blind head bolt holes, extra thick decks, clearanced for 383 w/steel rods, uses '81-85 sump & d/stick, will accept flat tappet & roller lifter. Can be bored to 4.185".

BYALL90072 Diverter valves SHP block

BY31161111 4" bore, 9.025" deck, 350 mains



£28.66

£2604.23

REAR SEAL CARRIER FOR 86' ON CYL BLOCK

BY14088556 Rear seal carrier-Aluminium £111.32

BY12555714 Gasket for above carrier £6.16sp

CYLINDER SLEEVE- 4" BORE SBC

Do not exceed .003" interference fit



BYCSL1170 262-350 O.D. 4.1905// Length 6" // Wall 3/32"

£18.07

ENGINES-AUTOMOTIVE

383/6.3ltr PART ENGINE 4BM

Based on an 86' on block [1pce rear seal]. Con-rods are I-beam, pistons are Hypereutectic "D-cup". [-18cc]. Rings are Molly. 9.5:1 with 65cc heads. Nodular iron 3.75" stroke crankshaft. Line bored main tunnels. Decks parallel to crank centreline, balanced to within 1gram. Cleviste main & bigend bearings.



Retail Price

Gold Card

BYAJG9751P 1 piece rear seal 383/6.3

fr-£3880.82

£3492.74

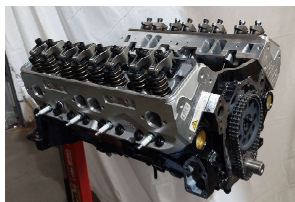
CHEVROLET 383cu in/6.3 litre R.S. CRATE ENGINE 435bhp

This 383CU IN CHEVROLET V8 long engine, is built to the highest engineering standards. With a wide torque band, a reasonably pleasant idle & a great show of power, it will suit many different applications, manual or automatic. Shown below, is a list of tasks carried out on each engine-

Remove all oil plugs from **4BM 1 piece rear seal block**. Install ARP main studs & check main tunnel sizes. Bore & Hone for new **K.B.** Hypereutectic pistons. Machine both decks parallel to the main tunnel centreline & for correct piston deck height.

Check & adjust **Clevite Plasma-Moly [Ductile top ring]** piston ring clearances, fit new **EAGLE** crankshaft. Check balance of pistons. Check **Clevite** big end & main bearing clearances, crankshaft end float, conrod side clearance at big end & ID of big end on new **EAGLE** bushed I-beam conrods. Balance crankshaft & reciprocating components to less than 4 grams [Internal or Zero balance]. Thread oil gallery plugs that are presently press fit. All parts are then washed & the cylinder block is painted black.

Install all oil plugs, refit camshaft bearings & insert **Comp Cams** camshaft. Assemble short engine. Fit **AFR Eliminator 180cc 23 degree** Aluminium cylinder heads, US high-rev lifters, .083" wall 1 piece H.D. pushrods, **Comp Cams** forged roller rockers & adjust lifter preload. Check rocker geometry is ok. Supply engine primer, so that this can be carried out before starting the engine. Mount engine in wooden carrier. [Not in a box, this would cost extra.] Cover engine with Moroso engine bag.



MACHINED & BUILT IN ENGLAND.

Retail Price

Gold Card Price

BY383435MK2

£7828.81

£7045.93

Complete with harmonic balancer & bolt, oil pump & stud kit, remaining gaskets, header gaskets, H.D. o/pump drive shaft, oil filter, oil additive for flat tappet cams & wooden stand to sit engine in.

*383cu in, maximum power 435bhp. Max torque occurs at 4-4500rpm [458-461ft lbs]. Torq exceeds 410ft lbs from 3000-5500rpm. Pleasant idle quality. Will pull out tree stumps!

350/5.7 REMANUFACTURED LONG ENGINE 1986-95

This is a remanufactured standard engine. Ideal for replacing a similar engine that is worn out. Runs on std unleaded fuel. Technical details are very similar to the Goodwrench engine. This version has a one piece rear seal, reducing the chance of oil leaks to near zero. If your present engine is pre '86, then you would require a different sump, suitable for the '86 on engine, an inlet manifold with the two centre bolts on a different angle may also be required. The later dipstick and tube will be needed along with the later flex plate/flywheel which has an external weight attached.



MACHINED & BUILT IN ENGLAND

Retail Price

Gold Card Price

AJM8795RS 350/5.7 1piece rear seal

£3858.28

£3472.46

CHEVROLET 350cu in/5.7 litre R.S. CRATE ENGINE 340bhp

This 350 CHEVROLET V8 long engine, is built to the highest engineering standards. With a wide torque band, a reasonably pleasant idle & a great show of power, it will suit many different applications, manual or automatic. Shown below, is a list of tasks carried out on each engine-

Remove all oil/core plugs from **2BM 1 piece rear seal block**. Install ARP main studs & line bore main tunnels. Bore & Hone for new **K.B.** Hypereutectic pistons. Machine both decks parallel to the main tunnel centreline & for correct piston deck height.

Check & adjust **Clevite Plasma-Moly [Ductile top ring]** piston ring clearances, Check balance of pistons. Check **Clevite** big end & main bearing clearances, crankshaft end float, conrod side clearance at big end & ID of big end on new **SCAT** bushed **4340** I-beam conrods. Balance crankshaft & reciprocating components to less than 4 grams [Internal or Zero balance]. Thread oil gallery plugs that are presently press fit. All parts are then washed & the cylinder block is painted black.

Install all oil/brass water plugs, refit camshaft bearings & insert **Comp Cams** camshaft. Assemble short engine. Fit **EDELBROCK 185cc 23 degree** Aluminium cylinder heads, with 2.02" & 1.60" stainless valves, high-rev lifters, .083" wall 1 piece H.D. pushrods, **Comp Cams** forged roller rockers. Adjust lifter preload. Check rocker geometry is ok. Supply engine primer, so that the oil pressure can be raised, before starting the engine. Mount engine in wooden carrier. [Not in a box, this would cost extra.] Cover engine with Moroso engine bag.

MACHINED & BUILT IN ENGLAND.

Retail Price

Gold Card Price

BY350340

£6473.09

£5825.79

Complete with harmonic balancer & bolt, oil pump & stud kit, remaining gaskets, header gaskets, H.D. o/pump drive shaft, oil filter, oil additive for flat tappet cams & wooden stand to sit engine in. 350cu in, maximum power 342bhp. Max torque occurs at 3500rpm [395ft lbs]. Great idle quality. Torq exceeds 355ft lbs from 2500-5000rpm. Will push you back in your seat!



ARP Main bolt Kits

ARP bolts are designed to meet the exacting standards and demands of professional engine builders. Forged from 8740 chrome moly, all bolts feature generous under head radius and rolled threads for utmost reliability. With a nominal rating of 180,000 psi, these bolts are a premium replacement for oem bolts. Hardened washers included.



- BY134-5002** 2BM small journal SBC V8 **£51.86**
- BY134-5001** 2BM large journal SBC V8 **£56.30**
- BY134-5202** 4BM large journal SBC V8 **£74.75**
- BY135-5002** 2BM BBC V8 **£60.17**

Universal Crossmember Engine Mount



- BY4840** SBC/BBC 6" drop. **£131.99**
- Fits frame rails 24-37" wide. Centre-centre between perches 16-1/8"

SBC V8 Dipstick Lower Tube [some]

Early engines with LH dipstick



- BY3951600** SBC lower tube in block **£36.72**

Engine Mount Bolt Kit SBC/BBC V8

Holds engine mount to cylinder block



- BY430-3101** **ARP** S/less Polished 12pnt **£22.28**
- BY55001K** S/less not polished-hex head **£12.53**

Engine Mount Bolt Kit SBC/BBC V8

Long bolts that go through mount "ears" and bolt mount to chassis



- BY55021K** Use with BY3-1114G mounts **£8.75**
- BY55013K** Use with BY270-2285 mounts **£12.31**



ARP ENGINE BOLT KITS

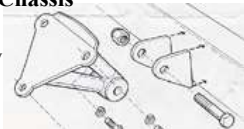
Everything you need to attach components and accessories from a long block on up is packaged in one convenient kit. Nominally rated at 170,000 psi. Made from stainless 300 material with 12 point heads, and polished to achieve a brilliant lustre. These kits are designed for Carb engines, so you may need extra bolts for anEFI engine. Each kit contains- inlet manifold bolts, rocker cover bolts, thermostat housing bolts, alternator bracket bolts, distributor bracket bolt, engine mount bolts, sump bolts, coil bracket bolts, header bolts, timing cover bolts, water pump bolts, fuel pump bolts.



- BY534-9501** Stainless 350-400 SBC V8 **£178.90**
- BY534-9701** Black 350-400 SBC V8 **£158.23**
- BY534-9702** Black 305-350 SBC V8 86-95 **£189.11**
- BY535-9501** Stainless 396-454 BBC V8 **£210.00**

Engine Mount Kit Weld to Chassis

This kit is complete [both sides] with tabs to weld on the chassis, and the complete mount to bolt to a regular Chev engine.



- BYAJW450** Engine mount kit **£195.89**

STANDARD STYLE ENGINE MOUNTS

- BY2285** **Right & left SBC** **£26.34**
302 engine: 1967-68 Camaro 327 engine: 1962-68 Corvette
350 engine: 1967-69 Camaro
This mount is popular with Kit Cars & Hotrods!



- BY2267A** **Right & left SBC** **£15.90**
327 engine: 1967-69 Camaro 307 engine: 1969-73 Camaro
350 engine: 1970-71 Camaro



- BY2292** **Right & left SBC** **£22.52**
305 engine: 1976-92 Camaro 267 engine: 1980-81 Camaro
350 engine: 1972-81 Camaro w/std engine
350 engine: 1987-92 Camaro 305 engine: 1980 Corvette



- BY3046** **RH SBC 1993-97** **£77.35sp**
- BY3045** **LH SBC 1993-97** **£75.64sp**
350 engine: 1993-97 Camaro



BY3045



- BY2395** **Right & left SBC** **£16.55**
350 engine: 1972-81 Camaro w/hi-perf engine



- BY2283** **Right & left SBC/BBC** **£33.10**
396 engine: 1968-70 Camaro 400 engine: 1970-71 Camaro
402 engine: 1970-72 Camaro 427 engine: 1966-69 All



- BY2092** **Front right & left lower** **£9.24**
265 engine: 1955-56 Corvette 283 engine: 1957-60 Corvette



- BY2249** **Right & left SBC/BBC** **£21.91**
350 engine: 1969-82 Corvette 454 engine 1970-74 Corvette



- BY2902A** **Right & left SBC hydraulic** **£28.22sp**
350 engine: 1992-96 Corvette

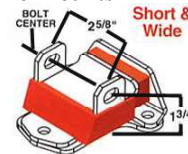


- BY2993** **Right & left SBC hydraulic** **£21.00sp**
350 engine: 1997-03 Corvette

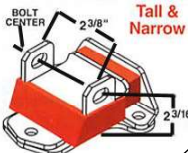


Energy Suspension HD Polyurethane Engine Mounts

With unique safety interlock!



- BY3-1114G** "Short & Wide" **£59.71**



- BY3-1117G** "Tall & Narrow" **£64.68**

Crankshaft Area

Technical Information: 262 V6: Bigends 2.2492"-2.2498": Mains-journals **1-2-3** 2.4483"-2.4493" journal **4** 2.4478"-2.4488: 265-283-302-327 [small journal]: Bigends 1.9990"-2.0000": Mains-journals **1-2-3-4** 2.2983"-2.2993" journal **5** 2.2978"-2.2988": 262 V8-265 [94-96]-267-302-305-307-327-350 [large journal]: Big-ends 2.0990"-2.1000": Mains-journals **1-2-3-4** 2.4483"-2.4493" journal **5** 2.4478"-2.4488": **LS1-LS6 346**: Bigends 2.0990"-2.1000": Mains 2.5588"-2.5593": **400**: Bigends 2.0990"-2.1000": Mains-journals **1-2-3-4** 2.6484"-2.6493" journal **5** 2.6479"-2.6488": **396-402-427-454-502**: Big ends 2.1990"-2.2000": Mains-journals **1-2-3-4** 2.7482"-2.7492" journal **5** 2.7480"-2.7490":

Standard and Hi-Performance Bearing Sets



Standard Clevite 77 CON ROD BEARING Sets

262 V6 1985-04

BYCB1358A	Standard	£30.74	
BYCB1358A010	+ .010"	£30.74	
BYCB1358A020	+ .020"	£26.69	
BYCB1358A030	+ .030"	£26.69	

265 V8 1955-57

283 V8 1957-67

302 V8 1967

327 V8 1962-67

BYCB745P	Standard	£62.62	
BYCB745P010	+ .010"	£65.02	
BYCB745P020	+ .020"	£65.92	
BYCB745P030	+ .030"	£66.60	

262 V8 1975-76

265 V8 1994-96

267 V8 1979-82

302 V8 1968-69

305 V8 1976-02

307 V8 1968-73

327 V8 1968-69

350 V8 1967-02

346 V8 1997-04 LSI

400 V8 1970-80

BYCB663P	Standard	£47.96	
BYCB663P010	+ .010"	£47.96	
BYCB663P020	+ .020"	£47.96	
BYCB663P030	+ .030"	£46.91	
BYCB663P040	+ .040"	£46.08	
BYCB663C060	+ .060"	£59.15	

396 V8 1965-71

402 V8 1970-72

427 V8 1966-98

454 V8 1970-00

502 V8

BYCB743P	Standard	£65.58	
BYCB743P010	+ .010"	£62.68	
BYCB743P020	+ .020"	£62.50	
BYCB743P030	+ .030"	£60.97	
BYCB743P040	+ .040"	£61.46	



Standard Clevite 77 MAIN BEARING Sets

262 V6 1985-04

BYMS1454P	Standard	Use BYMS909P	
BYMS1454P010	+ .010"	Use BYMS909P010	
BYMS1454P020	+ .020"	Use BYMS909P020	
BYMS1454P030	+ .030"	Use BYMS909P030	

265 V8 1955-57

283 V8 1957-67

302

V8 1967

327 V8 1962-67

BYMS429P	Standard	£108.07	
BYMS429P010	+ .010"	£102.24	
BYMS429P020	+ .020"	£107.16	
BYMS429P030	+ .030"	£68.33	

262 V8 1975-76

265 V8 1994-96

267 V8 79-82

302 V8 1968-69

305 V8 1976-02

307 V8 68-73

327 V8 1968-69

350 V8 1967-02 excl DOHC

BYMS909P	Standard	£62.82	
BYMS909P010	+ .010"	£62.82	
BYMS909P020	+ .020"	£62.82	
BYMS909P030	+ .030"	£62.82	
BYMS909P040	+ .040"	£57.85	

294 V8 4.8L LR4, LY2, L20 1999-2010

325 V8 5.3L 1999-2010 LMG, LC9, LMF, L33, LY5, LH8,

LH6, LH9, LM4, LM7, L59

346 V8 5.7L LSI 1997-2004

346 V8 5.7L LS6 2001-2005

364 V8 6.0L LS2 2005-2009

364 V8 6.0L 1999-2010 LQ4, LQ9, L76, LY6

BYMS2199P	Standard	£100.94	
BYMS2199P010	+ .010"	£98.96	
BYMS2199P020	+ .020"	£93.37	

400 V8 1970-80

BYMS1038P	Standard	£91.30	
BYMS1038P010	+ .010"	£91.30	
BYMS1038P020	+ .020"	£103.98	

396 V8 1965-71

402 V8 1070-72

427 V8 66-98

454 V8 1970-00

502 V8

BYMS829P	Standard	£83.44	
BYMS829P010	+ .010"	£81.34	
BYMS829P020	+ .020"	£81.97	
BYMS829P030	+ .030"	£77.35	
BYMS829P040	+ .040"	£68.54	

continued-

Performance Clevite "H series" CON ROD BEARING Sets



CHECK FOR FILLET CLEARANCE!

These bearings were developed primarily for NASCAR type racing, but are suitable for all types of competition engines. H series bearings have a medium level of eccentricity, high crush, & conrod bearings have a hardened steel back & thin overlay. The chamfers are enlarged for greater crankshaft fillet clearance, & are made without flash plating for better seating. The big-end shells are narrowed. Mains have grooved upper halves and plain lower halves. Ideal for engines running in the medium to high RPM range. Contact pattern should be 2/3 to 3/4 of the bearing surfaces.

265 V8 1955-57

283 V8 1957-67

302 V8 1967

327 V8 1962-67

BYCB745H	Standard	£86.94	
BYCB745H001	+ .001" [less clearance]	£96.83	
BYCB745HX	- .001" [more clearance]	£86.10	
BYCB745HN10	+ .010"	£94.76	

262 V8 1975-76

265 V8 1994-96

267 V8 1979-82

302 V8 1968-69

305 V8 1976-02

307 V8 1968-73

327 V8 1968-69

350 V8 1967-02

346 V8 1997-04 LSI

400 V8 1970-80

BYCB663H	Standard	£96.83	
BYCB663H001	+ .001" [less clearances]	£92.82	
BYCB663HX	- .001" [more clearance]	£87.59	
BYCB663H010	+ .010"	£94.50	
BYCB663H020	+ .020"	£84.06	

396 V8 1965-71

402 V8 1970-72

427 V8

66-98

454 V8 1970-00

502 V8

BYCB743H	Standard	£92.96	
BYCB743H001	+ .001" [less clearance]	£100.25	
BYCB743HX	- .001" [more clearance]	£93.46	
BYCB743H010	+ .010"	£99.90	

continued-

Performance Clevite "V series" CON ROD BEARING Sets



These bearings basically duplicate the old British Vandervell bearings and are suitable for all types of competition engines. V series bearings have a low to medium level of eccentricity with high crush & conrod bearings have a hardened steel back with no flash plating. The bearings are narrowed for greater crankshaft fillet clearance. The chief difference between the V series & other Clevite 77 Trimetal bearings is the use of a lead-indium overlay. Mains have grooved upper halves and plain lower halves. Ideal for engines running in the medium to high RPM range. Lead indium overlay offers somewhat better conformability than lead-tin-copper overlay.

<u>262 V8 1975-76</u>	<u>265 V8 1994-96</u>	<u>267 V8 1979-82</u>
<u>302 V8 1968-69</u>	<u>305 V8 1976-02</u>	<u>307 V8 1968-73</u>
<u>327 V8 1968-69</u>	<u>350 V8 1967-02</u>	<u>346 V8 1997-04 LSI</u>
<u>400 V8 1970-80</u>		

BYCB663VN Standard-narrowed **£95.36**



**NEW CAST STEEL CRANKSHAFTS [without brgs]
Standard Stroke**



BY103503480	305/350 2pc rear seal 3.484" stroke	£389.24
BY103523480	305/350 1pc rear seal 3.484" stroke	£384.13
BY104544000	454 2pc rear seal 4.0" stroke	£456.23

It is mandatory to have your engine balanced when fitting a different crankshaft. Although 305/350 are the same crank, the balance is different.

**NEW CAST STEEL CRANKSHAFTS [without brgs]
STROKER**



BY935050	350/383 2pc rear seal EXT bal 3.75" strk	£427.72
This crank requires the use of a 400 harmonic balancer and flex plate or flywheel. [2]		
BY103523750	350/383 1pc rear seal EXT bal 3.75" strk	£393.16
This crank requires the use of a 400 harmonic balancer and a 1986 on flex plate or flywheel.		
BY9103750L	350/383 1pc rear seal EXT bal 3.75" strk	£391.40
This crank requires the use of a 350 harmonic balancer and a 1986 on flex plate or flywheel. May need a piece of heavy metal in number 1 counterweight. [1]		
BY935050L	350/383 1pc rear seal EXT bal 3.75" strk	£432.14
This crank requires the use of a 350 harmonic balancer and a 1986 on flex plate or flywheel. May need a piece of heavy metal in number 1 counterweight. [2]		
BY104544250	489/496/540 2pc seal EXT bal 4.25" strk	£451.06
496 is obtained with a 454 +.060" bore. 540 is obtained with a Dart 9.80" block at 4.50" bore. Must use 6.385" or longer conrods 700bhp limit.		

[2] 9000 series cast **lightweight**. [Scat exclusive space age material]. Precision ground & micro polished. Straight shot & chamfered oil holes. Bullnose & aero wing counterweights. Lightening holes in all rod throws. Approx 48 lbs.

[1] Pro stock replacement cast crankshaft. Precision ground & micro polished. Straight shot & chamfered oil holes. Bullnose counterweights.

It is mandatory to have your engine balanced when fitting a different crankshaft. Otherwise you will end up with unwanted vibrations.



continued-

Performance Clevite "H series" MAIN BEARING Sets



CHECK FOR FILLET CLEARANCE!

These bearings were developed primarily for NASCAR type racing, but are suitable for all types of competition engines. H series bearings have a medium level of eccentricity, high crush, & conrod bearings have a hardened steel back & thin overlay. The chamfers are enlarged for greater crankshaft fillet clearance, & are made without flash plating for better seating. Mains have grooved upper halves and plain lower halves. Ideal for engines running in the medium to high RPM range. Contact pattern should be 2/3 to 3/4 of the bearing surfaces.

<u>262 V8 1975-76</u>	<u>265 V8 1994-96</u>	<u>267 V8 1979-82</u>
<u>302 V8 1968-69</u>	<u>305 V8 1976-02</u>	<u>307 V8 1968-73</u>
<u>327 V8 1968-69</u>	<u>350 V8 1967-02</u>	

BYMS909H	Standard	£102.38
BYMS909H001+	.001" [less clearance]	£98.10
BYMS909HX	-.001" [more clearance]	£82.51
BYMS909H010+	.010"	£97.80
BYMS909H020	+.020"	£64.33



Gen 3 V8 "LS" engines

BYMS2199H	Standard	£123.44
BYMS2199H001+	.001" [less clearance]	£70.57
BYMS2199HX	-.001" [more clearance]	£133.74
BYMS2199H010+	.010"	£127.90

400 V8 1970-80

BYMS1038H	Standard	£84.78
BYMS1038H001+	+.001" [less clearance]	£85.75
BYMS1038HX	-.001" [more clearance]	£87.98
BYMS1038H010	+.010" oversize	£77.84



<u>396 V8 1965-71</u>	<u>402V8 1970-72</u>	<u>427V8 66-98</u>
<u>454 V8 1970-00</u>	<u>502 V8</u>	

BYMS829H	Standard	£112.06
BYMS829H001+	.001" [less clearance]	£108.20
BYMS829HX	-.001" [more clearance]	£111.64
BYMS829H010+	.010"	£110.11

**FORGED 4340 STEEL CRANKSHAFTS AVAILABLE TO ORDER
FOR SOME ENGINES**



SBC/BBC Crankshaft Pilot Bearing- plain & roller

BY41100	Moroso needle roller type	£31.38
BY15975	Use for Tremec Conversion	£57.20
For use with "Ford" type Tremec gearbox only		
BY15976	Plain bronze bush type	£8.68



STANDARD CRANKSHAFT KEYS

BY983	Long (35mm/1.378")	£19.28sp
Can use hardware kit BYAJG185, as it has the above key in it		
BY984	Short- 2 required (19mm/0.748")	£1.48



STROKER INFORMATION

To build a **334cu in** stroker, use a SBC 305 cylinder block bored to +.030", together with a 3.75" stroke crankshaft [not 400], and 5.7" conrods. Pistons are **BYKB186030**, and rings **BYC3817030**. A 400 externally balanced harmonic balancer & flywheel will also be required. All parts need balancing.

To build a **383cu in** stroker, use a SBC 350 cyl block, bored to +.030", together with a 3.75" stroke crankshaft [not 400]. If you use 400 [5.565"] conrods, then you can use 350 pistons. 5.7 & 6.0 conrods can be used, but be sure to match up to the correct "height" piston. Different compression ratios can also be obtained. If you are using an externally balanced crank, then a 400 externally balanced harmonic balancer & flywheel will be required.

To build a **496cu in** BBC stroker, use a std deck [9.80"] 454 block, & bore to +.060", together with a 4.25" stroke crank, and 6.385" conrods. Add the appropriate pistons & rings suitable for your purpose. With a cast crank, use bearings **BYCB743P**, and **BYMS829P**. With a forged crank, use bearings **BYCB743H**, and **BYMS829H**. The cast crank & "H" beam rods with 8740 bolts is good for **700bhp**. If you are using a forged crank, & the "H" beam rods with the bolt upgrade, the kit is good for **1500bhp**.

All the above information is based on parts we sell, only. Remember, all reciprocating parts must be balanced, and you must check the oil clearance existing between the crank & the bearings. Crank, rods & pistons, must clear the block, & each other, by a minimum of .060".



SBC STD TIMING SET



BYC-3025 Timing set Use BYC-3023X
265cu in 1955-57 283cu in 1957-66 327cu in 1961-66

BYC-3001K Timing set Use BYC-3023X
283cu in 1967 302cu in 1967-69

305cu in G,H,Q,U Car 76-84 and Truck "F & H" 1975-84
350cu in "L" Car 1967-86 and Truck "K" 1969-84

307cu in Car 1967-73 400cu in Car 1970-76 and Truck "R & X" 1974-80

BYC-3064K Timing set £32.22

305cu in "G,H,S" Car 1985-88 except Federal & California emission
305cu in "E,F" Car 1988-91

350cu in L98 Camaro/Corvette 87-91
BYC-3017 Timing set £52.19

305cu in "E" LO3 Car 1992-3 and "M" L30 Truck 1996-02
350cu in "7" LO5 Car 1989-93 and "R" L31 Truck 1996-04 Vortec

Tooth width .400" to .410"

BYC-3059K Timing set £30.31

305cu in "H" LO3 Truck 1989-95 350cu in "K" LO5 Truck 1987-96

350cu in "M" Truck 1985-92

Tooth width .400" to .410"

BYC-3092 Timing set £80.47

350cu in "R" L31 Truck 1996-04 Vortec

Tooth width .275" to .285"

BYC-3099 Timing set £33.25

305cu in "E" Truck 1993-4

AJL524 Timing set £52.16

Gen3 LS engine, standard

BBC STD TIMING SET
not OEM Hi-Perf

Standard Link type chain timing set (3 piece)

BYC-3011K BBC -1966-87 inc some truck £30.89

396 std 1966-70 402 std 1971-80 427 std 1967-69

454 std 1970-87



SBC LT1/LS1-LS6 Standard Timing Parts



The LT1 was fitted to Camaro & Corvette 1992-97. [Optispark distributor mounted on timing cover]. The LS1 is an all aluminium engine starting in 1997 in Camaro & Corvette.

BYC3210 LS1-LS6 3 piece set 1997-04 £87.41

4.3ltr 262 V6 MARINE TIMING SET-Roller Cam



4.3 Marine V6 engines with Roller cam and standard rotation

BY3-509S V6 Rlr cam with balance shaft £53.42



ARP CONROD BOLT KITS

ARP 8740 alloy chrome moly steel. Rated at a tensile strength of approx 200,000 psi, 5 times more reliable than std bolts. **ARP 2000** Pro series Wave-Loc bolts have 200% the fatigue life of 8740 & tensile strength of about 220,000 psi.

BY134-6001 265-327 SBC small journal **£99.37**

BY134-6003 305-350 SBC large journal **£97.79**

BY134-6005 350 SBC LT1/LT4 P.M.rod **£109.45**

BY134-6006 SBC LSI-LS6 -cracked rod **£151.31**

BY135-6002 BBC 396-454- 3/8" **£103.60**

BY135-6001 BBC 454-502- 7/16" **£101.87**



ARP BALANCER BOLT KIT

As the c/shaft flexes and twists, the balancer absorbs high amounts of kinetic energy. To ensure that the balancer is locked in position. Special features include a 1/4" thick wide area washer, and an extra tall 12 point head that accepts a deep socket.

BY134-2501 SBC 7/16" x 2.47" -12pt head £36.67

BY135-2501 BBC 1/2" x 1.55" -12pt head £36.08

BY234-2503 LSI type balance bolt £49.34



BUDGET BALANCER BOLT KIT

Made from Grade 8 steel, with gold or black iridite finish. The thicker 3/4" hex head provides a larger contact surface for more positive socket engagement. Extra thick washer.

BY38770 SBC 7/16" x 2.25" -hex head £13.21

BY946 BBC 1/2" x 1.50" -hex head £30.77



SBC Marine Reverse Rotation Gear Drive



For engines that rotate in the reverse direction to standard. [anti-clockwise if one is looking at the crank pulley from the front]

BY2534 Camshaft gear 58 teeth £57.35

BY2535 Crankshaft gear 29 teeth £52.21

SBC Performance Timing Chain Sets **NOT OEM roller cam!**

Cloyes roller timing sets for 262 V6 [4.3Z w/o bal shaft, V8 262, 265, 267, 283, 302, 305 "G, H", 307, 327, 350L & 400 engines 1955 up

BYC-3023X Budget street set £40.85

Features: Double roller chain, high-quality cast iron cam sprocket, a heat-treated billet steel crank sprocket with three keyways.

BY9-3500TX9 Street Billet Roller set £103.60

Features: Double Roller .250" chain, billet steel, heat treated cam & crank gears, with 9 position crank gear.

BY9-3600TX9Z Race Billet IWIS Roller Chain set £210.46

Features: TRUE Roller .250" IWIS German chain, 33% stronger. Billet steel, heat treated cam & crank gears, with 9 position, +/- 8 degree crank gear. Complete with Torrington brg for rear of cam gear.



BY9-130Z Replacement IWIS Race True-Rlr chain £120.43

SBC Roller Timing Chain Sets **OEM ROLLER cam-NOT LT1/4!**

CLOYES 1985 up- V6 262 (4.3"Z" w/o balance shaft) V8 305"E,F,G,H", 350 (5.7"-7.8" with factory roller cam, except LT1.

BY9-1145 Street True Roller set £89.69

Features: Double True Roller .250" chain, high-quality cast iron cam sprocket, a heat-treated billet steel crank sprocket with three keyways.

BY9-130Z Replacement IWIS Race True-Rlr Chain £120.43



GenIII LS1-LS6 Roller Timing Chain Sets



BY7106 Double roller billet timing set £142.18

Features: 9 keyway crank gear, for up to 8 degrees of advance/retard



TIMING COVERS & BOLTS

BY4590	SBC chrome plated	£40.33
BY9001	BBC chrome with timing tab	£53.02
Chrome plated steel covers come complete with bolts and seal.		
BY500350S	SBC unpainted, has 8" pointer	£32.03
BY330850	BBC black t/cover 396-454	£28.01
BY8636	SBC Black power coated	£28.09
BY12562818	SBC Plastic GM Vortec V8	£59.21
Plain no position for sensor		
BY12558343	SBC Plastic GM Vortec V8	£50.88
With timing sensor mount		
BYAJG695	V6 4.3L 262 Plastic GM	£50.56
Plain no position for sensor		
BYAJG690	V6 4.3L 262 Plastic GM	£58.58
With timing sensor mount		



Cloyes Alum T/cover W/access Window & Cam Button

BY9-221	SBC Alum-with "window"	£217.12
1955 on, without OEM roller cam		



BY9-231	BBC Alum- with "window"	£229.12
BB 1965 on excluding factory roller cam model		

BY200-1501	ARP 12pnt black bolt set	£19.55
BY400-1501	ARP 12pnt stainless bolt set	£27.61



PRO-SPORT/RACE SFI Crank Harmonic Dampers

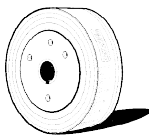
PRO SPORT	All steel, for racing, meets SFI spec 18-1	PRO RACE
BY34265	SBC <i>Pro-sport</i> int bal - 6.61"	£238.08
BY35266	SBC weight for 383/400 ext	£17.78
Use the above weight with BY34265 for 383/400 ext balance		

BY64265	SBC Pro-Race int bal - 6.61"	£358.37
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BY34263	BBC <i>Pro-Sport</i> int bal 7.01"	£265.84
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BY35264	BBC weight for BY35263-if req	£20.92
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BY64268	BBC Pro-Race ext bal 7.01"	£407.08
For internally balanced BBC-[BY64268] remove weight [unbolts]		



ALUMINIUM CRANKSHAFT PULLEYS SBC

BY9480	1 groove for 1955-68 Short W/pump	£32.34
BY9481	2 grooves for 1955-68 Short W/pump	£49.81
BY5316	1 groove for 1969-85 Long W/pump	£60.72
BY9485	2 grooves for 1969-85 Long W/pump	£63.07



BBC CRANKSHAFT PULLEYS

Chrome plated steel/Aluminium

BY9724	3 grv, LWP, chrome pulley	£98.65
BY8876	1 grv, Short SWP, alum pulley	£37.39



March Power Steering Brackets & Pump

MARCH	PERFORMANCE PULLEYS & BRACKETS	
BY20160	SBC Brackets-Long W/pump	£147.94
BYAJG910	Black pwr stg pump-keyed	£184.74
AJW005	Shims to adjust volume/pressure	£25.99



BBC ROLLER TIMING CHAIN SETS

1965 up-396, 400, 402, 427 and 454
(excluding OEM roller cam) engines

BYC-3024X	Budget Roller Set	£54.14
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Features: Double roller chain, high quality cast iron cam sprocket, a heat treated billet steel crank gear with 3 keyways.

BY9-3510TX9	Street billet Roller set	£138.55
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Features: Double True Roller .250" chain, billet steel heat treated cam & crank gears, with 9 position crank gear. +/- 8 degrees of adjustment

BY9-3610TX9	Race billet Roller set	£145.94
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Features: Hand matched with True Roller .250" chain, billet steel heat treated cam & crank gears, with 9 position crank gear. +/- 8 degrees of adjustment.



STANDARD CRANKSHAFT HARMONIC DAMPER

BYDA2621	V6 4.3 damper	£53.34
BYDA-1736	V6 VORTEC	£45.72
BYV1038	SBC 283-327 "skinny" damper	£78.38
BYDA-3071	SBC 6-3/4"	£75.30
BYDA-3502	SBC 8"	£82.12

PRO STREET CRANKSHAFT HARMONIC DAMPER

30% stronger Nodular Iron. Timing Marks 40-60 degrees.
Bolt in Counterweights. Precision balanced. Bonded inner/outer ring.

BY24262	SBC 283 to 350 engine - 6.75"	£161.40
BY24265	SBC 350 engine - 8"	£173.10
BY25266	Weight for 383/400	£28.22

Use above weight with BY24265 for 383/400 ext bal

BY24264	BBC 8" external balance	£182.98
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For internally balanced BBC remove weight [unbolts]

BY1438UNF	SBC UNF [fine] bolt for pulley	£0.60
KIT450	SBC Flat washer	£0.25

Billet Alum Crankshaft/Pwr Stg Pulleys
Performance-uses less Horsepower

BY513	V-belt power steering pulley-Keyed	£120.68
BY6311	SBC <i>One serpentine</i> belt-LWP	£61.48sp
BY6331M	SBC <i>Two serpentine</i> belts-LWP for Pwr Stg	£69.64sp
BY360	Nose for P/stg serpentine pulley	£60.35

High-WATER FLOW-pumps more water at lwr RPM-better cooling

BY6161	SBC One V-belt groove-LWP	£89.49sp
BY6171	SBC 2 V-belt grooves-LWP	£120.05
BY513	V-belt power steering pulley-Keyed	£120.68
BY6371	SBC <i>One serpentine</i> belt-LWP	£66.43sp
BY360	Nose for P/stg serpentine pulley	£60.35



Technical Information: 265, 283, 302, 327 [small journal crank]: C/Rod length 5.700"; Big end eye ID 2.1247-2.1252"//
262, 265, 267, 302, 305, 307, 327, 350: [large journal crank]: C/Rod length 5.700"; Big end eye ID 2.2247-2.2252"//400: C/Rod
length 5.565"; Big end eye ID 2.2247" to 2.2252". 346 LS1 1997-2004 C/Rod length 6.098"; Big end eye ID 2.2247-2.2252"//
396, 402, 427, 454, 502: C/Rod length 6.135"; Big end eye ID 2.3247-2.3252".

PERFORMANCE FORGED CONROD SETS



BYSIR5700BP "I-beam" 5.70" 350 press fit **£422.18**

Forged from 5140 steel, Eagle "I" beam conrods offer up to 50% increase in strength over new standard conrods. Press fit and bushed are generally available. SB rated to 500bhp, BB to 700bhp. ARP 8740 bolts used.

BYFSI5700B "I-beam" 5.70" 350 bushed **£tba**

BY25700 "I-beam" 5.7" 350 bushed ****£503.33**

BYFSI6000B "I-beam" 6.00" 350 bushed **£606.49**

BYFSI6135 "I-beam" 6.135" **BB** bushed **£606.30**

The FSI conrod is forged from 4340 steel and uses 7/16" ARP 8740 bolts. They are suitable for just about anything from Street to Racing.



** The 25700 conrod is made by SCAT. They are Pro-Stock 4340 forged I beams. They are fitted with ARP 8740 3/8" cap screw bolts. They are fitted with hollow dowelled caps for a great fit. This is a nice looking conrod.

BYCRS5700B3D H-beam 5.7" 350 bushed **£tba**

BYCRS6000B3D H-beam 6.0" 350 bushed **£606.49**

BYCRS6250B3D H-beam 6.250" 350 bushed **£tba**

Heavy duty 4340 forged steel connecting rod. 3-D stroker design, 2 piece forging for added strength, ARP 7/16" 8740 capscrew bolts std, good for 700bhp on SBC and 850bhp on BBC. Use ARP 2000 or ARPL19 bolts for extreme horsepower applications. X-rayed, sonic tested, magnafluxed, 100% machined to relieve stress. Big end & small end accurate to .0001". Centre to centre .001".



Eagle Small End Bushes SBC

Replacement bushes for Eagle bushed con rods.



BYB928 .927" Small end bush set **£65.22**

EAGLE I-beam CONROD BOLTS

Specially made for Eagle by ARP

BYEAG871500 Con rod bolts EAGLE I-beam **£10.39ea**



SILVOLITE/CAST/HYPEREUTECTIC PISTON SETS

[not intended for racing-compression ratios approximate]



			STD										
	MODEL		BORE	STROKE	C.H	G/PIN	RINGS-1,2,3	C/R-OEM	CROWN	WT	C/ROD	PRICE/SET	
BY1412030	283	1957-70	3.875"	3.00"	1.779"	.9273"	5/64"-5/64"-3/16"	8.3:1	Flat	774g	5.70"	£230.00	
BY1449030	305	1976-86	3.736"	3.484"	1.540"	.9273"	5/64"-5/64"-3/16"	8.4:1	3.16"x .090"	632g	5.70"	£211.88	
BY1482H030	305	1982-86	3.736"	3.484"	1.540"	.9273"	5/64"-5/64"-3/16"	9.5:1	Flat 4VR	677g	5.70"	£256.54	
BY1493C030	305	1987-95	3.736"	3.484"	1.54"	.9273"	5/64"-5/64"-3/16"		3.10"x .040"		5.70"	£233.27	
BY1423030	327	1962-69	4.00"	3.25"	1.654"	.9273"	5/64"-5/64"-3/16"	8.7:1	Flat 4VR	803g	5.70"	£200.00	
BY1423060	327	1962-69	4.00"	3.25"	1.654"	.9273"	5/64"-5/64"-3/16"	8.7:1	Flat 4VR	821g	5.70"	£247.52	
BY1436STD	350	1969-70	4.00"	3.484"	1.540"	.9273"	5/64"-5/64"-3/16"	8.8:1	Flat 4VR	724gg	5.70"	£163.57	
BY1436030	350	1969-70	4.00"	3.484"	1.540"	.9273"	5/64"-5/64"-3/16"	8.8:1	Flat 4VR	734g	5.70"	£179.23	
BY3437H030	350	1969-90	4.00"	3.484"	1.560"	.9273"	5/64"-5/64"-3/16"		Flat 4VR	716g	5.70"	£277.40	
BY3437H040	350	1969-90	4.00"	3.484"	1.560"	.9273"	5/64"-5/64"-3/16"		Flat 4VR	721g	5.70"	£286.43	
BY3437H060	350	1969-90	4.00"	3.484"	1.560"	.9273"	5/64"-5/64"-3/16"		Flat 4VR	733g	5.70"	£286.43	
BY1476HSTD	350	1969-90	4.00"	3.484"	1.540"	.9273"	5/64"-5/64"-3/16"		3.14"x.070"	g	5.70"	£233.11	
BY1476H030	350	1969-90	4.00"	3.484"	1.540"	.9273"	5/64"-5/64"-3/16"		3.14"x.070"	688g	5.70"	£261.84	
BY1476H040	350	1969-90	4.00"	3.484"	1.54"	.9273"	5/64"-5/64"-3/16"		3.14"x.070"	726g	5.70"	£245.46	
BY1476H060	350	1969-90	4.00"	3.484"	1.54"	.9273"	5/64"-5/64"-3/16"		3.14"x.070"		5.70"	£266.06	
BY3470HCSTD	350	Marine	4.00"	3.484"	1.540"	.9273"	1.5-1.5-3mm	9.4:1	3.10"x.080"	652g	5.70"	£229.99	
BY3470HC030	350	Marine	4.00"	3.484"	1.54"	.9273"	1.5-1.5-3mm	9.4:1	3.10"x.080"	663g	5.70"	£239.42	
BY2243536030	5.3	1999-04	3.78"	3.622"			1.5-1.5-3mm					£227.88	
BY1433040	396	1965-69	4.094"	3.766"	1.747"	.9898"	5/64"-5/64"-3/16"	9.6:1	.188" dome	891g	6.135"	£105.00sp	
BY1448HC030	454	1970-83	4.250"	4.00"	1.627"	.9898"	5/64"-5/64"-3/16"	9.0:1	Flat2VR	858g	6.135"	£297.32	



KEITH BLACK HYPEREUTECTIC [T6] PISTON SETS



[OK for racing-compression ratios approximate-all fully floating pins]

MODEL	STD BORE	STROKE	C.H	G/PIN	RINGS-1,2,3	C/Ratio-w-cc Heads				CROWN	C/ROD	PRICE/SET
						64	67	72	WT			
BYKB186030 334 [305]	3.736"	3.750"	1.433"	.9273"	5/64"-5/64"-3/16"	9.44	9.14	8.68	588g	D/C	5.70"	£144.00sp
BYKB193040 350	4.00"	3.484"	1.561"	.9273"	5/64"-5/64"-3/16"	9.67	9.38	8.92		D/C-12	5.70"	£504.62
BYKB231030 350	4.00"	3.484"	1.561"	.9273"	1/16"-1/16"-3/16"	10.31	9.97	9.44	587g	F/T	5.70"	£453.59
BYKB231040 350	4.00"	3.484"	1.561"	.9273"	1/16"-1/16"-3/16"	10.35	10.019	4.8	600g	F/T	5.70"	£567.90
BY9902HC030 350	4.00"	3.484"	1.565"	.9273"	5/64"-5/64"-3/16"	10.42	10.07	9.53		F/T	5.70"	£359.94
BY9902HC040 350	4.00"	3.484"	1.565"	.9273"	5/64"-5/64"-3/16"	10.46	10.10	9.57		F/T	5.70"	£362.70
BY9912HC30 383 [350]	4.00"	3.75"	1.433"	.9273"	5/64"-5/64"-3/16"	10.18	9.88	9.39		Dish-13	5.70"	£341.76
BY9912HC40 383 [350]	4.00"	3.75"	1.433"	.9273"	5/64"-5/64"-3/16"	10.25	9.92	9.43	644g	Dish-13	5.70"	£330.55
BY9956HCSTD383 [350]	4.00"	3.75"	1.433"	.9273"	5/64"-5/64"-3/16"					Dish-18	5.70"	£316.66
BY9956HC030 383 [350]	4.00"	3.75"	1.433"	.9273"	5/64"-5/64"-3/16"	9.68	9.39	8.97		Dish-18	5.70"	£341.76
BY9956HC040 383 [350]	4.00"	3.75"	1.433"	.9273"	5/64"-5/64"-3/16"	9.71	9.43	9.01	629g	Dish-18	5.70"	£317.54
MODEL	STD BORE	STROKE	C.H	G/PIN	RINGS-1,2,3	C/Ratio-w-cc Heads				CROWN	C/ROD	PRICE/SET
						119	WT					
BYKB203030 454	4.25"	4.00"	1.645"	.9898"	5/64"-5/64"-3/16"	9.09	868g	P/U 12cc	6.135"			£500.60

[Key: F/T = Flat Top; P/U = Pop Up or Raised; D/C = D-Cup; S/D = Step Dish:]



ICON FORGED PISTON SETS



[OK for racing-compression ratios approximate-all fully floating pins]

MODEL	STD BORE	STROKE	C.H	G/PIN	RINGS-1,2,3	C/Ratio-w-cc Heads				CROWN	C/ROD	PRICE/SET
						64	67	72	WT			
BYAJG580 427 ["350"]	4.125"	4.000"	1.115"	.9273"	1/16"-1/16"-3mm	10.50	10.209	7.3	575g	S/D19.5cc	6.20"	£249.32sp
MODEL	STD BORE	STROKE	C.H	G/PIN	RINGS-1,2,3	C/Ratio-w-cc Heads				CROWN	C/ROD	PRICE/SET
						119	WT					
BYKB814034 540 [454]	4.50"	4.250"	1.270"	.9898"	1/16"-1/16"-3/16"	10.27:1	738g	P/U 10cc	6.385"			£271.52sp

[Key: F/T - Flat Top; P/U - Pop Up or Raised; D/C - D-Cup; S/D - Step Dish:]



MAHLE MOTORSPORT FORGED PISTON SETS [Includes rings]



[OK for racing-compression ratios approximate-all fully floating pins 4032 Alloy]

MODEL	STD BORE	STROKE	C.H	G/PIN	RINGS-1,2,3	C/Ratio-w-cc Heads				CROWN	C/ROD	PRICE/SET
						64	118	70	WT			
BY930200340 350/357+.040"4.00"	4.00"	3.48"	1.25"	.927"	1mm-1mm-2mm	10.4	9.80	442g	F/T-5cc	6.00"		£855.50
BY930210840 350/383+.040"4.00"	4.00"	3.75"	1.125"	.927"	1mm-1mm-2mm	9.9	9.30	419g	Dish-16cc	6.00"		£940.96
BY929907110 454/496+.060"4.25"	4.25"	4.25"	1.27"	.990"	1.5- 1.5- 3mm	10.3	539g	P/U 18cc	6.385"			£1030.73

[Key: F/T - Flat Top; P/U - Pop Up or Raised:]

ALL COMPRESSION RATIOS BASED ON THE FOLLOWING INFORMATION-

1. Head gasket is .039" compressed
2. Piston is .001" down the bore at top dead centre

ALL COMPRESSION RATIOS ARE ESTIMATES, BASED ON INFORMATION AVAILABLE!

Extra deck height will lower the compression ratio

Standard Replacement Ring Sets [for OEM ring groove sizes] -NOT RACING MARINE

Grant have been manufacturing Piston Rings since 1922. They produce a wide variety of rings, for most replacement applications. They are competitively priced, and are perfect in standard and mildly tuned applications.

Perfect Circle is one of the largest piston ring manufacturers in the world. As well as regular replacement rings, they manufacture the most extensive & technically advanced high performance ring line in the industry. Driven by today's requirements for reduced oil consumption, lower friction, higher power output, and longer life, Perfect Circle is out front with the latest technology. Many "other make" performance ring sets, are also manufactured by Perfect Circle, eg; Speed Pro.

Ring Sets for 283/307 engines 1957-73
 Bore:3.875" (98.42mm) Comp:5/64"(0.0781") Oil:3/16" (.1875")

BY2221STD Cast rings standard £52.67
BYC2221030 Cast/Chrome rings +.030" £51.50


Ring Sets for 305 engines 1976-93 (5.0L)
 Bore:3.736" (94.89mm) Comp:5/64" (.0781") Oil:3/16" (.1875")

Standard depth oil ring- .193" radial wall
BY3817STD Cast rings standard £69.08
BYC3817030 Cast/Chrome rings +.030" £56.00


Ring Sets 4.3 [262] V6 VORTEC
 Bore:4.0" Comp:1.5mm (.059") Oil:3mm (.118")


BY41786 Std ring set £58.86


MAHLE RING SETS for 305 engines 1995-97 (5.0L)
 Bore:3.736" (94.89mm) Comp:5/64" (.0781") Oil:3/16" (.1875")


Shallow depth oil ring groove- .143" radial wall
BY51752CPSTD Plain rings standard £74.86
BYC3886030 Moly rings +.030" £54.86


Ring Sets for 327/350 engines 1962-85
 Bore:4" (101.6mm) Comp:5/64" (.0781") Oil:3/16" (.1875")

BY2271STD Cast rings standard £54.90
BYC2271030 Cast/Chrome rings +.030" £59.56
BYC2271040 Cast/Chrome rings +.040" £39.78
BYC2271060 Cast/Chrome rings +.060" £40.45
Standard depth oil ring- .193" radial wall


RING SETS for 350 engines 1986-02 (5.7L)
 Bore:4" (101.6mm) Comp:5/64" (.0781") Oil:3/16" (.1875")


Cars-1986-89 "Trucks"-1987-[96 = vin k]
Shallow depth oil ring groove- .143" radial wall

BY51476CP Cast rings standard £54.35
BYC3823030 Chrome top-rings +.030" £42.98
BYC3823060 Chrome top-rings +.060" £43.36


"Trucks"-1996-2002 [1996 = vin R] inc Vortec L31

Bore:4" (101.6mm) Comp:1.5mm(.059") Oil:3mm (.118")
Shallow depth oil ring groove- .143" radial wall

BY41858CPSTD Moly rings standard £76.75
BY41858CP030 Moly rings +.030" £84.66


Ring Sets for 5.3 LM7 engines 1999-2014
 Bore:3.78" Comp:1.5mm (.059") Oil:3mm (.118")


Top ring, steel plasma moly, 2nd ring steel Napier, Oil ring Chrome CP-20,
BY41859CP Std ring set std £60.84
BY41859CP030 Std ring set +030 £77.80


"Cars"-1990-95 -MAHLE PISTONS

Bore:4" (101.6mm) Top comp:2.0mm(.0787") 2nd comp: 1.5mm (.059") Oil:4mm (.1575")
Shallow depth oil ring groove- .148" radial wall

BY51616CPSTD Cast rings standard £50.32


Ring Sets for 400 SB engines 1970-80- 6.6L
 also- 396 BB engines 1970-72
 Bore: 4.125" (104.77mm) Comp:5/64" (.0781") Oil:3/16" (.1875")

BY2187STD Cast rings standard £59.83
BYC2187030 Cast/chrome rings +.030" £61.62


Ring Sets for 427/454 engines -Cars 1970-76
 Trucks 1971-90 light duty (3 ring piston)

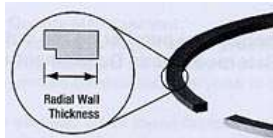
Bore:4.25" (108mm) Comp: 5/64" (.0781") Oil:3/16" (.1875")
Standard depth oil ring groove- .193" radial wall

BY2378STD Cast rings standard £66.29
BYC2378030 Cast/chrome rings +.030" £52.45
BYC2378060 Cast/chrome rings +.060" £52.08


TRUCKS 1991-2000 LIGHT DUTY

Shallow depth oil ring groove- .143" radial wall

BY3875STD Cast rings standard £66.22




Perfect Circle Plasma-Moly Rings-High Perf Street/Strip, Pro Street, Ovals & Drags, Street-Nitrous

Perfect Circle Plasma-Moly Ductile rings are designed for the serious racer. These sets feature rings that maximise combustion sealing and minimize frictional losses to increase horsepower and oil control. These sets include Reduced Radial Wall [RRW] top rings, and CP-20 oil rings to reduce tension, improve conformability and maximise power output. Ring sets with low and ultra low tension oil rings are not recommended for street use and should utilize a vacuum pump for maximum performance.


Performance Plasma Moly-not File Fit MAHLE

<i>Bore: 4.00" Comp: 5/64" Oil: 3/16</i>		
BYAJG135	Standard bore Plasma-Moly	£72.44
BYAJG140	+ .030" Plasma-Moly	£68.50
BYAJG145	+ .040" Plasma-Moly	£68.53
BYAJG150	+ .060" Plasma-Moly	£66.67




Performance Plasma Moly-not File Fit MAHLE

<i>Bore: 4.00" Comp: 1/16" Oil: 3/16"</i>		
BYAJG155	Standard bore-Plasma-Moly	£111.72
BYAJG160	+ .030" Plasma-Moly	£141.20
BYAJG165	+ .040" Plasma-Moly	£143.98
BYAJG615	+ .060" Plasma-moly	£115.84




Performance Plasma Moly-File Fit MAHLE

<i>Bore: 4.00" Comp: 5/64" Oil: 3/16</i>		
BY3150034035+	.035" Plasma-Moly	£152.34
BY3150034045+	.045" Plasma-Moly	£180.85




Performance Plasma Moly-File Fit MAHLE

<i>Bore: 4.00" Comp: 1/16" Oil: 3/16"</i>		
BY3150036005	Std/005 bore Plasma- Moly	£135.97
BY3150036035	+ .035" Plasma-Moly	£137.64
BY3150036045	+ .045" Plasma-Moly	£142.45




Performance Plasma Moly-File Fit MAHLE

<i>Bore: 4.00" Comp: 1/16" Oil: 1/8"</i>		
BY3150033035	+ .035" Plasma-Moly	£186.42




Performance Plasma Moly-File Fit MAHLE

<i>Bore: 4.125" Comp: 1/16" Oil: 3/16"</i>		
BY3150032005	+ .005" Plasma-Moly	£125.19
BY3150032035	+ .035" Plasma-Moly	£163.39




Performance Plasma Moly-not File Fit MAHLE

<i>Bore: 4.25" Comp: 5/64" Oil: 3/16"</i>		
BY3150028	Standard bore Plasma Moly	£105.20
BY3150028030+	.030" Plasma-Moly	£179.49
BY3150028060+	.060" Plasma-Moly	£199.34




Performance Plasma Moly-File Fit MAHLE

<i>Bore: 4.25" Comp: 1/16" Oil: 3/16"</i>		
BY3150035035	+ .035" Plasma-Moly	£153.47
BY3150035065	+ .065" Plasma-Moly	£143.57



Performance Plasma Moly-File Fit MAHLE

<i>Bore: 4.50" Comp: 1/16" Oil: 3/16"</i>		
BY3150053005	std/005"Plasma-Moly	£190.76



Camshaft/Valve Train Area

Standard/Performance & Racing Camshafts- not MARINE

STANDARD CAMSHAFTS

BY2291274 MELLING Hydraulic flat tappet camshaft £143.03

283 engine 1957-59 & 1963-67 305 engine 1982 vin "7" high output
305 engine 1983 vin "S" high output 327 engine 1962-69 not special high performance
350 engine 1967-86 not high performance or special high performance
350 engine 1969-74 Truck 350 engine 1975-95 Truck
350 engine 1996 vin "K" Truck 400 engine 1970-76 and 1974-80 Truck

Duration @ .050" lift = In 194, Ex 203, Valve lift = In .390", Ex .410", Lobe sep 112



BY2291917 Clevite Hydraulic Roller camshaft £94.37sp

305 engine 1987-88 vin "H" auto trans 305 engine 1987-89 vin "F" auto trans
305 engine 1988-93 vin "E" 350 engine 1991-92 vin "7" export leaded fuel & not export
350 engine 1993 vin "7"

Duration @ .050" lift = In 179, Ex 195, Valve lift = In .351", Ex .386", Lobe sep 109



BY2292267 MELLING Hydraulic flat tappet camshaft £145.23

402 engine BB 1972 excl high per/special high perf 402 engine BB 1970-72 Truck
454 engine BB 1970 excl high perf/special high perf 454 engine BB 1976
454 engine BB 1970-72 Truck 454 engine BB 1976-78 Truck 454 engine BB 1979-80 excl med duty Truck
454 engine BB 1981-93 Truck

Duration @ .050" lift = In 193, Ex 203, Valve lift = In .412", Ex .444", Lobe sep 110.5



"Standard" Camshafts-MARINE

BY22124 MELLING Marine Hydraulic flat tappet camshaft £168.04

350 engine V8 5.7litre chain drive, std rotation Mercruiser 250/255/260/260 5.7L/ LX Alpha/ Bravo
Mag Bravo EFI/270/280/300/320 EFI/260 MIE/260-5.7L MIE/5.7 SKI/350 Mag SKI/Mag Alpha

OMC 250/260/290. - **Duration @ .050" lift = In 202, Ex 213, Valve lift = In .401", Ex .410", Lobe sep 110**



MELLING Performer Hydraulic Camshafts- "mild" Performance

Good torque, performance gains in the low and mid range. Good idle. Can give power to 5500rpm

Important: Check that your valve springs are not "coil binding" at full lift. It should be possible to open the valve a further .090" at full lift, with the lifters full of oil, before the spring becomes "coilbound" or solid.

Alternatively, use the valve springs listed for the cam, and install them at the correct height.

BY2291730 262-400 1957-94 "Performer" flat tappet cam- idle to 5500rpm £99.19

Duration @ .050" lift = In 204, Ex 214, Valve lift = In .420", Ex .443", Lobe sep 112.

Use springs BYVS-677.

BY2162 396-454 1967-94 Edelbrock "Performer" flat tappet camshaft & lifter kit £282.35

- idle to 5500rpm

Duration @ .050" lift = In 218, Ex 228, Valve lift = In .500", Ex .500", Lobe sep 114

Can use springs BY2121142. **NOT FOR 1965-66 REQUIRING A GROOVED REAR CAM JOURNAL.**



EDELBROCK Performer RPM flat tappet Cam & Lifter Kits

BY7102 Performer RPM for 283-400 engines non OEM roller 1.5 rockers £301.18
BY7162 Performer RPM for 396-454 engines non OEM roller 1.7 rockers £370.98



Designed for street high performance. These cams are dyno matched to the Performer RPM inlet manifolds, & cylinder heads. Should give 10-12" of manifold vacuum at idle. Edelbrock claim up to 420bhp at 6000rpm on the 350, and 540bhp @ 6000rpm on the 454 using Performer RPM cam, inlet & cylinder heads, together with a 750cfm carb, and 1-3/4" headers. 2-1/8" on Big Block 454.

<i>Rpm Range</i>	<i>@ .050"</i>	<i>Lift-1.50/1.7 Rockers</i>	<i>Lobe Sep</i>
1500-6500rpm	In.234 Ex.244	In; .488"Ex; .510"	109.5 <u>SBC</u>
1500-6500rpm	In.240 Ex.246	In; .560"Ex; .573"	111 <u>BBC</u>

Compatible components-
BY5794 [350], **BY5795E** [454] Springs, caps & collets kit.

Competition Cams Hydraulic flat tappet Performance Camshafts

268 Hydraulic "High Energy" Camshaft

BY12-210-2 268 for 262-400 SBC engines 1955-98- 1.50 rockers, not LT1 £274.22

Good street performance with std torque converter. Choppy idle.

<i>Rpm Range</i>	<i>@ .050"</i>	<i>Lift-1.50 Rockers</i>	<i>Lobe Sep</i>
1500-5500rpm	In.218 Ex.218	In; .454"Ex; .454"	110 degrees

Compatible components- 262-400- BY981-16 Springs, BY742-16 Spring caps, BY601-16 Collets, BY501-16 Seals



270 Hydraulic "Magnum" Camshaft

BY12-211-2 270 for 262-400 SBC engines 1955-98- 1.50 rockers, not LT1 £264.89

BY11-207-3 270 for 396-454 BBC engines 1965-96- 1.70 rockers £143.23

High performance, biggest cam with std converter, but better with 2000rpm+ stall. Use lower rear axle ratio [higher numerically]. Mild rough idle. Works with std converter on BBC, & likes headers.

<i>Rpm Range</i>	<i>@ .050"</i>	<i>Lift-1.50 Rockers</i>	<i>Lift-1.70 Rockers</i>	<i>Lobe Sep</i>
1800-5800rpm	In.224 Ex.224	In; .470"Ex; .470"	In; .510" Ex; .510"	110 degrees

Compatible components-
 262-400- BY981-16 Springs, BY742-16 Spring caps, BY601-16 Collets, BY501-16 Seals
 396-454- BY911-16 Springs, BY748-16 Spring caps, BY612-16 Collets, BY504-16 Seals.



Competition Cams flat tappet Performance Camshafts

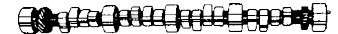
280 Hydraulic "Magnum" Camshaft

BY12-212-2 280 for 262-400 SBC engines 1955-98- 1.50 rockers, not LT1 £218.42
BY11-208-3 280 for 396-454 BBC engines 1965-96- 1.70 rockers £245.92



Great for street machines, needs 2500rpm+ stall torque converter. Requires headers and a lower rear axle ratio [numerically higher]. Rough idle.

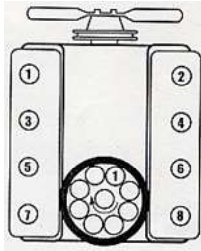
<i>Rpm Range</i>	@ .050"	<i>Lift-1.50 Rockers</i>	<i>Lift-1.70 Rockers</i>	<i>Lobe Sep</i>
2000-6000rpm	In.230 Ex.230	In; .480" Ex; .480"	In; .520" Ex; .520"	110 degrees



Compatible components-

262-400- BY981-16 Springs, BY742-16 Spring caps, BY601-16 Collets, BY501-16 Seals
 396-454- BY911-16 Springs, BY748-16 Springs caps, BY612-16 Collets, BY504-16 Seals.

NOTES: Always buy the correct valve springs for your cam. This can avoid mechanical failures later on. Do not use a standard timing set, as these may have "retard" built in to them. Do not use performance camshafts with non adjustable rockers, or injected engines. Because modern oils have less "lubricity", this can cause premature wear on flat tappet cams [does not apply to roller cams]. Use **BY159** to combat this problem.



1-8-4-3-6-5-7-2
Most Chevrolet V8
Distributor runs clockwise.

Competition Cams Xtreme Energy Hydraulic Camshafts-faster inlet lobes, better power with performance heads!

262 Hydraulic "Xtreme Energy" Camshaft

BY12-238-2 262XE for 262-400 SBC engines 1955-98- 1.50 rockers, not LT1 £273.16



Excellent response, good mid range, noticeable idle.

<i>Rpm Range</i>	@ .050"	<i>Lift-1.50 Rockers</i>	<i>Lobe Sep</i>
1300-5600rpm	In.218 Ex.224	In; .462" Ex; .469"	110 degrees

Compatible components- BY981-16 Springs, BY742-16 Spring caps, BY601-16 Collets, BY501-16 Seals



268 Hydraulic "Xtreme Energy" Camshaft

BY12-242-2 268XE for 262-400 SBC engines 1955-98- 1.50 rockers, not LT1 £294.01



Great for Street machines, largest cam with std torque converter, better with 2000rpm+ stall.

<i>Rpm Range</i>	@ .050"	<i>Lift-1.50 Rockers</i>	<i>Lobe Sep</i>
1600-5800rpm	In.224 Ex.230	In; .477" Ex; .480"	110 degrees

Compatible components- BY981-16 Springs, BY742-16 Spring caps, BY601-16 Collets, BY501-16 Seals



274 Hydraulic "Xtreme Energy" Camshaft

BY12-246-3 274XE for 262-400 SBC engines 1955-98- 1.50 rockers, not LT1 £293.54



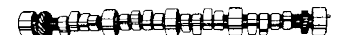
BY11-246-3 274XE for 396-454 BBC engines 1965-96- 1.70 rockers £297.38

Very strong mid-range torque and throttle response, 2200+ stall torque converter, likes headers.

<i>Rpm Range</i>	@ .050"	<i>Lift-1.50 Rockers</i>	<i>Lift-1.70 Rockers</i>	<i>Lobe Sep</i>
1800-6000rpm	In.230 Ex.236	In; .490" Ex; .490"	In; .552" Ex; .555"	110 degrees

Compatible components-

262-400- BY981-16 Springs, BY742-16 Spring caps, BY601-16 Collets, BY501-16 Seals
 396-454- BY924-16 Springs, BY741-16 Springs caps, BY612-16 Collets, BY505-16 Seals.

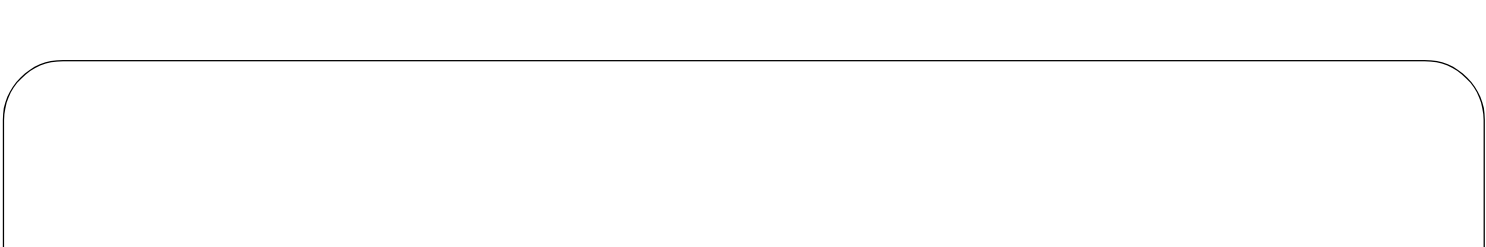
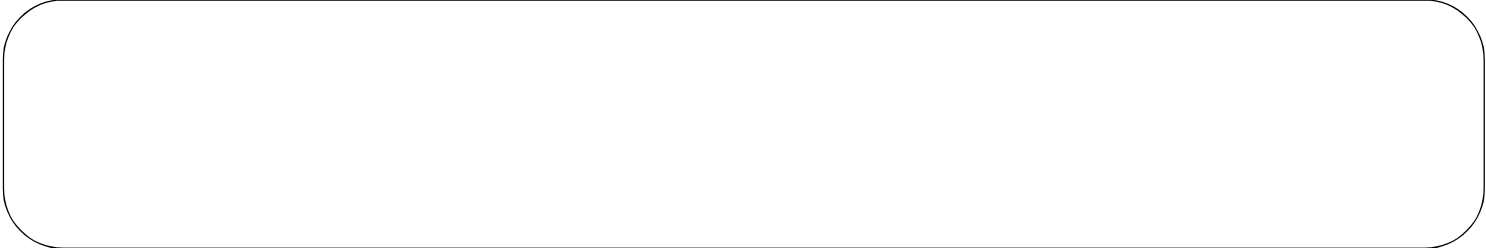


284 Hydraulic "Xtreme Energy" Camshaft

BY11-250-3 **284XE for 396-454 BBC engines 1965-96- 1.70 rockers** **£140.34**
 Street/strip 2800+ stall torque converter, likes headers and gears, rough idle. 9.5:1 + compression ratio.
Rpm Range *@.050"* *Lift-1.70 Rockers* *Lobe Sep*
 2300-6500rpm In.240 Ex.246 In; .574" Ex; .578" 110 degrees
Compatible components-



396-454- BY924-16 Springs, BY741-16 Springs caps, BY612-16 Collets, BY505-16 Seals.



Competition Cams Mechanical Flat Tappet Camshafts

282S Mechanical Flat Tappet "Magnum" Camshaft

BY12-223-4 **282S for 262-400 SBC engines 1955-98- 1.5 rockers** **£327.86**
 Good power for street, 2500+ stall & lower gears. Best with headers, choppy idle.
 Tappet clearance .022"/.022".
Rpm Range @ .050" *Lift-1.50 Rockers* *Lobe Sep*
 2000-6000rpm *In.236 Ex.236* *In; .495"Ex; .495"* *110 degrees*
 262-400- BY981-16 Springs, BY742-16 Spring caps, BY601-16 Collets, BY503-16 Seals



Mechanical ROLLER-Racing Camshafts (427 SBC with 1.948" BBC bearing journals)

BYAJG350 **4308B/4312B for 427 SBC engines with Dart tall deck block- 1.5 rockers** **£183.43sp**
 Great for Drag Racing or Circuit Racing. Would work well with 10.5 or higher compression. A thrust button, bronze distributor gear & wear plate must be used. Can use lash caps BY621-16, rev kit BY4000 & stud girdle BY4004.
 Tappet clearance .016" / .016".
Rpm Range @ .050" *Lift-1.50 Rockers* *Lobe Sep*
 6500-7000rpm *In.263 Ex.271* *In; .648"Ex; .654"* *108 degrees*
 427- BY943-16 Springs, BY1731-16 Spring caps, [or BY731-16 Titanium], BY611-16 Collets, BY503-16 Seals

STANDARD HYDRAULIC LIFTERS
1955-85 Gen 1 SBC, 1965-96 BBC Mk4 & 5



BYA0817 GM Equivalent-USA **£148.30**

'HI-REV' HYDRAULIC LIFTERS

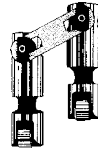
These lifters are designed to operate at higher rpm limits, when used with the correct preload. If you plan on running your engine past 5500rpm with a higher lift cam/heavier springs, then these lifters are safer to use. Same fitting range as std lifters.



BYA0817R SBC/BBC Hyd flat tappet-USA **£171.22**

HYDRAULIC ROLLER LIFTERS

These lifters are for use with hydraulic roller camshafts. There are two main types, standard as used in the original "OEM" engine, or "RETRO" for use in engines that never had a roller cam. Then there are standard, or "high rev". For lifts over .570" or so, and rpm's over 6000rpm, it may be safer to use the "high rev" lifters.



BY213-1738SBC 305-350 1987 on, Gen III **£208.04**

BY853-16 SBC "retro fit" -pre "87" blocks **£558.04**

BY900-16 BBC 454-502 1996-03 Gen VI **£232.73**

BY854-16 BBC "retro fit" 396-454 >96 **£427.81**



COMP SOLID OR MECHANICAL LIFTERS

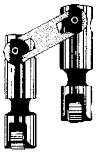
Built to exacting tolerances these premium lifters are designed for high-end street and race. Includes precision ground crown radius & surface finish. 86g each. Seat height 1.88". Be sure to put a container of BY159 into your oil, to protect cam & lifters from failure.



BY2900-16 SBC/BBC Solid/mech lifters **£250.48**

Competition Cams Solid Roller Lifters & Bars

For years, Comp Cams Super Roller Lifters have set the standard for solid roller lifter technology. With today's radical cam lobe designs & increased rpm ranges, it takes a superior roller lifter to withstand the abuse. Now with EDM oil injection technology which ensures the bearing receives a constant flow of pressurized oil.



BY818-1 SBC 265 to 400- single tappet **£57.68**

BY818-L SBC 265-400 Link bar only **£8.96**

BY818-16 SBC 265-400- set of 16+link bars **£725.03**



Mr Gasket Advance & Retard Cam Bushes

The offset bushes can be used to advance the cam for increased low-end torque and mid-range horsepower, or to reduce excessive low-end torque and increase top-end horsepower by retarding the cam. They can also be used to more accurately set the standard cam timing. Cam sprocket dowel pin hole must be drilled.



BY85 SBC 2°, 4°, 6°, 8° and 0° **£31.81**

BY85B BBC 1°, 3°, 5°, 7° and 0° **£39.40**

COMP Cam Thrust Buttons & Lockwasher

Cam thrust buttons go between the cam timing gear and the inside of the timing cover. They are mandatory with race roller cams, as the lobes are ground flat, not tapered like flat tappet cams. This taper, drags the cam into the block when the engine is started up. OEM roller cams normally have a retaining plate, and do not need a button. Cam buttons can be used with all types of camshaft if the engine is used for Racing. The thrust button controls the fore & aft movement of the camshaft, ensuring more accurate ignition timing, and less wear on other components.



BY60460 SBC Long .800" +l/washer & bolts **£21.54**

BY60461 SBC Short .660" +l/washer & bolts **£24.91**

BY60462 BBC with l/washer & bolts **£24.91**

BY200 SBC rlr brg type- no l/washer/bolts **£21.22**
Long .795"

BY207 BBC rlr brg type- no l/washer/bolts **£19.12**

BY60464 Lockwasher & bolts only **£8.51**



Competition Cams Bronze Distributor Gears

The standard cast iron gear is not compatible with a steel roller cam. Comp Cams gears are machined from AMPCO-45 extruded aluminium bronze with 5% nickel added. These gears feature a high strength tooth design that will resist wear even when a heavy duty oil pump is used. Carbon



SBC & BBC

BY410 265-454 eng. w/0.500" ID shaft **£76.99**

BY412 265-454 eng. w/0.491" ID shaft **£66.67**

Cam Retaining Plate 1986 on w/OEM Roller Cam

BY10088128 SBC 1st type 3.62" C to C **£26.94**

BY10168501 SBC 2nd type 3.294" C to C **£5.57**

BY14093637 Screws to secure plate **£3.54ea**



Sealed Power Standard Push-rods [sets of 16 only]

BYRP-3093 V6 & SBC V8 as below (l=7.794") **£37.28**

262 V6 1985-86 262 V8 1975-76 265 V8 1955-57

267 V8 1979-82 283 V8 1957-67 302 V8 1967-69

305 V8 1976-95 * 307 V8 1968-73 327 V8 1962-69

350 V8 1967-95 * 400 V8 1970-80 *

* These pushrods were used for more years, in Trucks

BYRP-3262 V6 & SBC as below (l=7.192") **£37.12**

262 V6 1987-95 305 V8 1987-93 350 V8 1987-93

BYRP-3348 V6 & SBC as below (l=7.187") **£70.88**

262 V6 1996-02 Truck 305 V8 96-02 Trk 350 V8

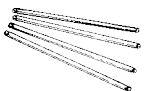
1996-02 Truck

BYRP-3349 Gen III as below (l=7.318") **£48.96**

346 V8 1999-05 Car

325 V8 1999-08 Truck

364 V8 1999-04 Truck



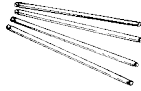
Sealed Power Standard Push-rods [sets of 8 only]

Big Block Chevy

BYRP-3182 BBC In- as below (l=8.28") **5/16" £15.68**
396 V8 1965-69 402 V8 1970-72 427 V8 1966-69



BYRP-3181 BBC Ex- as below (l=9.252") **5/16"£21.52**
396 V8 1965-69 402 V8 1970-72 427 V8 1966-69
454 V8 1971-85 Truck



BYRP-3104 BBC In- as below (l=8.281") **3/8" £21.12**
396 V8 1965-69 402 V8 1970-72 427 V8 1966-69
454 V8 1970-84 *

BYRP-3103 BBC Ex- as below (l=9.254") **3/8" £29.68**
396 V8 1965-69 402 V8 1970-72 427 V8 1966-69
454 V8 1970-84



BYRP-3255 BBC In- as below (l=8.227") **5/16" £15.36**

454 V8 1973-76 454 V8 1985-90 Truck

BYRP-3254 BBC Ex- as below (l=9.202") **5/16"£15.36**

454 V8 1973-76 454 V8 1985-90 Truck

BYRP-3287 BBC In- as below (l=8.179") Vin "N" **£16.00**

454 V8 1991-97 Truck



BYRP-3339 BBC In- as below (l=7.572") **5/16" £29.68**

Vin "J" 454 V8 1996-97 Truck w/Roller lifters [mk6]

BYRP-3338 BBC Ex- as below (l=8.525") **5/16"£23.84**

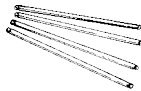
Vin "J" 454 V8 1996-97 Truck w/Roller lifters [mk6]

BYRP-3350 BBC In- as below (l=7.57") **3/8" £23.84**

Vin "J" 454 V8 1998-00 Truck

BYRP-3347 BBC Ex- as below (l=8.521") **3/8" £29.36**

Vin "J" 454 V8 1998-00 Truck



High Energy Perf Push-rods [sets of 16 only]

Use with mild performance cams- not Racing



BY7812-16 7.794" long, 5/16" diam, hardened **£63.35**

SBC Applications as per BYRP-3093

BY7808-16 7.205" long, 5/16" diam, hardened **£75.49**

SBC OEM hyd roller cam 1987 on

BY7854-16 8.28/9.252" long, 3/8" diam, hard **£79.06**



Performance Hardened Push-rods [sets of 16 only]

Street/Strip/Circuit Racing

BY7693-16 7.900" long, 5/16" diam, hard' **£127.02sp**

SBC- +.100", sometimes required for Edelbrock heads with std rockers

BY7154-16 8.28" inlet, 9.25" ex, 3/8" hard' **£221.22**

BBC- 396-454 1965-86 std deck height block

BY7663-16 7.75" inlet, 8.70" ex, 3/8" hard' **£216.12**

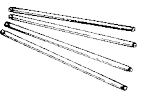
BBC- 396-454 RETRO hydraulic roller cam with std deck height block



SBC Hi-Tech Gen III Push-rods



The push-rods are a weak point on the Gen III engines. They tend to bend when used above 6250rpm. These pushrods will cure this problem.



BY7955-16 7.40" long, 5/16" diam, hardened **£177.24**

PUSHRODS for STREET/STRIP/RACING

These pushrods are a 1 piece construction from .083" thick seamless chromemoly. The ends are precision formed, yielding added thickness in the critical tip area for strength, while maintaining constant wall thickness & concentricity. They are then heat treated for extended durability & guide plate compatibility. Ideal for serious street performance & race applications.

BY720PRODS 7.20" long, 5/16" diam **£175.78**

SBC OEM hyd roller cam 1987on

BY730PRODS 7.30" long, 5/16" diam **£175.78**

SBC retro hyd roller cam 1955on

BY770PRODS 7.70" long, 5/16" diam **£175.78**

BY775PRODS 7.75" long, 5/16" diam **£175.78**

BY7972-16 7.80" long, 5/16" diam, hard **£167.12sp**

BY785PRODS 7.85" long, 5/16" diam **£175.78**

BY790PRODS 7.90" long, 5/16" diam **£175.78**

BY7994-16 7.95" long, 5/16" diam **£244.07**

BY800PRODS 8.00" long, 5/16" diam **£165.08**

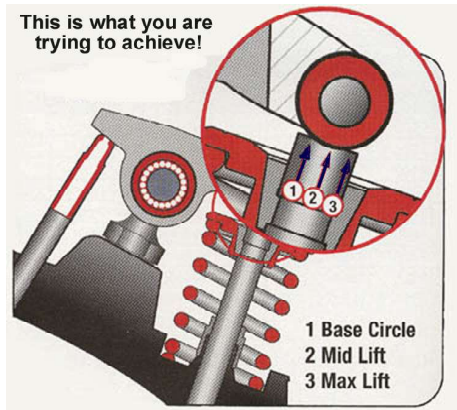
BY7991-8 8.40" long, 3/8" diam, hardened **£144.19**

BY7992-8 8.45" long, 3/8" diam, hardened **£140.08**

BY7757-8 9.50" long, 3/8" diam, hardened **£144.13**



This is what you are trying to achieve!



1 Base Circle
2 Mid Lift
3 Max Lift

Technical Information: There are many variables involved when selecting pushrods for a performance engine. Block height, cylinder head thickness, type of camshaft, rocker type used, lifter or tappet depth, etc, etc. If you are unsure about the selection criteria, ask for a copy of page 254 from the **2016 Competition Cams** catalogue, when you order your valve train parts. Always check that a clearance exists between your pushrods, and the tunnels in the cylinder heads. Sometimes, clearancing is necessary. If you need an adjustable pushrod length checker, to help work out your pushrod length, see tools section 9 page 11 in the Real Steel catalogue.

CYLINDER HEADS- ALUMINIUM SMALL BLOCK CHEVY V8

SBC EDELBROCK E-street Aluminium Heads

(complete with stainless valves/ 1-1/4" springs- 3/8" screw in studs/guideplates etc)

E-Street, is an all new line of Edelbrock cylinder heads, made in the USA, not China. These heads give a vastly improved performance for street-strip engines, ideally operating up to 5500rpm. Every E-Street head is assembled with manganese bronze valve guides, powdered metal interlocking valve seats, stainless one piece valves with hardened tips, 1-1/4" springs, 3/8" screw in studs & hardened guide plates. Additionally, hardened spring cups are used under the springs, and threaded inserts are used in the rocker bosses.

The 185cc inlet port, together with the 2.02" inlet valve, will give great throttle response & torque right through the rev range. Hardened pushrods will be required. Max valve lift is .550". Use Champion BYRC?YC spark plugs, with threaded holes for straight plugs. Use inlet manifold gasket **BY1256**, & exhaust gasket **BY1404FP**.

Comb. chamber vol In. runner vol Ex. runner vol In. valve Ex. valve Spring Dia
64cc 185cc 60cc 2.02" 1.60" 1.25"

BY5089 Has 2.02" inlet valve+1.60" exhaust **£1634.70pr**

Comb. chamber vol In. runner vol Ex. runner vol In. valve Ex. valve Spring Dia
70cc 185cc 60cc 2.02" 1.60" 1.46"

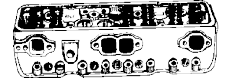
BY5073 Has 2.02" inlet valve+ 1.60" exhaust **£1528.81pr**



SBC EDELBROCK Performer RPM Alum' Heads

(complete with stainless valves/ 1.46" springs- 3/8" screw in studs/guideplates etc)

Designed for 302,327,350 & 400 up to 1986, street high-performance, & bracket racing. These heads offer out of the box, bolt on performance. Improved power throughout the rpm range for great throttle response and top end horsepower. Features: straight plugs, inlet & exhaust ports CNC port matched, hardened valve seats for unleaded fuels. 9/16" thick deck surface for maximum strength. Inlet & exhaust ports in std GM position.



Assembled with: stainless steel, swirl polished inlet & exhaust valves with under cut stems; positive valve stem oil seals, 3/8" rocker studs and guide plates; valves springs, retainers and locks. May be used with cams up to .575" valve lift. Heads feature threaded inserts in rocker & exhaust bolt holes for superior strength. Use BYRC12YC plugs for most applications, inlet gaskets **BY1256**, exhaust gaskets **BY1404FP**. Hardened push rods will be required. If std rockers are used, .100" longer pushrods will be required. Straight plug.

Comb. chamber vol In. runner vol Ex. runner vol In. valve Ex. valve Spring Dia
64cc 185cc 65cc 2.02" 1.60" 1.46"

BY6089 Has 2.02" inlet valve+1.60" exhaust **£1873.20 pr**

SBC Edelbrock Victor Jnr Aluminium Heads

Affordable maximum power head for competition & ultra high-performance street. 530-580hp potential, out of the box, for a cost effective race winning set up. Accepts std 23 degree valvetrain hardware. Raised exhaust ports [.300"] angled spark plugs. Complete with valves only.



BY7757 Heads aluminium including valves only **£1513.68pr**
Com. chamber vol In. runner vol Ex. runner vol In. valve Ex. valve
64cc 215cc 85cc 2.08" 1.60"

BY7764 Heads aluminium including valves only **£1269.16pr**
Com. chamber vol In. runner vol Ex. runner vol In. valve Ex. valve
70cc 215cc 85cc 2.08" 1.60"

SBC AIRFLOW RESEARCH ALUM' CYL' HEADS



The Eliminator Street head is a "Small Port, High Velocity Torque Monster". AFR heads are widely seen as the best V8 cylinder heads available. The exceptional flow characteristics, ideal operating range of idle to 5500rpm [2000rpm-6500rpm with the BY1034 version] 23 degree valve angle & standard valve spacing make these the perfect street heads for 327-383 engines from '55-86. The exhaust port is raised .100" & dual rocker cover bolt patterns are std. The versions listed below have all been "CNC Street Ported". Check valve spring specifications if you intend to use a hydraulic roller cam and rpm's above 6200rpm.

BY0916 Straight spark plug **£2690.23pr**
Com. chamber vol In. runner vol Ex. runner vol In. valve Ex. valve
65cc 180cc 64cc 2.02" 1.60"

BY1034A Straight spark plug **£2250.91pr**
Com. chamber vol In. runner vol Ex. runner vol In. valve Ex. valve
65cc 195cc 64cc 2.05" 1.60"

CYLINDER HEADS- ALUMINIUM BIG BLOCK CHEVY V8

BBC EDELBROCK E-street Aluminium Heads

(complete with stainless valves/ 1.55" springs- 7/16" screw in studs/guideplates etc)

E-Street, is an all new line of Edelbrock cylinder heads, made in the USA, not China. These heads give a vastly improved performance for street-strip engines, ideally operating up to 5500rpm. Every E-Street head is assembled with manganese bronze valve guides, powdered metal interlocking valve seats, stainless one piece valves with hardened tips, 1.55" springs, 7/16" screw in studs & hardened guide plates. Additionally, hardened spring cups are used under the springs, and threaded inserts are used in the exhaust flanges & rocker bosses.

The 290cc inlet port, together with the 2.19" inlet valve, will give great throttle response & torque right through the rev range. Hardened pushrods will be required. Max valve lift is .700". Use Champion BYRC?YC spark plugs.



Comb. chamber vol In. runner vol Ex. runner vol In. valve Ex. valve Spring Dia
110cc 290cc 110cc 2.19" 1.88" 1.55"

BY5045 Has 2.19" inlet valve+1.88" exhaust **£3178.31 pr**

VALVES-INLET AND EXHAUST-STANDARD

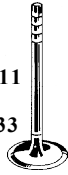


Melling Inlet Valves

All dimensions in inches

CARS:

	Head Dia	Length	Grooves	Metal	Stem	Price
BYV0399 In	1.72"	4.912"	2G	Stl	11/32"	£5.93
265cu in V8 1955-57		267cu in V8 1979-82				
283cu in V8 1957-63 not Hi-perf		305cu in V8 1976-78				
307cu in V8 1968-72		327cu in V8 1962-64+1969 not Hi-perf				
BYV1393 In	1.84"	4.912"	2G	Stl	11/32"	£8.11
305cu in V8 1979-93						
BYV1195 In	1.94"	4.88"	2G	Stl	11/32"	£7.33
262cu in V6 1985-93 "Z"		307cu in V8 1973				
327cu in V8 1965-68 not Hi-perf, F.I.		350cu in V8 1982-93 not 86 w/al hds				
350cu in V8 1967-81 not Hi-perf		350cu in V8 1982-93 not 86 w/al hds				
350cu in V8 1992-93 LT1		400cu in V8 1970-76 not HD				

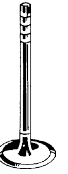


Melling Exhaust Valves

All dimensions in inches

CARS:

	Head Dia	Length	Grooves	Metal	Stem	Price
BYV0400 Ex	1.50"	4.90"	2G	HAS	11/32"	£7.75
265cu in V8 1955-57		283cu in V8 1957-67 not Hi-perf				
327cu in V8 1962-1969 not Hi-perf or F.I.						
BYV1192 Ex	1.50"	4.92"	2G	HAS	11/32"	Use-
BY10077-1						
262cu in V6 1985-93 "Z"		283cu in V8 1957-61 Hi-lift cam				
305cu in V8 76-93 (Q,U,S,7,E,F,G,H)						
307cu in V8 1968-73		350cu in V8 1967-93 not Hi-perf				
400cu in V8 1971-76						
BYV1807 Ex	1.50"	4.92"	1G	Stl	11/32"	£11.35
350cu in V8 1994-97 LT1						

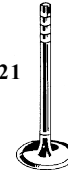


INLET VALVES

All dimensions in inches

CARS:

	Head Dia	Length	Grooves	Metal	Stem	Price
BYV0988 In	2.02"	4.88"	2G	Stl	11/32"	£9.52
302cu in V8 1967-69		327cu in V8 1964-68 Hi-perf & F.I.				
350cu in V8 1967-79 Hi-perf						
BYV0696 In	1.94"	4.88"	2G	Stl	11/32"	Use-
BY10476-1						
283cu in V8 1961 Hi-lift cam		327cu in V8 1962-63 inc Hi-perf & F.I.				
327cu in V8 1965-68 not Hi-perf		350cu V8 1967-81				
1980 Hi-perf		400cu in V8 1970-76 H.D.				
BYV1107 In	2.065"	5.225"	1G	Stl	3/8"	£10.21
396cu in V8 1965-70 excl Hi-perf		402cu in V8 1970-72				
427cu in V8 1966-69 not Hi-perf or OEM Alum hds						
454cu in V8 1970-76 excl Hi-perf & H.D.						
BYV1164 In	2.19"	5.214"	1G	HAS	3/8"	Use-
BY10728-1						
396cu in V8 1965-70 Hi-perf						
427cu in V8 1966-69 Hi-perf+OEM Alum hds						
454cu in V8 1970-71 Hi-perf & H.D.						
BYV1136 In	2.30"	5.192"	1G	HAS	3/8"	£4.62
396cu in V8 1965-70 H.D.						
427cu in V8 1968 H.D.						



EXHAUST VALVES

All dimensions in inches

CARS:

	Head Dia	Length	Grooves	Metal	Stem	Price
BYV0919 Ex	1.60"	4.903"	2G	HAS	11/32"	£12.34
302cu in V8 1967-69		327cu in V8 1964-68 Hi-perf & F.I.				
350cu in V8 1969-80 Hi-perf						
400cu in V8 1970 w/2BC						
BYV1106 Ex	1.72"	5.365"	1G	HAS	3/8"	£11.90
396cu in V8 1965-70 excl 1970 H.D., Hi-perf & OEM Alum hds						
402cu in V8 1970-72						
454cu in V8 1970-76 not 70-72 special, H.D. & Hi-perf						
BYV1131 Ex	1.88"	5.355"	1G	HAS	3/8"	Use-
BY10727-1						
396cu in V8 1970 Hi-perf		427cu in V8 1969 H.D. & Alum hds				
454cu in V8 1970-71 Hi-perf & H.D.						



TRUCKS & MARINE:

BYV0399 In	1.72"	4.912"	2G	Stl	11/32"	£5.93
265cu in V8 1955-57		267cu in V8 1979-82 GMC				
283cu in V8 1957-67		305cu in V8 1976-80 excl 80 Caballero				
305cu in V8 1981 "G" 2BC		307cu in V8 1968-73				
327cu in V8 1962-68		350cu in V8 1969-90				
350cu in V8 "K" 1983-86		350cu in V8 "M&P" 1980-88				
400cu in V8 1975-80 excl Calif & Sprint						
BYV1195 In	1.94"	4.88"	2G	Stl	11/32"	£7.33
262cu in V6 "B" 1990-91		262cu in V6 "N" 1985-86				
262cu in V6 "W" 1992-95		262cu in V6 "Z" 1986-96				
262cu in V6 Mercruiser 175/185/205 inc 4.3LX		350cu in V8 "K" 1987-96				
350cu in V8 1969-79		400cu in V8 1974-76 Sprint				
350cu in V8 "L" 1980-86						
400cu in V8 1978 G-2, 3, K-1, K-2 Calif						
350cu in V8 Mercruiser 250/255/260/260-5.7L/LX Alpha/Bravo/Mag Bravo EFI/270/280/300/320 EFI/260 MIE/260-5.7 MIE/5.7 SKI/350 Mag Ski/Mag Alpha						
350cu in V8 OMC 250/260/290						
BY10476-1 See Cars-						
350cu in V8 1969-79						
BYV1393 In	1.84"	4.912"	2G	Stl	11/32"	£8.11
305cu in V8 1980 Caballero & 1981-95 4BC						
BYV1931 In	1.94"	4.88"	1G	Stl	11/32"	£10.13
262cu in V6 "W" 1996-02		262cu in V6 "X" 1996-05				
350cu in V8 "R" 1996-02 Vortec						
BYV-4569 In	1.84"	4.881"	1G	Stl	11/32"	£11.16
305cu in V8 " " 1996-2002 Vortec						
BYV1107 In	2.065"	5.225"	1G	Stl	3/8"	£10.21
396cu in V8 1968-70		402cu in V8 1971-72				
427cu in V8 Mercruiser 325		454cu in V8 71-00 71Sprint&79-80 Series50-60				
454cu in V8 Mercruiser 330/7.4-454 Bravo/Mag Alpha/Mag Bravo/370-400-420-425-440 TRS/450-525 SC/330 MIE/340 MIE/7.4 MIE W-Hurth/7.4 EFI MIE/454 EFI Ski/350 MIE						
BYV1087 In	1.94"	5.225"	1G	HAS	3/8"	£7.22
427cu in V8 1968-73		427cu in V8 1985-98 w/H.D. emiss				
BYV0997 In	1.84"	5.255"	1G	HAS	3/8"	£9.41
427cu in V8 1974-84		427cu in V8 1985-88 w/o H.D. emiss				
427cu in V8 Mercruiser 325		454cu in V8 1979-80 Series 50-60				
454cu in V8 Mercruiser 330/7.4-454 Bravo/Mag Alpha/Mag Bravo/370-400-420-425-440 TRS/450-525 SC/330 MIE/340 MIE/7.4 MIE W-Hurth/7.4 EFI MIE/454 EFI Ski/350 MIE						
BY10728-1 See Cars						
427cu in V8 Mercruiser 325		454cu in V8 1971 Sprint				
454cu in V8 Mercruiser 330/7.4-454 Bravo/Mag Alpha/Mag Bravo/370-400-420-425-440 TRS/450-525 SC/330 MIE/340 MIE/7.4 MIE W-Hurth/7.4 EFI MIE/454 EFI Ski/350 MIE						
BYV1136 In	2.300"	5.192"	1G	HAS	3/8"	£4.62
427cu in V8 Mercruiser 325						
454cu in V8 Mercruiser 330/7.4-454 Bravo/Mag Alpha/Mag Bravo/370-400-420-425-440 TRS/450-525 SC/330 MIE/340 MIE/7.4 MIE W-Hurth/7.4 EFI MIE/454 EFI Ski/350 MIE						



TRUCKS & MARINE:

BYV0400 Ex	1.50"	4.90"	2G	HAS	11/32"	£7.75
265cu in V8 1955-57		283cu in V8 1957-67				
305cu in V8 1976-80 excl 76-78 CK-15, 25 Suburban, Jimmy						
307cu in V8 1968-70						
BYV1192 Ex	1.50"	4.92"	2G	HAS	11/32"	Use-
BY10077-1						
262cu in V6 "B" 1990-91		262cu in V6 "N" 1985-86				
262cu in V6 "W" 1992-95		262cu in "Z" 1986-90 excl P3				
262cu in V6 "Z" 1991-92 below 8500gww						
262cu in V6 "Z" 1993-96		305cu in V8 1981-95 4BC				
307cu in V8 1971-73		327cu in V8 1962-68				
350cu in V8 1969-79		350cu in V8 "K" 1983-96				
350cu in V8 "L" 1980-86		400cu in V8 1974-76 Sprint				
BYV1807 Ex	1.50"	4.92"	1G	Stl	11/32"	£11.35
262cu in V6 "W" 1996-02 excl P3		262cu in V6 "X" 1996-05				
05 Vortec		305cu in V8 1996-2002				
350cu in V8 "R" 1996-02 Vortec						
BYV1294 Ex	1.50"	4.923"	2G	Stell	3/8"	£18.20
262cu in V6 "Z" 1990-95 inc P3		262cu in V6 1991-92 over 8500gww				
262cu in V6 "Z" G3 over 8500gww		305cu in V8 1976-78				
CK-15, 25, Suburban, Jimmy		305cu in V8 1981-86 H C20 & K20 2dr cab				
350cu in V8 1969-90		350cu in V8 "K" 1983-96				
350cu in V8 "L" 1980-86		350cu in V8 "M&P" 1980-88				
400cu in V8 1975-80 excl Sprint						
350cu in V8 Mercruiser 250/255/260/260-5.7L/LX Alpha/Bravo/Mag Bravo EFI/270/280/300/320 EFI/260 MIE/260-5.7 MIE/5.7 SKI/350 Mag Ski/Mag Alpha						
350cu in V8 OMC 250/260/290						
BYV1206 Ex	1.50"	4.923"	2G	Stell	11/32"	Use-
BY10077-1 or hone guides & use BYV1294						
262cu in V6 Mercruiser 175/185/205 inc 4.3LX						
305cu in V8 Mercruiser 200/228/230MIE/230-5.0LX, 898, 898/198						
350cu in V8 Mercruiser 250/255/260/260-5.7L/LX Alpha/Bravo/Mag Bravo EFI/270/280/300/320 EFI/260 MIE/260-5.7 MIE/5.7 SKI/350 Mag Ski/Mag Alpha						
350cu in V8 OMC 250/260/290						
BYV1106 Ex	1.72"	5.365"	1G	HAS	3/8"	£11.90
396cu in V8 1068-70		402cu in V8 1971-72				
454cu in V8 1971-84 excl 1971 Sprint						
BYV1131 Ex	1.88"	5.355"	SG	HAS	3/8"	Use-
BY10727-1						
454cu in V8 1971 Sprint						
BYV1261 Ex	1.72"	5.355"	SG	Stell	3/8"	£21.47
427cu in V8 Mercruiser 325		454cu in V8 1985 w/C.I. ex man				
454cu in V8 1986-97 excl "J"						
454cu in V8 Mercruiser 330/7.4-454 Bravo/Mag Alpha/Mag Bravo/370-400-420-425-440 TRS/450-525 SC/330 MIE/340 MIE/7.4 MIE W-Hurth/7.4 EFI MIE/454 EFI Ski/350 MIE						



Federal Mogul Inlet Valve Gen3



BYV4644 In 2.00" 4.890" 1G ? .3136" £5.34
346cu in V8 GenIII LSI & LS6 1997-05

Federal Mogul Exhaust Valve Gen3



BYV4645 Ex 1.55" 4.92" 1G ? .3136" £8.10
346cu in V8 GenIII LSI 1997-98
BYV4593 Ex 1.545" 4.92" 1G ? .3136" £12.00
346cu in V8 GenIII LSI & LS6 1999-04

Manley Stainless Performance INLET Valves

All dimensions in inches

MANLEY	Head Dia	Overall Length	Material	Stem	Price
BY10476-1 (1)	1.94"	4.88"	NK-840	.3415"	£13.16
BY10576-1 (2)	1.94"	4.911"	NK-840	.3415"	£5.70
BY11522-1 (3)	1.94"	4.911"	NK-842	.3415"	£30.38
BY10550-1 (2)	2.02"	4.911"	NK-840	.3415"	£16.51
BY10552-1 (2)	2.02"	5.011"+100	NK-840	.3415"	£12.37
BY11566-1 (3)	2.02"	4.911"	NK-842	.3415"	£30.90
BY11318-1 (5)	2.02"	5.040"+100	NK-842	.3415"	£14.34sp
BY10556-1 (2)	2.055"	5.011"+100	NK-840	.3415"	£6.07sp
BY11546-1 (3)	2.055"	5.040"+100	NK-842	.3415"	£29.06
BY11560-1 (3)	2.08"	5.040"+100	NK-842	.3415"	£30.13
BY10728-1 (4)	2.19"	5.218"	NK-841	.3715"	£26.32

- (1) -Budget replacement, chrome stem, hard tip, unmachined finish
- (2) -Budget performance, chrome stem, hard tip, swirl polished & fully machined
- (3) -Race Flo, chrome stem, hard tip, swirl polished, fully machined, Proflo underhead
- (4) -Street Flo, chrome stem, hard tip, swirl polished, fully machined, Proflo underhead
- (5) -Race master, chrome stem, hard tip, swirl polished & fully machined, straight stems

MANLEY **Manley Recommendations**

NK-840/841 = Replacement & Mild Street Performance
NK-842 = High Performance Street, Bracket Racing, Oval Track, Sportsman Racer, Normally Aspirated Alcohol engines

Manley Stainless Performance EXHAUST Valves

All dimensions in inches

MANLEY	Head Dia	Overall Length	Material	Stem	Price
BY10077-1 (1)	1.50"	4.92"	XH-422	.3415"	£13.58
BY10577-1 (2)	1.50"	4.911"	XH-422	.3415"	£17.32
BY10549-1 (2)	1.60"	4.911"	XH-422	.3415"	£15.35
BY11565-1 (3)	1.60"	4.911"	XH-426	.3415"	£31.42
BY10551-1 (2)	1.60"	5.011"+100	XH-422	.3415"	£13.43
BY11545-1 (3)	1.60"	5.065"+100	XH-426	.3415"	£30.13
BY10727-1 (4)	1.88"	5.35"	XH-424	.3715"	£26.32

- 9(1) -Budget replacement, chrome stem, hard tip, unmachined finish
- (2) -Budget performance, chrome stem, hard tip, swirl polished & fully machined
- (3) -Race Flo, chrome stem, hard tip, swirl polished & fully machined, Proflo underhead
- (4) -Street Flo, chrome stem, hard tip, machined finish, Proflo underhead

MANLEY **Manley Recommendations**

XH-422/424 = Replacement & Mild Street Performance
XH-426 = High Performance Street, Bracket Racing, Oval Track, Sportsman Racer, Normally Aspirated Alcohol engines
XH-428 = As for XH-426 plus ok for inlet on offshore powerboat & hi-performance Marine

Replacement Manganese Bronze Valve Guides

In cases where the original "cast in" guides can no longer be reclaimed, the heads can be bored out, and these "bronze" style guides fitted. These are straight guides, no "top step". In some cases they may need to be shortened. remember the O.D. is smaller than standard, therefore you will need valve stem seals appropriate to the new size.

BY217-3193 Exhaust guide- .502" OD, 2.375" long; 11/32" **£8.12**
262 4.3 V6 1985-01 265 V8 1955-57 267 V8 1979-82 283 V8 1957-67
302 V8 1967-69 305 V8 1976-01 307 V8 1968-73 327 V8 1962-69
350 V8 1967-02 400 V8 1970-80



Valve Seat Inserts- Ex - Unleaded & LPG OK

BY30503 For **1.50"** exhaust valve **£5.47**
1955-57 265 V8 57-67 283 V8 68-76 307 V8
1962-69 327 V8

BY70643 For **1.50"** exhaust valve- thick .219" **£8.83**
1985-99 262 V6 79-82 267 V8 76-00 305 V8
1967-98 350 V8 70-80 400 V8

BY70840 For **1.50"** exhaust valve- thin .188" **£3.07**
Fitment as per BY70643 above. This seat is shallower.

BY70664 For **1.60"** exhaust valve **£9.32**
1967-69 302V8 65-69 327V8 Hi-perf 67-93 350V8 Hi-perf 1970 400V8

BY70650 For **1.50"** exhaust valve- Vortec **£8.87**
Vortec 305 & 350 engines [8 bolt inlet manifold]

BY70658 For **1.66"** exhaust valve [seat 1.755"] **£5.23**
1968-95 427 V8 BBC

BY70672 For **1.66"** exhaust valve [seat 1.818"] **£9.32**
1979-81 454 V8 BBC



STANDARD VALVE SPRINGS

BYVS521 Single spring with damper **£7.98**
265 V8 SBC 1955-57 283 V8 SBC 1957-66 327 V8 SBC 1962-66

BYVS-677 Single spring with damper **£4.94**
4.3L 262 V6 1985-95 267 V8 SBC 1979-82 283 V8 SBC 1967not HD
302 V8 SBC 67-69not HD 305 V8 SBC Int 76-77 305 V8 SBC 78-95
307 V8 SBC Int 73 307 V8 SBC 1968-72 327 V8 SBC 1967-69
350 V8 SBC 67-72not HD 350 V8 SBC 73-77 **HP** 350 V8 SBC Int 73-77 Truck
350 V8 SBC 78-95 400 V8 SBC 70-72 400 V8 SBC Int 73-80

BYVS-727 Single spring with damper **£1.56**
305 V8 SBC Ex 76-77 307 V8 SBC Ex 73 350 V8 SBC Ex 72-77not HD
400 V8 SBC Ex 73-80

BY212-1429 Single spring- [VORTEC] **£4.78**
4.3L 262 V6 1996-03 305 V8 SBC 96-02 350 V8 SBC 96-02

BY2121430 Single spring **£8.44**
Gen III LSI & LS6 346 V8 1997-05

BY2121142 Single spring [f/l = 1.88"] **£6.80**
454 V8 BBC 73-74

BYVS-671 Single spring **£1.72**
454 V8 BBC 75-85 excl Vette

BYVS-859 Single spring **£3.68**
454 V8 BBC 85-95 excl 85 w/ci manifold

BYVS-1640 Single spring **£2.10**
454 V8 BBC 96-00

AJL534 Single "beehive" spring 5.3 LM7 **£6.28**
5.3 GEN 111, LM7

AJL556 Shim .015" for LM7 spring **£2.08**



Valve Spring Kit for Performer/RPM Cam



- BY5794** Kit inc caps/collets **SBC** £179.22
- BY5795E** Kit inc caps/collets **BBC** £197.15

Competition Cams Dual Valve Springs



- BY985-16** Dual Spring with damper £168.07
O.D. Press.@ Check Ht. lbs@ Open Ht. Coil Bind
1.430" 165lbs 1.750" 346lbs 1.250" 1.175"
- BY924-16** Dual Spring with damper £193.34
O.D. Press. @ Check Ht. Press. @ Open Ht. Coil
Bind
1.509" 112lbs 1.900" 355lbs 1.200" 1.175"
- BY986-16** Dual Spring with damper £169.62
O.D. Press. @ Check Ht. Press. @ Open Ht. Coil
Bind
1.430" 132lbs 1.750" 293lbs 1.250" 1.150"
- BY987-16** Dual Spring with damper £126.89
O.D. Press. @ Check Ht. Press. @ Open Ht. Coil
Bind
1.430" 121lbs 1.800" 343lbs 1.200" 1.150"
- BY977-16** Dual Spring with damper £214.56
O.D. Press. @ Check Ht. Press. @ Open Ht. Coil
Bind
1.460" 155lbs 1.850" 420lbs 1.250" 1.195"
- BY953-16** Dual Spring with damper £213.24
O.D. Press. @ Check Ht. Press. @ Open Ht. Coil
Bind
1.535" 148lbs 1.900" 456lbs 1.250" 1.085"
- BY943-16** Dual Spring without damper £511.75
O.D. Press. @ Check Ht. Press. @ Open Ht. Coil
Bind
1.550" 240lbs 1.900" 598lbs 1.250" 1.150"
- BY954-16** Dual Spring with damper £188.35
O.D. Press. @ Check Ht. Press. @ Open Ht. Coil
Bind
1.525" 210lbs 1.900" 523lbs 1.250" 1.170"

Competition Cams Beehive Valve Springs



- BY26918-16** Beehive Spring £242.56
O.D. Press. @ Check Ht. Press. @ Open Ht. Coil
Bind
1.290/1.055" 130lbs 1.800" 318lbs 1.200" 1.140"

Competition Cams Steel Spring Caps



Precision machined 4140 chrome moly and finished in black oxide. Specifically designed for positive location when combined with Comp Cams high quality valve springs. The Comp Cams patented 10° collets offer superior strength and stability. [If selected over 7 degree].



- BY740-16** 10°, for all stem sizes £101.59
- BY742-16** 7°, for 11/32" stem £100.69
- BY774-16** 7° SBC Gen III with BY26918 spring £69.90
- BY744-16** BBC 7° for 3/8" stem £106.48
- BY748-16** BBC 10° for all stem sizes £105.85
- BY741-16** BBC 10° for all stem sizes £112.10

Competition Cams Collets



The accurate tang location maintains consistent valve spring installed height. 10° collets and spring caps are recommended in all race applications. 7° locks are suitable for "street-strip" use only.



- BY601-16** 7° Hard'd Steel, single groove, 11/32" stem £32.16
 - BY603-16** 7° Hard'd steel, 1 groove, 3/8" stem £32.84
 - BY623-16** 7° Machined steel, 1 grve, GenIII LS1 etc 8mm £51.74
 - BY611-16** 10° Super Locks recess for lash cap, 11/32" £44.98
 - BY613-16** 10° S/Locks no recess for lash cap, 11/32" stem £44.99
 - BY614-16** 10° S/Locks,+.050"offset-no recess11/32" stem £47.88
 - BY612-16** 10° Super locks recess for lash cap, 3/8" £43.51
 - BY616-16** 10° S/Locks, +.050" offset-no recess 3/8" stem £39.47
- These collets [BY616-16] may need longer tip valves

Competition Cams Single Valve Springs



- BY981-16** Single Outer Spring with damper £111.07
O.D. Press. @ Check Ht. Press. @ Open Ht. Coil Bind
1.254" 105lbs 1.700" 273lbs 1.25" 1.15"
- BY911-16** Single Outer Spring with damper £170.30
O.D. Press. @ Check Ht. Press. @ Open Ht. Coil Bind
1.524" 122lbs 1.900" 309lbs 1.40" 1.20"

OEM Standard Valve Stem Seals



- BY501-16** O-ring type 11/32" stem £10.86 set
262 V6 1985-95 I & E 265 1955-57 I & E 267 1979-82 I & E
283 1957-67 I & E 302 1968-69 I & E 305 1976-95 I & E
307 1968-73 I & E 327 1962-69 I & E 350 1967-96 I & E
400 1970-80 I & E

- BY72876** Shedder type high temp 11/32" stem £1.72 ea
262 1991-95 Ex 265 1955-57 I & E 267 1981-82 Ex
283 1957-67 Ex 302 1968-69 Ex 305 1976-95 Ex
307 1968-73 Ex 327 1962-69 Ex 350 1967-96 Ex
400 1970-80 Ex

- BYB45418** Positive type Fluoroelastomer 11/32" £1.39 ea
262 V6 1985-95 In 267 1981-82 In 283 1957-67 In
302 1968-69 In 305 1976-95 In 307 1968-73 In
327 1963-69 In 350 1967-96 In 400 1970-80 In



- BYB45796** Steel case type VORTEC 11/32" £1.20 ea
262 V6 1996-03 I & E 305 1996-02 I & E 350 1996-02 I & E

- BY504-16** Shedder type 3/8" stem £21.20 set

305 1981-95 Ex 350 1981-96 Ex
Above seal is mainly for Trucks & Marine, with 3/8" stem

- BYB45920** £2.04 ea
346 LS1 2002-04 Ex 346 LS6 2001-05 Ex 365 LS2 2005 Ex

- BYB45921** £2.00 ea
346 LS1 2002-04 In 346 LS6 2001-05 In 365 LS2 2005 In

- BYB45296** Shedder type Fluoroelastomer 3/8" stem £2.09 ea
396 1965-70 I & E 402 1970-72 I & E 427 1966-90 I & E
454 1970-90 I & E not high performance

Competition Cams Lash Caps

Effects in racing can cause the valve tip to "splay out". Using lash caps can prevent this. Also, the slightly larger area can be helpful when trying to line up rockers.



- BY620-16** Hardened, .080" thick,- 5/16" stem £52.86
- BY621-16** Hardened, .080" thick, -11/32" stem £56.62
- BY622-16** Hardened, .080" thick, - 3/8" stem £42.41

BBC MK5/6 ADJ ROCKER CONVERSION

This engine uses a positive stop type of rocker. Using this kit you will then be able to adjust the rockers. This can be necessary when the cam is being changed, and the preload needs adjusting.



BY4514KIT For 7/16" stud on OE cyl head **£190.00**

HIGH PERFORMANCE VALVE STEM SEALS

- BY504-16** Rubber umbrella style- 3/8" **£21.20set**
- BY517-16** Viton for .500" guide-11/32" **£27.59set**
- BY518-16** Viton for .530" guide-11/32" **£28.63set**
- BY521-16** Viton for .500" guide- 3/8" **£30.91set**
- BYB45547** Viton for .500" guide-11/32" **£1.66 ea**
- BY511-16** Viton for .500" guide-8mm LS1 **£46.54set**
- BY522-16** Viton for .530" guide- 3/8" **£27.22set**



Umbrella seals are normally used where the spring is a single type and there is enough room inside it for the seal. The seal moves up & down with the valve. The Teflon seals, generally require the O.D. of the valve guide boss to be machined. They fit tightly onto the guide boss, & do not move. Viton is good to 500F. For tools to machine the top of the guide see the accessories section S9/12.

ARP HIGH PERFORMANCE HEAD BOLT KITS

All ARP high performance series bolts are 180,000 psi (15% stronger than grade 8). Kits come complete with hardened parallel-ground washers.



- BY134-3601** SBC Hex head, **black oxide** **£106.87**
23 degree cast iron oem, most Edelbrock, LT-AFR, Brodix-8,-10,-11,-11xb, LT1, Dart Pro-1, Trick Flow & most World Products
- BY135-3601** BBC Hex head, **black oxide** **£123.13**
396-402-427-454 Cast iron oem



STANDARD CYLINDER HEAD BOLTS

MAHLE ENOUGH FOR ONE HEAD ONLY!

- BYGS33286** 262 4.3L V6 1985-03 **Use BYGS33285**
- BYGS33285** V8 Chevy as below **£20.03**
- 265 V8 1955-57 267 V8 1979-82 283 V8 1957-67
- 302 V8 1968-69 305 V8 1976-02 307 V8 1968-73
- 327 V8 1962-69 350 V8 1967-02 400 V8 1970-80

- BYGS33287** V8 Big Block Chevy **£30.12**
- 396 V8 1965-70 402 V8 1970-72 427 V8 1966-96
- 454 V8 1970-95

- BYGS33380** Gen3 LS style engines **£27.92**
- 5 bolts 45mm, 2 bolts 100mm, 8 bolts 155mm UHL
- 294-LR4 99-03// 325-[Gen4 LS4]-LM7,L59,LM4 99-03// 350-LS1, LS6 97-03 // 364-[GEN4 LS2,LY6] LQ4,LQ9- 99-03
- For 2004, measure your bolts first-**

- BYGS33449** Gen3 LS style engines **£35.82**
- 5 bolts 45mm, 10 bolts 100mm UHL
- 294-LR4 04-15// 325-[Gen4 LS4]-LM7,L59,LM4 04-14// 350-LS1, LS6 2004 // 364-[GEN4 LS2,LY6] LQ4,LQ9- 04-16 // 376-[GEN4 LS3,L99,LS9,LSA,L92] // 427-[GEN4 LS7- 06-13 Domestic.
- For 2005, measure your bolts first-**



Moroso 4130 Chrome Moly Washer



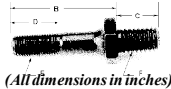
Machined from 4130 chrome moly steel, heat-treated and parallel-ground. They will not bend, crack or gall. The washers will promote accurate torque readings and more evenly distribute stress loadings. Chamfered side of washer should be toward the head of the bolt.

- BY38300** For 7/16" bolt or stud **£1.30 ea**
- BY38310** For 1/2" bolt or stud **£1.27 ea**



ARP ROCKER ARM STUD KITS

Concentric to within .005" thread pitch to thread pitch, to ensure accurate rocker arm geometry. Meets or exceeds aerospace specifications. Tensile strength of 170,000 psi (15% stronger than grade 8). Not to be used with OEM-style self-locking nuts.



(All dimensions in inches)



Application	B	C	D	E	F	
BY134-7101 SBC Chevy 3/8	1.750	.700	.800	3/8	7/16	£90.40
BY135-7101 BBC 7/16"	1.750	.800	.850	7/16	7/16	£88.18
BY134-7103 SBC Chevy 7/16	1.770	.700	.670	7/16	7/16	£81.73
BY134-7104 3/8 w/roller rockers	1.895	.710	1.000	3/8	7/16	£91.15
BY200-7201 w/roller rckers & girdls	1.900	.750	1.000	7/16	7/16	£132.50

ARP High Performance Head Stud Kit

ARP Head Studs ensure more consistent torque values, enhance cylinder head sealing, and help prevent damage to the threads in the block. The kit comes with aerospace-quality hex nuts and parallel ground, hardened washers. Tensile strength of 200,000 psi.

- BY134-4001** For SBC OEM cast iron engines **£260.11**
- BY135-4001** For BBC OEM cast iron engines **£273.01**



ARP Undercut Head Stud Kit

Undercut studs are less stiff and will therefore stretch easier, particularly in the case of a shorter stud. The kit comes with aerospace quality 12 point nuts, and parallel ground hardened washers. Tensile strength of 200,000 psi.

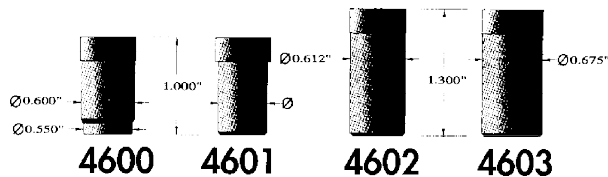
- BY234-4601** SBC with std configuration heads **£322.24**



Competition Cams Rocker Arm Adjusting Nuts

Precision ground for minimum runout, and tapered for extra strength in the locking area. The special alloys used ensure quality and strength.

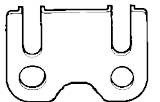
- BY4602-16** Poly lock 3/8" std style rockers **£71.71**
- BY4603-16** Poly lock 7/16" std style rockers **£76.12**
- BY4600-16** Poly lock 7/16" trunnion style rockers **£77.14**
- BY4601-16** Poly lock 3/8" trunnion style rockers **£75.48**



COMP Competition Cams Guide Plates

Used for high lift/spring pressures. Must ensure that the push rod does not 'rub' through, as is the case in some push rod & guide plate combinations. Features exact stud placement and rounded contact points.

- BY4808-8** For 265 to 400 5/16" Push Rod, Flat type **£35.84**
- BY4806-8** For 396 to 454 3/8" Push rod, Raised type **£67.20**



STANDARD ROCKER ARMS

- BYR-826** SBC 1957-84 smooth nose type **£2.99**
- BYR-973** SBC 1985-94 rail type [recessed end for valve] **£5.38**
- BYR-851** BBC 396-454 1965-90 engines **£11.15**
- 38RKRNU** Spare self locking nuts 3/8" UNF **£2.09**



**Long Slot, pressed steel- Rocker Arms
for lift over .500"**



BY1219-16 1.70 Nitrided for 7/16" stud BBC Mk4 * **£251.65set**
* Use with hardened pushrods

ALUMINIUM ROCKER ARMS & POLYLOCKS

The aluminium needle bearing trunnion rocker arms allow spring loads of 350lbs and over. Made from high quality alloy with a tensile strength of 80,000 psi.



AJG200	SBC 1.50 ratio, 3/8"	£189.32
AJG202	SBC 1.6 ratio, 3/8"	£189.32
BY17004-16	SBC 1.50 ratio, 7/16"	£205.74
AJG206	BBC 1.73 ratio, 7/16"	£189.32

OIL SYSTEM

MELLING OIL PUMPS-NOT 64-67 Chevy2 MELLING

BYM-46 V8 265-1955-57, 283-1957only **£81.74**
BYM-55 Melling Standard-5/8" inlet **£50.98**
 262 4.3-Z V6 1985-93 w/5/8" inlet hole
 262 V8 1975-76 265 V8 1994-96 267 V8 1979-82
 283 V8 1958-67 excl Chevy II 1964-67
 305 V8 1976-93 w/5/8" inlet hole 307 V8 1968-73
 327 V8 1962-69 excl Chevy II 1964-67
 348 V8 1958-61 excl Hi-perf
 350 V8 1967-93 w/5/8" inlet hole, excl Hi-perf & special Hi-perf
 350 V8 1992-94 LT1 w/5/8" inlet hole
 400 V8 1970-76

BYM-155 Melling Standard-3/4" inlet **£59.39**
 262 4.3-Z V6 1993 w/3/4" inlet hole
 305 V8 1993 w/3/4" inlet hole 350 V8 1993 w/3/4" inlet hole
 350 V8 1993-97 LT1 w/3/4" inlet hole
 350 V8 LT4 1996

BYM-155HV Melling High Volume-3/4" **£tba**
 Designed to deliver an average of 25% more oil volume than standard. Use steel drive shaft and larger sump with windage tray. Use the correct depth pickup for the sump being used.

BYM-55A Melling High Pressure-5/8" **£59.69**
 302 V8 1967-69 350 V8 1967-81 Hi-perf & spec Hi-perf
BYM-55HV Melling High Volume-5/8" **£61.92**

Designed to deliver an average of 25% more oil volume than standard. Use steel drive shaft and larger sump with windage tray. Use the correct depth pickup for the sump being used.

BY10552ST Melling Race pump **£193.98**
 Latest "Sharks Tooth" design. 10% More flow with Helical asymmetrical gears. Shaft support in the Cover. Significant reduction in pressure and torque ripple in the pump drive. Improved distributor operation reduction in spark scatter & improved distributor gear and intermediate shaft wear. Includes 12550 chrome-moly intermediate shaft with steel guide. Use 3/4" diameter bolt on or press fit screen. 283-400 57-02+some V6. Approx 70psi.

BY10553ST Melling Performance pump **£141.62**
 Uses 5/8" press in screen. Std volume. Housing & cover are CNC machined & manganese phosphate coated. Fitted with a high pressure spring. Latest "Sharks Tooth" design. Inc chrome-moly driveshaft. Reduction in pulsing and distributor gear wear.

BYM295 Melling Standard **£42.64**
 Gen3 LS1 1997-04 Gen3 LS6 2004-05

SBC STANDARD OIL PUMP PICKUPS

BY55-S Melling- for models below **£16.12**
 For 283 1958-64 excl 64 Chevy II, 327 1962-64 excl 64 Chevy II, 348 1958-61, 409 1961-64 & some Trucks

BY55-S1 Melling for 5/8" pump only **£16.49**
 For 262 V6 1985-93, 265 1994, 267 1979-82, 283 1965-67 excl Chevy II, 302 1967-69, 305 76-93excl 80 Corvette, 307 1968-73, 327 1965-69 excl Corvette & 1965-67 Chevy II, 350 1967-94 excl Corvette, 1970-76 400 & some Trucks.

BY55-S3 Melling for 5/8" pump only **£18.18**
 For Corvette 305 1980, 327 1962-68, 350 1967-75 and 1980-81, 1982 & 1984-91, 1993-94

BY155S Melling for 3/4" pump only **£16.36**
 For 262 V6 1993, 265 1994-96, 305 1993, 350 1993-97 all excl Corvette.



COMP Competition Cams Forged Roller Rocker Arms

For 265 to 400 engines.

BY1412-16 Magnum SBC- 1.52 ratio, 3/8" **£245.40**
BY1417-16 SBC 1.52 , 3/8" '86 on "rail type" **£279.64**
BY1416-8 Magnum SBC- 1.60 ratio, 3/8" 1/2 set **£141.94**
BY1411-16 Magnum BBC, 1.72 ratio, 7/16" **£270.54**



Features: a roller tip to reduce valve and guide wear, the stiffer design inhibits flex that can cause variations in ratios, higher ratios mean a 15-30 hp gain. Open spring pressures must not exceed 350lbs.



COMP ULTRA PRO MAGNUM Roller Rocker Set

BY1604-16 SBC 1.52 ratio, 7/16" **£549.92**
BY1605-16 SBC 1.60 ratio, 7/16" **£582.91**
BY1620-16 BBC 1.70 ratio, 7/16" **£578.42**



Comp Cams Ultra Pro Magnum rockers have an investment cast 8650 chromemoly body with an arched web-like design, to deliver increased strength & rigidity while reducing the moment of inertia. The unique black oxide exterior finish helps prevent corrosion. With this rocker you can use most spring & retainer [top cap] designs, including +.050" collets, without clearance or fitment issues. The design features oversize trunnions, precision sorted needle bearings & hardened roller tips. Comp Cams say- "the body is guaranteed for life against breakage".



CANTON OIL PUMP PICKUP



BY20-170 For BBC sump BY15-320T MK5+6 **£63.49**



MOROSO OIL PUMP SHAFTS

BY22070 HD SBC not 400 **£32.63**
BY22080 HD BBC not tall deck **£28.79**



A one piece steel shaft, designed to uprate the standard item. Features a special pinned steel sleeve to maintain correct alignment between oil pump and shaft, uprating the plastic sleeve on the standard item. For all engines NB: 400 small block eng requires machining, enlarging the hole for the shaft to a 9/16" dia.

BY62200 Oil Pump Primer SBC/BBC **£25.01**
 The best way to build up oil pressure in a new engine before starting. The distributor is removed and the primer inserted in the end of the oil pump drive; the other end fits a 3/8" chuck in a hand drill. Finished in a black oxide.



OIL PUMP STUD

BY38150 Moroso for most engines **£15.52**
 The 7/16" x 3-3/16" stud is made from 4130 steel, providing an improved normal mounting for oil pumps. The kit includes a self-locking nut and hardened, ground washer.



MOROSO OIL PUMP PICKUPS

These oil pump pickups are designed to go with a specific pump & sump. All pickups are precision bent, heliarc welded and finished in black oxide.



BY24170 For SBC 8-1/4" sump, standard pump **£67.52**
 Fits sump BY20190.

BY24350 For SBC 8-1/4" sump, high volume pump **£67.25**
 Fits sump BY20190.

BY24440 For BBC sump BY20401 **£74.24**

BY24811 For SBC 7" sumps BY21811/12 w/std pump **£70.24**

BY24814 For SBC 7" sumps BY21811/12 w/HV pump **£62.95**

BY24861 For U-Weld-It for most SBC engines **£40.52**

The U-Weld-It kit can be tailored for a 10-3/4" deep sump, using standard or high volume pumps.

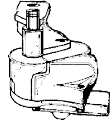


BBC OIL PUMPS

396 1966-70
454 1970-76

402 1970-72 427 1966-69

BYM-77 Standard 1966-76 [excl truck] **£65.15**
BYM-77HV High Volume +25% 1966-00 **£77.76**
High volume also fits Trucks with same engine sizes as above.



STANDARD OIL PUMP PICKUP [excl 6qt Corvette]

396 1967-70 8" sump inc Truck 402 1970-72 8" sump inc Truck

427 1967-69 8" sump 427 Truck 1977-78 & 1983-85
454 1970-76 8" sump 454 Truck 1971-76 8" sump & 1977-83 P3
excl Motor Home, & 1985 P3 without s/less exhaust
BY3055 BBC -Car & Truck **£16.42**



STANDARD PAINTED/UNPAINTED SUMPS

BYGMP04A V6 4.3L 262 Black metal sump **£107.42**
BYGMP08A SBC 1965-79, Black Sump **£98.63**
BYGMP03A SBC 1980-85, Black Sump **£110.26**
BYGMP02A SBC 1986-94, Black Sump **£95.81**
BYGMP26B SBC 1986 on MARINE black [deeper] **£142.73**

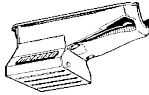


MOROSO/CANTON STREET/STRIP SUMPS

Painted steel sumps for pre 1980 engines with a drivers side dipstick. Fits most chassis except 1962-67 Chevy II, Chevelles with steering linkage behind the crossmember, and Vega/Monza. [SBC]



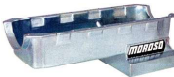
BY20190 SBC Pre 1980 with LH dipstick **£282.30**
Features: The kicked-out sump design, with a depth of 8-1/4", provides maximum capacity with excellent oil control. Includes a baffle with swinging trap door to keep oil in the pickup area. 7 qts + filter capacity.
Pickups: BY24170 with a std o/pump.
Pickups: BY24350 with a High Volume oil pump.
Options: BY23020 Windage Tray. BY23000 Baffle.



BY20401 BBC 8" Deep 7qt Sump-MK4 **£379.94**
Features: Kicked-out sump moves oil away from rotating assemblies. Has a baffle 'one way' trap door to keep oil in the pickup area. 'Notched' pan rails accepts strokes up to 4.25" with steel rods, + 4.09" with alum. Some exclusions, check Moroso book. Clear Zinc.
Pickups: BY24440
Options: BY23030 Wind' Tray- BY25970 D'stick- BY93153 Gasket



BY20406 BBC 8" -6qt+filter Sump-MK4 **£336.43**
Features: Kicked-out sump moves oil away from rotating assemblies. Includes anti-slosh baffling. 'Notched' pan rails accepts strokes up to 4.625" with steel rods, + 4.25" with alum. Some exclusions, check Moroso book.
Pickups: BY24440
Options: BY23030 Wind' Tray- BY25970 D'stick- BY93153 Gasket



BY15-320T BBC 8"-7qt system -MK5+6 **£454.78**
Features: Kicked-out sump moves oil away from rotating assemblies. Includes crank scraper and slosh baffle. 'Notched' pan rails accepts strokes up to 4.25". Shallow front to clear larger crossmembers in early Camaros & Novas. Because of this, the Canton main cap mounted windage tray, will not fit.
Pickups: BY20-170
Options: BY20-850 Dipstick. BY93153 Gasket



MOROSO SUMPS-Street/Track Day/Circuit Race/Drag



Works with C3 & C4 Corvettes, Kit cars & other low ground clearance applications. Steel with a clear Zinc finish. Clears 4.125" stroke with most steel rods. Fits 4 blt Dart, GM & Merlin main caps. **BY22738** plug is required to block off the factory low level warning sensor hole. Use std dipstick or **BY20-850** fits the 1/4" npt fitting.

BY21812 7" Sump-2pce rear seal-Pre-'80* **£488.98**
BY21811 7" Sump-1pce rear seal-'86 on **£504.86**
BY22738 Blanking plug 20mm **£16.02**

* Sump BY21812 will work with Goodwrench [dual bulge]
Features: 5-trap door baffles, removable louvered windage tray, with built in crank scraper. 7 quart system capacity. Pre 80, LH dipstick.
Pickups: Use **BY24811** with a std Melling 5/8" pump. Use **BY24814** with a High Volume 5/8" Melling pump.



OIL FILTERS STD

BYPF1218 SBC & BBC Mk4/5 115mm AC DELCO **£8.78**
BYPH30 Short style SBC & BBC Mk4 **£8.96**
BYPH3506 GenIII L51 **£7.66**



MOROSO PERFORMANCE OIL FILTERS

Moroso filters have a micron rating of 20, which results in less restriction, less by-pass and more total filtration time. This is especially important with cold race engines or in cold climates.

BY22300 Hi-Perf, short (4-9/32") SBC & BBC **£35.05**
Hi-Performance chrome plated filter that exceeds OEM requirements, designed to withstand 200 psi plus.

BY22459 Race-short (4-9/32")SBC & BBC Mk4 **£22.24**
Features: thicker flange plate for better gasket retention, anti-drainback valve, will withstand 425 psi and filter material insures proper oil flow with a minimum of pressure drop.



REMOTE FILTER KIT [SINGLE FILTER]

Relocates the oil filter. The kit features a cast aluminium oil filter by-pass adapter and remote oil filter mounting bracket, complete with high pressure/high temperature hose and all necessary fittings. 1/2" npt ports. [uses **BYPH8A** Ford filter]



BY1522 Most Chevy SB & BB engines **£124.68**

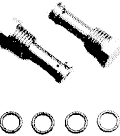
OIL FILTER ADAPTORS

BY9755 Daytona Conversion Kit **£35.30**
This kit allows a conversion from a bolt-on, can type filter, to a full flow spin on filter. For SBC 1957-67, & BBC 1965-67. Requires OE part as well.
BY839049 GM Adapter-'68 on-not Mk5 BBC **£24.13**
This adapter mounts a spin-on cartridge oil filter, contains a bypass valve.
BY55020K Bolt kit for GM adaptor **£3.42**
BY3853870 Adaptor for Mk 5 & 6 BBC **£22.91**



MOROSO OIL DIVERTER VALVES

Reduces oil flow to rocker arm assemblies and increases it in c/rod and main bearing areas. These valves fit small/big block chevy engines with screw-in style oil lifter gallery holes in the back of the engine block. They are not for use with hydraulic lifters. Complete with 'O' rings. Will work with later block (allen key heads).



BY22016 For std GM block **£33.44pr**

CHROME SUMPS

Standard depth chrome plated sumps come complete with drain plug, washers and bolts.
Will not fit 383 Stroker SBC without "panelbeating".



BY9426 SBC 1pce rear seal engines 86on **£169.58**
BY9294 For BBC 1965-90 2pce seal **£169.60**

FINNED ALUMINIUM SUMP SBC

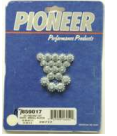
Standard depth chrome plated sumps come complete with drain plug, washers and bolts. Will not fit 383 Stroker SBC.
LH dipstick, [from drivers seat].



AJG218 SBC 2pce rear seal '55-79 **£146.48**

STD SUMP BOLT SET SBC

Pioneer



BY859017 SBC **£10.04**

ARP ARP SUMP BOLT/STUD SET

12 point head bolts come with precision ground hardened washers. The 300 series stainless material is not affected by extreme heat, eliminating the possibility of retempering.

BY234-1801 Black SBC- cork gasket **£42.85**
BY134-1801 Black SBC- rubber gasket **£39.59**
BY434-1801 S/less SBC- cork gasket **£58.02**
BY434-1803 S/less SBC- rubber gasket **£61.52**
BY235-1801 Black BBC- cork gasket **£49.91**
BY435-1801 S/less BBC- cork gasket **£61.55**
BY135-1801 Black BBC- rubber gasket **£52.07**



BY234-1902 Black SBC sump studs **£93.11**

LOUVERED WINDAGE TRAY

The teflon coated steel windage tray is louvered to shield the crankshaft from unwanted oil, reducing horsepower loss. The tray also improves drainback for oil thrown from the crankshaft at high engine speeds. Fits all Moroso sumps, may need trimming to fit some standard sumps. Large holes in tray are for dipstick. Studs may need to be shortened.

MOROSO

BY23020 SBC Louvered Windage Tray **£44.83**

CRANKSHAFT WIPER

This wiper will remove oil that collects on the crankshaft that subsequently causes power loss. Must be trimmed to fit within .045" of the con rods and counterweights, this operation is simplified since the wiper comes prefitted so that only slight amounts of material must be removed.

MOROSO

BY25830 BBC Mk4

£7.39sp**MOROSO****MAGNETIC SUMP PLUG**

This plug will retain any metal particles floating around with the oil. The end result should be longer engine life. Complete with washer.



BY97000 Most Chevy & all Moroso-1/2"x 20 **£15.40**

BBC DIPSTICKS & TUBES

BY9789 Chrome dipstick + tube 65-90 **£11.52**
BY25970 Dipstick-Moroso sumps **£34.02**

**SBC DIPSTICKS WITH TUBE**

[RH or LH viewed from drivers seat]

BY9783 1965-79-LH chrome **£13.80**
BY9784 1980-84-RH chrome **£21.67**
BY40120 1965-79-LH Polished billet alum' **£41.06**
BY20-850 4an type for sumps with fitting **£35.35**
BY55004K Bolt kit to hold d/stick-1980-84 **£0.96**

MOROSO**LOKAR DIPSTICKS [made in the USA]**

Billet aluminium handle, flexible braided tube [excl '79 on]

rh & lh is from the drivers seat

AJJ058 65to79-LH, Aluminium handle **£58.62**
AJJ060 65to79-LH, black handle **£58.62**
AJJ062 80on-RH, Aluminium handle **£120.32**
AJJ064 80on-RH, black handle **£132.67**
AJJ070 96-2000, Aluminium handle **£120.23**
AJJ072 96-2000, black handle **£132.66**
AJJ082 LS truck 99 on S/less, **£120.32**
AJJ084 LS truck 99 on Black **£132.66**

**SBC GM DIPSTICK & TUBE**

BY12551144 Dipstick ZZ4 type- 1986 on **£44.06**
BY12551154 Tube ZZ4 type- 1986 on **£40.96**

ELECTRICAL/DISTRIBUTOR

For Distributor spare parts see section 9 page 4

MSD**MSD MAGNETIC BILLET DISTRIBUTORS**

[Must be used with an MSD CD unit-see Section 9]

BY85551 Chevy V8 not tall deck-**no vac** **£460.25**
BY8361 Chevy V8 not tall deck-**with vac** **£498.94**
Cap: BY8433. Rotor: BY8467.
BY8570 Small Diameter- **no vac-** **£519.60**
Cap: BY8431. Rotor: BY8467.

These distributors are perfect for racing. The housing is CNC machined from a billet bar of 6061 T6. A Race proven magnetic pickup provides stable timing signals and spark delivery at most rpm's. An adjustable mechanical advance allows fine tuning of the advance curve with the supplied springs and bushings. The steel shaft runs in a sealed ball bearing, and long sintered bushing. A Rynite base is used to prevent arcing and protects the cap from vibration. Cap and rotor are included-cap has spark plug type male connectors. Kit **BYAJG410** can be used to adapt your socket type leads to fit.

**TSP BILLET ELECTRONIC DISTRIBUTOR**

The distributors come in a convenient package that saves time & space, as they do not require an ignition box to fire the coil, while a std size cap offers more manifold & firewall clearance than HEI type distributors [coil in cap]. These distributors feature adjustable mechanical and vacuum advance should this be required. Having a vacuum unit in a Street car helps lower the combustion chamber temperatures at cruise speeds and helps provide better MPG. The vacuum fitting on the carb, should provide zero vacuum at idle. The built in electronic module directly fires the ignition coil, plus providing accurate, dependable & maintenance-free operation. The billet finish is both attractive & easy to clean.

The AJG070 performance Black coil is recommended. No ballast resistor required. 12volt direct to the + side of the coil.

AJG100 Billet 262-502 1955-96 inc vac **£234.40**
AJG070 HD black coil 45k **£38.05**

**ELECTRONIC IGNITION CONVERSIONS**

[Mallory]

Replaces the points in a points distributor. Thereby converting the distributor to a maintenance free, breakerless, ignition system. Better starting, more accurate timing [cylinder to cylinder] & improved performance. You can use a BY8145C coil & a BY8214 resistor with the Mallory kit.

BY61001M GM single point OEM 57-74 **£168.94**
Fits the Delco OEM 57-74 std distributor

BY61004M Mallory non vacuum advance, YL/HP 25 series d/point distrib, with std, socket cap **£170.95**







Mallory**TSP HEI DISTRIBUTOR**

This TSP Street HEI Distributor. Featuring a powerful 65,000 volt coil, aluminium housing, with hardened steel, dual bushing construction. It has fully adjustable mechanical & vacuum advance. The cap is black, with solid brass terminals and one wire hookup. It is fitted with a heat treated steel gear.









AJG087 SBC/BBC HEI Performance Dist' **£107.94**



OEM SINGLE POINT DISTRIBUTOR SPARES V8

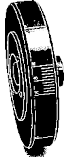
BYD106PS	Points set 1957-74	£24.00	
BY102X	Heavy duty points 57-74	£18.00	
BYD204	Condensor 1957-74	£3.50	
BYD308R	Cap 1957-74	£27.34	
BYD426RHD	Rotor arm HD 1957-74	£9.50	
BYVC24A	Vac advance unit 1957-74	£41.95	

OEM HEI & later Distributor Spares

BYD523	Coil Red/Black/Yellow wires	£32.74	
BYD524	Coil Red/Black/White wires	£29.05	
BYD433HD	Rotor Arm HEI 75-86	£13.99	
BYD447HD	Rotor arm 1987-92	£12.89	
BYD336	Cap HEI 75-86	£23.74	
BYD354	Cap 1987 on-some	£20.00	
BYD1906HT	Electronic module 75-86	£41.08	
BY72315	Adjustable vacuum adv unit	£30.08	



**TIMING TAPES**

After installation, put one run of cellotape around this item, to help keep it in place.

BY1588	Mr G for 6-3/4" dia.	£24.73	
BY1591	Mr G for 8" dia.	£22.07	

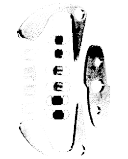
MOROSO DISTRIBUTOR HOLD DOWN CLAMPS

These clamps will exert enough pressure to keep the distributor from turning, being stud mounted, potential thread damage to the manifold is eliminated. The aluminium version is made in the USA & beautifully finished.

BY26210	Chrome plated steel-Moroso	£21.86	
BY65920	Polished billet alum-Billet Spec'	£46.06	
BYB65920	Black billet alum- Bill Spec'	£46.06	

**ADVANCE CURVE KITS**

These advance curve kits can be used to modify GM distributors to suit an improved camshaft. The weights & plates are precision stamped to insure a smooth advance. Three sets of springs are included in the kits to enable the advance curve to be modified. Instructions included.


BY72310	1957-74 GM points distributor	£20.68	
BY72300	HEI electronic Distributor 75-86	£16.46	

**Moroso Distributor Shim Kit**

The kit eliminates oil pump bind and spark scatter when using a distributor in an engine with milled heads or decks. Made from high impact nylon to exact GM gasket specs, insuring a leak free operation. The kit includes one each of .030", .060" and .100" shims.


BY26150	For all engines	£8.75	
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TIMING INDICATOR- [Bolts at Edge of Timing Cover]

BY3991435	SBC Black GM for 6-3/4" balancer	£28.22	
BY9882	SBC Chrome for 7" balancer	£7.10	
BY9884	SBC Chrome for 8" balancer	£6.68	
BY4598	SBC Chrome adjustable for 8" balancer	£20.95	
BY4961	BBC Chrome for 8" balancer	£7.14	
BY9180	BBC Chrome for 8" balancer-adjustable	£11.17	

CHROME COIL HOLDER

Chrome plated dress-up accessory designed after the OEM General Motors stand-up coil holder. Bolts to intake manifold.

BY9366	Trans-Dapt Chrome Coil Holder	£6.41	
BY55008K	Steel Bolt/washer kit	£0.97	

**CHAMPION SPARK PLUGS**

(Please note that the guide below is based on original factory specification engines, modified engines- may require different plugs)

**SBC 283/307 Engines**

BYRJ12YC	283 1957-67	£3.54
BYRJ18YC	307 1968-70	£3.54
BYRV17YC	307 1971-73	£3.74

**SBC 400 Engine**

BYRJ12YC	1970	£3.54
BYRV17YC	1971-76 (exc. 1975)	£3.74
BYRV17YC6	1975 U engine	£1.94
BYRV12C	1975 M engine (Use larger gap than std)	£2.70

**SBC 305/327 Engines**

BYRV17YC	305 1976-92 (exc. 1985 HO w/TPI, 1986HO & 1987 HO Camaro)	£4.07
BYRV15YC4	305 1985-86 HO & 1987 HO Camaro	£3.22
BYRJ12YC	327 1961-66 250hp to 275hp	£3.82

**BBC 396/402 Engines**

BYRN12YC	396 1966-70	£3.58
BYRV17YC	402 1971-72	£3.74
BYRV12C	402 1970-74 Truck/Van (except 1973)	£2.70

**SBC 350 Engine**

BYRJ12YC	1967-70	£3.54
BYRV17YC	1971-74 4V 1972-74 2V 1976-92 (exc. 1986-92 Corvette w/Aluminium heads, 1987-88 Camaro w/Aluminium heads & 1989-92 Caprice)	£3.74
BYRV17YC6	1975 2V (exc. L engine)	£1.94
BYRV12C	1975 4V L engin (use larger gap than std)	£2.70
BYRC12YC	1986-92 Corvette w/TPI & w/Alum heads 1987-88 Camaro w/Alum heads/350 HO, 345hp with washer style spark plug	£4.33
BYRS12YC	350 HO 345hp with taper seat plugs	£3.54
BYRC9YC	1989-92 Corvette w/SFI & w/Alum heads	£3.85
BYRV15YC4	1989-92 Caprice	£3.22

**BBC 427/454 Engines**

BYRN12YC	427 1967-69	£3.58
BYRN12YC	427 1969 (3 2V Carbs.)	£3.58
BYRN4C	427 1968-70 Truck/Van	£1.51
BYRV8C	427 1971-91 Truck/Van	£2.60
BYRV15YC4	427 1990-93 Truck/Van Injection TBI	£3.22
BYRV17YC	454 1970-76 (except 1975)	£3.74
BYRN12YC	454 1970-71	£3.58
BYRV15YC4	454 1970 HO 4B	£3.22
BYRV12C6	454 1975	£2.70
BYRV12C	454 1972-91 Truck/Van	£2.70
BYRV12C6	454 1975 Truck/Van 4B LD only	£2.70
BYRV17YC	454 1976-80 Truck/Van 4B LD only	£2.70
BYRV17YC	454 1986/88-93 Truck/Van Injection TBI	£3.74

HEADERSPARK PLUGS

These Accel plugs measure approx 48mm from the top of the taper to the very end terminal on the spark plug.

- BY8199** Equiv to Champion BYRV17YC **£50.40set**
- BY8198** Equiv to Champion BYRV12YC **£50.40set**

ALTERNATOR BOLTS

Set of bolts to hold the GM alternator on, in position three.



- BY55006K** Steel bolt/washer set **£8.35**
- BY430-3303** Alternator pivot bolt 3/8" **£52.14**

ALTERNATOR ACCESSORIES

- BY137** March V-belt type 2-11/16" +nose **£36.82**
- BY208** March Serp' type 2-3/4" + nose **£89.62**



ALTERNATOR ACCESSORIES

This one piece V belt pulley & fan is machined out of 6061-T6 billet aluminium. It is 2.5" diameter. Complete with nose to cover the alternator nut and washer. Fits most GM, Delco & Ford alternators. Beautifully finished

- BY85220** One piece billet fan & pulley "V" **£99.22**



ALTERNATORS [New]

THESE ALTERNATORS FIT MANY OTHER GM CARS & TRUCKS

**Alternators [New! not rebuilt]
CORVETTE-no 1983 model**



Where the part number has a "dash number" at the end, eg: **BYN7127-12**, this indicates the following:- holding the alternator with the front away from you, and with the pivot hole [for the long bolt] at the bottom or 6 o'clock, the dash number tells you where the regulator terminals will be positioned. For example, on a -12 alternator, the regulator plug will be at 12 o'clock. -9 will be at 9 o'clock, and so on.

- BYN7122** 327-396-427 [ext reg'] 55a **£143.56**
- 327 1963-68 All 396 1965 All 427 1966-67
- BY7127-12** 305-350-427 85a **£150.44**
- 350 1969-88 305 1980 std & w/AC vin "H"
- 427 1969 [mid 1969 on] 454 1970-74
- BY7127-9** 350-427 85a **£156.92**
- 350 1981 std w & w/o AC 427 1968-mid 69



- BYN8218-2** 350 124a **£75.65sp**
- 350 mid 1993on, vin "P"

Alternators [New! not rebuilt]

CAMARO



- BYN7122** 302-454 55a **£1413.56**
- The above alternator uses an external regulator
- 305 1967-69 307 1969-72 327 1967-69
- 350 1967-72 396 1967-70 402 1970-72
- 427 1969 454 1970
- BY7127-3** 305-307-350 85a **£149.83**
- 305 1976-80, vin Q/U/G/H 305 1981 w/o AC vin "H"
- 305 1982 w/o AC, vin "H" 305 1983 w/o AC, vin "H"
- 305 1985 4brl std w/o AC, vin "H" 307 1973
- 350 1973-81
- BY7294** 305 100a **£168.89**
- 305 1984 HO, vin "G"
- BYN8165-11** 305-350 105a **£139.96**
- 305 1990-92 all, vin "E & F" 350 1990-92 all



POWERMASTERCHROME 100/140amp ALTERNATOR

[single wire or 3 wire]



Regulator plug is at "12 o'clock", from the rear, with the two "holes" vertical.

- BYAJG320** Chrome 100amp **£191.21**
- BYAJG310** Chrome 140amp **£223.26**



Polished Alum-"Bullethead" Alt 100amp

[single wire or standard wiring]

Regulator plug is at "3 o'clock", from the rear, with the two "holes" vertical, pivot at the bottom. Includes pulley & bulleted cover.

- BY27295** Polished alternator-new 100amp **£237.34**
- BY1A-9111** Plug for 3 wire **£11.99**



EXTERNAL REGULATOR for EARLY ALTERNATOR

- BYVR715** External voltage regulator **£52.90**
- Chevy 1963-72, Buick 1962-72, Olds 1964-72

ALTERNATOR PLUGS

- BY127** Plug for BYN8165-11 Alternator **£15.26**
- BY1A-9111** Plug for below listed alternators when using a 3 wire connection-inc wiring diagram **£11.99**
- BY7127-12, BY7127-9, BY7127-3, BYAJG320, BYAJG310, BY27295.



March Alternator Brackets (LWP)
Position (3) use with March pulleys



BY20121 "Deluxe" bracket-SBC **£101.34**

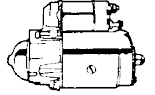
HEAT SHIELD FOR STANDARD STARTER

BY3678 Heat shield for starter **£50.22**
Designed with heat resistant material sandwiched between two aluminium plates. Protects the starter from heat buildup from the headers. [exhaust]



CHEVY MARINE STARTERS

Recognition of these units is difficult. Supplying the OEM part number is a big help, or the number off the old unit, or bring/send the old unit to enable us to match it up. Volvo Penta mainly use BY3631M.

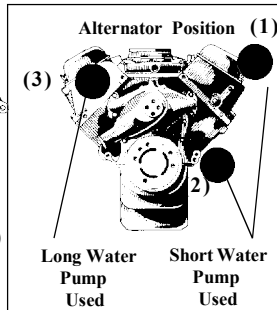


BY3631M Vert' bolts, straight pattern **£194.71**
BYNM4162 Horizontal bolt pattern **£69.54sp**
Long, cast iron nose
BY9200 Vert' bolts, staggered pattern **£192.05**
The above unit is small and has internal gearing [Powermax]
BYNM6449JS Replacement jackshaft & gears **£11.40**
The above jackshaft only fits some types, check before buying

Chrome Alternator Brackets (LWP)
Position (3)

Designed similar to OEM units, made from steel, polished to a high luster, then chrome plated. Packaged with 2 brackets to a card.

BY5170 For all engines 1976-84 **£24.60**
Bolts onto the front pillar at the front of the manifold.
BY5171 For all engines 1969-75 **£53.46**
Long leg, utilizes the thermostat housing bolt.
BY9853 Spacer tube-chrome **£17.15**



BLACK ALTERNATOR BRACKETS (LWP)
Position (3)

BY8516 Black- bolts to therm hsg **£57.82**

Chrome Alternator Brackets (SWP)
Position (1) SBC

Similar to OEM units, but chrome plated. Along with **BY9315** you will also need **BY20040** and **BY20010** for position 1.

BY9315 For all SBC engines 1965-68 **£41.14**

Transdapt Low Mount Kit (SWP)
Position (2)

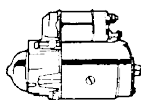


These Brackets are heavy gauge steel, polished, and then chrome plated. They mount the alternator on the same plane as the crankshaft centre line. Must be used with short water pump. Kit needs bolts to complete.

BY9758 For SBC engines **£63.36**
BY55022K Bolt kit for BY9758 **£23.88**

STARTER MOTORS [New! not rebuilt]
CORVETTE

BYN3686 265-327 1955-63 B/Hsg mount **£149.96**
265 1955-56 All 283 1957-61 All 327 1962-63 Man
BY3631M 327-350-427 straight **£194.71**
327 1962-63 Auto 327 1964-66 All 327 1967-68 ex HD
clutch 350 1969 w/std manual 350 1984-87 All
427 1966-69 425/430HP only
BY3689 327-350-427-454 staggered **£199.14**
327 1967-68 w/HD clutch
350 1969 w/P/Glide or w/Opt man 350 1970-81 man
427 1966-69 excl 425/430HP 454 1970-74 man
BY3510 305-350-454 staggered **£176.35**
305 1980 All 350 1970-81 auto 454 1970-74 auto
BYN17579 350 1992-96 see below **£77.28sp**
350 1992-96 vin P350 1996 vin 5
BYN6482 350 1997-04 all **£62.62sp**



BBC TD Chrome Alternator Brackets (SWP)

Designed similar to OEM units, made from steel, polished to a high luster, then chrome plated.

BY9581 All engines Top Bracket 1965-68 **£37.00**
BY9502 All engines Bottom Bracket 1965-68 **£81.56**



BBC TD Chrome Alternator Brackets (LWP)

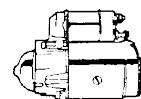
Designed similar to OEM units, made from steel, polished to a high luster, then chrome plated.

BY9318 All engines top bracket 1969 on **£31.51**
BY9638 All engines lower bracket 1969 on **£16.27**



STARTER MOTORS [New! not rebuilt]
CAMARO

BYN3631M 302-305-307-327-350 straight **£194.71**
302 1967-69 305 1985-86 vin-G auto
305 1985-87 vin F,H auto
305 1988-90 vin E,F auto 307 1969-73 all
327 1967-69 all 350 1969 exc Opt w/man, Opt w/P/glide
350 1987-92 all
BY3689 305-350-396-402-427-454 stag' **£199.14**
305 1976 vin Q, man 305 1977-78 vin U, man
305 1979 vin G, man 305 1979 vin H, man
305 1982 vin H,7, man 350 1967-68 all
350 1969 opt w/man & opt w/P/glide 350 1970-81 man
396 1967-70 all 402 1970-72 man 427 1969 all
454 1970 man



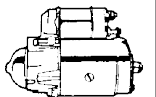
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continued-

CAMARO



BY3510 305-350-402-454 staggered **£186.24**
305 1976 vin Q, auto 305 1977-78 vin U, auto
305 1979 vin G, auto 305 1979 vin H, auto
305 1980 vin H, calif 350 1970-81 auto 402 1970-72 auto
454 1970 auto
BYN6442 350 1993-97 vin P **£69.42sp**



Most Chevrolet V8 petrol engines have flywheel ring gears with either 153 or 168 teeth. Staggered nose starters are generally, [not always] for 168 tooth ring gears, and straight are generally, [not always] for 153 tooth ring gears. These starters cannot be bolted straight on, they must always be checked first for depth of mesh, to see if shimming is required. This is explained on the next page. Incorrect shimming can cause a "broken nose". Always use the rear support stay, as this can help avoid a "broken nose", and it also provides a much better earth.

HIGH TORQUE GEAR REDUCTION MINI STARTERS

These provide far more torque than the std unit. The **BY9100** is smaller & lighter, and can be turned through 12 positions. Most require a "straight" bolt pattern, except for **BY9112** *** which is staggered, for 168tooth flywheel. Chevy starters are very difficult to fit unless you can see the engagement of the pinion, into the ring gear. Also, you will need to protect the starter from exhaust heat. Either- wrap the starter or the headers with a heat resistant bandage. Heat can damage the starter. Oil dripping on the starter can cause failure. Check the engagement in both directions- **1.** The pinion should engage 1/2 to 2/3 across the ring gear, not all the way across. **2.** Check the shimming information below, re depth of engagement. * Straight bolt pattern for 153/168t ring gear. #Staggered bolt pattern-168t

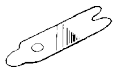


- BY9100** Powermax plus- up to 11:1 compression * **£173.70**
- BY9112** Powermax plus- up to 11:1 compression # **£210.26**
160ft lbs, 6:1 gear reduction, 12 position rotation[BY9100+9112]
- BY9200** Powermax- up to 10:1 compression # **£192.05**
160ft lbs, 5:1 gear reduction, no rotation
- BYAJG380** Ultra Torque- up to 18:1 compression * **£378.29**
250ft lbs, 4.4 gear reduction, 3 position rotation
- BY9509** XS Torque- up to 18:1 compression **£197.11sp**
200ft lbs, 4.4 gear reduction, 360 degree rotation. LS truck 4.8,5.3,6.0,6.2-168 teeth

All above starters come with a bolt & shim kit

STARTER MOTOR ACCESSORIES

- BY55003K** Bolt kit for BYN3838 **£22.22**
- BY55000K** Bolt kit for BYN3554 **£15.23**
- BY354353** SBC support stay-rear of starter ***£15.49**
* on some blocks this will require modifying
- BY55017K** Bolt kit for stay [to block] SBC **£0.96**
- BY607-1** Bolt & shim kit for BY9100 **£20.92**
- BY601-2** Solenoid for BY9100 **£36.62**
- BY602-2** Clutch assy for BY9100 **£42.72**
- BY2A-2603** Shim for adjustment **£0.36**
- IMPORTANT!** see shimming information below
- BY2A-6011** Long type solenoid-std **£26.36**
- BY2A-6023** Short type solenoid-std **£21.05**
- BY2A-2071** Alum repl' nose for BYN3838 **£20.04**
- BY2A-2001** Alum repl' nose for BYN3510 **£23.27**

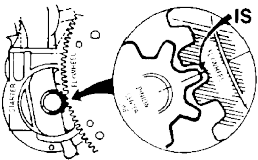


TEK TIP BIT-Starter Motor Shimming



BEFORE INSTALLATION:

You **MUST** understand the need for proper starter pinion to flywheel clearance!



THIS "CLEARANCE" IS CRITICAL TO AVOID DAMAGE TO:

- ✓ FLYWHEEL
- ✓ STARTER DRIVE
- ✓ BATTERY
- ✓ NOSE HOUSING

UNLIKE FORD AND CHRYSLER which have a fixed starter drive gear to flywheel clearance, most **GM** starters have an **ADJUSTABLE CLEARANCE.**

- Why?**
- 1) Mounting pad tolerances and hole locations **VARY** from block to block. This **MOVES** the starter drive gear away from the flywheel varying distances.
 - 2) The aluminum nose housing dimensions **VARY**. This also moves the starter drive gear away from the flywheel varying distances.

IMPORTANT: Regardless of whether the old starter had shims or not, you **MUST INSPECT THE CLEARANCE** of this new unit as it may **OR** may not require shimming.

STEP 1 REMOVE lower flywheel housing cover and **EXAMINE** the **ENTIRE FLYWHEEL** for visual problems.

- ✓ worn, chipped, or broken teeth
- ✓ bent flywheel
- ✓ incorrectly cut teeth

STEP 2 INSERT A SCREWDRIVER (FIG. 1) in small hole in bottom of starter motor drive end housing. Move starter drive assembly toward flywheel so that starter pinion and ring gear teeth mesh.

STEP 3 CENTER a pinion tooth. **CHECK CLEARANCE** (looking for .025" - .050" See Figure 2). **IMPORTANT:** Check at least 3 ring gear locations 120° apart for proper clearance. **SHIM AS REQUIRED** at **MINIMUM** CLEARANCE LOCATION.

A CONVENIENT PLUG GAUGE is a common paper clip which typically makes out at about .035".

STEP 4 TO INCREASE CLEARANCE Use entire shim across both holes (Fig. 3) .015" Shim INCREASES CLEARANCE approx .0075". This moves the starter down and out AWAY from the flywheel (Use no more than 4 shims).

TO DECREASE CLEARANCE Use 1/2 shim only on the outer mounting bolt hole (Fig. 4). This moves the starter in and TOWARD the flywheel! .015" shim DECREASES CLEARANCE approx .010".

THE STARTER DRIVE TELLS THE STORY:

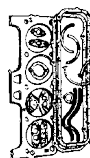
SHIMS NEEDED (FIG. A) WRONG (NOSE PATTERNS NOT ENOUGH CLEARANCE) RIGHT (NOSE PATTERNS) WRONG (TOO MUCH CLEARANCE (FIG. B)) WEAR PATTERN.

CHECK THE STARTER DRIVE ON STARTER MOTOR BEING REPLACED AND INSTALL PROPERLY TO AVOID SIMILAR PROBLEMS

GASKETS & SEALS

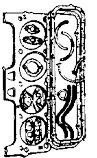
FELPRO PERFORMANCE GASKETS MARINE TOP OVERHAUL SET SBC

- BYHS3764M** Marine 262/4.3L V6 eng **£75.52**
Engines without balance shaft
- BY17211** Marine 262/4.3L V6 eng **£97.85**
Engines with balance shaft
- BY17220** Marine 305/5.0L V8 eng **£127.79**
Engines with perimeter bolt rocker covers
- BY17230** Marine 350/5.7L V8 eng **£128.77**
Engines with perimeter bolt rocker covers. Excludes GEN+ engines.
- BY17232** Marine 350/5.7L V8 Vortec **£161.93**
Engines w/plastic inlet manifold gasket, GEN+/Vortec, 8 bolt inlet.



FELPRO PERFORMANCE GASKETS MARINE TOP OVERHAUL SET SBC BBC

- BY17240** Marine 454/7.4L V8 **£158.82**
Engines w/two piece rear seal-Mk4, excl HO, oval inlet ports.
- BY17242** Marine 454/7.4L V8 Mk5 **£161.39**
Engines with 1 piece rear seal, 7.4 Bravo 1 & 2 D603118 and up-
- BY17205** Marine 454/7.4L V8 Mk6 EFI **£276.10**
Engines with 2.5" high inlet port
- BY17249** Marine 502/8.2L V8 some **£184.52**
Inboard 400hp SN: D857200-F819619, 502 Magnum Bravo [390,415HP] SN: D824589 & up.



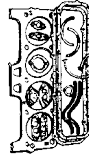
GASKETS & SEALS

VICTOR
REINZ

TOP OVERHAUL GASKET SETS

FELPRO
PERFORMANCE
GASKETS

BYHS3514VJ	Victor Reinz 267-305	£59.89
267 eng 1979-80	305 eng 1976-79	
BYHS3514VK	Victor Reinz 305	£58.27
305eng 1980-85 Hvin	305eng 1982-83 7vin 305eng 1983 Svin	
305eng 1984-85 Gvin		
BYHS3514VQ	<i>Use BYHS3514VK+BYMS15315W+BYG31283</i>	
305 eng 1985-86 Fvin		
BYHS3514VN	Victor Reinz 305	£80.30
305eng 1987-88 G,Hvin	305eng 1988	305eng 1988-93
Evin		
BYHS1178VJ	Victor Reinz 265-350	£53.52
265 eng 1955-57*	283 eng 1957-67	302 eng 1968-69
307 eng 1968-73	327 eng 1962-69	350 eng 1967-86
* 265 will also require BYMS18680		
BYHS7733PT-2	FELPRO 265-350	£59.32
265 eng. 1957	283 eng. 1957-67	302 eng. 1967-69
307 eng. 1968-73	327 eng. 1962-69	350 eng. 1967-80
BYHS3781	Victor Reinz 350	£161.34
350eng 1986-91 Corvette with aluminium heads		
BYHS1178VL	Victor Reinz 350	£79.61
350eng 1982 Corvette	350 1984-85 Corvette	
350eng 1986 Corvette C.I. heads		
350eng 1987 Carb	350 1987-92 8vin Camaro & Firebird	
BYHS5922B	Victor Reinz 350 LT1	£103.85
350eng 1992-97 LT1 excl Corvette		
BYHS7733PT-16	FELPRO 350- Vortec	£92.70
350eng 1996-2002 Truck-Vin R		
BYHS5975	Victor Reinz - LS1	£160.08
BYHS3432VJ	Victor Reinz 400	£50.12
400 engine 1970-76		
BYHS8364PT-3	FELPRO 400 SBC	£74.88
400 eng. 1970-76		
BYHS54340	MAHLE LS1, LM7 2002-08	£163.73
GEN 3, LS style engine		
BYHS3902VC	BBC Victor Reinz 427-454	£104.82
427 engines	1974-90	454 engines 1980-90
BYHS4878	BBC V/Reinz 427-454	£105.83
454 engines 1991-95		
BYHS8180PT-5	BBC Felpro 396-454	£91.90
396 65-70, 402 70-72, 427 66-69, 454 70-76		



COMPLETE GASKET SETS

BY953561 FULL GASKET SET LM7, 02-07 £274.38

VICTOR
REINZ

STD EXHAUST MANIFOLD GASKETS

BYMS7110X Std gasket	£6.37
262, 267 engine 1975-80	265, 283 engine 1955-67
302 engine 1968-69	267 engine 1981-83
350 engine 1968-93 (exc.some TPI)	305 engine 1976-93
400 engine 1970-80	307, 327 engine 1962-73
BYMS16106LT1 Corvette 1992-95	£4.63
BYMS4408 LT1 Corvette 1996	£3.50
BYMS15164BBC Victor Reinz Std gasket	£14.86
See book	
BYMS16500BBC 454 1991-95	£20.05

FELPRO
PERFORMANCE
GASKETS

LOWER OVERHAUL GASKET SET

VICTOR
REINZ

BYCS5744A	4.3L 262 V6-86-96	£46.06
BYCS5744D	4.3L 262 V6-97-2003	£46.94
Above set [5744D] is for OEM Aluminium sump version		
BYCS1178	Victor Reinz as below-	£27.89
<i>1955-57 engines will also need 1 of BYBS47 Rope seal</i>		
<i>in addition to BYCS1178 bottom end set</i>		
BYCS7733-2	Felpro SBC 262-400	£33.36
262 engine 1975-76	265 eng 1955-57	267 eng 1979-82
283 eng 1957-67	302 eng 1967-69	305 eng 1976-85
307 eng 1968-73	327 eng 1962-69	350 eng 1967-85
400 eng 1970-76		
BYCS1178A	Victor Reinz SBC 305 & 350	£47.94
305engine 1986-93 TPI 4V	305engine 1987-93 TBI 4V	
	350engine 1986-88 4V	350engine1989-
93 TBI		
350engine 1986 TPI	350engine 1987-93 TPI Corv & Camaro	
Excl DOHC.		
BYCS5922	Victor Reinz SBC 350 LT1	£64.02
350engine LT1 1992-97		
BYCS5746	Victor Reinz SBC Vortec 960n	£62.51
BYCS5975	GenIII LS1 type engines	£116.09
BYCS8180-1	BBC Mk 4 Felpro 396-454	£28.55
396 1965-70, 402 1970-72, 427 1966-69, 454 1970-76 Car,		
454 1971-90 Truck		
BYCS4878	BBC Mk5 Victor Reinz	£52.62
427 1991-94, 454 1991-95	502 1991 on	
BYCS4878A	BBC Mk6 Victor Reinz	£55.74
427 1996-98, 454 1996-00 both with 6 bolt t/cvr		

VICTOR
REINZ

INLET MANIFOLD SETS

FELPRO
PERFORMANCE
GASKETS

BYMS161684	3.3L 262 V6 Vortec 1996-05	£26.05
BYMS15315	Victor Reinz gasket for 262-400	£22.07
262 V8 1975-76, 265 V8 1957, 267 V879-82 not F.I., 283 V81957-67		
302 V81968-69, 305 V8 1976-86 not F.I.; 307, 327 V81962-73		
350 V81967-95 (some exc.), 400 V81970-80		
BY1204	Fel-Pro for 262-400	£25.70
SBC 1962-81. Not for 82-85 Factory F.I. engines. Port: 1.23" x 1.99".		
Embossed steel laminate w/coating. Block exhaust crossover.		
BYMS15315W	Victor Reinz 305 & 350	£32.96
305 engine TPI 1985-93		
350 engine: TPI 1985	TPI Camaro 1987-93	
BYMS15401W	Victor Reinz 350	£51.20
350 engine TPI Corvette 1986-91 (exc. DOHC)		
BYMS16134LT1	SBC 1993-97	£22.49
BYMS16167	Vortec 8 bolt heads SBC V8	£22.73
BYMS15188BBC	Victor Reinz 396-454	£20.51
Oval ports.		
396 engines 1965-70	402 engines 1970-72	
427 *engines 1966-90		
454 *engines 1970-90	(*1985 H5D emissions only)	
BYMS15479BBC	Victor Reinz	£31.49
"Peanut" ports.		
BY17342	BBC EFI Marine MK5 & 6	£30.64



PERFORMANCE INLET GASKET SETS

Small Block Chevy

BY1205 Felpro Composite w/Printoseal £28.72

Cast iron & aluminium heads w/conventional bolt & port locations. Blocked exhaust crossover.

Port: 1.28" x 2.09"

BY1206 Felpro Composite w/Printo seal £28.43

Cast iron & aluminium heads w/conventional bolt & port locations. Blocked exhaust crossover. Medium Race Port.

Port: 1.31" x 2.21"

BY1207FP Felpro Composite w/Printo seal £32.44

Cast iron & aluminium heads w/conventional bolt & port locations. Blocked exhaust crossover. Large Race Port.

Port: 1.38" x 2.28"

BY1266 Felpro Composite w/coating £41.22

Cast iron & aluminium heads w/conventional bolt & port locations. Blocked exhaust crossover. Medium Race Port.

Port: 1.31" x 2.21". **.120" thick [normally .060"]**

BIG BLOCK CHEVY

Cast iron & aluminium heads w/conventional bolt & port locations.

BY1212 Felpro Composite w/Printoseal £36.16

Open exhaust crossover. W/upper bolt holes, Oval port

Port: 1.82" x 2.05"

BY1211 Felpro Composite w/Printoseal £29.38

Closed exhaust crossover. W/upper bolt holes, Rectangular port

Port: 1.82" x 2.54"

BY1275 Felpro Composite w/coating £33.58

Closed exhaust crossover. No upper bolt holes, Rectangular port

Port: 1.82" x 2.54"



SBC HIGH PERFORMANCE EX GASKETS

Perforated steel core, with anti-stick coating

BY1444 Std port 1.38" x 1.38" £26.51

BY1426 Round port 1.59" diameter £28.78

BY1404FP Std Vortec & small race 1.5" x 1.5" £29.47

BY1405FP Large race port 1.55" x 1.55" £35.46

BY1406FP "D" port 1.53" x 1.63" £34.13



BBC HIGH PERFORMANCE EX GASKETS

Perforated steel core, with anti-stick coating

BY1410 Std CI & early alum 1.88"x 1.88" £34.50

BY1411FP Most std Alum' heads 1.94" diam' £36.90

BY1412 Large race port 2.13" diameter £37.27



LS1 and 2 HIGH PERFORMANCE EX GASKETS

Multi-Layer Steel. Good for headers.

BY4805G Round port 1.73" diameter £44.64pr



PERFORMANCE CYLINDER HEAD GASKETS

SBC

BY1094 302-327-350 not for 400 £31.37ea

Embossed stainless steel shim with coating

.015" thick, 3.2cc, 4.1", CI or alum heads. Not for Alum' blocks with liners. No brinelling of Alum' heads.

BY1003 302-327-350-[400 race engines] £57.29ea

Steel core laminate

.041" thick, 9.1cc, 4.166", CI or alum heads. OK on Alum' blocks with liners. Minimal brinelling of Alum' heads.

BY1014 302-327-350+steam holes+400 £56.17ea

Stainless Steel core laminate. OK on Marine.

.039" thick, 9cc, 4.2", CI or alum heads. OK on Alum' blocks with liners. Minimal brinelling of Alum' heads.

BY1010 302-327-350+ok on race 400 £68.12ea

Steel core laminate

.039" thick, 8.9cc, 4.166", CI or alum heads. OK on Alum' blocks with liners. Pre flattened copper wire combustion seal. Up to 4.155" max bore w/minimal chamfer. No brinelling of Alum' heads.

BY1142 302-327-350 £95.45ea

Perma Torque MLS [Multi layer steel]. Marine OK

.041" thick, 9.0cc, 4.1", CI or alum heads. OK on Alum' blocks with liners. Minimal brinelling of Alum' heads.

BY1143 302-327-350+steam holes+400 £97.34ea

Perma Torque MLS [Multi layer steel]. Marine OK

.041" thick, 9.2cc, 4.165", CI or alum heads. OK on Alum' blocks with liners. Minimal brinelling of Alum' heads.

BY1144 302-327-350+steam holes+400 £61.70a

Perma Torque MLS [Multi layer steel]. Marine OK

.041" thick, 9.3cc, 4.2", CI or alum heads. OK on Alum' blocks with liners. Minimal brinelling of Alum' heads.

BY1044 302-327-350+steam holes+400 £75.97ea

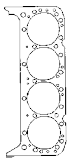
Steel core laminate-EXTRA THICK .051"

.051" thick, 11.2cc, 4.2", CI or alum heads. OK on Alum' blocks with liners. Minimal brinelling of Alum' heads. Thicker to reduce compression and increase piston to valve clearance.

BY1178SG 302-327-350 £26.51ea

Nitroseal graphite-EXTRA THICK .045"

.045" thick, 9.8cc, 4.16", CI or alum heads.



BBC

BY1017-1 BBC Mark 4 only >1989 £74.94ea

Steel core laminate

.039" thick, 10.5cc, 4.540", CI or alum heads. Two coolant holes per end. Three lower coolant holes. Minimal brinelling of Alum' heads.

BY1027 BBC Mark 4 only >1989 £82.82ea

Steel core laminate

.039" thick, 9.7cc, 4.37", Aluminium heads. Two coolant holes per end. Three lower coolant holes. No brinelling of Aluminium heads.

BY1037 BBC Mark 4 to 6 £79.24ea

Stainless steel core laminate-Marine OK

.039" thick, 9.7cc, 4.37", CI or alum heads. One coolant hole per end. Three lower coolant holes. Minimal brinelling of Aluminium heads. Pre 71 blocks may need modification.

BY1047 BBC Mark 4 to 6 £79.82ea

Stainless steel core laminate-Marine OK

.039" thick, 10.5cc, 4.54", CI or alum heads. One coolant hole per end. Three lower coolant holes. Minimal brinelling of Aluminium heads. Pre 71 blocks may need modification.

BY1071 BBC Mark 4 to 6 £91.52ea

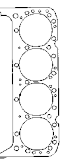
Perma-Torque MLS Multi Layer Steel-Marine OK

.041" thick, 10.6cc, 4.38", CI or alum heads. One coolant hole per end. Three lower coolant holes. Minimal brinelling of Aluminium heads. Pre 71 blocks may need modification.

BY1075 BBC Mark 4 to 6 £113.76ea

Perma-Torque MLS Multi Layer Steel-Marine OK

.041" thick, 11.2cc, 4.58", CI or alum heads. One coolant hole per end. Three lower coolant holes. Minimal brinelling of Aluminium heads. Pre 71 blocks may need modification.



TIMING COVER SET with Damper Repair Sleeve

SBC 1975-86



BYJV926 SBC Timing cover set **£14.14**



SUMP GASKETS



The Felpro Sump Gasket set, is made of rubber coated fibre, 3/32" thick.
The 1 piece Moroso gasket is steel reinforced.

- BY1821** SBC Felpro 1957-79 LH d/stick **£43.07**
Thick & thin front seals, strokers ok, steel core.
- BY1818** SBC Felpro 1980-85 RH d/stick **£26.09**
- BY93150** SBC Moroso 1975-85 262-400 **£53.93**
- BY93151** SBC Moroso 1986 on 305-350 **£44.10**
For 1pce seal blocks. 1 piece rubber design, steel reinforced.
- BY93152** LS Moroso [Not LS7 or LS9] **£64.36**
1 piece rubber design, steel reinforced.
- BY1839** SBC Felpro Dart Iron Eagle **£46.75**



BBC MK4/5/6

- BY1804** Felpro BBC MK4 1965-90 **£27.70**
- BY93153** Moroso BBC MK4 1965-90 **£46.94**
1 piece rubber design, steel reinforced.
- BY93154** Moroso BBC MK5 & 6 1991 on **£48.14**
1 piece rubber design, steel reinforced.



Rocker Cover Gaskets



BYV-8 SBC Cork std type **£6.78pr**
For all engines 262-350 1955-85 (edge bolt rocker covers)

BYVS38110TC HD Tuff-cork+steel core **£18.37pr**
SBC 262-400 1955-86 (edge bolt rocker covers). Cork rubber facing.
Steel core for excellent torque retention. Highly chemical resistant.

BYV-10R SBC Rubber std centre bolt type **£11.46pr**
305 engine: TPI 1987-93 350 engine: TPI Camaro
1987-93 4V w/TBI 1987-93 TBI 1989-93

BYVS50175 SBC LT1 1992-96 **£14.16pr**

BY93020 SBC over steel frame **£57.92pr**
Will not leak, blow out, or get sucked in. 3/16" thick. 1959-85.

BYVS50160 V6 4.3 262 1985-93 **£8.24pr**

BYVS50211 V6 4.3 262 1994-03 **£10.56pr**

BYVS38420 BBC Std type **£8.45pr**
For all engines 396-454 1965-85


BYVS50182 BBC Std type **£10.22pr**
BBC 1991-99

BYVS38420TC BBC HD V/R Tuffcork **£26.05pr**
Has a steel core for excellent torque retention. Good resistance to fluids.


BY93040 BBC Rubber over steel frame **£85.15pr**
Will not leak, blow out, or get sucked in. 3/16" thick.




SBC REAR MAIN SEALS

BYBS47	Early rope type seal-55-58	£27.68	
BY2909	Seal for Dart 400 block	£42.68	
BY2912	Felpro Premium "2piece" 1967-85	£33.58	
BYJV554	Victor Reinz 1 piece- 86 onwards	£15.60	
BYJV624	Reverse rotation Marine rear seal -2pc	£27.71	


Water Pump Gasket

BYWP-1	Most SBC-V belt drive pump	£0.82 each	
BYK26632	BBC	£1.49each	

SBC Mechanical Fuel Pump Gaskets

BY10108438	Mount plate to cyl block	£2.09	
BY10114141	Fuel pump to mount plate	£1.61	

Thermostat Housing Gasket

BYWOG-1-77		£1.31	
For all engines (exc. 307 type Y eng and 350 eng 1992 Corvette w/TPI)			

COOLING

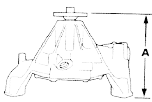
SBC NEW WATER PUMPS

BYCP898 Standard for 265-350- short **£71.99**
Chevy Passenger: 265, 283, 302, 307, 327 & 350 engines 1955-68
Camaro: 265, 283, 302, 307, 327 & 350 engines 1955-68. Corvette:
327 & 350 engines 1955-70. *Height A: 145mm / 5.635"*



BYCP984 Standard for 350-short **£70.31**
Corvette: 350 engine 1971-82 *[Alum pulleys won't fit this pump without mods].*
Height A: 147mm / 5.795"

BYCP1109 Standard for 262-400-long **£49.13**
All Chevrolets: 262, 302, 305, 307, 327, 350 & 400 engines 1969-76
Height A: 175mm / 6.932"



BY8811 Edelbrock alum 262-350-long **£346.16**

BYCP1121 Standard for 262-350-long **£64.21**
All Chevy, 262, 267, 305 & 350 engines 1982-88, all engines 1977-81
BYCP5016 Std for 350 Corvette 1984-91 **£77.66**
BYCP5049 Standard for 262-350 long **£52.62**
Chevy & GMC Truck 262 (4.3L), 305 (5L), 350 (5.7L) eng. 1988 on

BYAW5068 LT1 1993-97 Camaro/Firebird **£111.64**

BYCP5077 V6 & V8 1996-10 See below **£43.67**
The above pump broadly fits- Chevy Truck- 1996-10 V6, 1996-04 V8,
GMC Truck- 1996-09 V6, 1996-02 V8, Oldsmobile 1996-01 V6,
Cadillac 1999-00 V8, Workhorse 2000-05 V8.



BYAW5081 LS1 std water pump **£151.88**

BYCP5060 Marine for SBC 350-short **£89.54**
Height A: 147mm / 5.795"

BYAJG930 SBC long alum' performance **£138.66**

BYAJG925 SBC short alum' performance **£99.27**

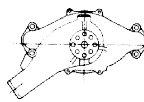
These pumps have a HD bearing & seal, flows 40% more than a std CI pump. 5/8" pilot, 8 blade anti-cavitation impellor. Short pump is about 5-5/8" from the block to the end of the flange. The long pump is about 7". Lightweight Aluminium.



BBC NEW WATER PUMPS

BYCP1002 Long water pump for 396-454 **£77.63**
All Chevrolets: 396 engines 1968-71 402 engines 1972 -76

454 1970-76 (exc 1970 HD Corvette) *Height A: 185mm / 7.287"*



BYCP981 Short water pump for 396-427 **£89.47**
396 1965-70 402 1971-72
427 1965-69 (exc. HD Corvette) *Height A: 146mm / 5.752"*

BYAJG932 Short Aluminium Performance **£120.98**

BY9242 Long Aluminium Perf Weiland **£150.08sp**

BYCP5061 Short W/P for Marine C/Iron **£111.82**
454 engines 1976-91. *Height A: 146mm / 5.752"*

**MOROSO**

Moroso SBC Racing Water Pump

BY63500 Aluminium Short Water Pump **£209.69**
This lightweight pump features a low-drag impellor, dyno testing showed a 14 hp gain at 7,500 rpm with a 327 engine using standard crankshaft and water pump pulleys. The pump has a 5/8" shaft and is made in the pre-1969 short design, but can be used as a long pump with the conversion kit below. Also features a reinforced housing and a cam stop boss.



SBC WATER PUMP BOLTS

BY55009K Steel LWP **£9.37**
Set of bolts to secure long water pump [BYCP1109] to engine. Includes countersunk allen screws for aluminium w/pump pulley.



BY55019K Steel SWP **£8.93**
Set of bolts to secure short water pump [BYCP898] to engine. Includes countersunk allen screws for aluminium w/pump pulley.

SBC WATER PUMP BOLTS

12pt head bolts come with precision ground hardened washers. The 300 series s/less material is not affected by extreme heat, eliminating the possibility of retempering. Black oxide bolts are chrome moly steel.

ARP



BY130-3201 Black bolt set 12pt LWP **£23.72**

BY430-3201 Stainless Steel 12pt LWP **£41.68**

SBC FAN BELT [cogged]

Fan belt for use with- BYCP1109 long water pump, BYGM-1 alternator, mounted in position 3 in diagram on 3/33, using std GM alt brackets, & Mr G aluminium pulleys- BY9482 & 5316.



BY10AV1100 Drive belt [long pump] **£16.60**

THERMOSTAT

Commonly used throughout the year on Hotrods etc



CX2394 82°C /180°F **£10.39**

APR THERMOSTAT HOUSINGS SBC & BBC

CHROME TYPE

These **chrome** thermostat housings feature an extra thick base to minimize warpage. O-ring style gives a better seal. Complete with bolts.

- BY9842 Early engines-points up at approx 45 deg£55.2:
- BY9843 Late engines-swings to right-low angle £25.48



POLISHED ALUMINIUM TYPE-BILLETSPECIALTIES

- BY90220 90 degree *swivel* alum-highly polished£122.48
- BY90420 45 degree *swivel* alum-highly polished£122.48



PLAIN GALUMINIUM TYPE

- BYAJG300 GM plain alum housing-later style£33.80

- BY430-7401 Stainless 12pt **APP** £10.52
- BY130-7401 Black 12pt **APP** £10.81

12 point head bolts come with precision ground hardened washers. The 300 series stainless material is not affected by extreme heat, eliminating the possibility of retempering. Black oxide bolts are chrome moly steel.



MOROSO Moroso Water Pump Pulley Shim Kit

This kit is used to provide proper drive belt alignment. The shims are installed between the water pump pulley and the drive flange. The kit contains two 1/16" spacers and one 1/8" spacer. Fits all General Motors water pumps with either a 3/4" or 5/8" shaft.

- BY64035 Universal shim kit £13.54



SBC Aluminium Water Pump Pulleys

These billet style water pump pulleys feature tangent lightening holes and a satin finish for a hi-tech look.

- BY9478 1 groove for *Short* style pump £44.96
- BY5311 2 grooves for *Short* style pump £49.74
- BY9482 Single groove for *Long* style pump £47.56
- BY5315 Double groove for *Long* pump £59.17
- KIT1575 Countersunk allen head screw £ 0.79



MARCH Performance-uses less Horsepower

- BY6052 1 *V-belt* groove for long w/p £122.65
- BY6312 1 *serpentine* belt for long w/p £136.58



MARCH Hi-Water flow-pumps more water at lwr RPM

- BY6152 1 *V-belt* groove for long w/p £133.88
- BY6322 1 *serpentine* belt for long w/p £141.55
- BY314 Nose for March w/pump pulleys £36.91

TB Chrome/Alum BBC Water Pump Pulleys

Trans-Dapt have adapted the various pulley diameters available with Chevrolet, and so some stock accessories may not run to the exact speed as originally designed. The bolt circle on the long water pump pulley it is 2.30".

- BY9723 Double groove for LWP 1969 on £75.22
- BY8874 Single groove for SWP 1965-68 £46.18



FLYWHEELS & PARTS

STANDARD CAST FLYWHEELS -SBC-BBC

- BYFW-100 168t (SBC *not* ext-383/400) £170.86
1967-85 283, 307, 327, 350, 396-427. 11" clutch only. 30lb.
- BYV2025 153t (SBC *not* ext-383/400) £110.04
1967-85 283, 307, 327, 350. 10.5" clutches. 16lb.
- BYV2022 153t (SBC 305-350 1986-92) £127.22
1986-92 305+350. 10.5" clutches. 23lb.
- BYV2010 168t (SBC 305-350 1986-93) £116.75
1986-93 305+350. 11.0" clutches. 29lb.
- BYV2003 168t (SBC 400 ext-bal 1971-80) £135.59
1971-80 400. Also used on *some* 383. 11.0" clutches. 30lb.
- BYV2006 168t (BBC 454 Mk4 ext-bal) £112.91
1974-91 454. 11.0" clutches. 30lb.



McLEODSTEEL FLYWHEELS-SBC-BBC

McLeod McLeod steel "30lb" flywheels.



- BY460300 153t SBC 2pce seal internal/zero bal £350.48
- BY460130 168t SBC/BBC 2pce seal internal/zero bal £356.42
- BY460360 153t SBC 305/350 zero bal 1pc seal £431.16
- BY460535 168t GenIII 1997 up- .400" thicker £455.53
- WEIGHTS to convert above flywheels-**
- BY460003 Use for 454 70-90 MkIV std OEM ext 2pce seal£36.53

FLYWHEELRINGGEARS

- BY153B 153 teeth £32.96
- BY168S 168 teeth £42.40



For Flexplates, look in the Transmission section

FLYWHEELSPACINGSHIM

This shim is designed to assist in lining up the ring gear teeth with the starter motor. It can also be used with a Flex-plate [automatic trans flywheel]. Fits small & big block.

- BYFWS-1 Flywheel shim .025" £21.59



APP FLYWHEELBOLTS-CHEVYV8

Forged from aerospace alloy and heat treated before thread rolling and machining. The 12 pt head and larger shank diameter improve flywheel register. Rated at 200,000 psi tensile strength. Smaller head to enable use on flywheels with smaller recess.

- BY200-2807 Pro series 7/16" x 1" 6 bolt kit £23.44
- BY330-2802 Pro series-6 bolt M11 x 1.5 GenIII £48.97



CLUTCHES & PARTS

Clutches often fail, because they are being asked to do the wrong job. Please ask about the correct clutch for your application. If you fit a clutch in a heavy duty or performance application, check the clearance between the release bearing and the pressure plate fingers on a regular basis. Insufficient clearance will "unload" pressure from the clutch plate, and the clutch will start to slip. This creates "hot spots" & it will slip more. Further slipping can cause the plate to fall apart, & the total failure of the clutch. The bell housing must be checked for alignment, otherwise your clutch could be difficult to operate, and it could lead to the early failure of the clutch plate centre, starting with the radial springs coming loose, or out altogether. It can also cause offset wear in the pilot/spigot bearing/bush. Ask for a sheet detailing how to check your bellhousing for alignment. Use a McLeod plate with a McLeod cover, then you know the plate thickness is compatible.

Standard CORVETTE NEW Clutch Kits

Pressure plate, driven plate, release bearing, and in some kits, Pilot bush/bearing, installer tool, installation grease.

BY04-021 LUK diaph 10-3/8", 1-1/8" x 10spl £208.13
Corvette 1965-68 327, 350 1969-71, 350 1978 excl spec hi-perf. 427 1966-69 10-1/2" clutch model.



BY04-049 LUK diaph 11", 1-1/8" x 10spl £215.95
Corvette 350 1969-70, 427 1966-69 11" clutch model.

BY04-020 LUK diaph 11", 1-1/8" x 26spl £213.66



BY04-019 LUK diaph 10.5", 1-1/8" x 26spl £203.24
Corvette 1972 4brl 4 speed, 1984.

BYK1911-01_LUK diaph 10-3/4", 1-1/8" x 26£152.04sp
Corvette 1985-88.

BYK70411-01 Sachs 11-1/2", 1-1/8" x 26 £368.40sp
Corvette 364 2005-06 6 speed.



Standard CAMARO NEW Clutch Kits

Pressure plate, driven plate, release bearing, and in some kits, Pilot bush/bearing, installer tool, installation grease.

BY04-021 LUK Bent diaph 10-3/8" £208.13
Camaro 283 1967, 302 1968-70, 305 1976-82 4 spd, 327 1967-69, 350 1977-79 4spd M20 trans, 350 1969-77 2 & 4 brl, 3 & 4 spd, Saginaw trans. 1-1/8" x 10 spl



BYK1877-04 Sachs Diaph 11", 1-1/8" x 26spl £84.08sp
Camaro 305 1981 Z28, 350 1977-81 4spd M21 trans.



BY04-049 LUK diaph 11", 1-1/8" x 10spl £215.95
Camaro 350 1967-70, 396 1967-70.

BY04-020 LUK diaph 11", 1-1/8" x 26spl £213.66
Camaro 350 1971-77 4brl, 4spd Muncie trans, 402 1971.

BY04-019 Diaph 10-1/2", 1-1/8" x 26spl £203.24
Camaro 350 1987-92 replaces 10" clutch, 305 1982-83 4 & 5 spd mech release, 305 1984-85 replaces 10" hyd release, 305 1986 8th digit of vin = "G", 305 1986-87 8th digit of vin = "H", 305 1987-92 8th digit of vin = "F", 305 1988-92 8th digit of vin = "E".



Clutch Hydraulics



BYSH5045 Clutch Master Cylinder £23.48sp
Camaro 1984-92



McLEOD CLUTCHES

McLEOD 500 SERIES CLUTCH PLATE



The 500 series plate has an aluminium backed organic lining on the pressure plate side, and "Ceramic Blocks" on the flywheel side. It uses the principle of sq inches & lbs per sq inch for maximum holding power & positive engagement. Better suited to heavier duty use, and could be used for amateur circuit racing. This plate retains the "Marcel Springing" between the linings for a smoother takeoff. Fitted with the correct clutch cover, good for over 400bhp in certain applications.

	Hub Spline	Size	
BY260540	1-1/8 x 10	10.5"	£283.93
BY260541	1-1/8 x 10	11.0"	£283.93
BY260570	1-1/8 x 26	10.5"	£283.93
BY260571	1-1/8 x 26	11"	£274.62



McLEOD STREET/STRIP PRESSURE PLATES/BOLTS



BY360703 10-1/2" Diaph' 2400 lb "light" **£227.88**
BY360700 10-1/2" Diaphragm 2700 lb **£261.19**
BY360801 11" Diaphragm 2900 lb **£233.76**



BY1500 McLeod 3/8" diameter **£37.50**
Special pressure plate bolt, used without a lock washer. 30-35 ft/lbs of torque.

BYAJG650 Std pressure plate bolts **£12.65**

BY130-2201 ARP High performance-3/8" **£27.20**

The ARP kit comes complete with precision parallel-ground washers. Rated at 180,000 psi tensile strength. 3/8"-diameter, 9/16" head size.



PERFORMANCE CLUTCH KITS



BY75117 10.5"x10 splinex1-1/8" >375hp **£351.83**

BY75121 11" x 26 spline x 1-1/8">400bhp **£344.02**

BY75124 11" x 10 spline x 1-1/8">400bhp **£355.38**

BY75125 10-1/2"x26splinex1-1/8">375hp **£322.61**

BY75224 11" x 10 spline x 1-1/8">550bhp **£404.76**

CLUTCH RELEASE BEARINGS



BY16505MC B&B 3 finger type-adj' **£80.81**
BYSN1716SA For hooked finger diaphragm **£52.57**





McLEOD "ORIGINAL" STREET TWIN

The "original" Street Twin is the ultimate clutch for radical horsepower in a street vehicle. McLeod claim up to 1200bhp for this beauty. This unit is complete with a steel flywheel, although it can be ordered [at extra cost] with an aluminium flywheel. Organic linings are used for smooth & even engagement. This clutch also has excellent release qualities.



BY64001-3C-07 26sp-0 bal SBC 86> 153 **£483.54sp**

BY610714 Spare 10 Spline upper plate **£105.76**
BY610724 Spare 10 Spline lower plate **£74.30sp**

MAGNUM FORCE SHIMS-Pin Drive Version



BYM40076 Shims for stands .010" **£0.44**
BYM40075 Shims for stands .020" **£0.55**

OFFSET BELLHOUSING DOWELS



The longer dowel pins simplify the task of installing a bellhousing. The offset provides a method of aligning the trans input shaft to the pilot bearing. Alignment to within +/- .005" will ensure a clean clutch release, maximum pilot bearing & transmission life and reduce shifting problems. Packaged two to a card.

BY37934 Dowel pin with .007 offset **£27.89**
BY37936 Dowel pin with .014" offset **£27.25**
BY37938 Dowel pin with .021" offset **£27.55**



CLUTCH LEVER AND PIVOT



BYSF1001 HD fork **£18.35**
BY15501 Adjustable pivot ball -Lakewood **£52.72**
adjusts from approx 1-5/16" to 1-11/16"



BELLHOUSING BOLT/WASHER SET

Bolt an aluminium bellhousing onto the Small Block & Big Block Chevy cyl block. Hex head.

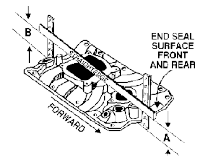


BY55002K Stainless steel- set 6 **£6.64**

INDUCTION

TEK TIP BIT - A/B MEASUREMENTS
Checking for Hood Clearance

To ensure adequate bonnet clearance, check the height of your standard manifold and compare the "A" and "B" measurements against those of the Weiland and Edelbrock manifolds before ordering. The heights of all the Weiland and Edelbrock manifolds are given in bold italics at the end of the manifold descriptions.



EDELBROCK PERFORMER INLET MANIFOLDS

Idle to 5500rpm-



Dual plane, low rise intake manifold with a 180° firing order. The runner design improves torque over a wide rpm range, especially off-idle through the mid-range. Throttle response is excellent. **BY2101E** is designed for street 262 to 400 engines, up to 1986 & 1987 and on with OEM aluminium heads. Will not fit '87 and on cast iron heads. These manifolds will accept late model choke, aircon, alternator and HEI.



BY2101E SBC up to 1985- 12 bolt **£356.60**

Designed for street 396 to 502 engines (non EGR), using general duty oval-port heads. Will not fit 'tall block' V8's. Will not fit Corvette without modifying bonnet. May be used with OEM or aftermarket carbs. Will fit 1965-90 oval port heads. For '86 & later, use thermostat housing adapter. **Manifold Dimensions:** ***A=4.30"*** ***B=5.40"***



BY2161 BBC Performer 2-O **£438.38**

EDELBROCK PERFORMER RPM INLET MANIFOLDS

SBC -1500-6500rpm-



Dual plane, high rise intake with 180° firing order. This design results in both excellent low-end torque & top-end horsepower. Features are larger plenums and runners to match free flowing exhaust, high lift cams etc. Designed for '55-85 262-400ci engines. Won't fit 1987 & later cast iron heads or fit under a std Corvette bonnet. Gives maximum power with a broad torque curve for high performance street and marine use. There are no provisions for exhaust heated or std choke. Takes square bore carbs only.



Manifold Dimensions: ***A=4.200"*** ***B=5.250"***

BY7101 SBC 55-86 std aluminium **£337.96**
BY71013 As above + **Black powder coated** **£352.74**



EDELBROCK PERFORMER EPS INLET MANIFOLD

Dual plane, inlet manifold for 86 & earlier 262-400cu in SBC. The runner design is tuned for peak torque at 3500rpm on a 350, & it's ideal for power from off idle to 5500rpm. Throttle response is excellent. This manifold comes with a front mounted oil filler tube & cap. Will not fit under std Corvette bonnet. **Manifold Dimensions:** ***A=3.74"***
B=4.80"

BY2703 SBC pre86 inc front oil fill tube **£330.00**

EDELBROCK VICTOR JUNIOR INLET MANIFOLD

SBC 3500 to 8000rpm



These manifolds are designed for Racing. Above 6000rpm they will give HP gains over the Performer RPM. They provide max performance for heads with std port location. Material is left at the inlet port, so it can be port matched.



Manifold Dimensions: ***A=3.937"*** ***B=5.020"***
BY2975 SBC 55-85 **£425.90**

BBC -1500-6500rpm-



For street 396-502cu in Chevy V8's with large oval port, or rectangular port heads. This dual plane high rise manifold offers maximum horsepower with a broad torque curve. Accepts late model thermostat housing, air-conditioning, alternator & HEI equipment.

Manifold Dimensions: ***A=4.45"*** ***B=6.00"***
BY7161 BBC Perf RPM oval port 2-O **£496.38**
BY7163 BBC Perf RPM Rect' port 2-R **£455.28**



EDELBROCK INLET MANIFOLD FOR LS ENGINES

This way you can use a carb, or a 4 barrel Sniper type injection.



BY71187 LS manifold **£485.90**

WEIAND ALUMINIUM 4B INLET MANIFOLDS
STREET WARRIOR//ACTION PLUS SERIES

SBC -1000-5500rpm-

The "Street Warrior//Action Plus" manifold is a 180 degree dual plane design, with improved power and torque over the standard manifold. The effective rpm range is off idle to approx 5500rpm. Drilled for square bore aftermarket carburetors. These manifolds have been designed using Computational Fluid Dynamics (CFD) to generate maximum horsepower & torque out of todays engines.



Manifold Dimensions: A=3.50" B=4.50"
BY8120 262-400 57-85Ports=1.84"x1.12" **£315.22**
BY8126 350 1987-95 **£334.15**
BY8121 262-400 SBC w/8 blt Vortec heads **£343.51**
 Vortec port sizes = 2.00" x 1.06"

TSP ALUMINIUM 4 BARREL INLET MANIFOLD

BYAJG900 283-350 1955-95 **£231.38**
 Slightly higher than a Performer, dual plane.

INLET MANIFOLD BOLTS INC VORTEC [8 bolt inlet man']

Features: 12 point heads. Wide underhead flange & companion washers provide even load distribution. Precision rolled threads prevent galling while promoting more consistent torque loading. Available in a black oxide chrome moly finish, or corrosion resistant stainless steel. Rated at 170,000 psi tensile strength.



BY134-2101 SBC **black, not** Vortec [12 bolt] **£31.56**
BY134-2103 SBC **black, Vortec** [8 bolt inlet] **£34.63**
BY135-2101 BBC **black** **£42.40**



BY434-2101 SBC **s/less, not** Vortec [12 bolt] **£54.91**
BY434-2102 SBC **s/less, Vortec** [8 bolt inlet] **£46.09**
BY435-2101 BBC **stainless** **£75.98**

BY38400 SBC, Silver, **not** Vortec 12pt/blt **£24.53**

**MOROSOLIFTER VALLEY OIL BAFFLE**

Fitting a lifter baffle can increase BHP by shielding the bottom of the inlet manifold from hot oil. Helps maintain oil pressure (during pushrod or rocker arm failure, by keeping lifters in their bores, except with roller cams). Due to variations in the block, the baffle may have to be trimmed .060" to .100".



BY25050 SBC engines (exc. 18° heads)

£55.44

**ROCKER COVERS & PARTS**

-See Accessories Section 9 for 'T'-bolts, Breathers, Caps and PCV Valves-

SBC 1959-85 STANDARD/SHORT CHROME

-Perimeter/Edge Bolt Fixing-

BY4449 Edelbrock w/baffle, has logo **£69.41**

**SBC '59-85 TALL CHROME**

-Perimeter/Edge Bolt Fixing-

BY9801 Mr G- no baffle, no logo **£82.62**

**SBC 1959-85 STEEL/SHORT BLACK**

-Perimeter/Edge Bolt Fixing-

BY4443 Edelbrock w/baffle, has logo



£72.31

BBC 396-502 1965 on- TALL CHROME

Overall height 3.8"

BY4680 Edelbrock signature series **£98.68**



SBC 1959-85 ALUMINIUM-SHORT
-Perimeter/Edge Bolt Fixing-

BY4262 Edelbrock Elite II- w/ logo **£167.64**
with baffle. 2.93" overall height.



BY95120 B/Spec'-no logo,ball-milled **£166.67**
with baffle



BY95121 B/Spec'- Bowtie logo **£265.12**
with baffle



BY95123 B/Spec'- "Chevrolet" script **£235.31**
with baffle



BY95129 B/Spec'-Polished plain-w/baf **£156.57**



SBC 1959-85 ALUMINIUM-TALL
-Perimeter/Edge Bolt Fixing-

BY4263 Edelbrock Elite II with logo **£186.94**
no baffle. 4.4" overall height



BY68405 Moroso polished- no logo **£210.44**
no baffle with 1-3/4" studs



BY95221 B/Spec -"Bowtie" Logo **£235.31**
with baffle



BY95222 B/Spec-"Chevy Power" **£235.31**
with baffle



BY95223 B/Spec -"Chevrolet" script **£235.31**
with baffle



BY95229 B/Spec -polished-plain **£160.34**
with baffle



BBC 1965 & later ALUMINIUMTALL

BY68425 Moroso plain polished no logo **£237.83**
no baffle, with allen bolts



BY96121 B/Spec'- "Bowtie" logo **£261.70**
with baffle & ball milled ends



SBC 1986 on -SHORT
-Centre Bolt Fixing-

BY9702 TD - Ribbed Top - chrome **£68.69**
with baffle- no logo 1986-99



BY95829 B/Spec -Polished alum plain **£165.00**
with baffle & s/less bolts



ARP Rocker Cover Stud Set

Special bullet nose accurately guides nuts into position. Black oxide finish. Complete with hex head nuts & washers.



BY200-7603 1-1/2" x 1/4" unc black hex £30.16



MOROSO Rocker Cover Hold Down Tabs

5/16" holes, for engines with 4 bolt perimeter fixing



BY3681 Mr Gasket set 8 (poor chrome) **£24.50pk**
BY68510 SBC Moroso set 4 (good chrome) **£22.27pk**
BY68516 BBC Moroso set 4 (good chrome) **£31.55 pk**

Exhaust

SBC Camaro Headers

For 265 to 400 engines.

**BY11100** FlowTech for 1967-81 **£273.67**

Headers will not fit angled plug heads, not for use with smog injection or injection heads and only for large unit (piston type) air compressor. Also will not fit 1967-69 Camaros with A/C. A/C vehicles require bracket BY20110. Some models may have to have the Z bars removed.

Primary Tube Size: 1-5/8"

Collector Size: 3"



FlowTech Chevy '55-57 Headers

For an engine swap, all parts must be factory standard. Not angle plug heads, not convertible.

Primary Tube Size: 1-5/8"

Collector Size: 3"

BY11112 For 265-400 engines 1955-57 **£313.80**

CORVETTE SBC HEADERS

Not for use with smog injection or injection heads. To keep the catalytic convertor, standard exhaust will require mods. Cars with A/C may need special brackets ordering. Not angle plug. Three hole adaptors to enable hook up to exhaust, must be purchased separately.

Primary Tube Size: 1-5/8"

Collector Size: 3"

BY2456HKR For 265-400 1955-82 **£397.04**

HOOKER CAST EXHAUST HEADERS

Gen111 LM7 & other LS

AJL540 LS cast exhaust headers **£561.37pr**

BBC Camaro Heddars

BY65105 For 396-454 engines, 1970-81 **£289.55sp**

Primary Tube size: 2" Collector size: 3"

BY11132 BBC 396-454 engines, 1967-69 **£193.20sp**

Primary Tube size: 1 7/8" Collector size: 3 1/2"

Check book for exclusions-



HEDMAN "Ram's Horn" SUPER SHORTY

These headers fit several models-as well as Hot-Rods & Kit Cars. Camaro '67-81. Chevelle, Malibu, El-Camino '64-77, will not fit with Saginaw C/ R P/S with 825 power stg box. Will work with GM Aluminium angle-plug heads. If installing on the correct listed vehicle, the exhaust will need modifying.

**BY68390** SBC engines **£341.29**

Primary Tube Size: 1-1/2"

Collector Size: 2.5"

SBC Hedman Hedder Brackets

BY20010 LH Alternator bracket **£31.91**

Alternator bracket for use with Camaro headers BY68270.

BY20040 Early alternator bracket adapter **£36.22**

Adapts early style alternator bracket to accept BY20010.

BY20020 RH Alternator bracket **£11.30sp**

Alternator bracket for use with headers BY68120 and BY68130.

BY20110 Air conditioning pump bracket **£11.25sp**

SBC Pick-ups and Van Headers

For 265 to 400 engines.

**BY69060** Van 1971-88 **£222.00sp**

Not for use with smog injection or injection heads. To keep the catalytic convertor the standard exhaust will require modification. Vehicles with air conditioning will require bracket BY20110.

Primary Tube Size: 1-5/8"

Collector Size: 3"

BY69260 2WD 1/2-3/4 ton P/U 1955-65 **£188.40sp**

Will not fit torsion bar suspension or vehicles with a std column shift.

Primary Tube Size: 1-1/2"

Collector Size: 3"

BY11500 2WD 1/2-1 ton p/u 1966-91 **£273.12**

Not for use with smog injection or injection heads. To keep the catalytic convertor the std exhaust will require modification. Some vehicles (especially w/std col and std flr trans) may encounter clutch shaft interference and those with A/C may need bracket BY20110. Read FlowTech book for many notes on above.

Primary Tube Size: 1-1/2"

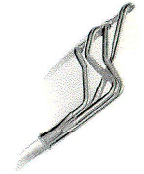
Collector Size: 3"

BY11506 FlowTech 4WD 1967-91 See book **£152.40sp**

Not for use with smog injection or injection heads. To keep the catalytic convertor the standard exhaust will require modification. Vehicles with A/C will need bracket BY20110. Not angle plug.

Primary Tube Size: 1-5/8"

Collector Size: 2 1/2"



SBC Street Rod Shortie Headers

For 265 to 400 engines.

**BY11000** Straight plug **£329.88**

Primary Tube Size: 1-5/8"

Collector Size: 2"

BY31000 Metallic Ceramic Finish **£466.07**

These headers feature a high lustre silver finish for great look & rust & corrosion resistance. Not recommended for running in a new engine. See Flowtech book.

Primary Tube Size: 1-5/8"

Collector Size: 2.50"

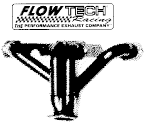
BY68400 OK with GM Alum' angled heads **£288.57**

Primary Tube Size: 1-5/8"

Collector Size: 2.50"

BY10010 Hugger Toobs- SBC **£97.21**

Designed to connect BY11000/BY31000 to existing exhaust systems.



ARP HEADER BOLTS-3/8" x .750" uhl

All kits come with precision-hardened washers.

BY100-1202 Black oxide 12pt head. 16pcs **£33.41****BY400-1202** Stainless steel 12pt, 16pcs **£40.82****AJW3438** Allen head s/less capscrews 3/4x3/8" **£0.93ea**

Ideal where you cannot get a socket or spanner on a regular bolt.

AJL580 LS header bolt kit-12 bolt **£13.80**

Mercury Marine-Ex Manifolds Risers/Gaskets/Studs

Made in the USA. Not China!

BYAJG685 3" Riser V6/V8 **£66.84sp**