

SERIOUS FUEL SYSTEMS.

AEROMOTIVE™

AEROMOTIVE
Fuel Systems **A1000**



WHAT FUELS US

[Pas•ion] An intense, almost uncontrollable enthusiasm

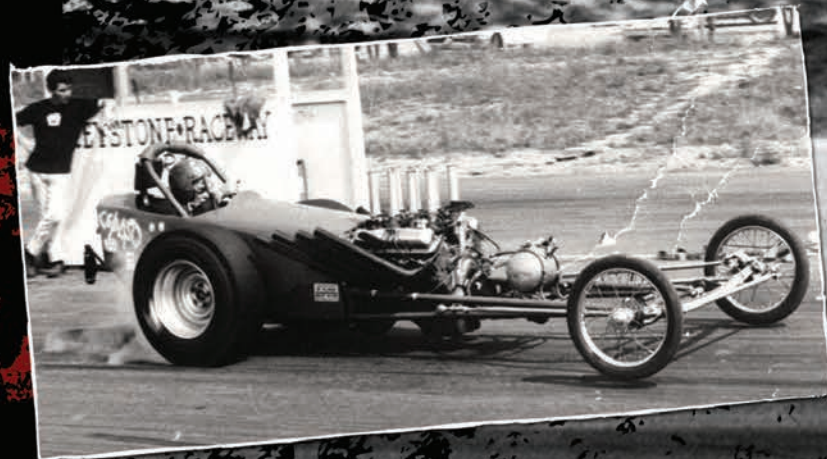
To us, passion is defined by three generations of performance. Aeromotive is the by-product from generations of blood, sweat and tears that has shaped our knowledge and experience. Our commitment to develop the pinnacle of performance products comes from our history, our real world experiences and our passion. That's why you will see us at the track, driving our cars, testing our products, learning from our peers and living the industry we love. Performance products engineered by racers for racers!

[Per•for•mance] A vehicle's capacity to gain speed rapidly and move efficiently at a high speed

We believe that performance means reliability, longevity and durability. This is the philosophy we've built our company and our products on. Through the years, we have grown rapidly and are distancing ourselves from our competition because of our methodical, meticulous approach to deliver unrivaled performance with unmatched durability.

When others couldn't deliver, we've asked: Why can't a performance fuel pump run for 125,000+ street miles? Why can't it fuel you through rush hour and then down the track each and every weekend? This is where we flourish. Being the best is no secret. By utilizing aerospace processes, procedures and technology, in-house engineering, true applications knowledge and 3 generations of track experience, it's easy to see why we are the "BEST".

We take great pride in the fact that everything we sell, we design and make in the U.S.A. You will never see us do a "ME TOO" product. Every product we develop offers some feature or benefit left off the table by our competition. And rest assured, every product that leaves our facility has been tested to the strictest standards and guaranteed by Aeromotive for integrity and reliability. We do all this to guarantee that you have the best performance fuel system your hard earned dollar can buy.



MATUSEK SWEEPS COMP. ELIM. AGAIN

PITTSBURGH International Dragway, Carnegie, Pa., July 4 - Johnny Matusek continued his string of Competition Eliminator, pushing his A/Altered through at 10.56 to win this week. Johnny has been hacking away at his speed and time marks every weekend and pushed his miles per hour to 130.62. His 10.56 is equal to the track record but he still is shy of the record 132.93 MPH set by Charlie Smythe.

Larry Wynn fell victim to Matusek's 427 Ford-powered Austin in the big run. Wynn is one of several newcomers in the A/Altered class at Pittsburgh International recently.

Another steady runner at Pittsburgh International which has been slicing its time and speed weekly is the Castertano and Schrello team, driving the '65 Plymouth, "Goldfinger".

Joe Castertano pushed Goldfinger to new strip record in their super stock class, finishing in with a 11.66-123.62. But Schrello had stomped it to the previous marks of 11.74-122.61.

Castertano's latest charge for Top Strip was a breeze.

EASTERN DRAG NEWS

DRAG RACING'S WEEKLY NEWS MAGAZINE

VOLUME 4 NUMBER 16 35 CENTS JULY 9, 1965



EXTREME PERFORMANCE

GENERAL INFORMATION

Capable of withstanding extreme fluid pressures, all Aeromotive O-Ring Boss (ORB) Ports and fittings are manufactured to the strict military standards MS33649 and MS33656. (see illustration below) Sometimes referred to as "AN" ports and fittings, these reliable O-Ring sealed connections were developed for use in extreme high pressure military and commercial aircraft and spacecraft applications.

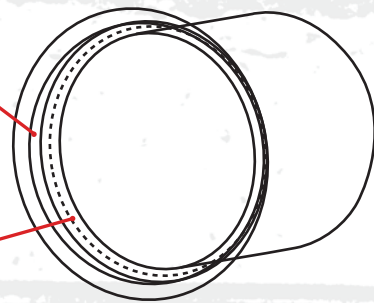
All Aeromotive Products with ORB ports are listed as ORB- followed by the ports size. (i.e. ORB-08)

Utilizing this level of engineering in every product we design, ensures the quality and performance that built the Aeromotive name.

ORB PORTS

O-ring Gland Per MS33649

Thread Per MS33649
Mates With Matching AN Fitting



Fluid Connection Boss
Per MS33649

CHOICE OF FUELS



Indicates Diesel compatibility.



Indicates E-85 and Methanol compatibility.



Tested and approved for Marine use. Only products in our actual "Marine Fuel System" line are US Coast Guard Certified. USCG Certified products will be laser engraved with the certification number.



Approved and tested for continuous duty or performance street applications.



Designed for serious performance and high horsepower applications. Does NOT indicate race only. If no Street Icon is present, this product was not designed for continuous duty.



Engineered and tested for use in Electronic Fuel Injection (high pressure) systems.



Engineered and tested for use in Carbureted (low pressure) fuel systems.

CHOICE OF FUELS

A note regarding E85, Methanol and Diesel



The performance aftermarket has seen a variety of fuels become popular in recent years, including E85 and Diesel. Aeromotive has done extensive testing with E85 and other alcohol fuels, methanol and diesel and has qualified our pumps and regulators to be compatible with all of these fuels with the exception of only a select few. Products that do not have these icons next to them are not recommended for use with these fuels.



Aeromotive does not recommend using paper or fabric filter elements with E85 or Methanol.



CARBURETED FUEL SYSTEMS



Approved for Continuous Duty



Approved for Racing Duty

H/O SERIES 7 PSI CARBURETED SYSTEM - 200 to 600 HP



CARBURETED FUEL SYSTEMS

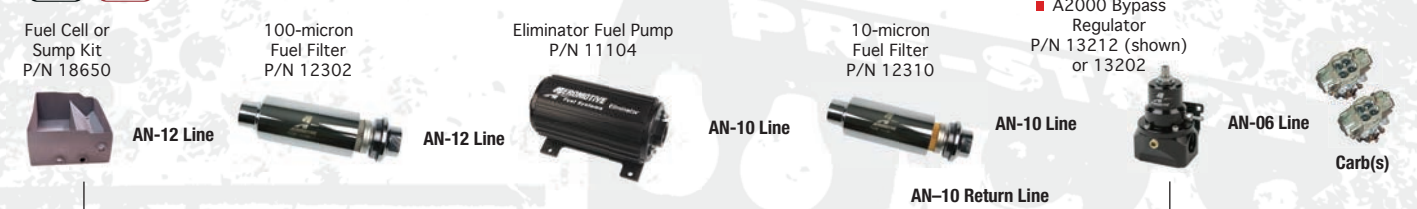


Approved for Street Duty



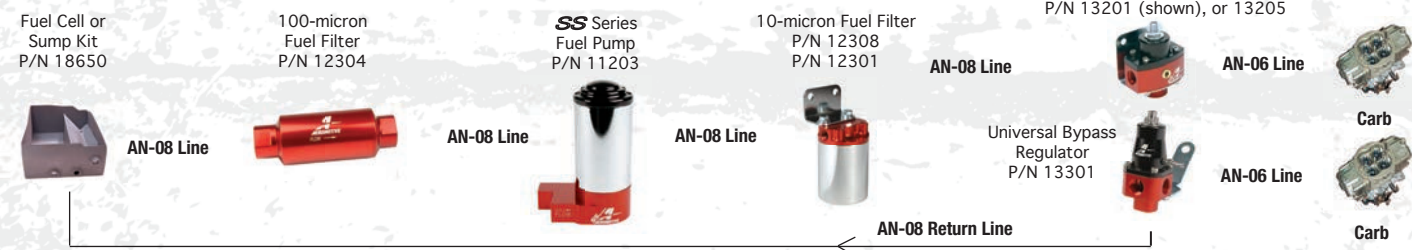
Approved for Racing Duty

ELIMINATOR CARBURETED SYSTEM - 1700 HP forced induction, 2300 HP naturally aspirated.



Perfect for blow-through carb applications that require a boost sensitive regulator.

SS SERIES CARBURETED SYSTEM - 200 to 750 HP (with either a bypass or deadhead style regulator)

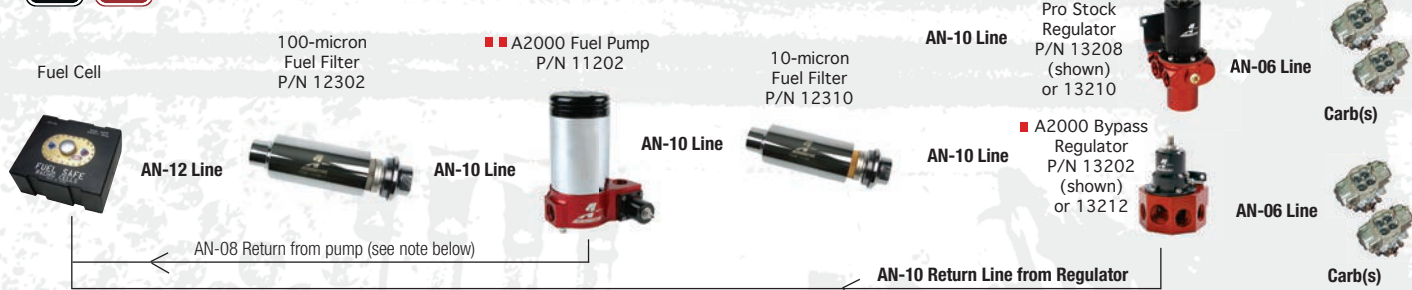


PRO-SERIES CARBURETED SYSTEM - 2000 HP forced induction, 2600 HP naturally aspirated.



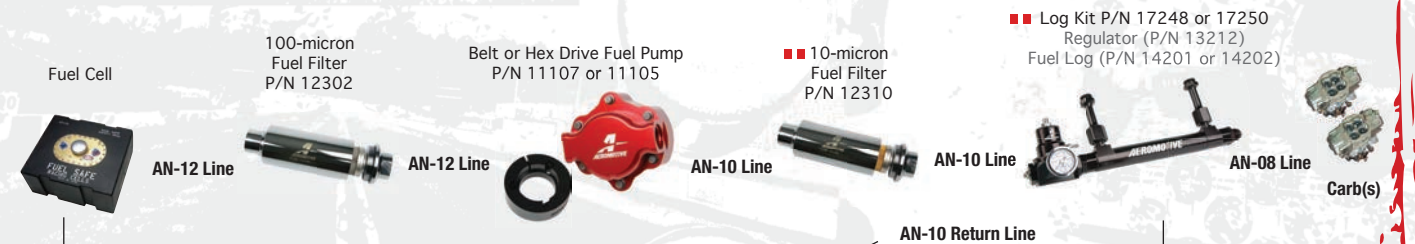
Perfect for blow-through carb applications that require a boost sensitive regulator.
P/N 16306 Billet Fuel Pump Speed Controller necessary for extended street driving.

A2000 CARBURETED SYSTEM - Up to 2500 HP, Drag Race & Limited Street Duty (with either a bypass or deadhead style regulator)



When using bypass regulator P/N 13202 or 13212, block off bypass on fuel pump.
Fuel Pump Speed Controller (P/N 16306) required when for continuous duty or extended street driving.

BELT OR HEX DRIVE CARBURETED SYSTEM - Gasoline 3600 HP forced induction, 4000 naturally aspirated. Alcohol 1800 HP forced induction, 2000 naturally aspirated.



P/N 12302 and 13214 required for alcohol applications.
Log Kit P/N 17249 or 17251

A1000 CARBURETED SYSTEM - 1200 HP forced induction, 1500 HP naturally aspirated.



Perfect for blow-through carb applications that require a boost sensitive regulator.

BELT OR HEX DRIVE CARBURETED SYSTEM - Gasoline 3600 HP forced induction, 4000 naturally aspirated. Alcohol 1800 HP forced induction, 2000 naturally aspirated.



P/N 12302 required for alcohol applications.

EFI FUEL SYSTEMS



Approved for Street Duty



Approved for Racing Duty

500 HP EFI SYSTEM - 350 HP forced induction, 500 HP naturally aspirated.



EFI FUEL SYSTEMS

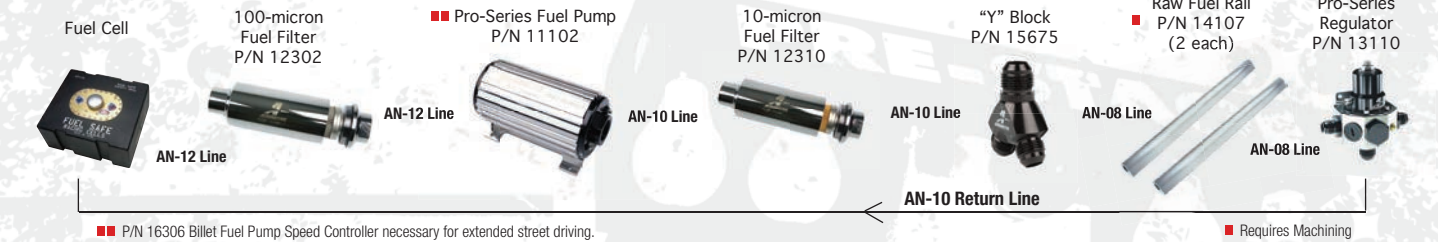


Approved for Street Duty

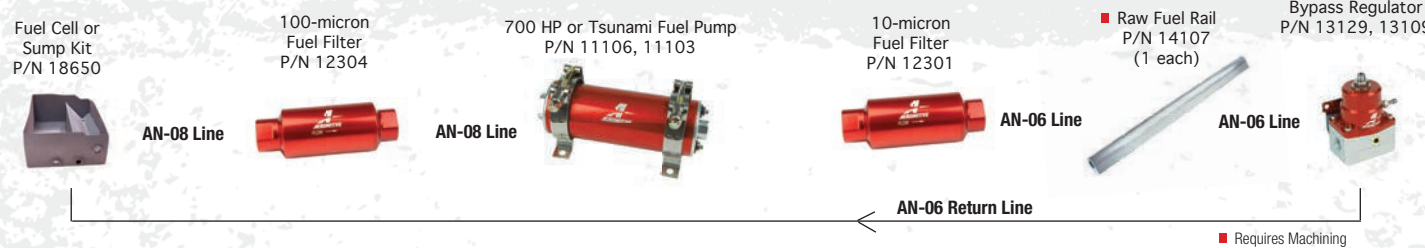


Approved for Racing Duty

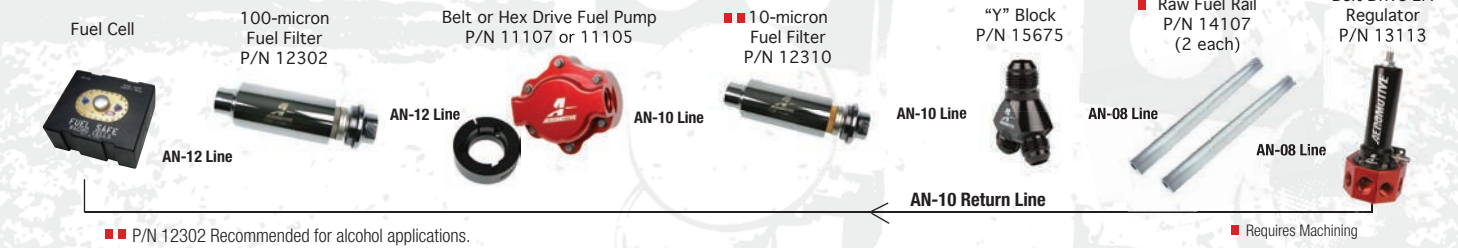
PRO-SERIES EFI SYSTEM - 1700 HP forced induction, 2200 HP naturally aspirated.



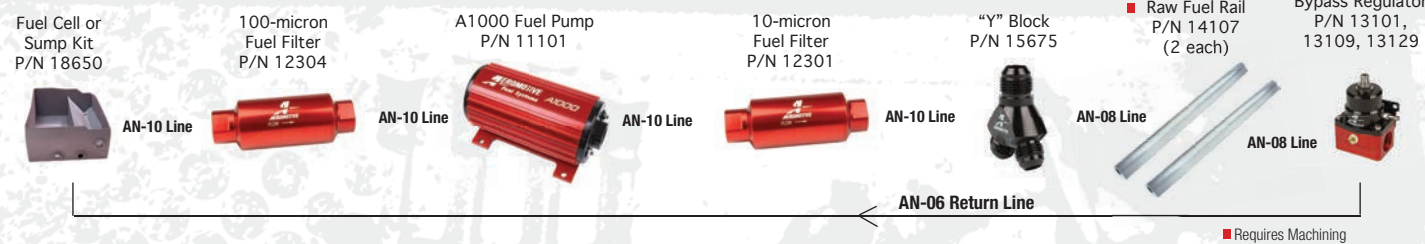
700 HP EFI SYSTEM - 500 HP forced induction, 700 HP naturally aspirated.



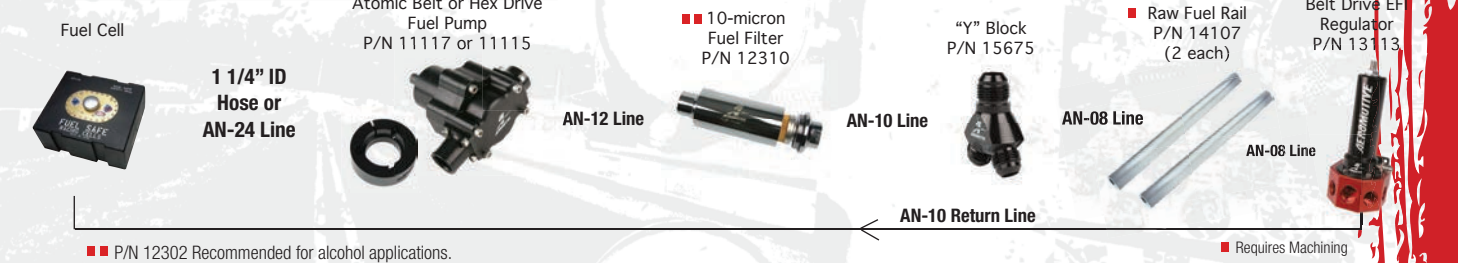
BELT OR HEX DRIVE EFI SYSTEM - Gasoline 3600 HP forced induction, 4000 HP naturally aspirated Alcohol 1800 HP forced induction, 2000 HP naturally aspirated.



A1000 EFI SYSTEM - 1000 HP forced induction, 1300 HP naturally aspirated.



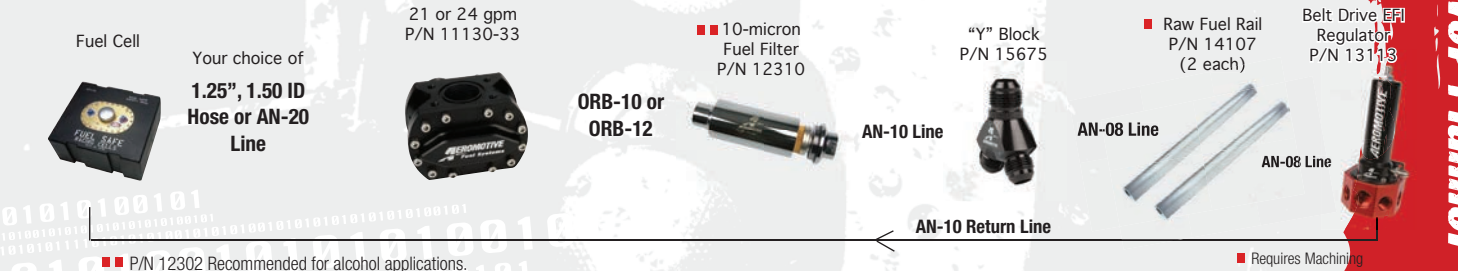
ATOMIC BELT OR HEX DRIVE EFI SYSTEM - Gasoline 7000 HP forced induction, 8000 HP naturally aspirated Alcohol 3500 HP forced induction, 4000 HP naturally aspirated.



ELIMINATOR EFI SYSTEM - 1400 HP forced induction, 1900 HP naturally aspirated.



EXTREME EFI SYSTEM - Choose from a 21 gpm or 24 gpm fuel pump



STEALTH FUEL SYSTEMS



Approved for Street Duty



Approved for Racing Duty



PHANTOM EFI SYSTEM - 700 HP forced induction, 825 HP naturally aspirated.



STEALTH FUEL SYSTEMS



Approved for Street Duty



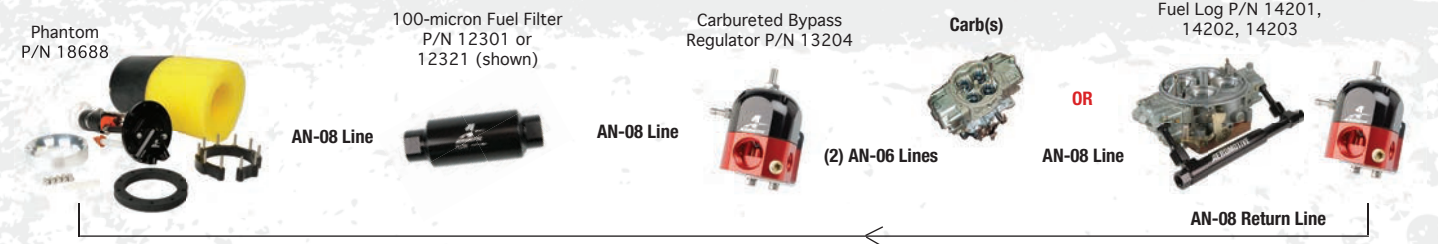
Approved for Racing Duty



340 STEALTH EFI SYSTEM - 700 HP forced induction, 825 HP naturally aspirated.



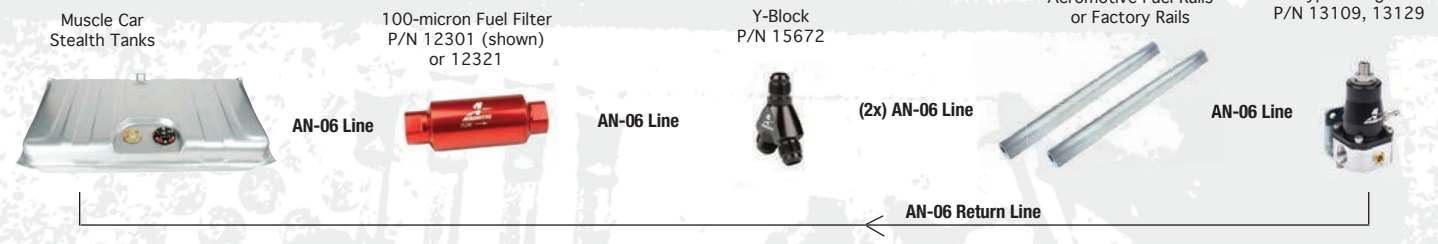
PHANTOM CARBURETED SYSTEM - 900 HP forced induction, 1000 HP naturally aspirated.



**LATE MODEL STEALTH EFI SYSTEM - A1000 = 1000 HP forced induction, 1300 HP naturally aspirated
Eliminator = 1400 HP forced induction, 1900 HP naturally aspirated**



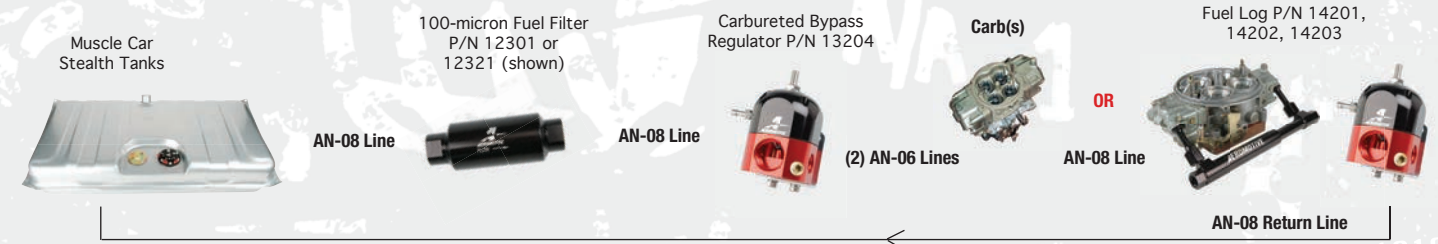
MUSCLE CAR STEALTH TANKS (EFI) SYSTEM - 700 HP forced induction, 825 HP naturally aspirated.



**STEALTH FUEL CELLS EFI SYSTEM - A1000 = 1000 HP forced induction, 1300 HP naturally aspirated
Eliminator = 1400 HP forced induction, 1900 HP naturally aspirated**



MUSCLE CAR STEALTH TANKS (CARBURETED) SYSTEM - 900 HP forced induction, 1000 HP naturally aspirated.



340 STEALTH FUEL CELLS EFI SYSTEM - 700 HP forced induction, 825 HP naturally aspirated.



STEALTH:

the act or action of proceeding secretly or without detection, with intent and to avoid attracting attention.

STEALTH FUEL SYSTEMS

Aeromotive's complete line-up of Stealth Fuel Systems are purpose built systems focused around a single fuel pump capable of supporting high horsepower demands. We know that the best place for a fuel pump is inside the fuel tank itself, submerged in fuel. By doing so, eliminating many of issues common in performance fuel systems. Whether it's hot fuel handling issues like cavitation and vapor-lock or it's fuel slosh that uncovers the pick-up point or inlet of the fuel pump. This is the design of the Stealth Systems. Any Aeromotive product that bares the STEALTH badge, is an "in-tank" fuel system.

The concept of the "in-tank" fuel system is not a new one. Government mandates forced OE automobile manufacturers to start down this path many years ago, but the performance requirements of those systems were not near the demand of today's systems. As the performance demand increased, so did the need for fuel systems that could live up to the monster power numbers these new cars and engines were capable of.

The design of the Aeromotive Stealth Fuel Systems started years ago with sumped tanks - application specific tanks that featured a large sump that ensured external pumps would be properly fed with fuel. This evolved to larger sumps that also acted as baffles to control fuel inside the tank. From here, we first debuted a sumped tank for Fox Body Mustangs that featured a fuel pump and filter built into the sump itself. This was revolutionary for the performance aftermarket. Not only was it different, it could support well over 1000 HP. Next we made these universal so they could be welded into any fuel tank. This great concept was just the beginning for the Stealth line-up. Shortly there after we expanded on this concept and released the Stealth Fuel Cells. These the OE fuel cells were such a success, they were picked up by Ford Motor Company as a system on the Ford Cobra Jet Mustang. Since then, they have fueled the Mopar Drag Pak Challenger and the Chevrolet COPO Camaro.

Meeting the durability and reliability standards needed to be an OE supplier, prompted us to take these systems to the next step. Armed with the confidence of the previous successes, we set out to design fuel systems that would replace factory fuel systems. We developed the 340 Stealth Fuel Pump, which is a direct replacement for the factory fuel pump and in many cases flows 2x more than the pump it replaces. We then moved on to developing A1000 and Eliminator Fuel Pump solutions that replace the entire factory fuel pump / basket assembly. These allow you to fuel in excess of 1000 HP from a single pump and all from the factory fuel tank. No more cutting up or welding on a new tank. Just drop it in, plumb it up and go.

The most recent advances in the Stealth line involved reproduction muscle car tanks with built-in performance fuel pumps. Like the 1st Generation GM F-Body and Tri-5 Chevy. Just replace your tank with the Stealth Tank and your done. Whisper quiet, big flow and ready for whatever you do - EFI or carbureted. We've added the new Fox Body Fuel Tanks based off the popular '03-'04 Mustang Cobra Tank and now the Phantom Fuel System, which is revolutionizing how we think about fuel systems and changing the game; making EFI conversions, late model engine swaps and performance fuel systems a breeze.

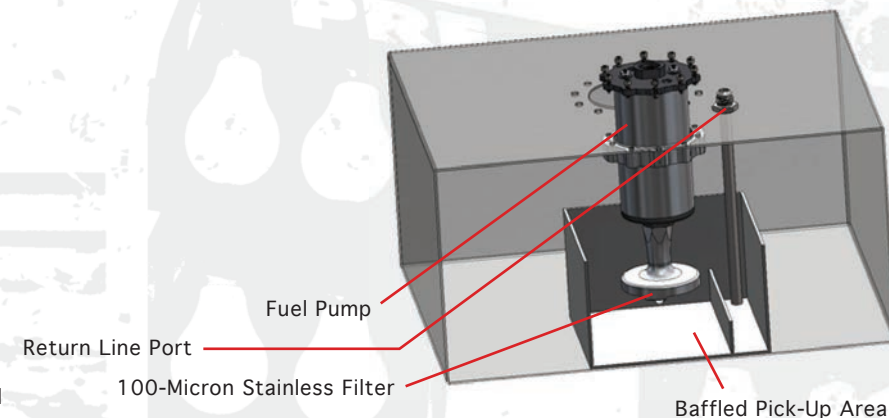


Casey Currie's Monster Energy LOORS Pro Lite
Fueled by: 340 Stealth Pump

STEALTH FUEL CELLS

Aluminum fuel cells available in 6, 15 or 20 gallon sizes fitted with any 1 of 3 popular fuel pumps. (For details, see

- 18660 - 15g A1000 Stealth Fuel Cell
- 18661 - 20g A1000 Stealth Fuel Cell
- 18662 - 15g Eliminator Stealth Fuel Cell
- 18663 - 20g Eliminator Stealth Fuel Cell
- 18664 - 15g 340 Stealth Fuel Cell
- 18665 - 20g 340 Stealth Fuel Cell
- 18659 - 6.5g 340 Stealth Fuel Cell
- 18666 - 6.5g A1000 Stealth Fuel Cell
- 18667 - 6.5g Eliminator Stealth Fuel Cell



UNIVERSAL STEALTH FUEL PUMP ASSEMBLY

Since releasing our Stealth Fuel Cells, the demand for the pump assembly alone has been exceptional. To meet this demand, we've developed our new Universal Stealth Pump Assemblies. These revolutionary designs incorporate the same advantages that all of our Stealth Fuel Systems provide by placing the fuel pump and pre-filter inside the tank. However, this new design allows for multiple mounting options in almost any fuel tank or cell. Designed for the custom tank builder or fabricator, the universal assembly uses O-Ring clamps to positively seal the provided 3/4" tube to the both the filter pickup and the fuel pump inlet, allowing for perfect placement of the pickup and ensuring superior performance.

- 18668 - A1000 Universal Stealth Pump Assembly
- 18669 - Eliminator Universal Stealth Pump Assembly



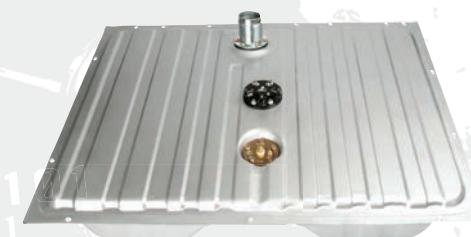
MUSCLE CAR STEALTH FUEL TANKS

Brand new to the Stealth Line-up, these are stamped steel reproduction tanks with a twist. They feature the fuel pump built right into the tank itself as well as an internal baffling system to ensure the pump is submerged in fuel even at low fuel levels and in extreme driving conditions. With these tanks, you're strapping today's technology into your classic, making them perfect for LS swaps and EFI conversions but still working perfectly with carbureted engines. 3 applications to choose from already!

- 18657 - 67-68 Camaro / Firebird (F-Body) Stealth Tank
- 18658 - 69 Camaro / Firebird (F-Body) Stealth Tank
- 18697 - 64-68 Ford Mustang Stealth Tank
- 18699 - 55-57 (Tri-5) Chevrolet Stealth Tank



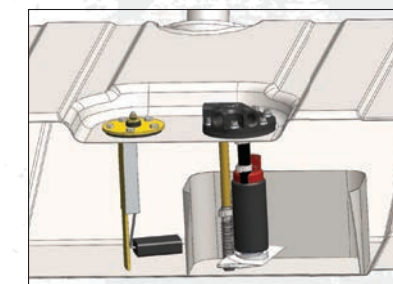
P/N 18657



P/N 18697



P/N 18699





P/N 18685

FOX BODY MUSTANG STEALTH FUEL TANKS

The Fox Body Stealth tanks give you the best performance possible from a stock appearing tank, and our proven A1000 or Eliminator fuel pumps are built right into the tank. Choose from either pump, you can now bolt a fuel tank into your Fox that appears stock, but features an innovative baffling system, a built in fuel pump capable of supporting almost any hp demand and a pre-pump filter. These tanks are a direct bolt-in for 1986 - 1998 1/2 Ford Mustangs. Although the Fox Body began in 1979 and carried all the way through 2004, some modifications are necessary for these systems to be direct bolt-ins in other years.



Fuel Pump Insert

18685 - 86 - 98.5 A1000 Fox Body Stealth Fuel Tank

18686 - 86 - 98.5 Eliminator Fox Body Stealth Fuel Tank

18690 - 86-98.5 Fox Body Stealth Tank Only

17130 - 86-95 5.0L Mustang Complete A1000 Stealth System

17131 - 86-95 5.0L Mustang Complete Eliminator Stealth System



P/N 18673

LATE MODEL STEALTH FUEL SYSTEMS

Aeromotive's "Late Model" Stealth Systems are truly innovative and a new concept in fueling today's power and complex muscle cars. Plastic tanks, electronics and controllers, etc. The days of just bolting on a bigger pump or a different carburetor are long gone. These systems are designed to allow you to utilize your factory fuel tank, but still plumb in a return style system and support big power. Which is not hard to do with engines like the LS, the Mod Motors or the new HEMI.

These are all single fuel pump drop-in kits that use the factory tank, factory fuel level sending unit, even the o-ring and retainer ring. Aeromotive offers Stealth Systems for the late C5 and C6 Corvette, 5th Gen Camaro, S197 Mustang / GT500 and the new Coyote powered 10-13 Mustangs. Return-style system are required for these systems.

(See "LATE MODEL" section starting

340 STEALTH FUEL PUMP

One of the very first of its kind, the 340 Stealth Fuel Pump was engineered as a small lightweight but extremely potent fuel pump that's a direct replacement for many factory fuel pumps. The envelope to which this pump was designed fits more than 75 late model EFI applications. Everything ranging from a Mustang to an Evo and a Civic. Just 4 part numbers with slightly different inlet configurations; one is sure to fit your car. What sets the 340 apart from other similar pumps is its turbine pump mechanism that's designed for increased durability and superior flow - over 340 lph at 43 psi. That's enough fuel for over 700 HP in a supercharged or turbocharged EFI application.



Drop parts kit included



11140

11141

11142

11169

PHANTOM STEALTH FUEL SYSTEM

The hottest trend in hot rods and muscle cars today is late model EFI engine swaps and aftermarket EFI systems. It's no secret why - you can make ridiculous power and do it more affordably than ever. What makes these conversions so affordable is the ample supply of parts and kits from the aftermarket. But until now, the fuel system has been a costly and time-consuming upgrade.

Block mount pumps aren't an option on today's engines. Carbureted pumps are not going to work with EFI and the tanks in these cars are not designed for EFI pumps. What do you do? Go to a fuel cell... Weld in a big sump on your tank... Fabricate a custom tank; while all of these are options that will work, they can be very expensive, require a lot of work and may just not be what you want.

Aeromotive has completely changed the game again with their newest addition to the Stealth Fuel System line-up. The Phantom Fuel System is a complete kit that gives you everything you need to install a fuel pump and baffle / basket into almost ANY fuel tank. It's like putting the fuel system from a new Corvette into your muscle car or street rod. You get an in-tank 340 Stealth Fuel Pump capable of handling serious power even at EFI pressures, a black anodized hanger assembly and an internal baffle to control fuel slosh and keep the fuel pump submerged. The best part, this entire system is modular. It can be cut to height to fit almost any tank including your stock tank, even tanks as shallow as 6" deep.

So, whether you are restoring a muscle car, building a street rod or prepping a pro-touring machine, the Phantom fuel system might just be the option for you. EFI or carbureted, this system can go either way and allows you to switch to one or the other down the road with nothing more than a regulator swap. Use your factory tank or a reproduction to keep that stock look and to keep cost down, but get the performance you demand and your engine needs. No more welding sumps, no more noisy fuel pumps or fuel cells taking up your trunk space. The Phantom Fuel System is virtually invisible and whisper quiet. Serious performance you'll never know is there!

Features and Specifications:

- Includes (1) 340 Stealth Fuel Pump
- Supports up to:
 - 700 HP EFI Supercharged
 - 1000 HP Carbureted Supercharged
- Black anodized hanger assembly
- (3) ORB-06 Ports - Supply, Return, Vent
- Fuel resistant baffle/basket (Inc: Foam and Bladder)
- Universal high flow pre-pump filter
- Modular design can be cut to height to fit almost any fuel tank
- EFI or Carbureted
- Turbine pump mechanism increases durability.
- Must be used with a return style system
- In-tank use only.

18688 - Phantom 340 Stealth Fuel System

18689 - Phantom "SR" Stealth Fuel System



P/N 18688



340 Stealth Hanger Assembly



Top plate and gasket



Installed in a '70 A-Body Tank

LATE MODEL FUEL SYSTEMS

Want to make 850 rwhp in your new Camaro? Not only is it achievable, it's not that hard to do, nor is it that expensive. The modern muscle car has evolved and they are doing things that were incomprehensible 20 years ago. In the decades previous to now, it was thought that government regulations killed performance, never to be resurrected. Not only has it come back, but automobile manufacturers are making serious performance cars with numbers never heard of before and all while meeting or exceeding the strict regulations imposed on them. The cars themselves are feats on engineering and out of the box thinking. This makes performance advances even easier to achieve and the aftermarket has come to the table ready to do business. That's where we come in. We listed and we heard the need for performance fuel systems for these cars that can keep up with the engines, the superchargers and the turbos. They had to be sleek, they had to work in conjunction with factory components, they had to be durable enough for daily driving and... they had to be turnkey.

Aeromotive's "Late Model" Stealth Systems do just that. All are designed to allow you to utilize your factory fuel tank, but still plumb in a return style system and support big power. They are single fuel pump drop-in kits that use the factory tank, factory fuel level sending unit, even the o-ring and retainer ring. Aeromotive offers these Stealth System for the late C5 and C6 Corvette, 5th Gen Camaro, S197 Mustang and GT500 and the new Coyote powered 10-13 Mustangs. Details on these systems are outlined below.

FUEL PUMP PERFORMANCE

Each of these systems consists of your choice of pumps. Most systems utilize either the A1000 or the Eliminator Fuel Pump. Some Stealth System like the fuel cell and the Phantom Kits use the 340 Stealth Pump.

A1000 STEALTH FUEL PUMP

Fuel Injected Engines:

up to 1300 HP - naturally aspirated
up to 1000 HP - forced air induction

lbs/hr	700	PSI	45	Volts	13.5
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Carbureted Engines:

up to 1500 HP - naturally aspirated
up to 1200 HP - forced air induction

lbs/hr	900	PSI	8	Volts	13.5
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ELIMINATOR STEALTH FUEL PUMP

Fuel Injected Engines:

up to 1900 HP - naturally aspirated
up to 1400 HP - forced air induction

lbs/hr	1000	PSI	45	Volts	13.5
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Carbureted Engines:

up to 2300 HP - naturally aspirated
up to 1700 HP - forced air induction

lbs/hr	1300	PSI	8	Volts	13.5
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340 STEALTH FUEL PUMP

One of the very first of its kind, the 340 Stealth Fuel Pump was engineered as a small lightweight but extremely potent fuel pump that's a direct replacement for many factory fuel pumps. The envelope to which this pump was designed fits more than 75 late model EFI applications. Everything ranging from a Mustang to an Evo and a Civic. Just 4 part numbers with slightly different inlet configurations; one is sure to fit your car. What sets the 340 apart from other similar pumps is its turbine pump mechanism that's designed for increased durability and superior flow - over 340 lph at 43 psi. That's enough fuel for over 700 HP in a supercharged or turbocharged EFI application.



P/N 11142



A1000 CORVETTE STEALTH SYSTEM P/N 18670 ELIMINATOR CORVETTE STEALTH SYSTEM P/N 18671

Finally, a solution to your Corvette's fuel system needs. No more drilling your fuel tanks, no more risking pump failure in a 1, 2, or 3 pump set up, no more surge tanks, no more mess. Aeromotive has engineered a patent-pending, complete drop-in fuel system available for C6 and late C5 Corvettes.

- Fits 2003 1/2 and later Corvettes (Late C5 and C6)
- ORB-10 outlet port and ORB-06 return port
- Incorporates factory jet siphon system and sending unit
- Includes an integrated 100-Micron Stainless Steel pre-pump filter
- Utilizes the factory tank, o-ring, lock ring and mounting location
- Requires the use of a bypass style regulator and return line.

- Remaining system plumbing not included. For recommendations on line sizes, filter, regulator and fuel rails, call our tech lines at: (913) 647-7300. Or follow the guidelines for the A1000 or Eliminator Fuel Pumps.

- Billet Speed Pump Controller (P/N 16306) required for EFI street applications.



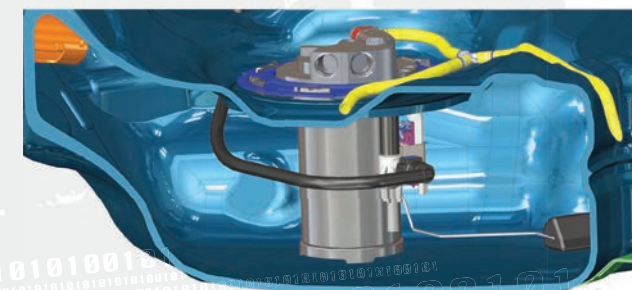
A1000 CAMARO STEALTH SYSTEM P/N 18673 ELIMINATOR CAMARO STEALTH SYSTEM P/N 18674

The Camaro Stealth System is a complete drop-in single fuel pump assembly for 2010 and later Camaros. This system provides a single A1000 or Eliminator Fuel Pump that drops right into your factory tank, it still incorporating the factory jet siphon system. Now with a true return-style system in your Camaro, you can support the power your making without the worry of the siphon system, while maintaining your factory fuel tank.

- Fits 2010+ (5th gen) Camaros
- ORB-08 outlet and return port
- Incorporates factory jet siphon system and sending unit
- Includes an integrated 100-Micron Stainless Steel pre-pump filter
- Utilizes the factory tank, o-ring, lock ring and mounting location
- Requires the use of a bypass style regulator and return line.

- Remaining system plumbing not included. For recommendations on line sizes, filter, regulator and fuel rails, call our tech lines at: (913) 647-7300. Or follow the guidelines for the Eliminator Fuel Pump.

- Billet Speed Pump Controller (P/N 16306) required for EFI street applications.



P/N 18673 - CAD Fuel Tank Cutaway

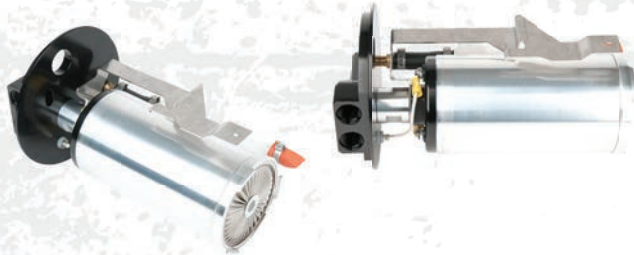


P/N 18673-74 - View 2

S197 MUSTANG STEALTH KITS

The new Stealth Fuel Systems for 2005-2009 s197 Mustangs and 07-12 GT500s are here. No need for voltage boosters and expensive twin-pump systems. Similar to the successful Corvette and Camaro Stealth Systems, the new s197 Mustang Stealth System is a complete drop-in, single fuel pump assembly for the modern Mustangs.

- 18676** – 05-09 Mustang GT A1000 Stealth Kit
- 18677** – 05-09 Mustang GT Eliminator Stealth Kit
- 18682** – 07-12 GT500 A1000 Stealth Kit
- 18683** – 07-12 GT500 Eliminator Stealth Kit



- ORB-08 outlet and return port
- Incorporates factory jet siphon system and sending unit
- Includes an integrated 100-Micron Stainless Steel pre-pump filter
- Utilizes the factory tank, o-ring, lock ring and mounting location
- Requires the use of a bypass style regulator and return line.
- Remaining system plumbing not included. For recommendations on line sizes, filter, regulator and fuel rails, call our tech lines at: (913) 647-7300. Or follow the guidelines for the Eliminator Fuel Pump.
- Billet Speed Pump Controller (P/N 16306) required for EFI street applications.

10-13 MUSTANG GT A1000 STEALTH KIT

P/N 18694

10-13 MUSTANG GT ELIMINATOR STEALTH KIT

P/N 18695

In 2010 Ford made a change to the S197 Mustang platform. Much like its predecessor, the new Mustang featured the latest technology throughout and was followed in 2011 with the new 5.0L Coyote engine, touted as one of the best production engines to date. Along with many changes, the fuel tank in these new model years changed from the previous generation; therefore, so did the Aeromotive Stealth System for these cars. Otherwise, these new systems feature all the same benefits of the drop-in stealth fuel systems; no need for voltage boosters and expensive twin-pump systems, they are a complete drop-in, single fuel pump assembly for the modern Mustangs.

- ORB-08 outlet and return port
- Incorporates factory jet siphon system and sending unit
- Includes an integrated 100-Micron Stainless Steel pre-pump filter
- Utilizes the factory tank, o-ring, lock ring and mounting location
- Requires the use of a bypass style regulator and return line.
- Remaining system plumbing not included. For recommendations on line sizes, filter, regulator and fuel rails, call our tech lines at: (913) 647-7300. Or follow the guidelines for the Eliminator Fuel Pump.
- Billet Speed Pump Controller (P/N 16306) required for EFI street applications.



03-04 A1000 COBRA MUSTANG STEALTH PUMP

P/N 18679

03-04 ELIMINATOR COBRA MUSTANG STEALTH PUMP

P/N 18680

In 2003 Ford developed a specific tank for the 03 and 04 Mustang Cobras. This tank looked like a normal tank from the outside, but featured one of the finest internal baffling systems we've seen from an OE tank to date. While Ford has discontinued these tanks, Aeromotive is now reproducing them (see " and modifying them to fit the whole range of Fox Body Mustangs. We know that these tanks have been one of the most common swaps on fox bodies and that there are countless cars making big power with these tanks, so, much like our other drop-in Stealth Systems, we designed a fuel pump that will drop right into these fuel tanks.

- Fits 2003-2004 Ford Mustang Cobra "Terminator" Fuel Tanks
- ORB-08 outlet and return port
- Includes an integrated 100-Micron Stainless Steel pre-pump filter
- Utilizes the factory tank and mounting location
- Requires the use of a bypass style regulator and return line.
- Complete systems available including reproduction tanks.
- Billet Speed Pump Controller (P/N 16306) required for EFI street applications.



FUEL RAILS, COMPLETE SYSTEMS & COMPONENTS

We don't just sell fuel pumps for these late model muscle cars. We have an entire line-up of high-flow, billet fuel rails for everything from LS engines to the Coyote 5.0L Mod Motor and V10 Vipers. We also have a line of sport compact and import rails as well. A system is only as good as the components that make it up. That's why, at Aeromotive we have recommendations for entire systems - the proper filters, line sizes, fuel rails and fuel pressure regulators. If you have questions about plumbing and components for your fuel system, take a look at our plumbing diagrams located in the "TECH" section starting



Luke Lonberger's
Blu808 Formula Drift C6 Corvette

DRAG RACING PERFORMANCE

Aeromotive drag racing is serious business! In fact, it is our business. Founder, owner and President, Steve Matusek spent his childhood at the race track; their annual summer vacation was a trip to the US Nationals in Indy. So from an early age the love and passion for performance at the drag strip was engrained. That passion runs through our entire company's DNA. Steve left a promising engineering career in the aerospace industry to pursue this passion. He felt strongly that the technology and processes he learned to utilize in one segment would translate perfectly to the performance aftermarket. And... it did just that.

Aeromotive helped to pioneer and perfect the big electric fuel pump. In fact, this same design is arguably the most popular fuel pump at the track today, almost 20 years after its inception. When a design has the staying power and longevity that the A2000 Fuel Pump has enjoyed, it is truly a compliment. Although the knowledge we have gained from the track has taken Aeromotive down many paths including the forefront of the high performance, high horsepower EFI street machine, the drag strip is still where we learn, where we test and where we perfect our designs. Everything we have ever designed and manufactured came from some issue we either experienced ourselves or learned about from our peers. We evaluate the problem, explore the solutions and engineer a product to solve the issue. For some, this might be enough, for others it might be more than they do, but for us, a product is not worthy of the Aeromotive "A" without the thorough assault it receives at the racetrack. We hope to expose any and all issues, evaluate, redesign and do the whole process over again. This is why we race EVERY product we put our name on. Isn't this the type of product you would trust your racecar, your engine or your career to? We do. Why would you look anywhere else?

Performance Products

From weekend bracket cars to sportsman racing and the Pros, we have the system to fuel your car. The A2000 Fuel Pump might be the most versatile fuel pump on the planet. This big carbureted pump is one of the most popular in sportsman drag racing, but also fuels the majority of the field in NHRA Pro Stock. Even the fastest nitrous cars on earth run the A2000 as their pump of choice. But it's so far beyond that with today's performance. With EFI making a huge surge, turbo cars on the rise, etc. the possible ways to fuel a racecar are certainly dynamic. That's why our product line is as equally dynamic. A fuel system is made up of many parts and those components should be perfectly matched to one another. This is how you ensure consistent performance. This is why there are no universal fuel pressure regulators or one-size-fits-all fuel filters.

The following are just a few of our more popular products, each built with a specific purpose... to make you faster and more consistent at the track. To find out more or to learn about a system tailored for your application, visit us online or call our tech line at (913) 647-7300 from 9-5pm M-F.



A2000 CARBURETED FUEL PUMP

P/N 11202

From Stock Eliminator to Pro Mod, the Aeromotive A2000 has proven to be the most versatile "big" carbureted fuel pump on the planet. The A2000 flows enough fuel to support the world's quickest nitrous Pro-mods on gasoline, and is the industry's only fuel pump that uses a true diaphragm-controlled, adjustable bypass valve, integral to the pump. This design dampens pressure spikes, delivering smoother, more controlled flow and pressure, ensuring more consistent E.T.s and win lights.



BILLET BELT & HEX DRIVE FUEL PUMP

P/N 11105, 11107

Zero amperage draw, less weight, and more flow! The Aeromotive Billet Belt (11105) & Hex Drive (11107) Fuel Pumps were designed to solve fuel delivery problems in high horsepower, forced-induction EFI applications, as well as the ever popular, carbureted applications on gas or methanol. Each supports up to 3600 HP gas and 1800 HP methanol in a compact size. The Hex Drive version can be mounted and driven directly from the back of a properly prepared external oil pump or driven directly by the cam through a timing cover adapter.



ATOMIC BELT & HEX DRIVE FUEL PUMP

P/N 11115, 11117

Designed to feed monster EFI and Carbureted engines, gasoline or alcohol. The Atomic Fuel Pumps are engineered to be driven by a pulley and cog drive allowing the pump to be driven from your crankshaft with the convenience of direct drive. It can be used in high or low pressure applications. Supports over 5000 HP gas and 2500 HP methanol.

EXTREME FLOW MECHANICAL FUEL PUMPS

Extreme flow mechanical pump, ideal for alcohol burning injected engines!

This series of mechanical fuel pumps is engineered for superior performance on both mechanical injected and EFI engines. Choose from a 0.9" or a 1.0" tall, proprietary spur-gear designs. They also feature innovative mounting and drive configurations and a variety of modular inlet/outlet port options that permit a selection of both AN and hose-barb connections in various sizes. These pumps are ideal for today's meanest Pro Mods and Blown Alcohol cars as well as yesterday's Heritage & Nostalgia Series cars.

Specifications:

- Choose from 2 different gear sets, flow ratings and hex drive shafts
 - 3/8" Hex, .9 Gear - 21 gpm (P/N 11130)
 - 7/16" Hex, .9 Gear - 21 gpm (P/N 11131)
 - 3/8" Hex, 1.0 Gear - 24 gpm (P/N 11132)
 - 7/16" Hex, 1.0 Gear - 24 gpm (P/N 11133)
- Choose your inlet configuration:
 - 1 1/4" (P/N 11730)
 - 1 1/2" (P/N 11731)
 - AN-20 Male Flare Fitting (P/N 11732)
- Choose your outlet configuration:
 - ORB-10 Port (P/N 11733)
 - ORB-12 Port (P/N 11734)
- Mounting options:
 - V-Band Adapter (P/N 11735)
 - V-Band Adapter Clamp (P/N 11737)
 - 3 or 4 Bolt Adapter Flange (P/N 11736)
- Multi-port distribution blocks
 - (2) ORB-06 Ports (P/N 11738)
 - (2) ORB-08 Ports (P/N 11739)
 - (2) ORB-10 Ports (P/N 11140)
- Shutoff Valve, ORB-08 (P/N 11741)
- Black hardcoat anodized finish



FUEL PRESSURE REGULATORS

A2000 BYPASS CARB REGULATOR

P/N 13202 (4-PORT) P/N 13212 (2-PORT)

- Adjustable from 2-20 PSI.
- Rising rate - 1:1 ratio with boost.
- ORB-10 inlet and return ports.
- (2) ORB-06 inlet/outlet ports, (1) ORB-06 return.
- P/N 13202 provides (4) ORB-08 outlet ports.
- P/N 13212 provides (1) ORB-10 outlet port.



A4 CARB REGULATOR

P/N 13203

- Adjustable from 5-15 PSI.
- Gasoline and alcohol compatible.
- Standard static flow design, no return line required.
- (4) ORB-06 outlet ports and 1/8" NPT gauge port.
- (2) ORB-10 inlet ports for plumbing flexibility.



PRO STOCK CARB REGULATOR

P/N 13208 (4-PORT) P/N 13210 (2-PORT)

- Engineered to be the quickest responding, most reliable & highest flowing.
- Designed for use with the A2000 Fuel Pump (P/N 11202)
- Adjustable from 4-8 PSI.
- ORB-12 inlet port. (Includes AN-12 to AN-10 reducer fitting)
- P/N 13208 provides (4) ORB-06 outlet ports.
- P/N 13210 provides (2) ORB-08 outlet ports.



P/N 13208

P/N 13210

FUEL PRESSURE REGULATORS



PRO-SERIES EFI REGULATOR P/N 13110

- Support up to 2000 HP
- Adjustable from 30-60 PSI
- Rising rate - 1:1 ratio with boost.
- Includes fittings



BELT/HEX DRIVE EFI REGULATOR P/N 13113

- Adjustable from 40-100 PSI.
- Suitable for engines making up to 4,000 HP.
- Designed for use with belt and hex drive fuel pumps.
- Gasoline and alcohol compatible.
- (4) ORB-08 inlet ports, (1) ORB-10 inlet port and (1) ORB-10 return port.
- (2) ORB-10 inlet ports for plumbing flexibility.



HIGH FLOW FUEL FILTERS

Filters designed to meet the flow demands of today's drag racing fuel pumps and engines. Originally designed for use with pumps like the A2000 Fuel Pump (P/N 11202) and large belt / hex drive fuel pumps, these filters provide the ultimate protection for your pump and for your engine without restriction, sacrificing fuel flow. Both filters feature large ORB-12 ports, an electroless nickel finish and flow 2,000 Lb/hr with less than .5 PSI pressure drop.

12302 - 100-Micron Stainless Steel (pre-pump) fuel filter

12310 - 10-Micron Fabric (post-pump) fuel filter



BILLET FUEL SAMPLE VALVE

P/N 15631

Aeromotive's Billet Fuel Sample Valve is designed to simplify installation and make fuel checks a snap! Packed with common sense features, it's simply the best sample valve on the market and installs into any 1/8" NPT gauge port. Provides a duplicate 1/8" NPT port on the valve for installation of fuel pressure gauge or pressure sensor transducer. Sample port is equipped with stainless steel barb fitting for extension hose and rotates 360° for ease of installation and sampling. The "dual action", spring loaded safety valve keeps the valve sealed when unlocked and rotates into a locked position for racing.



STACKABLE CARBURETED REGULATOR

P/N 13217

Aeromotive's Stackable Carbureted Fuel Pressure Regulators are ideal for carbureted nitrous engines. These regulators allow you to "stack" them together to control multiple pressures with a single fuel pump. The new "Stackable Regulator" is a clean, lightweight solution, ideal for nitrous engine combinations where unique pressures are desired. Stack 1, 2, 3 or more together to get total control over individual nitrous solenoids, carburetors or float bowls. Adjustable from 5-12 psi and includes a single ORB-10 inlet / outlet "flow-through" port that is flange stackable and seals with an O-Ring. Includes (2) ORB-06 outlet ports.



DUAL ACTION ADJUSTABLE FUEL LOG

The Aeromotive Fuel Log incorporates features never before available. Each carburetor inlet features a ball and socket assembly that swivels +/-20 degrees, allowing additional clearance for throttle stops, nitrous plates and other accessories; then locks in place at the desired position. The telescoping log will fit 4150 or 4500 Dominator (P/N 14201), Demon (P/N 14202) and Ultra HP (P/N 14203) carburetors. The ORB-10 inlet and outlet ports will feed the hungriest big blocks, and adapt easily to Aeromotive P/N 13212 (A2000 Bypass - gasoline) or P/N 13214 (Double Adjustable Bypass - alcohol) fuel pressure regulators. Also available as a kit with regulator, gauge & fittings. Conversion parts also available.



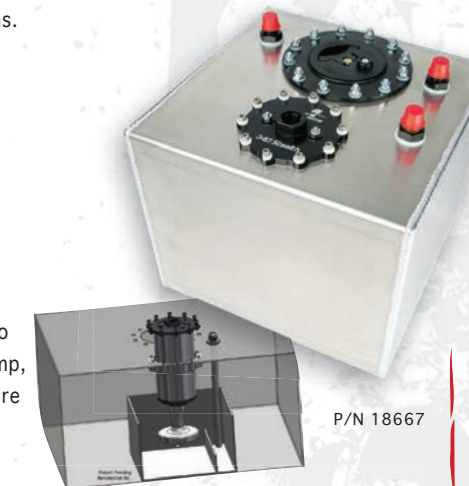
A2000 CARBURETED FUEL SYSTEMS

Aeromotive offers a variety of fuel systems, perfectly matched components to take guesswork out of plumbing your system. From simple plumbing kits for your pump to complete systems that include almost everything but the hand tools to install them, an Aeromotive Complete Fuel System should be your first option. Systems for the A2000 are no different. Choose from the A2000 and plumbing kit, or complete setups for single and dual carb systems.

17202 A2000 Pump & Plumbing Kit - P/N 11202 Fuel Pump

17203 A2000 System (single Carb) - P/N 11202 Fuel Pump, 13201 Regulator

17204 A2000 System (dual Carb) - P/N 11202 Fuel Pump, 13203 Regulator



P/N 18667

STEALTH FUEL CELLS

The Aeromotive Stealth Fuel Cells feature your choice of 3 different sizes and 3 fuel pumps to support almost any power level and engine combination. Each cell features an in-tank fuel pump, (1) AN-08 return line provision and (2) AN-08 rollover vents. 15 and 20 gallon versions feature a 0-90 Ohm fuel level sender as well. The 6 gallon Eliminator version of the Stealth Cells are the fuel cells of choice for the Ford Racing Cobra Jet, the Chevrolet COPO Camaro and the MOPAR Drag Pak Challenger.



Allen Johnson - 2012 NHRA Pro Stock World Champion

7 Wins, 11 Final Rounds, 10 Low Qualifier Awards, 9x Low E.T. & 10x Top Speed of the Race Fueled by: A2000 Fuel Pump

OUR MISSION

Street Rods and Muscle Cars are as unique as their owners. That's what makes them special. You don't just go to the dealership and pick out your hot rod. Which is why we like them. They are an extension of their creator, which makes them all different. And so are the engines that power them; small block chevs, blowers, turbos, mod motors and LS engines. Today's hot rods have more options to choose from than ever before, breathing new life into an age old passion.

With all these options, fuel delivery has become a topic of discussion and controversy. What's worked for years is now a problem for late model engine swaps. With a resurgence of aftermarket EFI system, it's become an even bigger issue.

Well, we hear you and we're here to tell you that it's not as complicated and daunting as you might have thought. There are simple fueling solutions that will work for any hot rod. Whether it's carbureted or EFI, 200 hp or 2000 hp we have fuel systems that will work for them all. Even if you are carbureted now and plan to switch EFI later or plan to add a blower, if your system is done correctly, it'll be the last time you have to think about your fuel system. The following pages include almost everything you will need to fuel your street rod or muscle car.

MUSCLE CAR STEALTH TANKS

Brand new to the Stealth Line-up, these are stamped steel reproduction tanks with a twist. They feature the fuel pump built right into the tank itself as well as an internal baffling system to ensure the pump is submerged in fuel, even at low fuel levels and in extreme driving conditions. With these tanks, you're strapping today's technology into your classic, making them perfect for LS swaps and EFI conversions but still work perfectly with carbureted engines. 3 applications to choose from already!

FEATURES:

- 340 Fuel Pump (P/N 11140) supports 700+ horsepower & is whisper quiet.
- Black anodized billet hanger assembly w/ (3) ORB-06 Ports
- Universal Sending Unit (factory gauge correct Ohm)
- Silver Powder Coat or Painted Finish

18657 - 67-68 Camaro / Firebird (F-Body) Stealth Tank

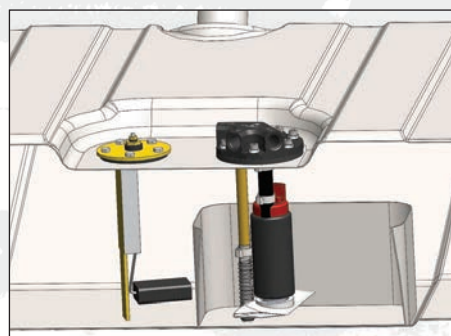
18658 - 69 Camaro / Firebird (F-Body) Stealth Tank

18697 - 64-68 Ford Mustang Stealth Tank

18699 - 55-57 (Tri-5) Chevrolet Stealth Tank



P/N 18657



P/N 18657 Cutaway



P/N 18697



P/N 18699

STEALTH FUEL CELLS

Planning on a fuel cell? Want to go in-tank but don't want to hack and weld on your factory tank? Or don't want to pay for custom built tank? Then the Stealth Fuel Cells are a perfect option. 6, 15 and 20 gallon aluminum cells that all feature a built-in fuel pump. Choose from 3 different fuel pumps for any power level and 3 different sizes for almost any application. These cells virtually eliminate hot fuel handling issues by keeping the fuel pump submerged in fuel. In addition, these cells save you a bundle in time, space and money eliminating all of the pre-pump plumbing.

FEATURES:

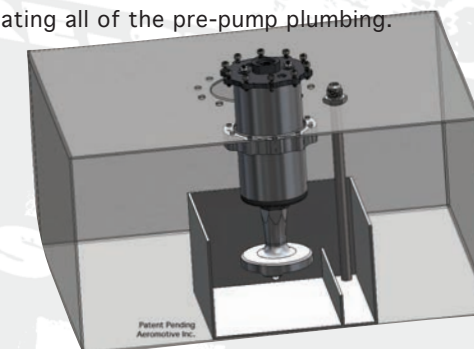
- 6, 15 and 20 gallon sizes
- Choose from the 340 Stealth, A1000 or Eliminator Fuel Pumps
- Natural aluminum finish
- 15 and 20 gallon sizes feature a 0-90 ohm (GM) sending unit
- (2) AN-08 rollover vents & (1) AN-08 male return port



20 gallon

15 gallon

6 gallon



UNIVERSAL STEALTH PUMP ASSEMBLY

If you are building your own tank or fuel cell and want to turn it into a stealth cell, the Universal Stealth Pump Assembly is ideal. These assemblies are similar to what you find in our Stealth Fuel Cells, but allow for multiple mounting options in almost any fuel tank or cell. Now custom tanks and fuel cells can easily and affordably feature an in-tank fuel pump; increasing performance and drivability while extending the life span of the pump. Proper baffling and clearance will be required, but installation could not be simpler with this universal design.

18668 A1000 Fuel Pump

18669 Eliminator Fuel Pump

- 100 Micron Stainless Steel Fuel Filter / Pick-up
- 20" long 3/4" aluminum tube w/ 90 degree bend
- Uses double O-Ring clamps to secure pickup tube to pump and pre-filter assembly
- Includes gaskets, mounting ring, bolts and washers for a positive seal mounting.



COMPLETE UNIVERSAL SYSTEMS

Everything you need for a complete Aeromotive fuel system installation other than the hand tools and jack stands. All systems include the pump, filters, regulator, port fittings, stainless steel braided hose, hose-ends, wiring and installation hardware.

Bottom line, if you're tired of fuel delivery problems, Aeromotive has the fuel system solution you've been looking for. Designed to provide outstanding performance through matched component selection and correct installation, these systems offer the results only years of engineering experience can provide, while eliminating confusion, wasted time and unnecessary expense.

AEROMOTIVE COMPLETE FUEL SYSTEMS

- 17201** Carbureted Street / Strip System - low to med HP
 - Includes: P/N 11203 Fuel Pump, 13201 Regulator
- 17242** Carbureted A1000 System - mid to high HP
 - Includes: P/N 11101 Fuel Pump, 13204 Regulator
- 17136** EFI A750 System - low to mid HP (17135 - BLACK)
 - Includes: P/N 11106 Fuel Pump, 13109 Regulator
- 17125** EFI A1000 System - mid to high HP
 - P/N 11101 Fuel Pump, 13101 Regulator
- 17126** EFI Eliminator System - high HP
 - P/N 11104 Fuel Pump, 13101 Regulator



FUEL PRESSURE REGULATORS



A1000 EFI BYPASS REGULATOR
P/N 13101 - ORB-10

- Adjustable from 40-75 PSI.
- Rising rate - 1:1 ratio with boost.
- 1/8" NPT gauge port.
- (2) ORB-10 inlet ports, (1) ORB-06 return port.



A1000 EFI BYPASS REGULATOR
P/N 13109 - ORB-06

- Adjustable from 40-75 PSI.
- Rising rate - 1:1 ratio with boost.
- 1/8" NPT gauge port.
- (2) ORB-06 inlet ports, (1) ORB-06 return port.



13129 EFI BYPASS REGULATOR
P/N 13129

- Smaller & lighter w/ consistent performance
- Adjustable from 30-70 PSI.
- Rising rate - 1:1 ratio with boost.
- 1/8" NPT gauge port.
- (2) ORB-06 inlet/outlet ports, (1) ORB-06 return.



A1000 CARB BYPASS REGULATOR
P/N 13204

- Adjustable from 3-15 PSI.
- Rising rate - 1:1 ratio with boost.
- 1/8" NPT gauge port.
- (2) ORB-10 inlet port, (1) ORB-08 return port.
- (2) ORB-06 outlet ports.



SS ADJUSTABLE CARB REGULATOR
P/N 13201 - ORB-06

- Adjustable from 5-12 PSI.
- Eliminates pressure creep.
- 1/8" NPT gauge port.
- (2) ORB-06 outlet ports, (1) ORB-06 inlet port.



SS ADJUSTABLE CARB REGULATOR
P/N 13205 - 3/8" NPT

- Adjustable from 5-12 PSI.
- Eliminates pressure creep.
- 1/8" NPT gauge port.
- (2) 3/8" NPT outlet ports (1) 3/8" NPT inlet port.

COMPONENTS

Aeromotive offers a fuel system for almost anything under the sun. However, the components listed below are going to be the most popular for today's street performance cars. Carbureted or EFI, supercharged, turbocharged or nitrous, chances are these parts are the perfect fit to complete a fuel system for your car. For more about these parts, see their detailed specs in the main parts sections.

PUMPS



A1000 FUEL PUMP
P/N 11101

- Carbureted or EFI
- Up to 1300 HP EFI
- Up to 1500 HP Carbureted
- Continuous Duty - Street or Strip



A750 FUEL PUMP
P/N 11103 - BLACK
P/N 11106 - RED

- Carbureted or EFI
- Up to 750 HP EFI
- Up to 900 HP Carbureted
- Continuous Duty - Street or Strip



340 STEALTH FUEL PUMP
P/N 11140

- In Tank Only
- Carbureted or EFI
- Up to 750 HP EFI
- Up to 1000 HP Carbureted
- Continuous Duty - Street or Strip



SS FUEL PUMP
P/N 11203 - NPT
P/N 11213 - ORB

- Carbureted Only
- Up to 750 HP
- Regulated to 14 PSI
- Continuous Duty



H/O FUEL PUMP
P/N 11209 - NPT
P/N 11219 - ORB

- Carbureted Only
- Up to 600 HP
- Regulated to 7 PSI
- Continuous Duty

FUEL FILTERS



P/N 12301



P/N 12321



P/N 12304



P/N 12324

IN-LINE FUEL FILTERS

P/N 12301, 12304, 12321, 12324

- Compact size: 5.5" long x 2" diameter
- P/N 12301 / 12321 High-flow, 10-micron fabric (fine) replaceable element. Flows 2,000 lb/hr with a pressure drop of less than 1 PSI.
- P/N 12304 / 12324 High-flow, 100-micron stainless steel (coarse) cleanable element. Flows 2,000 lb/hr with a pressure drop of less than .5 PSI.
- Also available in anodized bright dip red, black or nickel plated (see Platinum Series) for a corrosion resistant, show car quality appearance.

STREET ROD / MUSCLE CAR

COMMON ACCESSORIES



15632 0-15 PSI Pressure Gauge



15636 0-100 PSI Pressure Gauge



PN 15644 PN 15645 PN 15646 PN 15647

Fuel Cell Bulk Head Fittings -06 to -12



15118 3/8" Female Quick Connect to ORB-08



15117 5/16" Female Quick Connect to ORB-06



16301 Complete 30 Amp Fuel Pump Wiring Kit



12305 Billet 2" Filter Bracket



11601 Fuel Pump Vibration Dampener Mounting Kit



Aerospace is not just a word to us, it's our history. Exacting tolerances, higher level processes and controls, exotic materials, it's no wonder we are the *ONLY* fuel system designer / manufacturer in the performance industry that can claim an aftermarket fuel pump that can support over 1,000 rear wheel horsepower and travel over 125,000 grueling street miles.

Performance, reliability and durability are designed into every performance fuel pump that carries the **AEROMOTIVE** name. And rest assured *EVERY* pump is tested for flow at a prescribed pressure, current draw and leakage. Once the pumps pass our test, then and only then, do they get date stamped and packaged, ready to quench the thirst of some of the hungriest beasts that roam our planet.

Whether its EFI or Carbureted, nitrous assisted, turbo charged or blown, continuous duty or race only, you can be assured that there is a pump for you that maintains the level of quality you've come to expect from the company with the **AERO**space technology in the auto**MOTIVE** industry.

It's all in our name **AEROMOTIVE**.

FUEL PUMPS

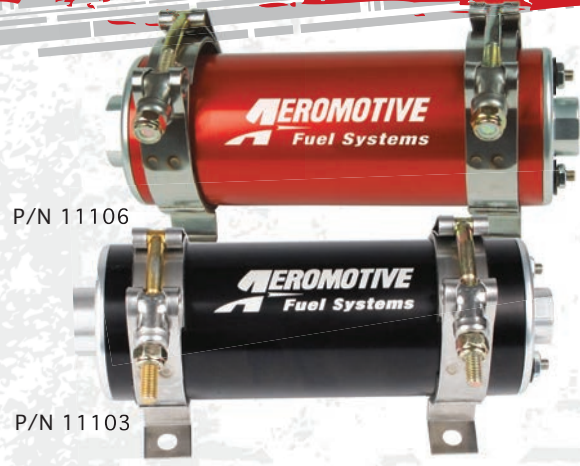
FUEL RAILS

Aeromotive offers a complete line of precision engineered billet fuel rails to fit almost every popular EFI engine and application; from Ford Mod Motors to the Late Model HEMI and the ridiculously popular LS Engine from LS1 to LS7. We even offer Cadillac Northstar V8 Fuel Rails as well as a line of sport compact and import fuel rails.

PLUMBING DIAGRAMS

FUEL PUMPS

FUEL PUMPS



P/N 11106

P/N 11103

A750 (RED) FUEL PUMP P/N 11106

A750 (BLACK) FUEL PUMP P/N 11103

Compact, quiet and durable, these billet, in-line pumps are ideal for low to medium HP applications. Perfect for street rods and muscle cars, fuel injected or carbureted.

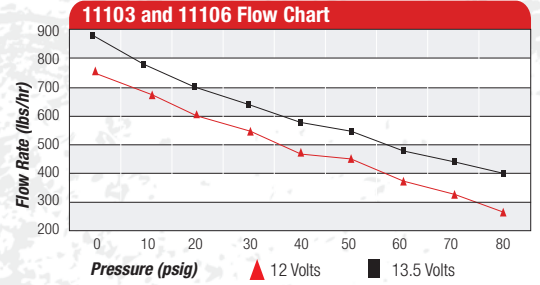
Fuel Injected Engines:
 up to 800 HP - naturally aspirated
 up to 600 HP - forced air induction

lbs/hr	550	PSI	45	Volts	13.5
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Carbureted Engines:
 up to 1000 HP - naturally aspirated
 up to 800 HP - forced air induction

lbs/hr	700	PSI	8	Volts	13.5
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- ORB-8 inlet ports and ORB-6 outlet ports.
- Compact size facilitates easy mounting.
- For EFI applications use regulator P/N 13129 or P/N 13109.
- For Carbureted applications use regulator P/N 13204 or P/N 13301.
- Fully submersible for custom, in-tank placement.



PLATINUM
P/N 11156

ELIMINATOR FUEL PUMP P/N 11104

This continuous duty "street warrior" supports more horsepower in a true street car than any other pump built. Designed for high horsepower street/strip applications, EFI or Carbureted, it features our "dual chamber" pumping mechanism.

Fuel Injected Engines:
 up to 1900 HP - naturally aspirated
 up to 1400 HP - forced air induction

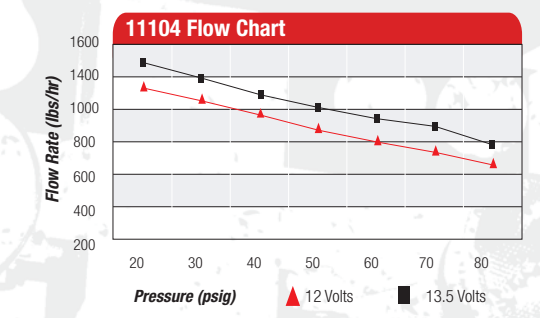
lbs/hr	1000	PSI	45	Volts	13.5
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Carbureted Engines:
 up to 2300 HP - naturally aspirated
 up to 1700 HP - forced air induction

lbs/hr	1300	PSI	8	Volts	13.5
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- ORB-12 inlet port and ORB-10 outlet port.
- EFI applications use regulator P/N 13110, carbureted P/N 13212.
- Fully submersible for custom, in-tank placement.
- 25% more flow at pressure than our A1000 Fuel Pump.
- Perfect for "blow-through" carbureted engines up to 1700 HP.
- Billet Speed Pump Controller (P/N 16306) required for EFI street applications.

MARINE
P/N 11110



A1000 FUEL PUMP P/N 11101

This is the pump that started it all. Durable, reliable, good looking and it supports high horsepower. Perfect for the daily driver that doesn't run like a daily driver.

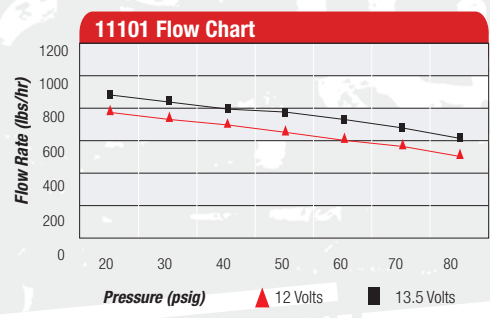
Fuel Injected Engines:
 up to 1300 HP - naturally aspirated
 up to 1000 HP - forced air induction

lbs/hr	700	PSI	45	Volts	13.5
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Carbureted Engines:
 up to 1500 HP - naturally aspirated
 up to 1200 HP - forced air induction

lbs/hr	900	PSI	8	Volts	13.5
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- ORB-10 inlet and outlet ports.
- For EFI applications use regulator P/N 13101 or P/N 13109.
- For carbureted applications use regulator P/N 13204.
- Fully submersible for custom, in-tank placement.
- Perfect for "blow-through" carbureted engines up to 1200 HP.
- Billet Speed Pump Controller (P/N 16306) recommended for EFI street applications.



PLATINUM
P/N 11151

MARINE
P/N 11108

PRO-SERIES FUEL PUMP P/N 11102

Simply the most powerful, highest flowing, in-line fuel pump available anywhere. Engineered for high horsepower racing engines this beautiful pump features our "dual chamber" pump design.

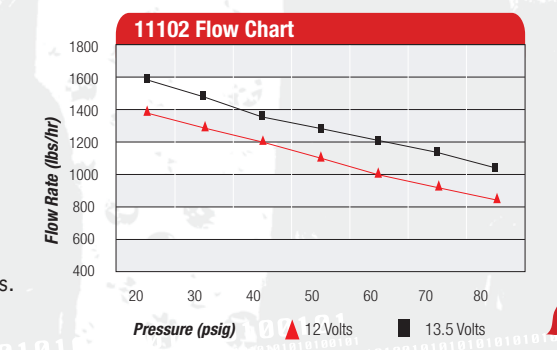
Fuel Injected Engines:
 up to 2200 HP - naturally aspirated
 up to 1700 HP - forced air induction

lbs/hr	1200	PSI	45	Volts	13.5
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Carbureted Engines:
 up to 2600 HP - naturally aspirated
 up to 2000 HP - forced air induction

lbs/hr	1500	PSI	8	Volts	13.5
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- ORB-12 inlet and outlet ports.
- Beautifully plated with our electroless nickel process.
- Includes two AN-12 tapered flare fittings and O-rings.
- EFI applications use regulator P/N 13110, carbureted P/N 13212.
- Perfect for "blow-through" carbureted engines up to 2000 HP.
- Fully submersible for custom, in-tank placement.
- Billet Speed Pump Controller (P/N 16306) required for EFI street applications.



BILLET BELT DRIVE FUEL PUMP P/N 11105

Zero amperage draw, less weight, and more flow!

The Aeromotive Billet Belt Drive Fuel Pump was designed to solve fuel delivery problems in high horsepower, forced-induction EFI applications, as well as the now popular, carbureted applications on gas or methanol.

- Proven performance, powering some of the world's fastest EFI vehicles.
- Supports up to 3600 HP gas, 1800 HP methanol.
- Compact size facilitates easy mounting.
- Billet aluminum CNC-machined body, not "cast".
- ORB-10 inlet and outlet ports.
- For EFI applications use regulator P/N 13113.
- Carbureted gasoline applications require regulator P/N 13202 or P/N 13212.
- Alcohol applications require Double Adjustable Regulator P/N 13209 or 13214.
- Bracket and Cog Pulley sold separately. (see Accessories)
- Available as a kit (P/N 17140) includes: Pump, Bracket and Pump Pulley.



ATOMIC BELT DRIVE FUEL PUMP P/N 11115

Designed to feed monster EFI and Carbureted engines, gasoline or alcohol.

The Atomic Belt Drive Pump is engineered to be driven by a pulley and cog drive allowing the pump to be driven from your crankshaft. It can be used in high or low pressure applications.

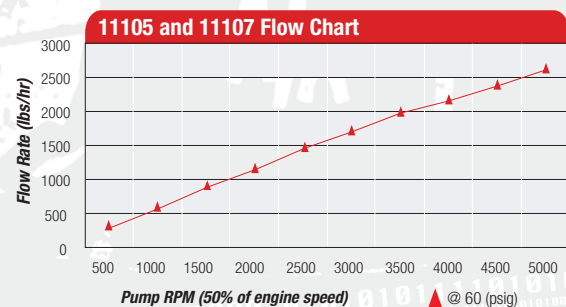
- Flows in excess of 4500 lbs/hr (over 12 GPM at 100 PSI).
- Supports over 5000 HP gas, 2500 HP methanol.
- Type III hard coat anodize protects the 6061 T6 aircraft aluminum alloy housing.
- Features removable ports with a 1.25" inlet and ORB-12 outlet port.
- EFI applications require regulator P/N 13113.
- Bracket (P/N 11705) and Cog Pulley (P/N 21109) sold separately. (see Accessories)



BILLET HEX DRIVE FUEL PUMP P/N 11107

Get the same unparalleled performance you get from our Billet Belt Drive Fuel Pump (P/N 11105), with the convenience of direct drive. The Hex Drive Fuel Pump can be mounted and driven directly from the back of a properly prepared external oil pump or driven directly by the cam through a timing cover adapter.

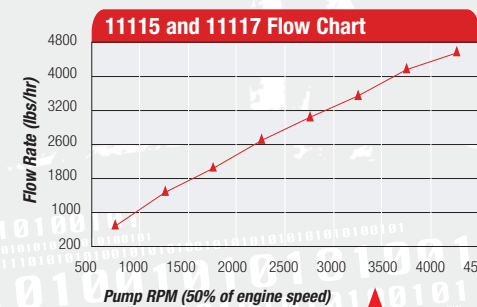
- Identical flow at pressure to the Billet Belt Drive Pump, P/N 11105. (see below)
- Engineered to handle either gas or alcohol.
- Billet aluminum CNC-machined body, not "cast".
- Identical port configuration and regulator requirements as P/N 11105. (see above)
- Utilizes standard, 3/8" hex drive shaft and adjustable, billet mounting collar with standard 3-bolt mounting pattern and hardware.



ATOMIC HEX DRIVE FUEL PUMP P/N 11117

The Atomic Hex Drive Pump features the same performance you get from our Atomic Belt Drive Pump (P/N 11115), with the convenience of direct drive. The Hex Drive Fuel Pump features a hex drive shaft and mounting collar designed to be mounted and driven directly from the back of a properly prepared external oil pump or driven directly by the cam through a timing cover adapter.

- Identical flow at pressure to the Atomic Belt Drive Pump, P/N 11115. (see below)
- Engineered to handle either gas or alcohol.
- Identical port configuration and regulator requirements as P/N 11115. (see above)
- Utilizes standard, 3/8" hex drive shaft and adjustable, billet mounting collar with standard 3-bolt mounting pattern and hardware.





340 STEALTH FUEL PUMPS

The first of its kind to boast 340 lph as a factory replacement pump.

The Aeromotive 340 Stealth Fuel Pump is a high-output, in-tank, electric fuel pump that fits most popular EFI applications. The Aeromotive 340 is a compact, lightweight pump that bolts into many existing hanger assemblies. For a complete list of applications and part numbers, visit our website or call the Tech Line.

Fuel Injected Engines:

- up to 825 HP - naturally aspirated
- up to 700 HP - forced air induction

Carbureted Engines:

- up to 1000 HP - naturally aspirated
- up to 900 HP - forced air induction

- Fits most vehicles where popular aftermarket pumps are applicable
- Multiple inlet configurations
- Includes universal filter sock
- Designed for in-tank use only
- Can be used in Carbureted or EFI applications
- Turbine pump mechanism increases durability and can be used in pulse modulated applications



11140 11141 11142 11169



Ships as a complete kit with everything seen here

A2000 CARBURETED FUEL PUMP

P/N 11202

From Stock Eliminator to Pro Mod, the Aeromotive A2000 has proven to be the most versatile "big" carbureted fuel pump on the planet.

The A2000 flows enough fuel to support the world's quickest nitrous Pro-mods on gasoline, and is the industry's only fuel pump that uses a true diaphragm-controlled, adjustable bypass valve, integral to the pump. This design dampens pressure spikes, delivering smoother, more controlled flow and pressure, ensuring more consistent E.T.s and win lights.

- High torque, low RPM motor design delivers more than 350 GPH free flow, while developing less current draw than any other pump in its class.
- Adjustable diaphragm bypass valve outperforms ineffective poppet designs, minimizing flow loss and pressure fluctuation to the regulator and carburetor.
- ORB-10 inlet and outlet ports with ORB-8 return and 1/8" NPT gauge port.
- Proprietary seal design eliminates leakage.
- Alcohol compatible.
- Multiple bolt patterns on the bottom of the pump body fit many chassis mounting options.



- KIT P/N 15206** - For 11202 Pump (2) ORB-10, (1) ORB-08 Port Fittings, O-Rings
- P/N 11001** - For 11202 Pump - Replacement Diaphragm Service Kit



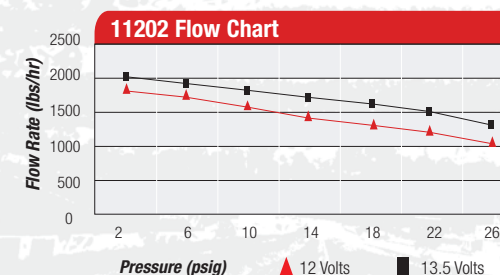
The Aeromotive A2000 Fuel Pump fueled the '07, '08, '09 and '12 NHRA Pro Stock World Champion. In NHRA alone the A2000 fueled 2012 NHRA World Champions in Pro Stock, Comp Eliminator, Super Stock, Stock and Super Comp.

TERMINATOR FUEL PUMP

Extreme flow mechanical pump, ideal for alcohol burning injected engines!

The Terminator series of mechanical fuel pumps are engineered for superior performance on both mechanical injected and EFI engines. Choose from a 0.9" or a 1.0" tall, proprietary spur-gear designs. They also feature innovative mounting and drive configurations and a variety of modular inlet/outlet port options that permit a selection of both AN and hose-barb connections in various sizes. These pumps are ideal for today's meanest Pro Mods and Blown Alcohol cars as well as yesterday's Heritage & Nostalgia Series cars.

- Available with a 3/8" and 7/16" Hex Drive Shaft
- Each available in .9" (21 gpm) or 1.0" (24 gpm) gear sets.
- Multiple inlet configurations: 1.25", 1.5" and AN20
- Choose your outlet configuration: ORB-10 or ORB-12 Port
- Multiple mounting options
- Black hardcoat anodized for superior durability
- Methanol and Nitro fuel compatible



Larry Larson - 5x Hot Rod Drag Week Unlimited Champion

FUEL PUMPS



SS STREET/STRIP FUEL PUMP P/N 11203, 11213

A carbureted fuel pump that allows you to step up your performance by maintaining optimal line pressure and delivering high volume. The Street/Strip Pump was engineered for 200-750 HP carbureted engines making this a perfect choice for a daily driver, street rod or demanding ET-bracket race car.

- P/N 11203 features 3/8" NPT inlet and outlet ports.
- P/N 11213 features ORB-08 inlet and outlet ports.
- Perfect for use with either a Bypass Regulator (P/N 13301) or one of our Carbureted Adjustable Regulators. (P/N 13201, 13205).
- Fuel flow exceeds 140 GPH at 13.5 volts.
- Pump provides 14 PSI fuel pressure - perfect for cars that leave hard.
- Pumping mechanism features our proprietary composite rotor, stainless steel vanes and precision ground, heat treated steel plates.
- Ideal for dedicated nitrous delivery.
- Alcohol compatible.
- Low current draw. (under 5 amps)



PLATINUM
P/N 11253

MARINE
P/N 11211



H/O HIGH OUTPUT FUEL PUMP P/N 11209, 11219

Ideal for carbureted power plants not using a separate fuel pressure regulator. The H/O Fuel Pump is designed for engines making 200-600 HP and is ideal for street cars and mild race cars alike. Similar to our SS Fuel Pump (P/N 11203), but internally regulated to 7 PSI.

- P/N 11209 features 3/8" NPT inlet and outlet ports.
- P/N 11219 features ORB-08 inlet and outlet ports.
- Durable billet construction.
- Fuel flow exceeds 90 GPH at 5 PSI and draws less than 5 amps.
- Internally regulated to 7 PSI, eliminating the need for a separate regulator on most carburetors.
- Rated for continuous duty, the pumping mechanism features a composite rotor, stainless steel vanes and heat treated steel top and bottom plates for durability.



The same standards and processes that go into developing Aeromotive pumps are used for all of our products, including our regulators. Precision engineering and integrated proprietary high quality materials provide superior durability and the kind of control an inferior design can't match. Each regulator incorporates a convoluted diaphragm utilizing proprietary elastomer materials. Our material and poppet design is unique to each individual regulator. These designs maximize piston stroke and optimize flow without stressing the diaphragm. Area of the poppet, pressure range and flow requirements are critical when deciding on the proper spring rate and orifice size to satisfy the specification we design to for all of our regulators. This translates to precise fuel pressure control for your specific application.

Regulation is one of the most important components of your fuel delivery system. If your fuel delivery system designer doesn't offer numerous regulators to support all of the different requirements, they probably don't understand your application.

REGULATORS

P/N 13101



PLATINUM
P/N 13151
P/N 13159

MARINE
P/N 13114

A1000 INJECTED BYPASS REGULATOR

P/N 13101

A1000-6 INJECTED BYPASS REGULATOR

P/N 13109

Performance EFI regulators designed for medium to high horsepower applications. Both regulators feature Aeromotive's high-flow design, superb pressure control and legendary durability. On the street and at the track, these pressure regulators have logged more miles, laps and passes than any other performance EFI regulators in the world!

- Base pressure adjustable from 40-75 PSI.
- Gasoline and alcohol compatible.
- Fuel pressure rises on a 1:1 ratio with boost.
- 1/8" NPT gauge port.
- P/N 13101 provides (2) ORB-10 inlet ports and (1) ORB-06 return port.
- P/N 13109 provides (2) ORB-06 inlet ports and (1) ORB-06 return port.



P/N 13109

KIT P/N 15108 - For 13109 Regulator (3) ORB-06 Port Fittings

KIT P/N 15203 - For 13109 Regulator (3) ORB-08 Port Fittings



13129 EFI BYPASS REGULATOR

P/N 13129

New smaller and lighter package. Capable of supporting applications up to 1000 HP, the 13129 Regulator can handle high-flow EFI fuel pumps and the most aggressive street machines; especially those looking for a cleaner, lighter solution where performance is critical or where space is a premium.

- Base pressure adjustable from 30-70 PSI.
- (2) ORB-06 Inlet/Outlet ports and (1) ORB-06 Return port.
- Dedicated, 1/8" NPT gauge port and vacuum boost port.
- Fuel pressure rises on a 1:1 ratio when referencing boost.

KIT P/N 13130 - (Included) 13129 Regulator, (3) ORB-06 Port Fittings, (1) 0-100 PSI Gauge



COMPACT EFI REGULATOR

P/N 13105

Big performance in a small package. The Compact EFI Regulator is designed for applications producing up to 1,000 HP where space is at a premium. Ideal for EFI fuel delivery systems that are limited to one regulator inlet port.

- Adjustable from 30-70 PSI.
- Equipped with removable AN-6 male fittings for inlet and outlet ports, eliminates the need to buy additional fittings and O-rings.
- Dedicated, 1/8" NPT gauge port located opposite the side inlet.
- Fuel pressure rises on a 1:1 ratio when referencing boost.



PLATINUM
P/N 13155

PRO-SERIES EFI REGULATOR

P/N 13110

The tuner's choice for high horsepower EFI applications. The Pro-Series Regulator can support up to 2000 HP. For engines requiring high volume, high pressure fuel delivery the Pro-Series Boost Reference EFI Regulator is a perfect fit for serious power.

- Adjustable base pressure from 30-60 PSI.
- Auxiliary ports available for nitrous applications, pressure gauges and transducers.
- References Vacuum/Boost on a 1:1 ratio. Includes two boost line adapters, one barbed for rubber hose, the other for AN-04 braided line. (Prevents blow-off in high boost applications)
- Dedicated 1/8" NPT port.
- Includes Aeromotive's radiused tapered flare fittings: (3) ORB-08 and (1) ORB-10 inlet ports, two with AN-08 flare adapters. (1) ORB-10 return port with AN-10 flare adapter port plugs included.
- Virtually indestructible electroless nickel-plating finish on the body with type II bright dip black anodized cap.



BELT/HEX DRIVE EFI REGULATOR

P/N 13113

Ultra-High Flow EFI Regulator, adjustable from 40-100 PSI. Engineered for our Belt-Drive and Hex-Drive Fuel Pumps, the Belt Drive EFI Regulator is suitable for engines making up to 4,000 HP on gasoline and is compatible with gasoline and methanol.

- Perfect for any mechanically driven EFI fuel pump developing over 200 GPH at EFI pressure.
- Base pressure adjustable from 40-100 PSI.
- References Vacuum/Boost on a 1:1 ratio. Includes two boost line adapters, one barbed for rubber hose, the other for AN-04 braided line. (Prevents blow-off in high boost applications)
- Ports available for nitrous fuel supply, pressure gauges and transducers.
- (4) ORB-08 inlet ports, (1) ORB-10 inlet port and (1) ORB-10 return port.



UNIVERSAL BYPASS REGULATOR

P/N 13301

A dual purpose, universal regulator for EFI or Carbureted and street or strip applications. Base pressure adjustable from 3 to 20 PSI with standard spring, (installed) or from 20 to 60 PSI with high pressure spring (included). Offers the full flow and rock steady fuel pressure that only a dynamic, Aeromotive bypass regulator provides.

- Capable of regulating any fuel pump between 100 and 250 GPH.
- Fuel pressure rises on a 1:1 ratio when referencing boost.
- All ports are 3/8" NPT, with one inlet and three outlets on the main body and one return port on the bottom.
- Bypass design provides the ultimate, dynamic fuel pressure control.

Note: (Requires a return line to be installed from the bottom of the regulator to the top of the tank.)



PLATINUM
P/N 13351





P/N 13201

PLATINUM
P/N 13251
P/N 13255

MARINE
P/N 13211
P/N 13215

SS ADJUSTABLE, ORB-06 REGULATOR P/N 13201
SS ADJUSTABLE, 3/8" NPT REGULATOR P/N 13205

Specifically designed for carbureted street or racing engines, these adjustable regulators offer higher flow, quicker response and less pressure creep than competing two-port designs. Ideal for dedicated nitrous applications. These regulators are used by many of the NASCAR® teams.

- Adjustable from 5-12 PSI.
- P/N 13201 provides ORB-06 inlet and outlet ports.
- P/N 13205 provides 3/8" NPT inlet and outlet ports.
- 1/8" NPT gauge port.
- Regulators re-seat after the carburetor needle shuts down, preventing pressure creep.
- Includes mounting bracket.



P/N 13205

KIT P/N 15108 - For 13201 Regulator (3) ORB-06 Port Fittings **KIT** P/N 15204 - For 13205 Regulator (3) 3/8" NPT / AN-06 Port Fittings

KIT P/N 15203 - For 13201 Regulator (3) ORB-08 Port Fittings **KIT** P/N 15205 - For 13205 Regulator (3) 3/8" NPT / AN-08 Port Fittings

PRO-STOCK, 4-PORT REGULATOR P/N 13208
PRO-STOCK, 2-PORT REGULATOR P/N 13210

Track-tested by record setting, professional racers, the Aeromotive Pro Stock Regulators were designed to be used with the Aeromotive A2000 Fuel Pump (P/N 11202) in either single or dual carburetor applications. Utilizing a new stainless steel valve, aluminum bronze seat, and an innovative opposed-spring design, the Pro Stock Regulators are engineered to be the quickest responding, most reliable, highest flowing regulators on the market.

- Adjustable from 4-8 PSI.
- ORB-12 inlet port. (Includes AN-12 to AN-10 male flare reducer fitting)
- P/N 13208 provides (4) ORB-06 outlet ports.
- P/N 13210 provides (2) ORB-08 outlet ports.
- 1/8" NPT gauge port.
- Includes mounting bracket.



P/N 13210

P/N 13208

A4 CARBURETED REGULATOR P/N 13203

The only four-port regulator on the market that uses a "soft-seat" design, eliminating pressure creep at idle and, if used, on a throttle stop. Used by many of the best "Super" class racers in the world. This exclusive design ensures the precise pressure control needed for more consistent E.T.s.

- Adjustable from 5-15 PSI.
- Gasoline and alcohol compatible.
- Standard static flow design, no return line required.
- (4) ORB-06 outlet ports and 1/8" NPT gauge port.
- (2) ORB-10 inlet ports for plumbing flexibility.



KIT P/N 15202 - For 13203 Regulator (dual carb): (4) ORB-06, (1) ORB-10, (1) ORB-10 Plug



A1000 CARBURETED BYPASS REGULATOR P/N 13204
A1000, 4-PORT BYPASS REGULATOR P/N 13224

The A1000 Bypass Regulators were designed for use with our A1000 and Eliminator Fuel Pumps or similar style EFI pumps in a carbureted application. These regulators are perfect for naturally aspirated or "blow-through" supercharged engines.

- Base fuel pressure adjustable from 3-15 PSI.
- (1) ORB-10 inlet port and (1) ORB-08 return port.
- P/N 13204 provides (2) ORB-06 outlet ports and 1/8" NPT gauge port.
- P/N 13224 provides (4) ORB-06 outlet ports and 1/8" NPT gauge port.
- Fuel pressure rises on a 1:1 ratio when referencing boost.
- Bypass design provides the ultimate, dynamic fuel delivery system.
- Ideal for converting from fuel injection to carburetion using the stock, in-tank pump.
- EFI conversions will require a larger-than-stock return line for proper low pressure control.

Note: Requires AN-08 return line from bottom of regulator back to top of the tank.



PLATINUM
P/N 13254

MARINE
P/N 13207

A2000 BYPASS, 4-PORT REGULATOR P/N 13202
A2000 BYPASS, 2-PORT REGULATOR P/N 13212

Dynamic flow and rock steady pressure make this regulator perfect for naturally aspirated or carbureted blow-through applications. The A2000 Bypass Regulator provides unmatched boost reference and high flow capacity. Compatible with any high volume electric or mechanical fuel pump.

- Adjustable from 2-20 PSI.
- Bypass design provides the ultimate, dynamic fuel delivery system. (Requires AN-10 return line)
- Fuel pressure rises on a 1:1 ratio when referencing boost.
- ORB-10 inlet and return ports.
- P/N 13202 provides (4) ORB-08 outlet ports.
- P/N 13212 provides (1) ORB-10 outlet port.
- P/N 13212 available with fuel log P/N 14201 or 14202, fittings and gauge as P/N 17248 or 17250.



Note: High pressure, boost reference applications require high volume, high pressure fuel pumps. EFI capable, electric or mechanical pumps like the Aeromotive Pro-Series (P/N 11102), Eliminator (P/N 11104), or Belt Drive Fuel Pump (P/N 11105) are strongly recommended.



P/N 13204



P/N 13224



P/N 13202



P/N 13212

DOUBLE-ADJUSTABLE BYPASS, 4-PORT REGULATOR P/N 13209

DOUBLE-ADJUSTABLE BYPASS, 2-PORT REGULATOR P/N 13214

Revolutionary design provides two independent pressure adjustments; one adjustment for idle and one for wide open throttle. Engineered for use with variable volume pumps tied to engine RPM. This regulator creates the smoothest and most repeatable fuel curve from idle to wide open throttle of any bypass system.

- Pressure adjustment range = Down to 3 psi @ idle and Up to 18 psi @ WOT
- ORB-10 return port.
- 1/8" NPT gauge port.
- P/N 13209 provides (1) ORB-08 inlet and (3) ORB-08 outlet ports.
- Can be configured for single or dual carbureted engines and provides superior pressure control and flow when installed before the carburetor or after a fuel log.
- Also available with a single inlet port for fuel logs. (P/N 13214) - provides ORB-10 inlet and return ports.
- P/N 13214 available with fuel log P/N 14201 or 14202, fittings and gauge as P/N 17249 or 17251.



P/N 13209



P/N 13214

STACKABLE CARBURETED REGULATOR P/N 13217

Aeromotive's new Stackable Carbureted Fuel Pressure Regulators are ideal for carbureted nitrous engines. These regulators allow you to "stack" them together to control multiple pressures with a single fuel pump. The new "Stackable Regulator" is a clean, lightweight solution, ideal for nitrous engine combinations where unique pressures are desired.

- Adjustable from 5-12 PSI.
 - ORB-10 inlet and outlet flow-through ports (flange stackable)
 - (2) ORB-06 outlet ports
 - Includes (2) O-rings, (2) 12-point cap screws
 - Serviceable in the field without removing from the car
- *Fittings not included*



GM

GM LT-1 REGULATORS P/N 13106, 13107

Originally developed with the GM LT-1 engine specs in mind, these regulators were designed to keep these cars performing at their peak potential. These rail mount EFI regulators fit a variety of factory GM vehicles. See a list of applications below:

- Adjustable from 30-70 PSI.
- Fuel pressure rises on a 1:1 ratio when referencing boost.
- 1/8" NPT gauge port.
- Stainless steel spring, custom-designed for precise fuel control.
- A true billet regulator, CAD designed and CNC-machined.
- Return adapter may be replaced with P/N 15606 for a -06 return line.

P/N 13106

92 - 96 Corvette
GM Ram-Jet 350 EFI Crate Engine

P/N 13107

94 - 96 Impala
94 - 97 F Body Camaro/Firebird
GM 3.1L & 3.4L V6 engines



P/N 13107

P/N 13106

FORD

FORD 4.6L, 5.0L & 5.4L REGULATORS P/N 13102, 13103

Adjustable billet fuel pressure regulators designed to handle the demands of the Ford 4.6L, 5.0L and 5.4L engines. Installs easily on the stock factory fuel rail.

- Adjustable from 30-70 PSI.
- Fuel pressure rises on a 1:1 ratio when referencing boost.
- 1/8" NPT gauge port.
- Stainless steel spring, custom-designed for precise fuel control.
- Installation kit includes O-rings and gaskets.

P/N 13102

94 - 98 1/2 4.6L
94 - 95 5.0L

P/N 13103

86 - 93 5.0L

PLATINUM

P/N 13152
P/N 13153



P/N 13102

P/N 13103



Steve Rupps's
"Bad Penny" 1968 Camaro

OEM RAIL MOUNT

HONDA / ACURA

HONDA/ACURA BILLET ADJUSTABLE REGULATORS

Billet adjustable regulators specifically designed for Honda and Acura engines to provide fully adjustable base fuel pressure. These regulators are direct bolt-on for engines with the factory fuel rail or aftermarket fuel rails designed with mounting provisions for the stock regulator.

- Adjustable from 30-70 PSI.
- Connects directly to the stock fuel rail and return line.
- Perfect for use with the factory fuel pump, yet flows enough for larger pumps like the Aeromotive A1000.
- The same unrivaled, Aeromotive fuel pressure control preferred by the top racers and tuners, in a Honda specific, bolt-on package.
- Fuel pressure rises on a 1:1 ratio when referencing boost.
- 1/8" NPT gauge port.

P/N 13115, 13116



P/N 13115 (98-01 2.3L VTEC)

- 98 - 02 Accord 4 cyl
- 96 - 97 Del Sol Si
- 00 - 04 S2000
- 98 - 99 CL 2.3L

P/N 13116 (92-97 1.6L VTEC)

- 86 - 89 Accord LX/SEi
- 92 - 95 Civic
- 99 - 00 Civic Si
- 94 - 01 Integra
- 93 - 95 Del Sol S/Si
- 94 - 97 Del Sol VTEC
- 89 - 91 Prelude Si



P/N 17120

REGULATOR PLUMBING KITS

Aeromotive regulator kits provide you with everything needed to completely install these regulators on your muscle car, street rod or pro street vehicle. Comes complete with regulator, mounting hardware, stainless steel braided hose, hose-ends and port fittings. Available for single and dual carb setups.

- **17120** 13201 Regulator Kit (single Carb)
- P/N 13201 Regulator
- **17121** A4 Regulator Kit (dual Carb)
- P/N 13203 Regulator

FUEL PRESSURE REGULATOR SERVICE KITS

Complete rebuild kits for your Aeromotive fuel pressure regulator.

Note: If required, some kits will include spring as well.

P/N Kit for Regulator P/N

- 13001** 13101, 13109, 13151, 13159, 13114
- 13002** 13102, 13103, 13152, 13153
- 13003** 13105, 13155, 13106, 13107, 13115, 13116, 13129
- 13004** 13110
- 13005** 13201, 13205, 13211, 13215, 13217, 13251, 13255
- 13006** 13202, 13113, 13209, 13214, 13212
- 13007** 13203
- 13008** 13204, 13207, 13254
- 13009** 13301, 13351
- 13010** 13208, 13210
- 13701** 13301, 13351 (Spring replacement only)



FUEL FILTERS

Finally, a place where bigger really is better. What defines an efficient filter? As little pressure drop as possible. How do you achieve a low pressure drop? Surface area. How do you get a lot of area into a compact inline filter? Pleats. More pleats mean more surface area and in turn, better flowing filters. Aeromotive in-line filters boast the most surface area absolutely possible for the highest flowing filters.

Our fuel filters aren't just better on the inside, they are arguably the most appealing filter in the industry on the outside. Machined out of Aircraft grade billet aluminum alloy and precision coated with your option of bright dip red or black anodizing, hardcoat and even a nickel plated finish in our Platinum Series.

Variety, quality, unmatched performance and finish leave all other filters in the dust. Don't trust your investment with any other filter.

FUEL FILTERS

FUEL FILTERS

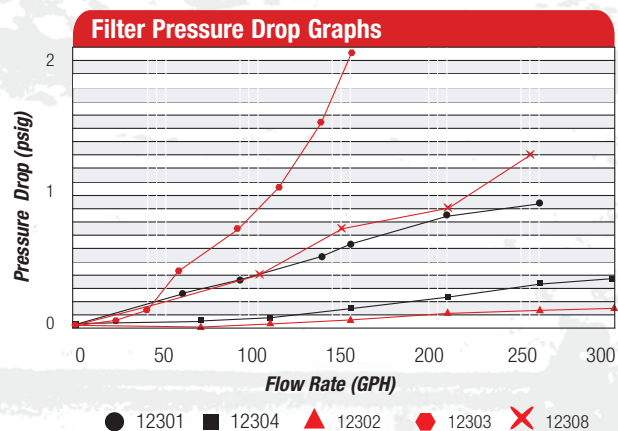
IN-LINE FUEL FILTERS An inexpensive insurance policy to protect your investment.

Proper filtration is key to fuel system performance. Engineered filter solutions are required to achieve protection with minimum restriction. For 200 - 3,000 plus HP applications, our filter assemblies offer unmatched flow, ease of installation and maintenance, along with the impeccable machining and finish you've come to expect from all Aeromotive components.

- 100-micron filters are designed for use between the fuel pump and fuel tank to protect the pump.
- 10-micron filters may ONLY be used after the fuel pump to protect your injectors or carburetor.
- All filter assemblies feature an O-ring for positive sealing in high pressure applications.
- CNC-machined from 6061-T6 aircraft aluminum.
- All of our filters feature pleated elements. (Pleats provide more filtration area, resulting in the least amount of pressure drop.)
- Aeromotive filters are designed to be durable and versatile and can be used in almost any environment.



E85 - Fabric / Paper (10-Micron) elements are not suitable for E85 and alcohol fuels. Use the recommended 40-Micron stainless element or 100-Micron stainless if applicable.



Aeromotive fuel filters are your first line of defense.

Our fuel pumps are extremely efficient by design and restricting flow of these pumps can result in catastrophic pump failure. The most common form of restriction is improper fuel filters. Aeromotive fuel filters offer more surface area of filtration media than any manufacturer in the industry. On average, more than 60 square inches! The result is the highest flowing fuel filters, with the lowest pressure drop and the ability to support 3,000 plus horsepower.



P/N 12301



P/N 12321



P/N 12304



P/N 12324

IN-LINE FUEL FILTERS P/N 12301, 12304, 12321, 12324

- ORB-10 ports. Fittings available to adapt these filters to AN-10, -08 and -06 line sizes. (see Fittings & Adapters)
- Compact size: 5.5" long x 2" diameter
- P/N 12301 / 12321 High-flow, 10-micron fabric (fine) replaceable element. Flows 2,000 lb/hr with a pressure drop of less than 1 PSI.
- P/N 12304 / 12324 High-flow, 100-micron stainless steel (coarse) cleanable element. Flows 2,000 lb/hr with a pressure drop of less than .5 PSI.
- Available in anodized bright dip red and black for a corrosion resistant, show car quality appearance.

PLATINUM
P/N 12351, 12354

MARINE
P/N 12306, 12307

IN-LINE FUEL FILTERS P/N 12335

- Designed to stand up to the destructive properties of alcohol based fuels, including ethanol and methanol.
- High-flow, 40-micron stainless steel, cleanable element.
- ORB-10 ports. Fittings available to adapt these filters to AN-10, -08 and -06 line sizes. (see Fittings & Adapters)
- Compact size: 5.5" long x 2" diameter.
- Features an anodized bright dip red finish for a corrosion resistant, show car quality appearance.



FUEL FILTER / BRACKET COMBO KITS P/N 12336, 12337

Combo Kits featuring Aeromotive's most popular and versatile filters coupled with beautifully machined billet mounting brackets. Saves you time and money.

- P/N 12336 Includes: (1) 12301 Fuel Filter and (1) 12305 Billet Mounting Bracket.
- P/N 12337 Includes: (1) 12304 Fuel Filter and (1) 12305 Billet Mounting Bracket.



SS SERIES FUEL FILTERS P/N 12303, 12316

- 3/8" NPT ports.
- Red, type II bright dip anodized finish.
- Compact size: 3.5" long x 1.25" diameter.
- P/N 12303 40-micron fabric replaceable element.
- P/N 12316 100-micron stainless steel (coarse) cleanable element.



P/N 12303
P/N 12316

PLATINUM
P/N 12353

2012 Street Rodder Road Tour - '40 Ford Coupe
Built by: Troy Ladd - Hollywood Hot Rods
Fueled by: 340 Stealth Fuel Pump



STEALTH SYSTEMS
LATE MODEL PERF.
DRAG RACE
STREET ROD / MUSCLE
FUEL PUMPS
REGULATORS
FUEL FILTERS
FUEL RAILS
TANKS / SYSTEMS
FITTINGS / ACC.
MARINE
TECH

FUEL FILTERS

FUEL FILTERS



P/N 12302



P/N 12310

PRO-SERIES FUEL FILTERS

P/N 12310, 12302

- ORB-12 ports. Fittings available to adapt these filters to AN-12,-10 line sizes.
- Pro-Series features an indestructible electroless nickel finish.
- 7" long x 2.5" diameter.
- P/N 12310 High-flow, 10-micron fabric (fine) replaceable element. Flows 2,000 lb/hr with a pressure drop of less than .5 PSI.
- P/N 12302 High-flow, 100-micron stainless steel (coarse) cleanable element. Flows 2,000 lb/hr with a pressure drop of less than .15 PSI.

PLATINUM

P/N 12360, 12352

MARINE

P/N 12311, 12309

FUEL FILTER / PUMP BILLET BRACKETS



P/N 11703

11703 Billet 2 1/2" Bracket - Can be used with:

Filters P/N 12302, 12310, 12332, 12309, 12311, 12352, 12360

PLATINUM
P/N 11753



P/N 12305

12305 Billet 2" Filter Bracket - Can be used with:

Filters P/N 12301, 12304, 12306, 12307, 12321, 12324, 12351, 12354, 12331

PLATINUM
P/N 12355



Raybestos '64 GTO-R

Built by: Kevin Tully - Hot Rod Chassis & Cycle

Fueled by: Aeromotive A1000 (P/N 11101)

CANISTER STYLE FUEL FILTER

P/N 12308, 12318

When an in-line filter just won't work.

- 3/8" NPT ports.
- 6.125" tall x 3.75" diameter
- P/N 12308 High-flow 10-micron fabric (fine) element. Flows 1,500 lb/hr with a pressure drop of less than 1 PSI.
- P/N 12318 High-flow 100 micron stainless steel (coarse) cleanable element.
- Available in a variety of finishes:

RED/POLISHED

12308 - 10-Micron

12318 - 100-Micron

RED/BLACK

12317 - 10-Micron

12319 - 100-Micron

PLATINUM

P/N 12358



P/N 12308
P/N 12318

P/N 12317
P/N 12319

SHUTOFF VALVE FUEL FILTERS

P/N 12331, 12332

Ever take a fuel bath when changing your filter? We have a solution!

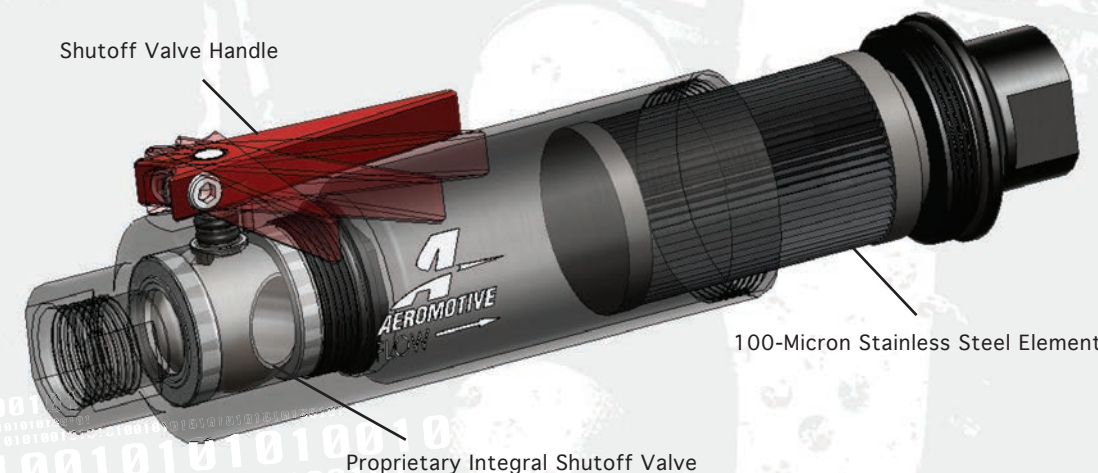
Cleaning and replacing you filter elements used to mean draining your gas tank. The new Aeromotive Shutoff Valve Fuel Filters allow you to shutoff fuel flow and replace your filter elements with little or no fuel loss. Both feature 100 micron stainless steel elements and are recommended for use between the fuel cell or sumped tank and the fuel pump inlet.

- Proprietary stainless steel shutoff valve design.
- 100-Micron stainless steel filter element.
- Type II bright dip black anodized assembly and red anodized billet aluminum shutoff valve handle.
- Perfect for pre-pump filtration.
- P/N 12331 ORB-10 ports (Dimensions: 7.375" long x 2" diameter)
- P/N 12332 ORB-12 ports (Dimensions: 8.875" long x 2.5" diameter)



P/N 12331

P/N 12332



Shutoff Valve Handle

100-Micron Stainless Steel Element

Proprietary Integral Shutoff Valve

FUEL FILTERS

P/N 12333



P/N 12334

DUAL OUTLET FILTERS

P/N 12333, 12334

New Dual Outlet Filters with secondary outlet port. Available in ORB-10 and ORB-12 port sizes, these filters eliminate the need for additional fittings and y-blocks allowing you to feed separate systems from one filter.

- Feature 10-Micron fabric filter elements.
- P/N 12333 features ORB-10 inlet and outlet ports with ORB-06 secondary port.
- P/N 12334 features ORB-12 inlet and outlet ports with ORB-08 secondary port.
- Port plug for secondary (ORB-06 or ORB-08) port included.

REPLACEMENT ELEMENTS

Commonly the most overlooked component in a fuel system, filter neglect can be the most costly. If not cleaned or replaced regularly, filter elements can become clogged resulting in reduced fuel flow, engine performance and ultimately, fuel pump or even worse, engine damage. By simply replacing and/or cleaning your filter elements regularly, you can avoid costly repairs to your fuel system and ensure peak engine performance.

Aeromotive recommends annual inspection and service of filter elements. This includes replacing 10-micron fabric elements and cleaning or replacing 100-micron stainless steel elements. Severe duty applications or newly installed systems may require more frequent maintenance.

How do you know what element you need for your filter? Several Aeromotive filters share the same housing, but the elements inside may be drastically different and putting the wrong filter or element in the wrong place could be costly for your fuel pump or your engine. To find out, look inside the inlet of the filter. Stamped on the top of the element is the micron rating. (See figure 1 below) This will tell you what element you need for your filter.



P/N 12602

P/N 12601

P/N 12616

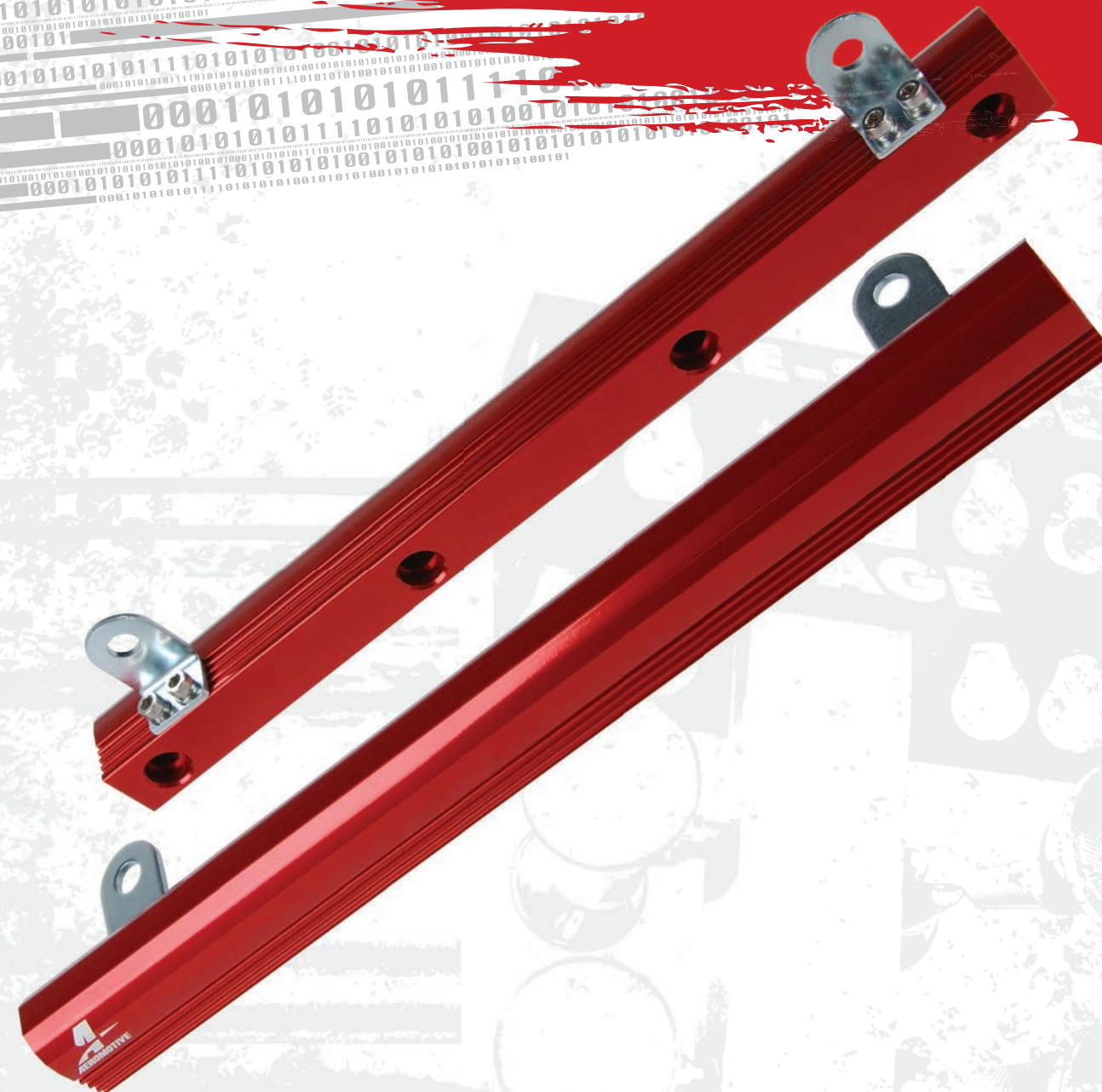
P/N APPLICATION

- 12601** 10-micron fabric element for P/N 12301, 12306
- 12602** PRO-SERIES 100-micron stainless element for P/N 12302, 12332, 12309
- 12603** 40-micron fabric element for P/N 12303
- 12604** 100-micron stainless element for P/N 12304, 12331, 12307
- 12605** Replacement 100-micron filter for fuel pump P/N 18660-63, 18666-67
- 12608** 10-micron fabric element for P/N 12308, 12317
- 12610** PRO-SERIES 10-micron fabric element for P/N 12310, 12311
- 12616** 100-micron stainless element for P/N 12316
- 12618** 100-micron stainless element for P/N 12318, 12319
- 12635** 40-micron stainless element for P/N 12335
- 12640** Replacement Filter for fuel pump P/N 11140
- 12641** Replacement Filter for fuel pump P/N 11141, 11142
- 12669** Replacement Filter for fuel pump P/N 11169

Micron Rating Stamp



Filter Inlet



Billet fuel rails that actually fit. The advantage of a company that understands engineering, design and manufacturing, is peace of mind. When you buy a set of rails from Aeromotive, you can be assured they will fit and deliver as promised, not leak and disappoint.

Our Rail Systems take fuel rails to another level. Adding innovative couplers allow you to install our rails on many popular domestic and import performance vehicles, while utilizing our specifically designed billet fuel pressure regulators for added tuning control.

FUEL RAILS

BILLET FUEL RAIL KITS

Aeromotive High Flow, Billet Fuel Rails combine 3,000 HP flow capabilities with "bolt-on" ease of installation. We offer application specific solutions for Ford, GM, MOPAR and a variety of import engines. Combining legendary fit and finish with maximum performance capability, each Aeromotive Billet Fuel Rail features:

- ORB-08 Ports with compact connections and positive, leak-free sealing.
- Full 5/8" ID through bore, capable of supporting up to 3,000 HP. Fully compatible with -10 AN line if combined with custom ORB-08/AN-10 adapter P/N 15641.
- Full size ports at each end for optimal injector supply and minimal hydraulic fluctuation.
- Additional inlet/outlet ports are provided where required for plumbing convenience.
- CNC-machined, billet aluminum construction for unequaled fit and finish.
- Steel mounting brackets, custom engineered for each application, combining a solid, durable mounting platform with correct fit and "bolt-on" ease of installation.
- Red, Type II bright dip anodized finish that looks great and protects against corrosion.

BILLET FUEL RAIL SYSTEMS

What if you don't need a complete fuel system, but desire the beauty of an Aeromotive Fuel Rail, along with the improved flow and pressure stability they provide? An Aeromotive Billet Fuel Rail System is what you've been looking for! Each Fuel Rail System provides a custom engineered installation solution. Featuring our CNC-Machined Billet Fuel Rails and custom mounting brackets, we combine all the necessary components and accessories required to perform a complete installation, in one box. Each Billet Fuel Rail System is comprised of:

- High Flow, CNC-machined, Billet Fuel Rails with custom, steel mounting brackets.
- Billet Adjustable Regulator or Fuel Pressure Sensor Adapter.
- All necessary ORB-Port fittings with O-rings, and Billet Aluminum, AN-hose ends.
- Stainless Steel braided fuel lines.
- Custom OEM fuel supply and return line adapter fittings, as required.



P/N 14102

FORD

4.6L MUSTANG

FUEL RAIL KITS

- 14103** 96 - 04 SOHC GT Kit
- 14104** 96 - 98 1/2 DOHC Cobra Kit
- 14111** 98 1/2 - 04 DOHC Cobra Kit
- 14116** 05 - 09 3-valve GT Kit

FUEL RAIL SYSTEMS

- 14119** 98 1/2 - 04 SOHC GT, Returnless
- 14125** 96 - 98 1/2 SOHC GT, Return-Style
- 14120** 96 - 98 1/2 DOHC Cobra, Return-Style
- 14122** 98 1/2 - 04 DOHC Cobra, Returnless
- 14124** 05 - 10 3-valve GT, Returnless
- *17114** Fuel Pressure Sensor Relocation Kit (also available separately)



P/N 14144

5.0L MUSTANG

FUEL RAIL KITS

- 14101** 86 - 95 GT & Cobra Kit

PLATINUM
P/N 14151

FUEL RAIL SYSTEMS

- 14102** 86 - 95 GT & Cobra, Return-Style



P/N 14101

5.4L TRUCK & SUV

FUEL RAIL KITS

- 14110** 99 - 04 Lightning/Harley Kit
- 14117** 97 - 05 2-Valve Truck & SUV Kit

FUEL RAIL SYSTEMS

- 14127** 99 - 04 Lightning/Harley, Return-Style
- 14118** 97 - 05 2-Valve Truck & SUV, Return-Style

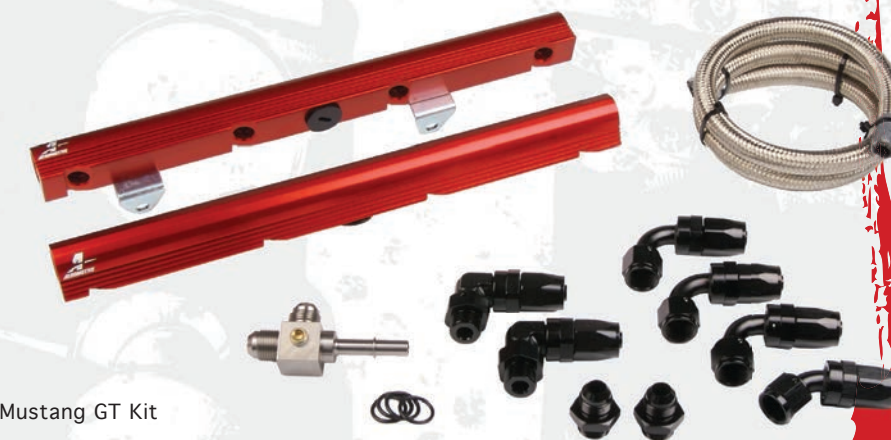
5.4L GT500 MUSTANG

FUEL RAIL KITS

- 14144** 07 - 09 GT500 Kit

FUEL RAIL SYSTEMS

- 14145** 07 - 09 GT500, Returnless



P/N 14128

5.0L COYOTE MUSTANG GT

- 14130** 11 - 13 5.0L (4-vlve) Coyote Mustang GT Kit

2010-2012 COBRA JET MUSTANG

- 14141** 10 - 12 5.4L (4-vlve) Cobra Jet Mustang Kit - Black

FUEL RAILS

GM

FUEL RAIL KITS

- 14106** 97 - 04 LS1, 01 - 05 LS6 Kit
- 14113** 05 - 06 Cadillac Northstar Kit
- 14114** 05 - 06 LS2 Kit
- 14115** GM LS3 / L76 Kit
- 14131** 96 - 07 GM Supercharged 3.8L Kit
- 14142** LS7 Corvette Kit
- 14147** Edelbrock® LS1 Intake (29085) Kit

PLATINUM
P/N 14156



P/N 14146

FUEL RAIL SYSTEMS

- 14139** 98 - 02 LS1 F-Body, Returnless
- 14139** 04 LS1 GTO, Returnless
- 14128** 99 - 04 LS1 Corvette, Returnless
- 14129** 99 - 03 1/2 LS1 Corvette, Return-Style

MOPAR / CHRYSLER

FUEL RAIL KITS

- 14146** Chrysler 5.7L & 6.1L HEMI
- 14158** Mopar Gen 4 - 8.4L (V10) Viper Kit



P/N 14136

IMPORT

FUEL RAIL KITS

- 14112** 94 - 01 Acura Integra Kit
- 14105** 90 - 99 Mitsubishi 4G63 Kit
- 14132** 03 - 07 Mitsubishi EVO Kit
- 14134** 04 - 06 Subaru 2.0L WRX Kit
- 14136** 04 - 06 Subaru 2.5L STi Kit

PLATINUM
P/N 14155

FUEL RAIL SYSTEMS

- 14135** 04 - 06 Subaru 2.0L WRX, Return-Style
- 14137** 04 - 06 Subaru 2.5L STi, Return-Style

RAW EXTRUSION & AFTERMARKET

FUEL RAIL KITS

- 14107** Unmachined Raw Extrusion (17.75" length, one each)
- 14148** SBC Edelbrock® Victor "E" (29785) Kit
- 14149** Edelbrock® Ford Windsor Intake (29285) Kit



P/N 14107



FUEL TANKS

Aeromotive's fuel tanks and cells are truly unlike anything you've seen before. We're not talking about reproduction tanks or empty boxes that do nothing more than hold your fuel. These are active components in your fuel system. We've taken the technology you'd find in a new car and retro-fitted that concept into a tank you can use in your race car or street machine. From our Stealth Fuel Cells to our muscle car Stealth Fuel Tanks, each Aeromotive Tank or Cell features an in-tank fuel pump and an innovative baffling system to give you ultimate performance from your fuel system... And do it so it costs you less time and money!

STEALTH FUEL TANKS AND CELLS

A fuel tank is nothing more than a box, right? A holding compartment for your fuel. Maybe... but that's not how we see it. The fuel tank should be as dynamic as the rest of the fuel system. A fuel system, much like any system, is only as good as its weakest component. More often than not, it's the fuel tank itself. Whether you are swapping an LS into your Chevelle or hitting the strip with your 1000 hp big block, the demands of your engine require adequate fuel delivery. You MUST have a fuel tank that matches the demands of your fuel system, just like the fuel system must match the demands of the engine. An old fuel tank from your carbureted muscle car will not work the same way with an high hp, high flow EFI fuel pump needed to feed your LS engine. This is why Aeromotive has developed an entire line of fuel tanks and cells to do just that... work properly. Most of these feature innovative baffling / basket systems and in-tank fuel pumps. We are just emulating what you would find in a new Camaro, Corvette or Mustang. Just retro-fitting that same concept into muscle car tanks or universal fuel cells.

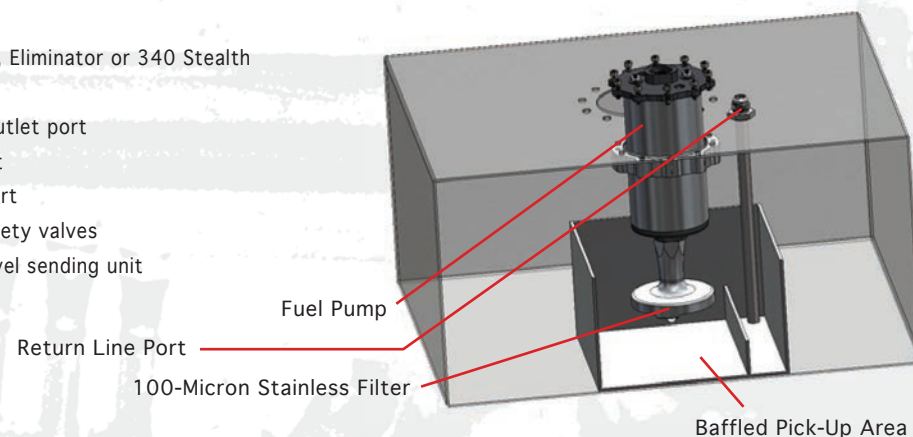
Why is in-tank better?

Think about it. When is the last time you saw a vehicle come from the OE's that had an externally mounted fuel pump? By putting the pump in the tank, you virtually eliminate hot fuel handling issues like cavitation and vapor lock because the pump is constantly submerged, taking advantage of a column height of fuel on the inlet of the pump. And, because of the innovative baffle or basket, you can control fuel slosh, keeping fuel at the pickup point (the pump) at all times, even at low fuel levels and in extreme driving conditions.

STEALTH FUEL CELLS

These aluminum fuel cells are available in 6.5, 15 or 20 gallon size and fitted with any 1 of 3 popular fuel pumps. Unlike conventional fuel cells, the Stealth Cells feature an innovative baffling / basket inside and an intank fuel pump with pre-pump fuel filter. Whether it's drifting, the weekend autocross or a date with the drag strip, these fuel cells perform unlike anything you've seen. In fact, the Aeromotive Stealth Fuel Cells are the OE fuel system for the Ford Cobra Jet Mustang, the Chevrolet COPO Camaro and the Mopar Drag Pak Challenger. If they can fuel these record setting factory hot rods and meet the strict standard of the Big 3, surely they can fuel your ride.

- Choose from 3 different fuel pumps: A1000, Eliminator or 340 Stealth
- Available in 3 sizes: 6.5g, 15g and 20g
- A1000 and Eliminator feature (1) ORB-10 outlet port
- 340 Stealth features (1) ORB-08 outlet port
- Each provide (1) AN-08 Male Flare return port
- All include (2) AN-08 vents with rollover safety valves
- 15g and 20g cells feature 0-90 Ohm fuel level sending unit
- Standard 12-bolt locking filler cap
- 6g dimensions: 12"w x 12"l x 10"h
- 15g dimensions: 18"w x 20"l x 10"h
- 20g dimensions: 20"w x 24"l x 10"h



STEALTH FUEL CELLS

- 18666** – 6.5g A1000 Stealth Fuel Cell
- 18660** – 15g A1000 Stealth Fuel Cell
- 18661** – 20g A1000 Stealth Fuel Cell
- 18667** – 6.5g Eliminator Stealth Fuel Cell
- 18662** – 15g Eliminator Stealth Fuel Cell
- 18663** – 20g Eliminator Stealth Fuel Cell
- 18659** – 6.5g 340 Stealth Fuel Cell
- 18664** – 15g 340 Stealth Fuel Cell
- 18665** – 20g 340 Stealth Fuel Cell

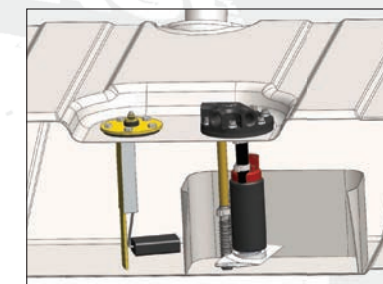
REPLACEMENT PARTS

- 18003** – A1000 Fuel Pump Module w/ Filter Assmely
- 18004** – Eliminator Fuel Pump Module w/ Filter Assmely
- 18006** – 6.5g Stealth Fuel Cell Only
- 18007** – 15g Stealth Fuel Cell Only
- 18008** – 20g Stealth Fuel Cell Only
- 18009** – 340 Fuel Pump Moduel w/ Filter Assembly
- 18010** – A1000 Fuel Pump Module Only
- 18011** – Eliminator Fuel Pump Module Only



MUSCLE CAR STEALTH FUEL TANKS

Brand new to the Stealth Line-up, these are stamped steel reproduction tanks with a twist. They feature the fuel pump built right into the tank itself as well as an internal baffling system to ensure the pump is submerged in fuel even at low fuel levels and in extreme driving conditions. With these tanks you're strapping today's technology into your classic making them perfect for LS swaps and EFI conversions but still work perfectly with carbureted engines. 3 applications to choose from already!



- 18657** – 67-68 Camaro / Firebird (F-Body) Stealth Tank
- 18658** – 69 Camaro / Firebird (F-Body) Stealth Tank
- 18697** – 64-68 Ford Mustang Stealth Tank
- 18699** – 55-57 (Tri-5) Chevrolet Stealth Tank



FOX BODY MUSTANG STEALTH FUEL TANKS

The Fox Body Stealth tanks give you the best performance possible from a stock appearing tank, and our proven A1000 or Eliminator fuel pumps are built right into the tank. Choosing from either pump, you can now bolt a fuel tank into your Fox that appears stock, but features an innovative baffling system, a built in fuel pump capable of supporting almost any hp demand and a pre-pump filter. These tanks are a direct bolt-in for 1986 - 1998 1/2 Ford Mustangs. Although the Fox Body began in 1979 and carried all the way through 2004, some modifications are necessary for these system to be direct bolt-ins in other years.)

- 18685** – 86 – 98.5 A1000 Fox Body Stealth Fuel Tank
- 18686** – 86 – 98.5 Eliminator Fox Body Stealth Fuel Tank
- 18690** – 86-98.5 Fox Body Stealth Tank Only
- 17130** – 86-95 5.0L Mustang Complete A1000 Stealth System
- 17131** – 86-95 5.0L Mustang Complete Eliminator Stealth System



Fuel Pump Insert

FUEL TANKS



P/N 18601

FORD MUSTANG SUMPED FUEL TANK P/N 18601

Designed for use with external fuel pump and easy, bolt-on installation in EFI & carbureted applications. Ensures a constant fuel supply at the pump inlet while eliminating cavitation, vapor lock, and premature pump wear due to restrictive fuel inserts or "pick-up" tubes. There's no need to struggle engineering a proper baffle box, welding a used, rusty tank or building a firewall to give up your cargo space for a fuel cell.

- Includes P/N 18650 Sump welded and pressure tested on the tank
- Sump design features a large reservoir volume, floor to ceiling baffling and proprietary return ramp to ensure a constant head of calm fuel is always available at the pump's inlet, right down to "E" empty.
- (2) ORB-10 outlet ports and (1) ORB-10 return port
- Bolts in the stock location with no modifications
- Fits 86 - 98 Ford Mustang.
- Easily fits 79 - 86 Fox Body Mustangs, requiring the later '86 - '98 fuel level sending unit as the only modification.



P/N 18650

BAFFLED FUEL TANK SUMP BOX P/N 18650

Take advantage of Aeromotive's leading edge engineering and design. You can keep all the benefits of our Mustang sumped fuel tank in virtually any automotive application by installing the P/N 18650 sump box. Perfect for EFI crate engine installations and early muscle cars and trucks.

- Can be welded into virtually an fuel tank
- Sump design features a large reservoir volume, floor to ceiling baffling and proprietary return ramp to ensure a constant head of calm fuel is always available at the pump's inlet, right down to "E".
- (2) ORB-10 outlet ports and (1) ORB-10 return port

UNIVERSAL STEALTH FUEL PUMP ASSEMBLY

Designed for the custom tank builder or fabricator, the universal assembly uses O-Ring clamps to positively seal the provided 3/4" tube to both the filter pickup and the fuel pump inlet, allowing for perfect placement of the pickup and ensuring superior performance. Now custom tanks and fuel cells can easily and affordably feature an in-tank fuel pump; increasing performance and driveability while extending the life span of the pump. Proper baffling and clearance will be required, but installation could not be simpler with this universal design.

- 100 Micron stainless steel Fuel Filter / Pickup
- 20" long 3/4" aluminum tube w/ 90° bend
- Includes gaskets, mounting ring, bolts and washers for a positive seal
- For fuel pump specs see the corresponding fuel pump; A1000 or Eliminator.

P/N 18668 - Universal A1000 Stealth Pump Assembly

P/N 18699 - Universal Eliminator Stealth Pump Assembly

P/N 18002 - 100-Micron Filter / Pickup Assembly for P/N 18668 & P/N 18669



FUEL SYSTEMS

Complete fuel system kits were created to provide bolt on solutions that give you trouble free operation, while saving time and money. One part number provides you with everything you need to completely install an Aeromotive fuel system on selected O.E. applications. We even carry universal kits to give you the flexibility to address fuel delivery requirements on street, drag strip, and off-road vehicles. Fully matched components, proper electrical connections, all the plumbing and in-depth instructions with easy to read text and illustrations are included.

All that's missing are the jack stands and hand tools.

"BOLT-ON" FUEL SYSTEMS

In a word; Aeromotive Fuel Systems DELIVER! These systems deliver more than just the fuel your engine needs, but also the ease of installation any do-it-yourselfer can appreciate. Aeromotive Fuel Systems are more than the sum of their parts; they are a complete system engineered for your application. With thousands of our systems installed, and millions of miles in service, no other manufacturer delivers more fuel (and less headaches) than Aeromotive!

Aeromotive Fuel Systems are available for a variety of Ford and GM applications and Universal Systems for custom installations. Pump options provide the capability to support anything from street cars to 2,000 plus HP racing applications. A fuel cell or properly sumped fuel tank is recommended in most applications.

FORD

Complete Aeromotive Fuel Systems are available for a wide variety of Mustangs. Systems are configured to include either the A1000 or Eliminator fuel pump and are able to support up to 1900 HP naturally aspirated and up to 1400 HP forced induction with the Eliminator. Some systems include external fuel pumps, others include bolt-in fuel tanks with the pump and pre-filter built in. There is a fuel system here for your Mustang, designed to meet your demands... whatever they may be.

FORD FUEL SYSTEMS – EXTERNAL FUEL PUMP

The following Aeromotive Fuel Systems come complete with everything you need to install on your Mustang. From the fuel pump, filter and regulator, to the wiring, plumbing and even the clamps to make installation as smooth and seamless as possible. When we say cradle to grave, we mean it. These systems also include the legendary Aeromotive A1000 or Eliminator Fuel Pumps.

96-04 SOHC 4.6L GT

- 17141** A1000 System Only
- 17142** Eliminator System Only

96-98 1/2 DOHC 4.6L COBRA

- 17143** A1000 System Only
- 17144** Eliminator System Only

98 1/2-04 DOHC 4.6L COBRA

- 17145** A1000 System Only
- 17146** Eliminator System Only

FORD COBRA JET (S197) MUSTANG FUEL SYSTEMS

Originally designed for the 2010 and 2012 Ford Cobra Jet Mustang, these kits give you the option to turn your S197 Mustang into a fully prepped track car or CJ clone. Choose from a variety of options that allow you to plumb the regulator and fuel rails only, or just the back-half of the car with a Stealth Fuel Cell, cell mounting bracket and post pump filter or plumb the entire system from the tank to the engine and back. These systems are turn key. Included are factory fit, pre-assembled fuel lines, brackets and detailed instructions for installation. Nowhere can you find a more complete system designed perfectly for your application and track tested over and over again.

P/N 17156 COBRA JET ENGINE KIT

- P/N 14141 Cobra Jet Fuel Rails
- P/N 13128 EFI Regulator (13101 – all black)
- P/N 15631 Fuel Sample Valve
- All necessary fittings, lines and hose ends for a complete installation

P/N 17157 COBRA JET BACK HALF FUEL SYSTEM

- P/N 18667 Eliminator Stealth Fuel Cell + mounting bracket
- P/N 12321 Fuel Filter & P/N 12305 Filter Mounting Bracket
- 30' AN-08 Black Nylon Braided Line
- Bulkhead fittings, and necessary hose-ends for installation

P/N 17158 COBRA JET COMPLETE FUEL SYSTEM

Includes everything from P/N's 17156 and 17157 and all necessary fittings, hose, hose-ends, wiring and accessories for a complete and total fuel system installation.



FORD CONT'D

FOX BODY MUSTANG FUEL SYSTEMS – INTERNAL FUEL PUMP

In 2003 Ford developed a specific tank for the 03 and 04 Mustang Cobras. This tank looked like a normal tank from the outside, but featured one of the finest internal baffling systems we've seen from an OE tank to date. In late 2011, Ford discontinued these tanks. At Aeromotive, we saw this as an opportunity to reproduce the tanks. Not only can we offer reproduction 03-04 Cobra tanks, but we can also modify the tooling in the production process to offer this same tank to fit all Fox Body Mustangs. And that is exactly what we did. But we took it one step further. We built specific A1000 and Eliminator Fuel Pumps that bolt right into the top of these tanks.

These Fox Body Stealth tanks give you the best performance possible from a stock appearing tank, and our proven A1000 or Eliminator fuel pumps are built right into the tank. Choosing from either pump, you can now bolt a fuel tank into your Fox that appears stock, but features an innovative baffling system, a built in fuel pump capable of supporting almost any hp demand and a pre-pump filter. These tanks are a direct bolt-in for 1986 – 1998 1/2 Ford Mustangs. Although the Fox Body began in 1979 and carried all the way through 2004, some modifications are necessary for these system to be direct bolt-ins. See notes below on year specifications.

* For 1979 – 1985 Mustangs, you must use an 1986 or later leveling unit and aftermarket fuel level gauge. (73-10 Ohm)

* 1998.5 – 2004 Mustang Stealth Tanks are in development. If you have a factory 2003 or 2004 Cobra or Cobra Fuel Tank, those tanks are a direct bolt-in. The following Aeromotive Fuel Pump part numbers are bolt-ins for the factory tanks only. (Requires the use of 03-04 Cobra fuel level sending unit as well)

86-98.5 FOX BODY MUSTANG

P/N APPLICATION

- 18685** 86 – 98.5 A1000 Fox Body Stealth Fuel Tank (Tank assembly)
- 18686** 86 – 98.5 Eliminator Fox Body Stealth Fuel Tank (Tank assembly)
- 18690** 86 – 98.5 Fox Body Stealth Tank Only (Tank only)
- 17130** 86 - 95 5.0L Mustang A1000 Stealth System (Complete System)
- 17131** 86 - 95 5.0L Mustang Eliminator Stealth System (Complete System)



P/N 17130 - A1000 5.0L Mustang Stealth Kit

GM

BB CHEVY BELT DRIVE KIT

P/N 17241

This kit can produce anywhere from 2-200 PSI with enough volume to support 2500 HP from your big block Chevy. Includes our Belt Drive Fuel Pump capable of producing high volume and supports high or low pressure whether it's fuel injected (electric or mechanical), carbureted, blown, turbocharged or nitrous assisted.

- Kit includes: Belt Drive Fuel Pump (P/N 11105), BBC drive mandrel, pump pulley, crank pulley, cog belt, BBC mounting bracket, adjustment shims & hardware.
- Designed for lower left mounting. Modifications necessary for right-hand mounting.
- EFI applications use Aeromotive Regulator P/N 13113 (sold separately)
- Carbureted gasoline applications use Aeromotive Regulator P/N 13202 or 13212. (sold separately)
- Carbureted alcohol applications use Aeromotive Regulator P/N 13209 or 13214. (sold separately)



P/N 17241

BB CHEVY BELT DRIVE FUEL SYSTEM

P/N 17243

Designed for alcohol carbureted cars, this system brings together matched components including the BBC Belt Drive Kit (P/N 17241) and our Double Adjustable Bypass Regulator (P/N 13209), designed to work together to maximize performance and consistency. It guarantees precise, accurate, repeatable and reliable fuel delivery and pressure control unmatched by any other alcohol carbureted fuel system.

- Methanol and Ethanol compatible.
- Adjust idle fuel pressure separate from the high-RPM setting, no jets, pills or other valves required.
- System includes: BBC Belt Drive Kit (P/N 17241) and Double Adjustable Bypass Regulator (P/N 13209).
- Fittings sold separately.



P/N 17243

UNIVERSAL FUEL SYSTEMS

Aeromotive's Universal Fuel Systems are designed to provide the do-it-yourselfer with ALL the hardware and components necessary to properly install a "full-on" Aeromotive fuel system. If you're building a street/strip car or one strictly for racing, you can select one of the systems available for carbureted or fuel injected engines. Suitable for installation in any chassis, these systems provide a wide range of performance, from 250 to 2000 HP.

Bottom line, if you're tired of fuel delivery problems, Aeromotive has the fuel system solution you've been looking for. Designed to provide outstanding performance through matched component selection and correct installation, these systems offer the results only years of engineering experience can provide, while eliminating confusion, wasted time and unnecessary expense.

See Bill of Materials on website for complete parts list.

- These systems include filters, plumbing, wiring and installation kit.

PUMP KITS (Does not include Regulator)

- **17122** SS Pump Kit
- P/N 11203 Fuel Pump
- **17202** A2000 Pump Kit
- P/N 11202 Fuel Pump
- **17245** H/O Carbureted Pump System
- P/N 11209 Pump
- **17140** Belt Drive Pump Kit
- P/N 11105 Fuel Pump, pulley, universal mounting bracket

P/N 17140



P/N 17246



PUMP/REGULATOR KITS

- **17246** SS Pump & Regulator Kit (NPT)
- P/N 11203 Fuel Pump, 13205 Regulator, 15632 Gauge
- **17247** SS Pump & Regulator Kit (AN)
- P/N 11213 Fuel Pump, 13201 Regulator, 15632 Gauge
- **17253** Billy Glidden Signature Series Fuel System
- P/N 11202 Fuel Pump, 13212 Regulator, 14602 Dist. Log

Ford Racing Cobra Jet Mustang
Fueled by: Eliminator Stealth Fuel Cell and
a complete Aeromotive Fuel System (P/N 17158)



FUEL SYSTEMS



BELT / HEX DRIVE ELECTRIC PRIMING KIT P/N 17301

If you're considering a belt or hex drive fuel pump but are concerned with low cranking fuel pressure, Aeromotive has engineered a perfect solution. The Electric Priming Kit is suitable for fuel injected or carbureted applications and includes:

- Inline EFI Fuel Pump (P/N 11109)
- AN-08 inlet and AN-06 outlet pump adapter fittings
- ORB-10 male / ORB-06 female adapter
- Stainless Steel Braided AN Hose
- All ORB fittings and AN Hose Ends
- Fuel Pump Wiring Kit and complete installation instructions.

COMPLETE EFI SYSTEMS

These systems include everything needed for a complete Aeromotive system installation in EFI applications. All systems include filters, regulator, port fittings, stainless steel braided hose, hose-ends, wiring and installation hardware. Does not include fuel rails.

- **17125** A1000 EFI System
- P/N 11101 Fuel Pump, 13101 Regulator
- **17126** Eliminator System
- P/N 11104 Fuel Pump, 13101 Regulator
- **17135** Tsunami EFI System
- P/N 11103 Fuel Pump, 13109 Regulator
- **17136** 700 HP EFI System
- P/N 11106 Fuel Pump, 13109 Regulator

COMPLETE CARBURETED SYSTEMS

These systems include everything needed for a complete Aeromotive system installation in carbureted applications. All systems include filters, regulator, port fittings, stainless steel braided hose, hose-ends, wiring and installation hardware.

- **17201** SS Complete System
- P/N 11203 Fuel Pump, 13201 Regulator
- **17203** A2000 System (single Carb)
- P/N 11202 Fuel Pump, 13201 Regulator
- **17204** A2000 System (dual Carb)
- P/N 11202 Fuel Pump, 13203 Regulator
- **17242** A1000 Carbureted System (single Carb)
- P/N 11101 Fuel Pump, 13204 Regulator

P/N 17145



The first time you hold an Aeromotive fitting in your hand you will realize that all fittings aren't the same. The exacting standards, tolerances and engineering that go into our state-of-the-art fuel pumps are used on all of our products including our fittings. True billet, CNC-machined aluminum, more area and smoother transition from inlet to outlet creates less restriction and more flow with less of a chance for turbulence. Designed to AN and MS specifications, our fittings not only look and perform better, they will also survive the harshest environments.

FITTINGS

Cross Section



Aeromotive ORB-10 to AN-08 Male Flare Reducer Fitting
P/N 15610

AEROMOTIVE FITTINGS & ADAPTERS

More area and smoother transitions from the inlet to the outlet, resulting in less restriction than any other fitting line.

The Aeromotive line of custom fittings, adapters and hose-ends are a step above the norm, offering uncompromised fuel flow and positive sealing. Constructed of 6061 T6 aircraft grade aluminum or stainless steel, each component is CNC-machined for precision fit and unmatched flow. All billet aluminum fittings are anodized Type II bright dip black for corrosion protection and unrivaled aesthetics. We offer a complete line of hard to find fittings from OEM specific connections to AN adapters. All Aeromotive fittings and adapters are fully compatible with gasoline and alcohol based fuels.

NPT MALE TO AN FLARE ADAPTERS



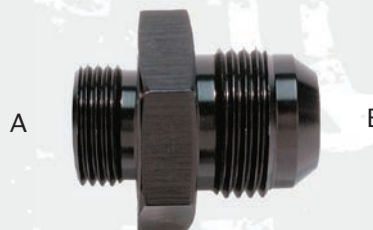
P/N	SIDE "A"	SIDE "B"
15615	3/8" NPT	AN-06
15616	3/8" NPT	AN-08
15619	1/16" NPT	AN-04
15630	1/16" NPT	5/32"

ORB TO AN MALE FLARE ADAPTERS



P/N	SIDE "A"	SIDE "B"
15605	ORB-08	AN-06
15606	ORB-06	AN-06
15607	ORB-08	AN-08
15608	ORB-10	AN-10
15609	ORB-10	AN-06
15610	ORB-10	AN-08
15612	ORB-12	AN-12
15613	ORB-12	AN-10
15629	ORB-04	AN-04

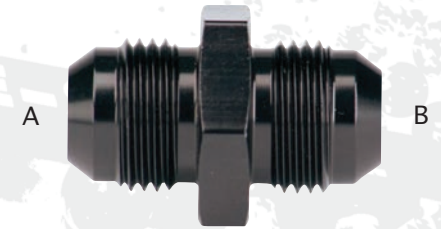
ORB TO AN MALE FLARE REVERSE ADAPTERS



P/N	SIDE "A"	SIDE "B"
15641	ORB-08	AN-10
15642	ORB-10	AN-12
15649	ORB-06	AN-08

AN MALE FLARE UNION ADAPTERS

P/N	SIDE "A"	SIDE "B"
15602	AN-06	AN-06
15603	AN-08	AN-08
15604	AN-10	AN-10
15611	AN-12	AN-12
15614	AN-08	AN-06



HOSE BARB ADAPTERS

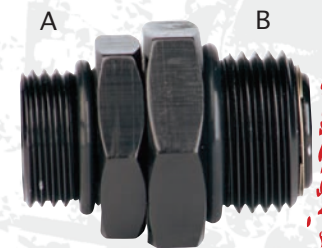
P/N	SIDE "A"	SIDE "B"
15627	ORB-06	7 mm
15628	ORB-04	5/16"
15635	AN-06	5/16"



ORB SWIVEL COUPLERS

Allows 360° motion while maintaining ORB seal.

P/N	SIDE "A"	SIDE "B"	NOTE:
15638	ORB-08	ORB-10	
15639	ORB-10	ORB-10	w/ ORB-06 Port
15640	ORB-10	ORB-10	
15680	ORB-12	ORB-12	
15681	ORB-08	ORB-06	
15682	ORB-10	ORB-12	



ORB PORT PLUGS

P/N	SIDE "A"	NOTE:
15617	ORB-10	HEX
15618	ORB-08	Slim Line
15626	ORB-06	HEX
15637	ORB-08	HEX - 1/8" Gauge Port



FITTINGS & ADAPTERS

FITTINGS & ADAPTERS

OEM & SPECIALTY ADAPTERS

BULKHEAD FITTINGS



P/N	SIDE "A"	SIDE "B" / NOTE:
15644	AN-06	FUEL CELL BULKHEAD
15645	AN-08	FUEL CELL BULKHEAD
15646	AN-10	FUEL CELL BULKHEAD
15647	AN-12	FUEL CELL BULKHEAD
15684	AN-06	AN-06 MALE FLARE
15685	AN-08	AN-08 MALE FLARE
15686	AN-10	AN-10 MALE FLARE
15687	AN-12	AN-12 MALE FLARE
15044	AN-06	Replacement Nylon Washer (2 pk)
15045	AN-08	Replacement Nylon Washer (2 pk)
15046	AN-10	Replacement Nylon Washer (2 pk)
15047	AN-12	Replacement Nylon Washer (2 pk)



DIRECT PORT ADAPTERS / HOSE ENDS

Low profile 90° adapters.



P/N	SIDE "A"	SIDE "B"	NOTE:
15665	ORB-08	AN-08 HOSE END	TIGHT 90°
15689	ORB-06	AN-06 MALE FLARE	90°
15690	ORB-10	AN-08 MALE FLARE	90°
15691	ORB-10	AN-10 MALE FLARE	90°

ORB TO AN MALE FLARE: IN-LINE GAUGE ADAPTERS

Direct ORB cutoff port adapters to AN Male Flare with 1/8" NPT Gauge Port



P/N	SIDE "A"	SIDE "B"	NOTE:
15694	ORB-06	AN-06 MALE FLARE	1/8" NPT Port
15695	ORB-08	AN-08 MALE FLARE	1/8" NPT Port
15696	ORB-10	AN-10 MALE FLARE	1/8" NPT Port



P/N 15101 3/8" Female Spring-Lock / AN-06 Male (Ford Return Line)



P/N 15102 1/2" Female Spring-Lock / (2) AN-08 Male "T" (86-06 Ford Supply Line)



P/N 15103 5/16" Male Quick Connect / AN-06 Male (Ford filter inlet / outlet)



P/N 15104 3/8" Male Quick Connect / AN-10 Male (GM LT-1 filter inlet)



P/N 15105 5/8" Female to AN-10 Male (GM LT-1 filter outlet)



P/N 15112 99-04 Ford 4.6L Sensor Adapter Log (2) ORB-08 Ports

P/N 15115 05-06 Ford 4.6L Sensor Adapter Log (2) ORB-08 Ports



P/N 15114 AN-08 Inlet Male Flare Adapter for Inline EFI Pump (P/N 11109)



P/N 15116 3/8" Male Quick Connect / ORB-08 Male Flare "T" (GM pressure line)



P/N 15117 5/16" Female Quick Connect / ORB-06 Port



P/N 15118 3/8" Female Quick Connect / ORB-08 Port



P/N 15119 2x male AN-08 x ORB-06 Port Tee with 1/8" NPT gauge port



P/N 15120 5/16" Quick Connect with AN-06 Fuel Access Port and 1/8" NPT gauge port



P/N 15121 3/8" Quick Connect with AN-08 Fuel Access Port and 1/8" NPT gauge port



P/N 15123 Ford 3/8" Male Spring Lock / AN-06 Feed Line Adapter



P/N 15124 Ford 1/2" Male Spring Lock / AN-06 Feed Line Adapter



P/N 15125 Ford 1/2" Male Spring Lock / AN-08 Feed Line Adapter



P/N 15128 1/2" Female Quick Connect / ORB-10 Port



P/N 15636 ORB-08 / AN-06 Male Flare Banjo Fitting

STREET ROD / MUSCLE
FUEL PUMPS
REGULATORS
FUEL FILTERS
FUEL RAILS
TANKS / SYSTEMS
FITTINGS / ACC.
MARINE
TECH
LATE MODEL PERF.
DRAG RACE

FITTINGS & ADAPTERS

HOSE ENDS



P/N 15207 Demon Carb AN-06 to 9/16" x 24 Thread Float Bowl Fitting



P/N 15208 Demon Carb AN-08 to 9/16" x 24 Thread Float Bowl Fitting



P/N 15201 Holley AN-06 to 7/8" x 20 Thread Float Bowl Fitting



P/N 15692 AN-08 Female Coupler



P/N 15662 1/16" NPT Breather Vent for Vacuum/Boost port on Regulators



P/N 15619 1/16" NPT to AN-04 Vacuum/Boost fitting for port on Regulators



P/N 15630 1/16" NPT to 5/32" Hose Barb for Vacuum/Boost port on Regulators



Murray Pfaff's Imperial Speedster
Built and Designed by:
Pfaff Designs
Fueled by: Aeromotive A750 Fuel Pump
(P/N 11106)



STRAIGHT AN ALUMINUM HOSE ENDS

P/N	HOSE SIZE	BEND
15650	AN-06	Straight
15653	AN-08	Straight
15656	AN-10	Straight
15659	AN-12	Straight



45° AN ALUMINUM SWIVEL HOSE ENDS

P/N	HOSE SIZE	BEND
15651	AN-06	45°
15654	AN-08	45°
15657	AN-10	45°
15660	AN-12	45°



90° AN ALUMINUM SWIVEL HOSE ENDS

P/N	HOSE SIZE	BEND
15652	AN-06	90°
15655	AN-08	90°
15658	AN-10	90°
15661	AN-12	90°



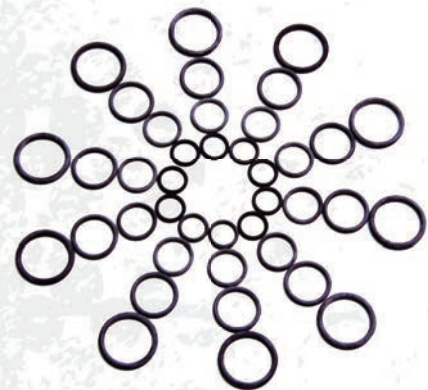
180° AN ALUMINUM SWIVEL HOSE ENDS

P/N	HOSE SIZE	BEND
15663	AN-08	180°



FITTING ACCESSORIES

O-RINGS (PACK OF 10)



P/N	SIDE "A"	NOTE:
15621	ORB-06 O-Ring	Fuel Resistant Nitrile - 10-Pack
15622	ORB-08 O-Ring	Fuel Resistant Nitrile - 10-Pack
15623	ORB-10 O-Ring	Fuel Resistant Nitrile - 10-Pack
15624	ORB-12 O-Ring	Fuel Resistant Nitrile - 10-Pack

AEROMOTIVE PUMP & REGULATOR FITTING KITS

Visit us online for more details on Aeromotive Fittings and Adapters.



P/N	FITS	SIDE "B"
15108	Regulator P/N 13109 or 13201	(3) AN-06
15202	Regulator P/N 13203 (dual carb)	(4) AN-06, (1) AN-10, (1) AN-10 Plug
15203	Regulator P/N 13109 or 13201	(3) AN-08
15204	Regulator P/N 13205	(3) 3/8" NPT / AN-06
15205	Regulator P/N 13205	(3) 3/8" NPT / AN-08
15206	A2000 Pump	(2) AN-10, (1) AN-08, O-Rings



Dan Fletcher's 1969 Camaro
 Winningest Car in NHRA Stock Eliminator History
 Fueled by: Aeromotive A2000 Fuel Pump (P/N 11202)



At Aeromotive we know that developing the proper fuel system for your application is about more than just a fuel pump. It's about the complete system, every component working in harmony to deliver optimal fuel control ensuring your engine reaches its full potential. That's why we have developed a complete line of fuel system accessories and electronics to compliment our fuel pumps and core components. Everything from fuel pump speed controllers to double adjustable fuel logs. Whether you have the most standard application or the most unique, we can fuel your ride.

ACCESSORIES



BILLET FUEL PUMP SPEED CONTROLLER P/N 16306

For any pump, on any type of vehicle, the Aeromotive Fuel Pump Speed Controller (FPSC) minimizes fuel heating and vapor-lock problems by matching the duty cycle of the fuel pump to engine RPM. At low demand, the FPSC slows the fuel pump down, reducing the chance of suction side cavitation and vapor lock. When demand increases, the FPSC returns the fuel pump to 100% duty cycle for maximum flow. It's like an automatic transmission for your fuel pump.

Avoid any device that reduces voltage to your fuel pump. Low voltage will destroy a 12V DC motor. The Aeromotive FPSC does not reduce voltage! The FPSC emits a pulse modulation signal that is harmless to the pump's motor.

- LED indicators confirm correct ignition signal hookup, verifies activation of the manual override circuit, and indicates when the circuit is providing full voltage to the pump.
- A solid-state transistor circuit, rated up to 40 amps, replaces the relays recommended in most fuel pump electrical circuits.
- Adjustable, full-speed RPM threshold.
- Billet 6061-T651 aircraft aluminum housing, protected with a beautiful bright dip black anodized finish.
- Complete installation kit includes: wire, override toggle switch, installation hardware, and instructions.

P/N 15107 ORB-10



ONE-WAY CHECK VALVE P/N 15106, 15107

High flow one-way check valves designed to prevent back-flow with minimal pressure drop. Ideal to prevent drain back after the fuel pump is turned off, or when dual pumps are used and both pumps may not run simultaneously.

- CNC-machined billet aluminum and Type II bright dip black anodized finish.
- AN O-ring male inlet/female outlet connections allow easy installation into fuel pump outlet port without adding additional lines, hose-ends or fittings.
- Suitable for use with gasoline fuels only.

P/N 15106 ORB-06

AEROMOTIVE Y-BLOCKS

Aeromotive distribution blocks eliminate the need for additional fittings. The new Aeromotive CNC-machined, billet aluminum Y-Blocks feature A/N Style Male inlets and outlets, which eliminate potential leak paths, fittings, O-Rings and "cost". Choose from 9 different sizes ranging from AN-04 to AN-12.



P/N 15679 -12 to (2)-12
 P/N 15678 -12 to (2)-10
 P/N 15677 -12 to (2)-8
 P/N 15676 -10 to (2)-10
 P/N 15675 -10 to (2)-8
 P/N 15674 -8 to (2)-8
 P/N 15673 -8 to (2)-6
 P/N 15672 -6 to (2)-6
 P/N 15671 -6 to (2)-4

DUAL ACTION ADJUSTABLE FUEL LOG P/N 14201, 14202, 14203

The new Aeromotive Fuel Log incorporates features never before available. Each carburetor inlet features a ball and socket assembly that swivels +/-20 degrees, allowing additional clearance for throttle stops, nitrous plates and other accessories; then locks in place at the desired position. The telescoping log will fit 4150 or 4500 Dominator (P/N 14201) and Demon (P/N 14202) carburetors. The ORB-10 inlet and outlet ports will feed the hungriest big blocks, and adapt easily to Aeromotive P/N 13212 (A2000 Bypass - gasoline) or P/N 13214 (Double Adjustable Bypass - alcohol) fuel pressure regulators.

- Carburetor inlets swivel + or - 20° in all directions.
- Telescoping center line 7.700" to 13.450".
- ORB-10 inlet and outlet ports.
- (2) 1/8" NPT ports for gauges or pressure transducers.
- 1.056 / .806" ID bore.
- Type II bright dip black anodized finish.

Also available as a kit with regulator, gauge & fittings:

P/N 14201 4150/4500 HOLLEY STYLE FLOAT BOWLS

P/N 17248 - Includes A2000 Bypass, 2-port Regulator - P/N 13212

P/N 17249 - Includes Double Adjustable Bypass Regulator - P/N 13214

P/N 14202 DEMON STYLE FLOAT BOWLS (9/16 X 24 THREAD)

P/N 17250 - Includes A2000 Bypass, 2-port Regulator - P/N 13212

P/N 17251 - Includes Double Adjustable Bypass Regulator - P/N 13214

P/N 14203 HOLLEY ULTRA HP STYLE FLOAT BOWLS (3/4 X 16 THREAD)

CONVERSION KITS / INLET REPLACEMENTS

P/N 14001 - Conversion Kit - Seal Rebuild Kit for Fuel Logs

P/N 14002 - Conversion Kit - Inlets / Standoffs to convert to Demon Style Inlet

P/N 14003 - Conversion Kit - Inlets / Standoffs to convert to 4150/4500 Holley Style Inlet

P/N 14004 - Conversion Kit - Inlets / Standoffs to convert to 3/4 x 16 Thread (Ultra HP)



P/N 14201



P/N 17249

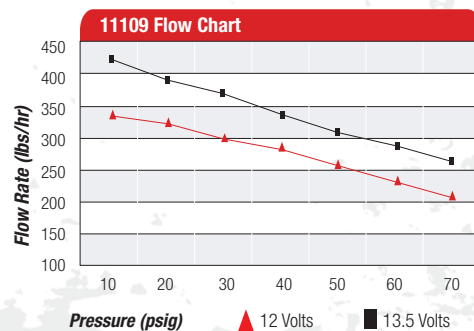


IN-LINE ELECTRIC FUEL PUMP P/N 11109

For fuel injected and carbureted applications when used with a bypass regulator. This affordable pump can support up to 500 HP naturally aspirated or 375 HP forced induction. Popular as a secondary pump, in "series" with an in-tank fuel pump, making a combined system capable of supporting up to 500 HP Forced induction.



- Universal inline pump, designed for external mounting.
- Submersible - custom installation required.
- Rated for continuous duty applications.
- Flows 325 lbs. per hour @ 13.5 Volts and 45 PSI.
- 5/16" hose barb inlet and outlet are standard.
- Suitable for use with Aeromotive Digital FMU P/N 16303.
- Inlet can be upgraded to AN-08 using fitting P/N 15114 (sold separately)



BILLET FUEL SAMPLE VALVE P/N 15631

Aeromotive's Billet Fuel Sample Valve is designed to simplify installation and make fuel checks a snap! Packed with common sense features, it's simply the best sample valve on the market.

- Installs into any 1/8" NPT gauge port.
- Provides a duplicate 1/8" NPT port on the valve for installation of fuel pressure gauge or pressure sensor transducer.
- Sample port is equipped with stainless steel barb fitting for extension hose and rotates 360° for ease of installation and sampling.
- The "dual action", spring loaded safety valve keeps the valve sealed when unlocked and rotates into a locked position for racing.
- When a fuel sample is required, rotate to the unlocked position, press for fuel sample and release, re-lock the valve and go race.

Available as a 3/8" Quick Connect Sample Valve Kit, P/N 17119
Fits most Ford Modular and GM LS Series Engines



DIGITAL PROGRAMMABLE FMU P/N 16303

Now you can add fuel flow and pressure control to any returnless fuel system and maintain the proper air/fuel ratio under all WOT operating conditions. The new Aeromotive Digital Programmable FMU is a fully adjustable, scalable, electronic fuel pump controller. Programmable control provides new fueling solutions for cars with returnless fuel systems.



- Controls auxiliary fuel pump (sold separately), mounted in-line with the stock in-tank pump.
- The unique capability of the DPFMU, unlike fixed ratio mechanical FMUs, is to permit a custom pressure and flow curve for each engine application.
- The DPFMU features 15 independent adjustment bands scalable across 1-30 PSI of boost or any range of engine RPM. Will also scale across any 0-5 Volt input, including mass air flow signal or throttle position. LCD readout and easy programming are built in, **NO** laptop computer required.

Also available as a complete system for late model Mustang returnless fuel systems. (see below)

FORD DIGITAL PROGRAMMABLE FMU SYSTEM P/N 17113

Complete with all the necessary components for installation on your 99 - 04 Mustang GT or Cobra. Includes:

- Digital Programmable FMU, P/N 16303
- Inline EFI Fuel Pump, P/N 11109
- Fuel Pressure Sensor Relocation Kit, P/N 17114
- Fuel Line Adapter Fittings, plumbing T's, one-way check valve and all necessary wiring for easy installation.



* Fittings and accessories not shown



Patent Pending

VACUUM PUMP REGULATOR P/N 33101

Aeromotive's new Vacuum Pump Regulator allows you to control and adjust crankcase vacuum easily and effectively without the use of shims. Simply loosen the lock nut and turn to adjust. Designed to work with the Aeromotive Vacuum Pump.

- Attaches directly to the Aeromotive Vacuum Pump. (Note: Use port fitting P/N 15612)
- Equipped with (2) ORB-12 Inlet and Outlet Ports.
- Features a 1/8" gauge port.
- Made from CNC-Machined Billet Aluminum

P/N 12333



P/N 12334

DUAL OUTLET FILTERS P/N 12333, 12334

New Dual Outlet Oil/Fuel Filters with secondary outlet port. Available in ORB-10 and ORB-12 port sizes, the new fuel/oil filters eliminate the need for additional fittings and y-blocks allowing you to feed separate systems from one filter.

- Feature 10-Micron stainless steel filter elements.
- P/N 12333 features ORB-10 inlet and outlet ports with ORB-06 secondary port.
- P/N 12334 features ORB-12 inlet and outlet ports with ORB-08 secondary port.
- Port plug for secondary port included.



P/N 15632 0 - 15 PSI (1 1/2")
"Dry" Fuel Pressure Gauge



P/N 15633 0 - 100 PSI (1 1/2")
"Dry" Fuel Pressure Gauge



P/N 15620 High-Flow "Y" Block -
(1) ORB-10 / (2) ORB-08



P/N 21108 14 Tooth Cog Belt Pulley
(3/8" Pitch, 1" ID)



P/N 21109 28 Tooth Cog Belt Pulley
(3/8" Pitch)



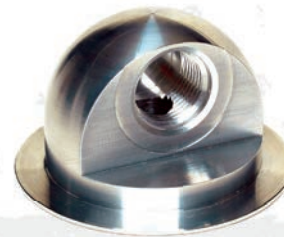
21110 Timing Belt - 1/2" wide Neoprene w/
fiberglass cord, 60 groove (22.5"),
L pitch (.375")



P/N 14601 4 Port Fuel Distribution Log
(2) ORB-08, (2) ORB-06



P/N 14602 10 Port Fuel Distribution Log
(2) ORB-10, (8) ORB-06



18603 Ford Fuel Tank Billet Return
Adapter (ORB-08 return port)



P/N 21106 Billet BBC Drive Mandrel



P/N 11704 Straight Billet Bracket
for P/N 11105, 11115 Fuel Pumps



P/N 11705 Billet Bracket for
P/N 11105, 11115 Fuel Pumps



11601 Fuel Pump Vibration
Dampener Mounting Kit



16301 30 AMP Fuel Pump Wiring Kit



18701 6g Stealth Fuel Cell Bracket
(Direct fit for S197 Mustang / Cobra Jet)

FUEL PUMP/FILTER BRACKETS & CLAMPS



11703 Billet 2 1/2" Bracket
PLATINUM
P/N 11753



12305 Billet 2" Filter Bracket
PLATINUM
P/N 12355

12702 2 1/2" T-Bolt Clamp (2 1/2")



BRACKETS / PULLEYS



21101 34% Underdrive Pulley
(GM LT-1)



21102 32% Alternator Overdrive
Pulley (Ford & GM)



21103 50% Alternator Underdrive
Pulley - Deep V Groove (Ford & GM)

STAINLESS STEEL BRAIDED FUEL LINE

P/N	HOSE SIZE	LENGTH	P/N	HOSE SIZE	LENGTH
15701	AN-06	4'	15711	AN-08	16'
15702	AN-06	8'	15707	AN-10	4'
15703	AN-06	12'	15708	AN-10	8'
15704	AN-08	4'	15709	AN-10	12'
15705	AN-08	8'	15710	AN-10	20'
15706	AN-08	12'			



PLATINUM SERIES

AEROMOTIVE PLATINUM SERIES

The Aeromotive Platinum Series features a mirror nickel finish for a show quality line of fuel system components prepared for the discriminating street rod and show car builder. Encompassing 25 of our most popular fuel pumps, pressure regulators, filters, fuel rails and accessories, the Aeromotive Platinum Series components are built to the same exact performance standards you've come to expect from the maker of Serious Fuel Systems.

Each of these products is identical in performance to its anodized brother. Performance information and specs are listed with these products as noted below. In addition, these products are noted with the **PLATINUM** logo, indicating it is also available as a "Platinum Series" product.

PLATINUM SERIES

FUEL PUMPS

- 11151** A1000 Fuel Pump (see P/N 11101.)
- 11156** 700 HP EFI Fuel Pump (see P/N 11106,
- 11253** *SS* Street / Strip Fuel Pump (see P/N 11203)
- 11259** H/O Electric Fuel Pump (see P/N 1120)

REGULATORS

- 13151** A1000 Injected Bypass Regulator (see P/N 13101,
- 13152** Ford 5.0L and 4.6L Rail Mount Regulator (see P/N 13102,
- 13153** Ford 5.0L and 4.6L Rail Mount Regulator (see P/N 13103,
- 13155** Compact EFI Regulator (see P/N 13105,
- 13159** A1000-6 Injected Bypass Regulator (see P/N 13109)
- 13251** *SS* Adjustable Regulator, AN-6 (see P/N 13201,
- 13254** A1000 Carbureted Bypass Regulator (see P/N 13204, .
- 13255** *SS* Adjustable Regulator, 3/8" NPT (see P/N 13205,.
- 13351** Universal Bypass Regulator (see P/N 13301)

FUEL RAILS

- 14151** 86 - 95 5.0L GT & Cobra Kit (see P/N 14101,
- 14155** 90 - 99 Mitsubishi 4G63 Kit (see P/N 14105,
- 14156** 94 - 97 LS1, 01 - 04 LS6 Kit (see P/N 14106,

FUEL FILTERS

- 12351** 10-micron (see P/N 12301,
- 12354** 100-micron (see P/N 12304,
- 12360** Pro-Series 10-micron (see P/N 12310,
- 12352** Pro-Series 100-micron (see P/N 12302,
- 12353** *SS* Series 40-micron (see P/N 12303,
- 12366** *SS* Series 100-micron (see P/N 12316,
- 12358** Canister 10-micron (see P/N 12308,

ACCESSORIES

- 11753** Billet 2 1/2" Bracket (see P/N 11703,
- 12355** Billet 2" Filter Bracket (see P/N 12305,



Marine

The Aeromotive Marine line is serious fuel delivery for serious performance watercraft. Similar to our street and performance products, the Aeromotive Marine line of products are each certified to ISO 8846, SAE J1171 & United States Coast Guard Requirements for Ignition Protection & Fire Resistance. They are hardcoat anodized for superior corrosion resistance and each product carries a 2-year limited warranty. All Aeromotive products are designed, built and tested to the strictest tolerances in the industry and the Aeromotive Marine line of products are no exception. Quality, performance, durability and a company that stands behind every product that carries the "Aeromotive" name.



MARINE A1000 FUEL PUMP P/N 11108

- Certified to ISO 8846, SAE J1171 & United States Coast Guard Requirements for Ignition Protection & Fire Resistance.
- Compatible with all pump and racing gasoline and high grade diesel fuels.
- ORB-10 inlet and outlet ports.
- For EFI applications use regulator P/N 13114, carbureted P/N 13207
- Qualified to run continuously for over 2,000 hours.
- Full, 2 year, factory direct warranty.

Carbureted Engines:

up to 1500 HP - naturally aspirated
up to 1200 HP - forced air induction

Fuel Injected Engines:

up to 1300 HP - naturally aspirated
up to 1000 HP - forced air induction



MARINE ELIMINATOR FUEL PUMP P/N 11110

- Certified to ISO 8846, SAE J1171 & United States Coast Guard Requirements for Ignition Protection & Fire Resistance.
- Compatible with all pump and racing gasoline and high grade diesel fuels.
- ORB-12 inlet and ORB-10 outlet ports
- For EFI applications use regulator P/N 13114, carbureted P/N 13207
- 25% more flow at pressure than our Marine A1000 Fuel Pump.
- Qualified to run continuously for over 2,000 hours.
- Full, 2 year, factory direct warranty.

Carbureted Engines:

up to 2300 HP - naturally aspirated
up to 1700 HP - forced air induction

Fuel Injected Engines:

up to 1900 HP - naturally aspirated
up to 1400 HP - forced air induction



MARINE CARBURETED SS FUEL PUMP P/N 11211

- Certified to ISO 8846, SAE J1171 & United States Coast Guard Requirements for Ignition Protection & Fire Resistance.
- Supports up to 750 HP.
- Fuel flow exceeds 140 GPH at 13.5 Volts.
- Provides 14 PSI fuel pressure.
- Perfect for use with one of our Carbureted Adjustable Regulators (P/N 13211, 13215)
- 3/8" NPT inlet and outlet ports.
- Full, 2 year, factory direct warranty.

MARINE CARBURETED H/O FUEL PUMP P/N 11212

- Certified to ISO 8846, SAE J1171 & United States Coast Guard Requirements for Ignition Protection & Fire Resistance.
- Supports up to 600 HP.
- Fuel flow exceeds 90 GPH at 5 PSI and draws less than 5 amps.
- Internally regulated to 7 PSI, eliminating the need for a separate regulator on most carburetors.
- 3/8" NPT inlet and outlet ports.
- Full, 2 year, factory direct warranty.



MARINE CARBURETED ADJUSTABLE, ORB-06 REGULATOR P/N 13211

Specifically designed for carbureted marine engines, these adjustable regulators offer higher flow, quicker response and less pressure creep than competing two-port designs.

- Adjustable from 5-12 PSI
- Provides ORB-06 inlet and outlet ports.
- 1/8" NPT gauge port included
- Regulator re-seats after the needle shuts down, preventing pressure creep.



MARINE CARBURETED ADJUSTABLE, 3/8" NPT REGULATOR P/N 13215

Specifically designed for carbureted marine engines, these adjustable regulators offer higher flow, quicker response and less pressure creep than competing two-port designs.

- Adjustable from 5-12 PSI
- Provides 3/8" NPT inlet and outlet ports.
- 1/8" NPT gauge port included
- Regulators re-seat after the needle shuts down, preventing pressure creep.



MARINE A1000 BYPASS REGULATOR P/N 13207

Full volume at perfect pressure, the A1000 Regulator was designed for use with our Marine A1000 Fuel Pump or any similar style pump. This regulator is perfect for naturally aspirated or "blow-through" turbo-charged or supercharged engines.

- Base fuel pressure adjustable from 3-15 PSI
- (1) ORB-10 inlet port and (1) ORB-8 return port.
- (2) ORB-6 outlet ports and 1/8" NPT gauge port.
- Fuel pressure rises on a 1:1 ratio when referencing boost.



MARINE A1000 INJECTED BYPASS REGULATOR P/N 13114

A true performance EFI Regulator designed for medium to high horsepower marine applications. Features Aeromotive's high-flow design, superb pressure control and legendary durability. This pressure control regulator has logged more hours than any other performance EFI marine regulator in the world!

- Base pressure adjustable from 40-75 PSI
- Fuel pressure rises on a 1:1 ratio with boost
- 1/8" gauge port included
- Provides (2) ORB-10 inlet ports and one ORB-06 return port.



MARINE Fuel Filters



MARINE OUTLET, ORB-10 FUEL FILTER P/N 12306

- High-flow, 10-micron fabric (fine) replaceable element.
- Flows 2,000 lb/hr with a pressure drop of less than 1 PSI.
- ORB-10 ports. Fittings available to adapt these filters to AN-10, -08 and -06 line sizes. (see Fittings & Adapters)
- Compact size: 5.5" long x 2" diameter



MARINE INLET, ORB-10 FUEL FILTER P/N 12307

- High-flow, 100-micron stainless steel (coarse) cleanable element.
- Flows 2,000 lb/hr with a pressure drop of less than .5 PSI.
- ORB-10 ports. Fittings available to adapt these filters to AN-10, -08 and -06 line sizes. (see Fittings & Adapters)
- Compact size: 5.5" long x 2" diameter



MARINE OUTLET, ORB-12 FUEL FILTER P/N 12311

- High-flow, 10-micron fabric (fine) replaceable element.
- Flows 2,000 lb/hr with a pressure drop of less than .5 PSI.
- ORB-12 ports. Fittings available to adapt these filters to AN-12, -10 line sizes. (see Fittings & Adapters)
- 7" long x 2.5" diameter



MARINE INLET, ORB-12 FUEL FILTER P/N 12309

- High-flow, 100-micron stainless steel (coarse) cleanable element.
- Flows 2,000 lb/hr with a pressure drop of less than .15 PSI.
- ORB-12 ports. Fittings available to adapt these filters to AN-12, -10 line sizes. (see Fittings & Adapters)
- 7" long x 2.5" diameter



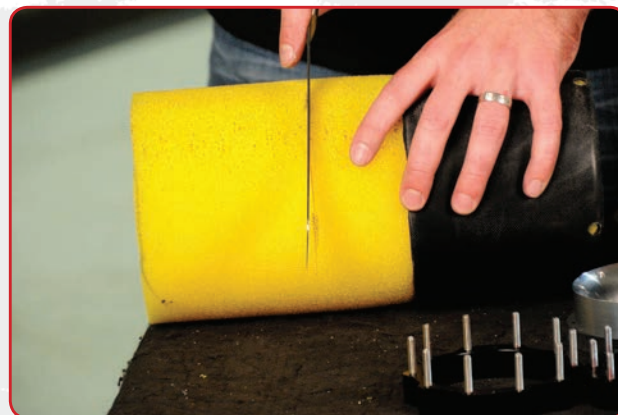
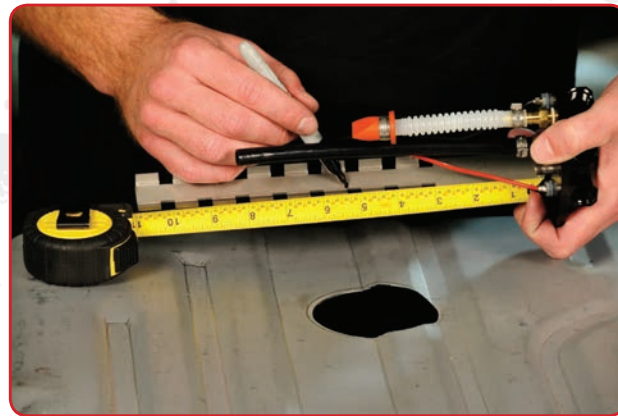
TECH

PHANTOM FUEL SYSTEM INSTALLATION



STEP 2:

- Measure and cut the fuel pump hanger bracket and the baffle foam. (Bracket will be cut shorter than the depth of the tank, but the foam will be cut 1" to 1.5" taller than the tank depth)



PREP:

- Choose the best spot to mount your Phantom Fuel System.
- Look for the deepest part of the tank.
- Make sure that there is room for the baffle assembly and that it does not interfere with the factory fuel level sending unit and float arm.

STEP 1:

- Drill a 3.25" hole using a hole saw
- Measure the depth of the tank



STEP 3:

- Using the guide holes on the installation tool, drill the holes for the studs that are already in place on the retainer ring.
- Once complete, thoroughly clean your fuel tank.



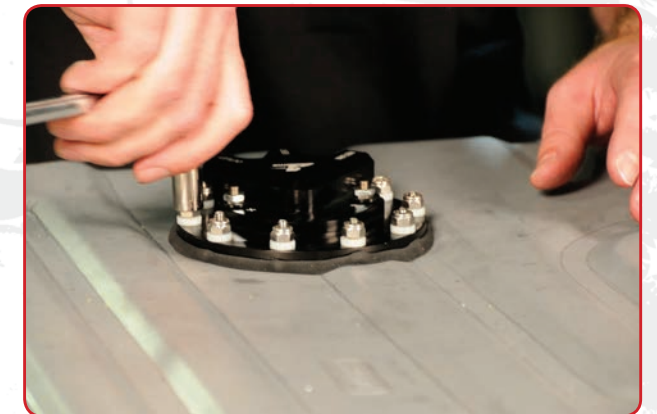
STEP 4:

- Use the installation tool to guide the foam baffle / basket into the tank.
- Once in place, install the studded retainer ring into the tank as well.



STEP 5:

- Secure fuel pump to the hanger.
- Install gasket and fuel pump hanger assembly.
- Tighten down using the nylon lock nuts and washers ensuring a tight seal all the way around.



STEP 6:

- Before installing in the car, make sure to check for leaks.
- Now is also the best time to attach your fittings and lines.

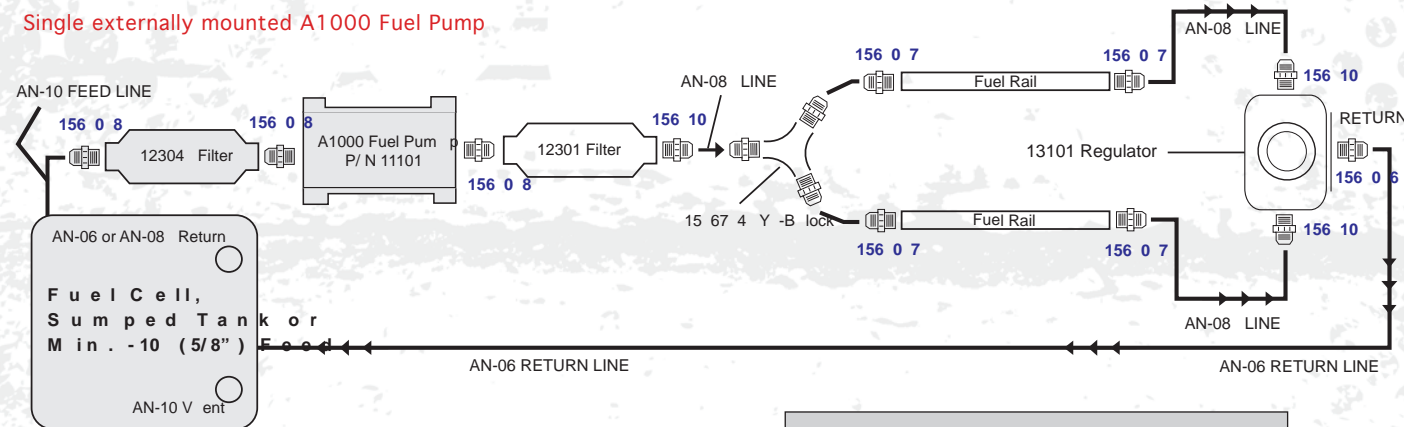


COMMON PLUMBING DIAGRAMS

The following technical diagrams are intended for use as a reference. You can use these diagrams to help ensure that you not only get the appropriately matched components for your applications, but also that you plumb them correctly. One of the most common factors in fuel system failure is plumbing or installation errors. These guides illustrate the proper order and plumbing necessary to ensure maximum performance and longevity from your fuel susyem.

UNIVERSAL EFI SYSTEMS - UP TO 1000 HP

Single externally mounted A1000 Fuel Pump

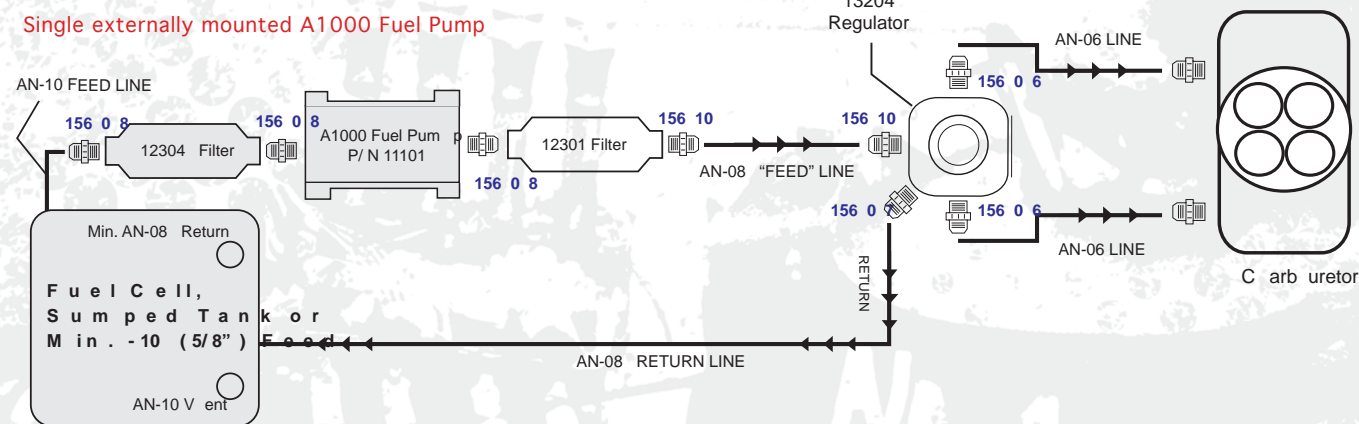


Indicates parts that can be eliminated if using an "In-Tank" Stealth Fuel System.

PARTS		* Optional
1 - 11101 Fuel Pump	1 - 16301 Wiring Kit	
1 - 12304 Fuel Filter	3 - 15608 Fittings	
1 - 12301 Fuel Filter	3 - 15610 Fitting	
1 - 15674 Y-Block	4 - 15607 Fittings	
1 - 13101 Regulator	1 - 15606 Fitting	
1 - 15633 Guage		

UNIVERSAL CARBURETED SYSTEMS - UP TO 1300 HP

Single externally mounted A1000 Fuel Pump

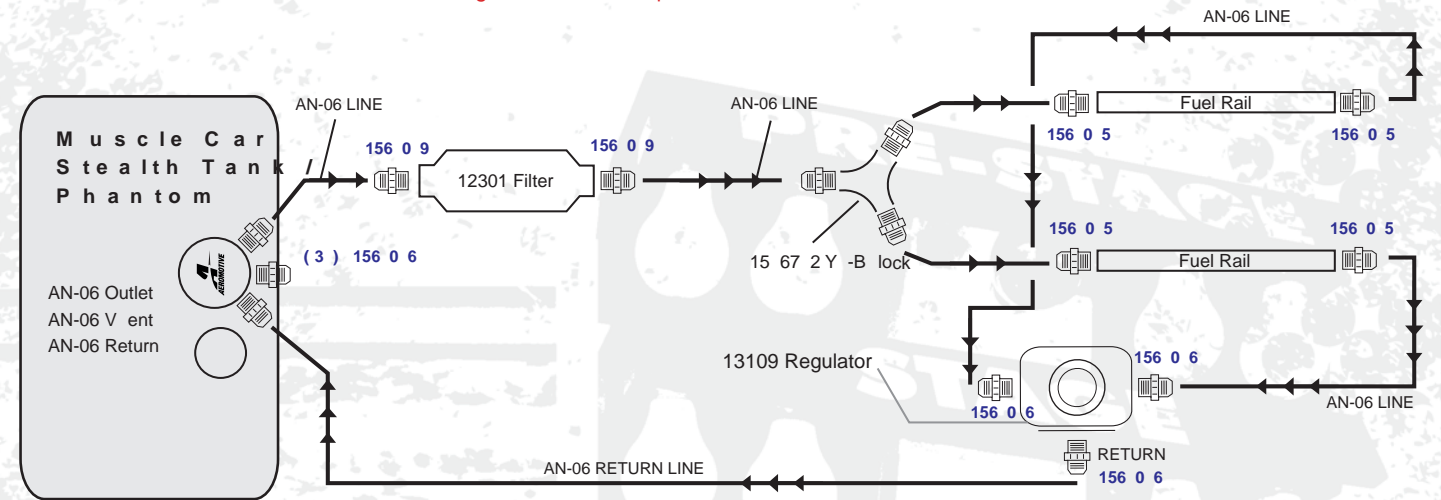


Indicates parts that can be eliminated if using an "In-Tank" Stealth Fuel System.

PARTS		* Optional
1 - 11101 Fuel Pump	1 - 16301 Wiring Kit	
1 - 12304 Fuel Filter	3 - 15608 Fittings	
1 - 12301 Fuel Filter	2 - 15610 Fittings	
1 - 13204 Regulator	2 - 15606 Fittings	
1 - 15632 Guage	1 - 15607 Fitting	

MUSCLE CAR TANK / PHANTOM STEALTH EFI SYSTEM - UP TO 750 HP

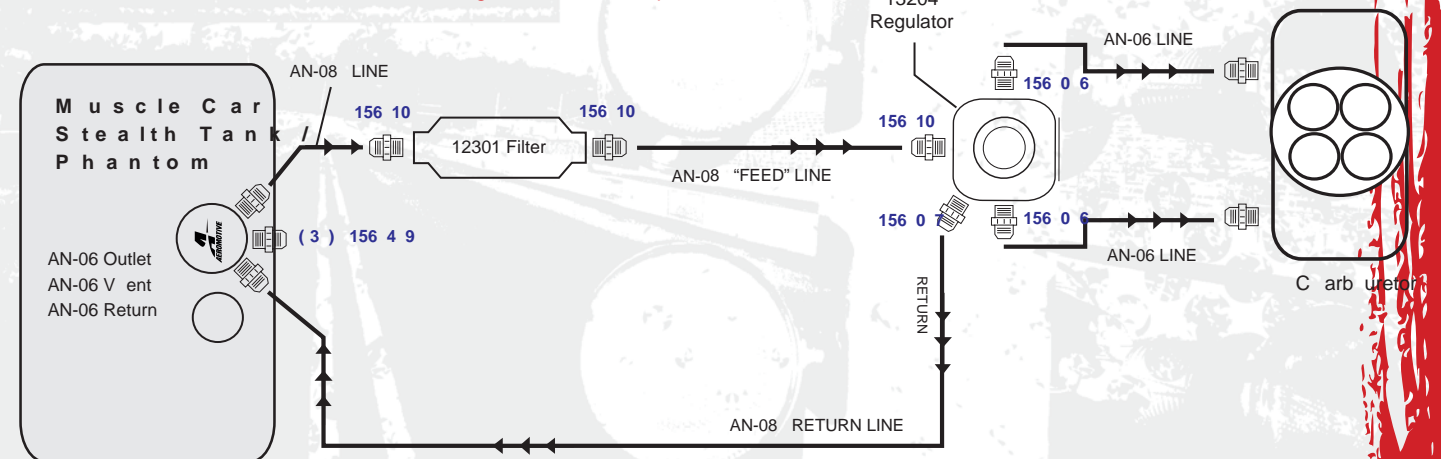
Muscle Car Stealth Tank or Phantom w/ Single 340 Fuel Pump



PARTS		* Optional
1 - 340 Stealth Fuel Tank	1 - 16301 Wiring Kit	
1 - 12301 Fuel Filter	6 - 15606 Fittings	
1 - 13204 Regulator	2 - 15609 Fittings	
1 - 15632 Guage	4 - 15605 Fittings	

MUSCLE CAR TANK / PHANTOM STEALTH CARBURETED SYSTEMS - UP TO 1000 HP

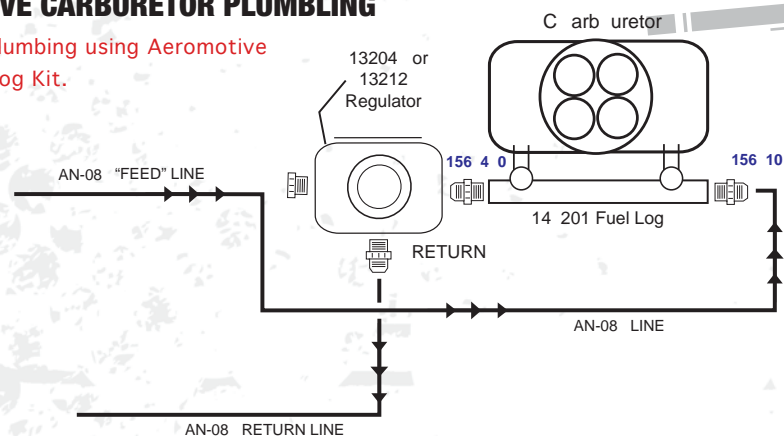
Muscle Car Stealth Tank or Phantom w/ Single 340 Fuel Pump



PARTS		* Optional
1 - 340 Stealth Fuel Tank	3 - 15649 Fittings	
1 - 12301 Fuel Filter	3 - 15610 Fittings	
1 - 13204 Regulator	2 - 15606 Fittings	
1 - 15632 Guage	1 - 15607 Fitting	
1 - 16301 Wiring Kit		

ALTERNATIVE CARBURETOR PLUMBING

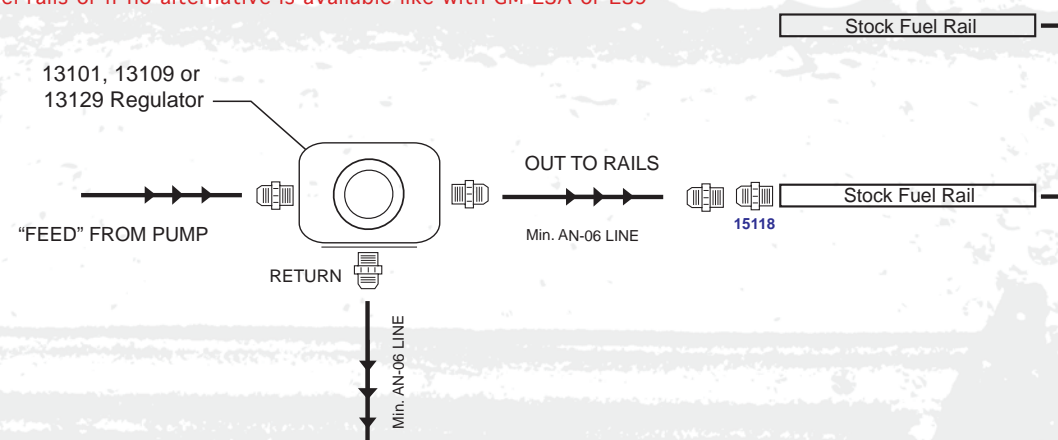
Alternative plumbing using Aeromotive Fuel Log or Log Kit.



Note:
P/N 14201 Fuel Log and P/N 13212 Regulator also come as a kit.
P/N 17248 - 17251.

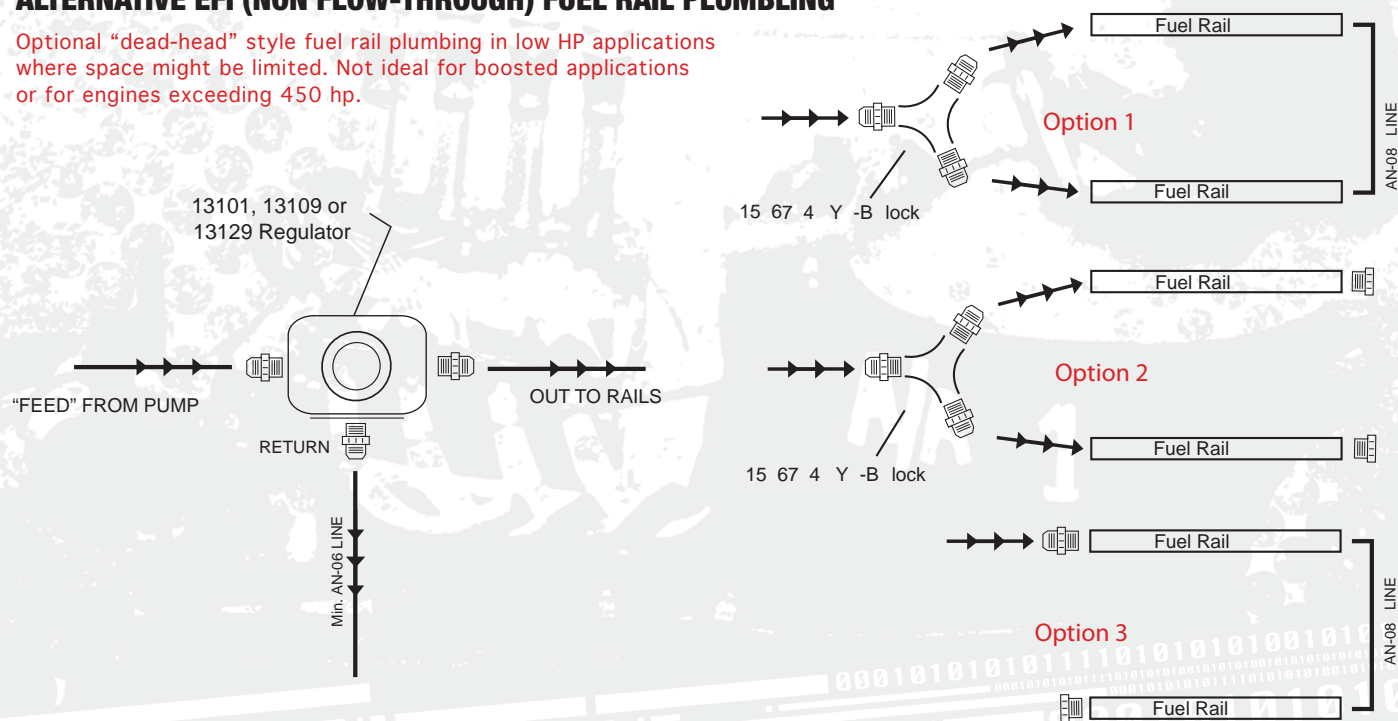
ALTERNATIVE EFI (STOCK) FUEL RAIL PLUMBING

Optional if running factory fuel rails or if no alternative is available like with GM LSA or LS9



ALTERNATIVE EFI (NON FLOW-THROUGH) FUEL RAIL PLUMBING

Optional "dead-head" style fuel rail plumbing in low HP applications where space might be limited. Not ideal for boosted applications or for engines exceeding 450 hp.



Placing Orders

Aeromotive is open for business Monday through Friday, 8:00 AM to 5:00 PM CST. Warehouse distributors (WD) and jobber accounts may fax written purchase orders to 913-647-7207.

WD Accounts

Aeromotive has established requirements that must be met and maintained by all WD accounts. WD's must be able to maintain a representative stock of Aeromotive merchandise for distribution to jobber accounts. All orders will be shipped COD or prepaid via credit card unless approved for open terms prior to ordering.

Direct Sales to Individuals

Aeromotive does not have a direct sales program. Please contact your local performance parts distributor or retailer. You can also use our dealer locator on our website to search a list of authorized Aeromotive retailers.

Shipping

Aeromotive normally ships all merchandise via UPS Ground. Customers may authorize expedited shipment for an additional charge. All shipments are sent FOB Origin. Claims for damaged materials must be made with freight company. Damaged merchandise should not be returned to Aeromotive without prior arrangements.

Pricing

All prices are subject to change without notice. Current price lists are available from Aeromotive or your local warehouse distributor.

Aeromotive Product Warranty, Policy and Procedure: Distributor

Any product returned for warranty by a distributor, retailer or party that is NOT the actual retail purchaser, requires proper RGA and authentic proof of customer purchase. Authorized returns that do qualify as "in warranty and defective" will NOT be processed for credit, but handled as any other warranty return, where the product will be repaired if possible or replaced with rebuilt or new merchandise of equal performance and value. Returned product NOT "defective" or NOT "in warranty" will be destroyed or returned as-is, by distributor request.

New product returns for stock adjustment are allowed annually. All returned merchandise requires advance approval from Aeromotive along with the assigned RGA number. All returns for stock adjustment must be in perfect condition and if above 5% of annual sales orders, are subject to a 15% restocking fee. All returns will be for account credit only. Aeromotive does not make cash refunds.

AEROMOTIVE FUEL SYSTEM COMPONENTS ARE NOT LEGAL FOR SALE OR USE ON EMISSION CONTROLLED VEHICLES.

Aeromotive Product Warranty, Policy and Procedure: Retail

All Aeromotive products sold are warranted free from defects in materials and workmanship for a period of one year from the original date of purchase. No warranty claim will be valid without authentic, dated proof of purchase.

This warranty is to the original retail purchaser and none other and is available directly from Aeromotive and not through any point of distribution or purchase.

If a defect is suspected, the retail purchaser must contact Aeromotive directly to discuss the problem, possible solutions and obtain a Return Goods Authorization (RGA), if deemed necessary by the company. All returns must be shipped freight pre-paid to the company and with valid RGA before they will be processed.

Aeromotive will examine any product returned with proper authorization to determine if the failure resulted from a defect or from abuse, improper installation, misapplication or alteration. Aeromotive will then, at its sole discretion return, repair or replace the product.

Limitation of Remedies

If any Aeromotive product is determined defective, buyer's exclusive remedy is limited in value to the sale price of the good. In no event shall Aeromotive be liable for incidental or consequential damages. Aeromotive fuel system components are not legal for sale or use on emission controlled motor vehicles.

The telephone number to contact Aeromotive Returns and Repairs for help with a warranty claim is 913-647-7300, then dial option 5. Be certain to have the part in question, along with proof of purchase and a pen and paper when you call.