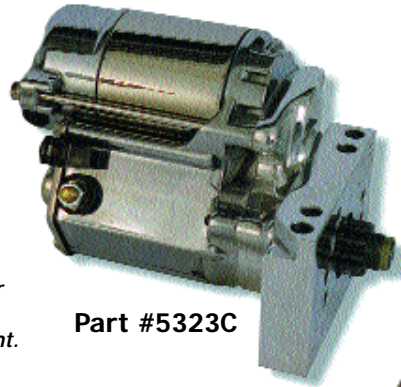
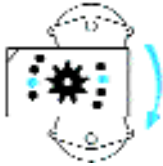


Protorque

Chevy Engines

Adjustable for Header & Oil Pan Clearance.

5 Adjustment Positions



Part #5323C



Part #5323



Part #5323OS

5323

Note: Replaces either straight across or staggered mount units providing the block is drilled for straight across mount.

Part # Applications

- 5323 Chevy 153, 168 Tooth Flywheel
- 5323OS Chevy Staggered Mount 168 Tooth Flywheel
- 5323C Chevy Chrome 153, 168 Tooth Flywheel
- 5323R Chevy Engines with Factory Points Ignition that require a Relay Terminal (153, 168 Tooth Flywheel)

SPECIFICATIONS

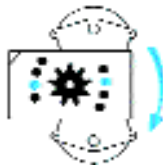
Type of Unit:	Nippondenso Gear Reduction
Estimated Horsepower:	1.9HP
Reduction Ratio:	4:1
Weight:	10 Lbs.

- Unique Aluminum Housing (eliminates hot start problems)
- Units Coated with Gold Chromemate to Eliminate Corrosion and Prevent Premature Failure
- Easily Replaceable Plunger and Contacts
- Sealed with Rubber O-rings and Grommets

Olds/Pontiac Engines

Adjustable for Header & Oil Pan Clearance.

5 Adjustment Positions



Part #5311

Part # Applications

- 5311 Pontiac / Oldsmobile 350, 400, 455

SPECIFICATIONS

Type of Unit:	Nippondenso Gear Reduction
Estimated Horsepower:	1.9HP
Reduction Ratio:	4:1
Weight:	10 Lbs.

Note: The information contained herein is based upon data which we believe to be correct and has been obtained from sources which we regard as reliable, but we assume no liability for typographical errors or omissions therein.



Protorque

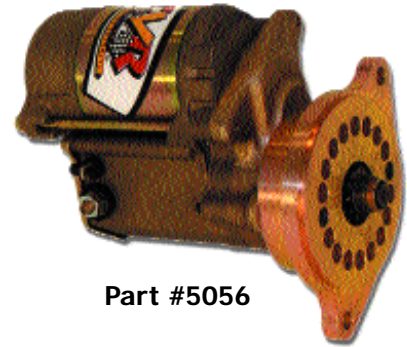
Ford Engines

Adjustable for Header & Oil Pan Clearance.

18 Adjustable Positions



Part #5055



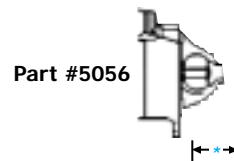
Part #5056

Part #	Applications
5048	Ford 351M, 400, 429, 460
5049	Ford 390, 427, 428 (FE Series)
5055	Ford 289, 302, 351 A/T and 4 & 5-Speed M/T
5056	Ford 289, 302, 351 3-Speed M/T and Powerglide Conversion

Note: All units replace 2 or 3 hole mount starters

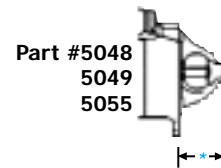
SPECIFICATIONS

Type of Unit:	Nippondenso Gear Reduction
Estimated Horsepower:	1.9HP
Reduction Ratio:	4:1
Weight:	10 Lbs.



Part #5056

*Note: Replaces OEM units which nose housing extends 2"



Part #5048
5049
5055

*Note: Replaces OEM units which nose housing extends 2-3/8"

- Unique Aluminum Housing (eliminates hot start problems)
- Units Coated with Gold Chromemate to Eliminate Corrosion and Prevent Premature Failure
- Easily Replaceable Plunger and Contacts
- Sealed with Rubber O-rings and Grommets

Chrysler Engines

Part #	Applications
1337	Chrysler, Dodge, Plymouth Small & Big Block 6 & 8 Cylinder Engines



Part #1337

SPECIFICATIONS

Type of Unit:	Nippondenso Gear Reduction
Estimated Horsepower:	1.9HP
Reduction Ratio:	4:1
Weight:	10 Lbs.

Note: The information contained herein is based upon data which we believe to be correct and has been obtained from sources which we regard as reliable, but we assume no liability for typographical errors or omissions therein.



Protorque

Jeep Engines

Adjustable for
Header & Oil Pan
Clearance.



18 Adjustable Positions

Part #	Applications
5044	1972-87 with AMC 232 or 258 6 Cylinder and 1972-82 AMC V8
1283	1988-2000 with 4.2L 258 or 4.0L 6 Cylinder

SPECIFICATIONS

Type of Unit:	Nippondenso Gear Reduction
Estimated Horsepower:	1.9HP
Reduction Ratio:	4:1
Weight:	10 Lbs.

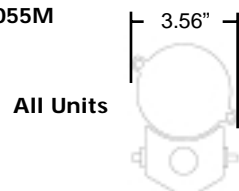
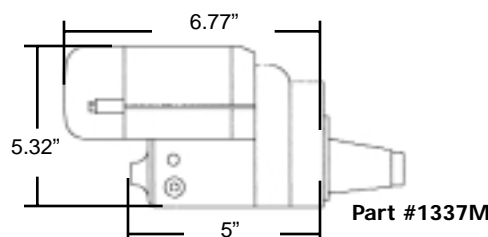
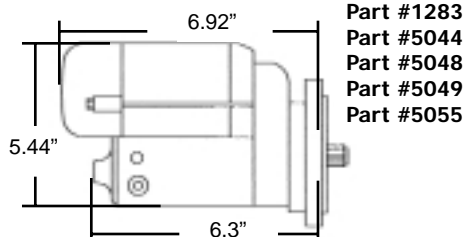
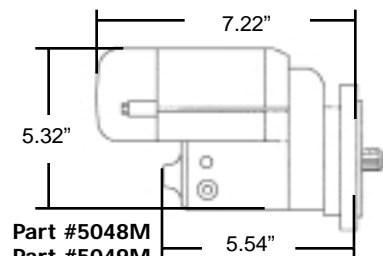
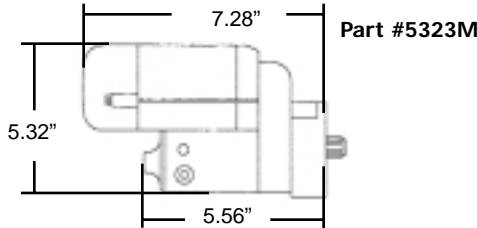
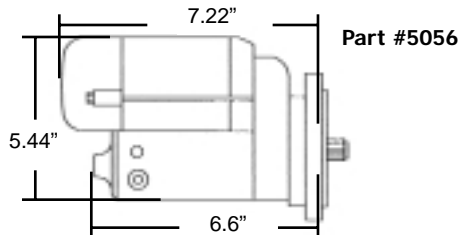
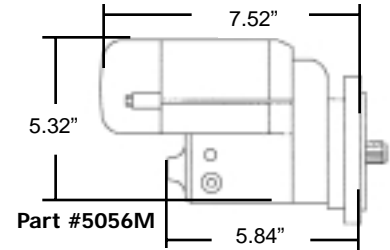
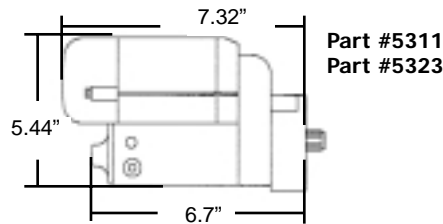
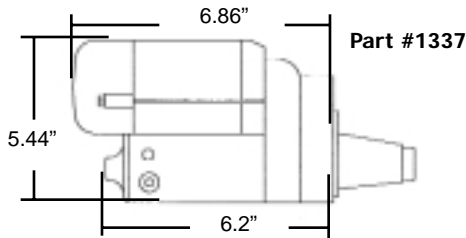


Part #5044



Part #1283

STARTER DIMENSIONS



Note: The information contained herein is based upon data which we believe to be correct and has been obtained from sources which we regard as reliable, but we assume no liability for typographical errors or omissions therein.

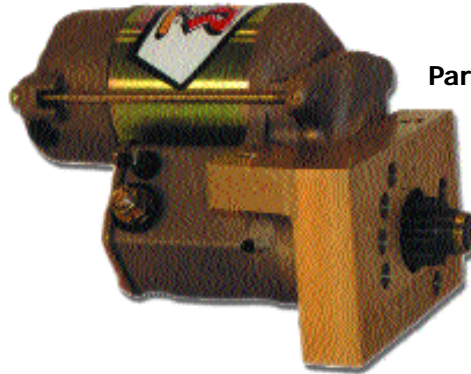
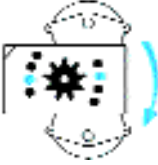


Protorque Maximum

Chevy Engines

Adjustable for Header & Oil Pan Clearance.

5 Adjustment Positions



Part #5323MOS



Part #5323M

5323M

Note: Replaces either straight across or staggered mount units providing the block is drilled for straight across mount.

Part # Applications

5323M Chevy 153, 168 Tooth Flywheel
5323MOS Chevy Staggered Mount 168 Tooth Flywheel

SPECIFICATIONS

Type of Unit: Nippondenso Gear Reduction
Estimated Horsepower: 3.1HP
Reduction Ratio: 4.44:1
Weight: 9.5 Lbs.

- Unique Aluminum Housing (eliminates hot start problems)
- Units Coated with Gold Chromemate to Eliminate Corrosion and Prevent Premature Failure
- Easily Replaceable Plunger and Contacts
- Sealed with Rubber O-rings and Grommets

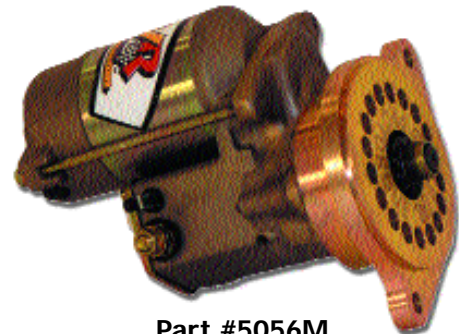
Ford Engines

Adjustable for Header & Oil Pan Clearance.

18 Adjustable Positions



Part #5055M



Part #5056M

Part # Applications

5048M Ford 351M, 400, 429, 460
5049M Ford 390, 427, 428 (FE Series)
5055M Ford 289, 302, 351 A/T and 4 & 5-Speed M/T
5056M Ford 289, 302, 351 3-Speed M/T and Powerglide Conversion

Note: All units replace 2 or 3 hole mount starters

SPECIFICATIONS

Type of Unit: Nippondenso Gear Reduction
Estimated Horsepower: 3.1HP
Reduction Ratio: 4.44:1
Weight: 9.5 Lbs.

Part #5056M



*Note: Replaces OEM units which nose housing extends 2"

Part #5048M
5049M
5055M



*Note: Replaces OEM units which nose housing extends 2-3/8"



Protorque Maximum

Chrysler Engines

Part # 1337M **Applications**
 Chrysler, Dodge, Plymouth Small & Big
 Block 6 & 8 Cylinder Engines



Part #1337M

SPECIFICATIONS

Type of Unit:	Nippondenso Gear Reduction
Estimated Horsepower:	3.1HP
Reduction Ratio:	4.44:1
Weight:	9.5 Lbs.

PROTORQUE DRIVE-END PLATES

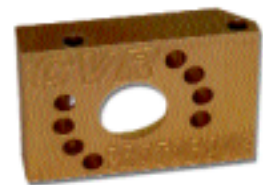
Part #048DE



Part #323DE



Part #311DE



Part #056DE



Part #323ODE



Note: Ford and GM units all interchange by changing the drive-end mounting plates. This gives the ability to convert a GM unit to a Ford unit.



Protorque Tech Info

The 'R' Terminal?

Before electronic ignition, vehicles required an R-Terminal, which bypassed the ignition resistor for easier starting. Today's electronic ignitions do not use a ballast resistor, therefore they do not require an 'R' terminal. When updating an existing starter to a racing starter which does not have an 'R' terminal, **simply do not connect this wire.**

Note: CVR offers a 5323R for Chevy engines with a factory points ignition that requires a relay terminal. Another option is that a remote solenoid can be added that has a built-in relay terminal.

FREQUENTLY ASKED QUESTION: WHY DOES THE STARTER DRIVE NOT CROSS THE ENTIRE FLYWHEEL?

The CVR Protorque starter is designed only to cross between .400" and .500". This is quite sufficient for this type of unit with proper shimming.

Shimming Procedures

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

IMPORTANT:

Most of the causes of premature starter **failure** of GM pad-mounted starters are a result of **improper shimming**, regardless of whether the old starter had shims or not, you **must inspect the clearance** of this new unit as it may **or** may not require shimming.

BEFORE INSTALLATION:

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

This "CLEARANCE" is critical to avoid damage to:

Flywheel, Starter Drive, Battery

WHY SHIMMING VARIES?

1. Mounting pad tolerances and hole locations vary from block to block, this moves the starter drive gear away from the flywheel varying distances.
2. The mounting pad on the engine block dimensions vary. This also moves the starter drive gear away from the flywheel varying distances.

STEP 1: INSPECTION

REMOVE lower flywheel housing cover and **examine** the **entire flywheel** for visual problems: worn, chipped or broken teeth; bent flywheel and/or incorrectly cut teeth.

STEP 2: CHECKING CLEARANCE

Insert a screwdriver behind the starter drive. Move starter drive assembly out toward flywheel so that starter pinion and ring gear teeth mesh.

STEP 3: MEASURING CLEARANCE

Center the pinion tooth. **Check clearance** (looking for .025" - .060"). A convenient plug gauge is a common paper clip, which typically mikes out at about .035". **Important** - Check at least 3 ring gear locations 120° apart for proper clearance. Shim **as required** at **minimum** clearance location. After measuring clearance, push starter drive back into original position.

STEP 4: PROPER SHIMMING

To INCREASE CLEARANCE: Use entire shim across both holes. .015" shim **increases clearance** approx. **.0075"**. This moves the starter down and out, **away** from the flywheel (use no more than 6 shims).

To Decrease Clearance: Use 1/2 shim only on the outer mounting bolt hole from oil pan. This moves the starter in and **toward** the flywheel. .015" shim **decreases clearance** approx. .010".

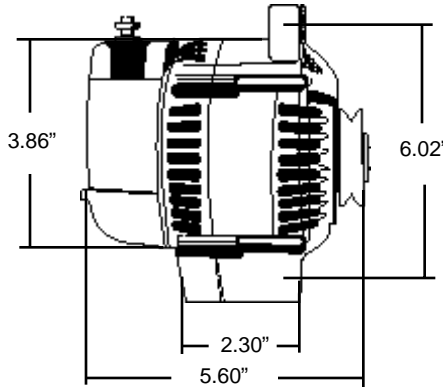


Propower

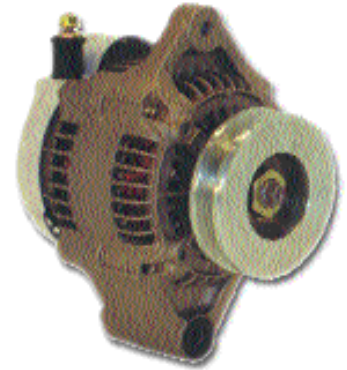
SPECIFICATIONS

Type of Unit:	Nippondenso Internal Fan
Estimated Amperage:	50 Amps.
Regulator:	Internal Self-Exciting One Wire
Voltage:	14.9
Weight:	5.75 Lbs.
Pulley Type:	Aluminum Single Deep Groove
Pulley Size:	3.15"
Special Coating:	Gold Chromemate
Bearings:	Oversized Double Sealed, Low Drag, High Speed

Part #4940 is the smallest and most compact **CVR** alternator. It's 50 Amp output makes it ideal for serious drag racing. It has the lowest amps to weight ratio of all **CVR** alternators.



Part #4940

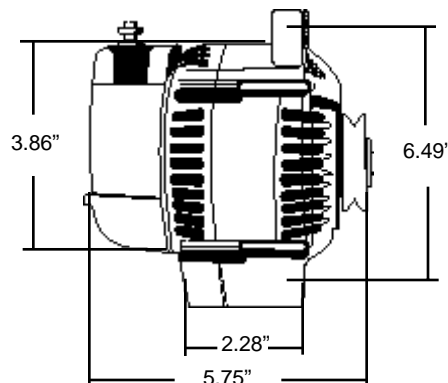


TRUE ONE WIRE DENSO RACE ALTERNATORS

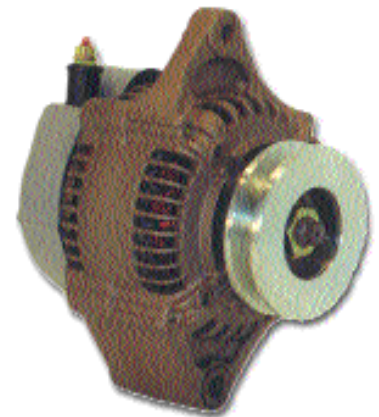
SPECIFICATIONS

Type of Unit:	Nippondenso Internal Fan
Estimated Amperage:	75 Amps.
Regulator:	Internal Self-Exciting One Wire
Voltage:	14.9
Weight:	7.9 Lbs.
Pulley Type:	Aluminum Single Deep Groove
Pulley Size:	3.15"
Special Coating:	Gold Chromemate
Bearings:	Oversized Double Sealed, Low Drag, High Speed

Part #4935 is the perfect unit for Pro Street Racers and others with high electrical demands. Its oversize, high speed bearings make it an ideal choice for racers who count on a durable, long lasting unit which provides more amps per pound.



Part #4935



Note: The information contained herein is based upon data which we believe to be correct and has been obtained from sources which we regard as reliable, but we assume no liability for typographical errors or omissions therein.



Propower

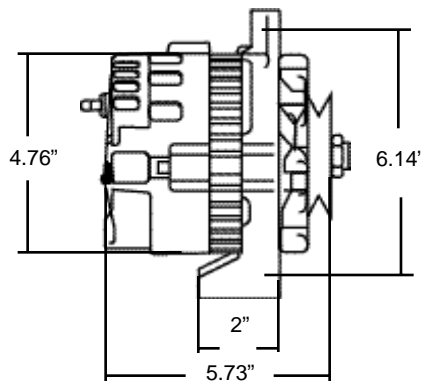
SPECIFICATIONS

Type of Unit:	Delco External/Internal Fan
Estimated Amperage:	100 Amps.
Regulator:	Internal Self-Exciting One Wire
Voltage:	14.9
Weight:	8.8 Lbs.
Pulley Type:	Steel Single Deep Groove
Pulley Size:	3.15"
Special Coating:	Gold Chromemate
Bearings:	Double Sealed, Low Drag, High Speed

Part #7970



Part #7970 is the perfect choice for drag racing when ounces is not as crucial as amperage. This alternator still provides low drag, high speed bearings, high output at idle and one wire hookup.



TRUE ONE WIRE DELCO RACE ALTERNATORS

SPECIFICATIONS

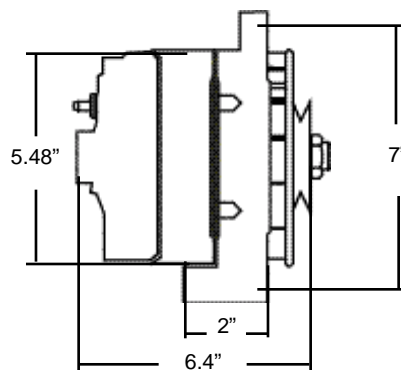
Type of Unit:	Delco External Fan
Estimated Amperage:	100 Amps.
Regulator:	Internal Self-Exciting One Wire
Voltage:	14.9
Weight:	11.4 Lbs.
Pulley Type:	Steel Serpentine
Pulley Size:	6 Groove
Special Coating:	Gold Chromemate
Bearings:	Double Sealed, Low Drag, High Speed

Part #7278



Part #7278 is designed as a bolt on upgrade for 1966-86 Fords with V-belt pulley system. It is a one wire system so there is no need for a cluttered wiring harness.

Part #7279 is designed as a bolt on upgrade for 1987-93 Fords with serpentine pulley system. It is a perfect unit for Ford Mustang 5.0L. It is a one wire system so there is no need for a cluttered wiring harness.





Propower

SPECIFICATIONS

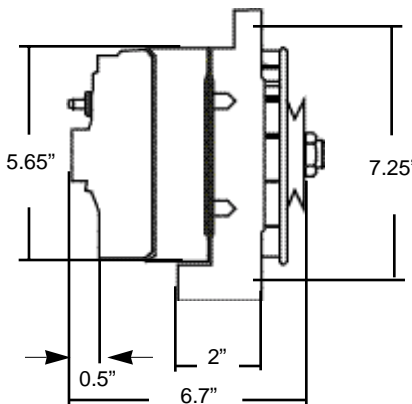
Type of Unit:	Delco External Fan
Estimated Amperage:	160 Amps.
Regulator:	Internal Self-Exciting w/ Delco Smart Chip
Voltage:	14.9
Weight:	15 Lbs.
Pulley Type:	Steel Single Deep Groove
Pulley Size:	3.15"
Special Coating:	Gold Chromemate
Bearings:	Double Sealed, Low Drag, High Speed

Part #7684

Part #7684 is the ideal **CVR** alternator. Whether it's a high wattage stereo system, accessory lights, winches for off-road or towing use, CBs, etc. - these alternators can handle almost anything. This alternator is a combination of an industrial alternator in an automotive size housing. We use a hand-wound stator, heavy duty rectifier, self-exciting regulator and Delco's Smart Chip which allows an automatic cut-in for charging at the lowest RPMs.

Part #7684-1 is an installation package for Jeep applications. It fits 1973-1990 CJ, YJ 6 and 8-cylinder engines. Package includes belt, fasteners and mounting bracket.

Note: Will not fit Jeep engines with serpentine belt drive.



PROPOWER INSTALLATION BRACKETS

Part #7970-5



First 4 digits of bracket is alternator #.

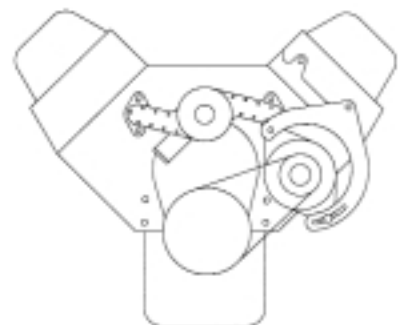
Big Block Chevy

- Part #7970-5
- Part #4940-5
- Part #4935-5

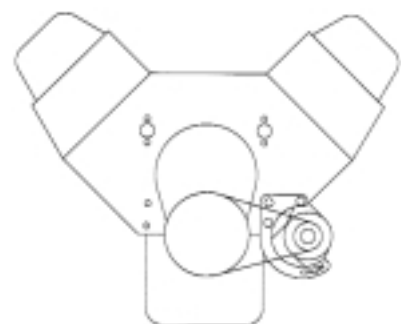
Small Block Chevy

- Part #7970-4
- Part #4940-4
- Part #4935-4

Mid-Mount



Low-Mount



Part #7970-3



Big Block Chevy

- Part #7970-3
- Part #4940-3
- Part #4935-3

Small Block Chevy

- Part #7970-2
- Part #4940-2
- Part #4935-2

Note: The information contained herein is based upon data which we believe to be correct and has been obtained from sources which we regard as reliable, but we assume no liability for typographical errors or omissions therein.



Propower Tech Info

SIZING UP YOUR ALTERNATOR

Accessories Amp Draw

Trans Brake	10 - 20
Throttle Stop	5 - 18
On Board Computer	0.2 - 0.3
Electric Fans	5 - 18
CDI Ignition	5 - 30
HEI Ignition	5 - 10
Nitrous Solenoid (each)	5 - 15
Electric Fuel Pumps	3 - 9
Electric Water Pumps	5 - 12
Instrument Panel	1.5 - 3
Brake Lamps	3 - 5
Running Lights	3 - 5

PREMATURE FAILURE

Tech Tip: We do not recommend switching one wire alternators off/on while the engine is running. This causes severe internal spikes in the alternator which will cause damage.

Tech Tip: Never disconnect the battery when engine is running to see if alternator is charging. Excessive load or voltage spikes on alternator will damage internal components or any on-board computers in the vehicle. Always use a multi-meter.

HOW MUCH HORSEPOWER IS YOUR ALTERNATOR USING?

Using Ohms Law

The formula to find power (watts) using Ohms Law is $P = I \times E$ or Power = Current x Voltage

$I = 50$ amps (alternator rating)

$E = 14.9$ volts (set voltage of alternator when engine is running)

50 amps x 14.9 volts = 745 watts

Assuming 1 horsepower is equal to 746 watts, we can calculate lost horsepower as follows:

$HP = 745$ watts ÷ 746 watts

$HP = 1.0$ (approx.)

The amount of power it takes to drive a 50 amp **CVR** Propower Alternator to its full rated power is approximately 1.0 HP. Which means if your batteries are fully charged and in good condition, your alternator will not have to work that hard, will pull only fractional horsepower on demand, and will produce enough at idle speed where it doesn't matter if horsepower is drawn.

CAUTION: Always use good fully charged deep cycle batteries. Your alternator is designed to maintain your battery not be a battery charger. Never install an alternator on a battery that is not fully charged.

PROPOWER ADVANTAGES

Tech Tip: Some companies claim that black paint dissipates heat but we have taken a different approach and provide all units with an chromemate coating, which as a known fact, prevents corrosion, increases electrical conductivity and prevents premature failure. We also spend more time and energy on custom-made rectifiers, regulators and hand-wound stators (which makes a real difference).

Amps	CHARGING CABLE GUAGE SIZE							
	Up to 4'	4' - 7'	7' - 10'	10' - 13'	13' - 16'	16' - 19'	19' - 22'	22' - 28'
35-50	12	12	10	10	10	8	8	8
50-65	10	10	8	8	6	6	6	4
65-85	10	8	8	6	6	4	4	4
85-105	8	8	6	4	4	4	4	2
105-125	6	6	4	4	2	2	2	0
125-150	6	6	4	2	2	2	2	0
175-175	2	2	2	2	0	0	0	00

Note: The information contained herein is based upon data which we believe to be correct and has been obtained from sources which we regard as reliable, but we assume no liability for typographical errors or omissions therein.



Proflo

Chevy Small Block Engines

Part #7350

SPECIFICATIONS

Type of Unit:	Electric Water Pump
Flow Rate:	37GPM
Weight:	6.8 Lbs.
Type of Finish:	Cast Aluminum/Polished Billet
Special Coating:	N/A
Fasteners & Hardware:	Stainless Steel
Amperage Draw:	6.1 Amps.
Voltage:	12V
Type of Material:	Cast/T6-6061 Billet Aluminum

Part #	Applications
7350	Small Block Chevy

Note: This pump does not require inlet fitting. Unit comes with standard 1 3/4" inlet.

Special Feature: This is the only electric pump which includes an adjustable cam stop which eliminates cam walk. Also has mounting hole for power steering bracket (not shown in photo).



- High Temperature Viton® Seal Eliminates Leaks and Extends Pump Life
- Computer Designed Impeller Machined From T6-6061 Billet Aluminum

- Stainless Steel Shaft will not Corrode
- Mounts Easily in Stock Location

Chevy Big Block Engines

Part #7454

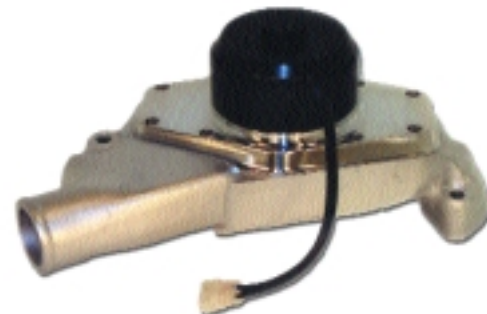
SPECIFICATIONS

Type of Unit:	Electric Water Pump
Flow Rate:	40GPM
Weight:	8.7 Lbs.
Type of Finish:	Cast Aluminum/Polished Billet
Special Coating:	N/A
Fasteners & Hardware:	Stainless Steel
Amperage Draw:	6.1 Amps.
Voltage:	12V
Type of Material:	Cast/T6-6061 Billet Aluminum

Part #	Applications
7454	Big Block Chevy

Note: This pump does not require inlet fitting. Unit comes with standard 1 3/4" inlet.

Special Feature: This is our highest volume pump designed especially for big block applications.





Proflo Billet

Chevy Big Block Engines

SPECIFICATIONS

Type of Unit:	Electric Water Pump
Flow Rate:	37GPM
Weight:	6.3 Lbs.
Type of Finish:	All Units Hand Polished (before coated)
Special Coating:	Anodized (coloured units only)
Fasteners & Hardware:	Stainless Steel
Amperage Draw:	6.1 Amps.
Voltage:	12V
Type of Material:	T6-6061 Billet Aluminum

Part #	Applications
6454BK	Big Block Chevy - Black
6454R	Big Block Chevy - Red
6454P	Big Block Chevy - Polished

Part #6454R



Part #6454BK



Part #6454P



Note: Inlet fittings sold separately.

- High Temperature Viton® Seal Eliminates Leaks and Extends Pump Life
- Computer Designed Impeller Machined From T6-6061 Billet Aluminum

- Stainless Steel Shaft will not Corrode
- Mounts Easily in Stock Location

Chevy Small Block Engines

SPECIFICATIONS

Type of Unit:	Electric Water Pump
Flow Rate:	37GPM
Weight:	5.8 Lbs.
Type of Finish:	All Units Hand Polished (before coated)
Special Coating:	Anodized (coloured units only)
Fasteners & Hardware:	Stainless Steel
Amperage Draw:	6.1 Amps.
Voltage:	12V
Type of Material:	T6-6061 Billet Aluminum

Part #	Applications
6350BK	Small Block Chevy - Black
6350R	Small Block Chevy - Red
6350P	Small Block Chevy - Polished

Part #6350R



Part #6350BK



Part #6350P



Note: Inlet fittings sold separately.

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Proflo Billet

Ford Big Block Engines

Part #6460BK



SPECIFICATIONS

Type of Unit: Electric Water Pump
 Flow Rate: 37GPM
 Weight: 5.7 Lbs.
 Type of Finish: All Units Hand Polished (before coated)
 Special Coating: Anodized (coloured units only)
 Fasteners & Hardware: Stainless Steel
 Amperage Draw: 6.1 Amps.
 Voltage: 12V
 Type of Material: T6-6061 Billet Aluminum

Part #6460P



Part # Applications

6460BK Big Block Ford 429/460 - Black
 6460BL Big Block Ford 429/460 - Blue
 6460P Big Block Ford 429/460 - Polished

Part #6460BL



Note: Inlet fittings sold separately.

Note: Inlet fittings can be changed between passenger and driver side to suit radiator outlet.

Attention: See Proflo tech info for back plate instructions.

- High Temperature Viton® Seal Eliminates Leaks and Extends Pump Life
- Computer Designed Impeller Machined From T6-6061 Billet Aluminum

- Stainless Steel Shaft will not Corrode
- Mounts Easily in Stock Location

Ford Small Block Engines

Part #6302BK



SPECIFICATIONS

Type of Unit: Electric Water Pump
 Flow Rate: 37GPM
 Weight: 4.0 Lbs.
 Type of Finish: All Units Hand Polished (before coated)
 Special Coating: Anodized (coloured units only)
 Fasteners & Hardware: Stainless Steel
 Amperage Draw: 6.1 Amps.
 Voltage: 12V
 Type of Material: T6-6061 Billet Aluminum

Part #6302P



Part # Applications

6302BK Small Block Ford 289/302/351 - Black
 6302BL Small Block Ford 289/302/351 - Blue
 6302P Small Block Ford 289/302/351 - Polished

Part #6302BL



Note: Inlet fittings sold separately.

Note: Inlet fittings can be changed between passenger and driver side to suit radiator outlet.

Attention: See Proflo tech info for back plate instructions.

Note: The information contained herein is based upon data which we believe to be correct and has been obtained from sources which we regard as reliable, but we assume no liability for typographical errors or omissions therein.



Proflo Billet

Chrysler Big Block Engines

Part #6440

SPECIFICATIONS

Type of Unit:	Electric Water Pump
Flow Rate:	30GPM
Weight:	3.0 Lbs.
Type of Finish:	Machined
Special Coating:	Anodized
Fasteners & Hardware:	Stainless Steel
Amperage Draw:	6.1 Amps.
Voltage:	12V
Type of Material:	T6-6061 Billet Aluminum



Part #	Applications
6440	Chrysler Big Block 383 & 440

Installation:

Mounts directly to stock water pump locations by removing existing fan, pulley, plate and impeller; includes stainless steel mounting hardware and gasket for simple installation.

Benefits:

Eliminates drive belt and fan to save weight and horsepower while providing maximum circulation to improve cooling efficiency during all driving conditions, especially while idling.

- High Temperature Viton® Seal Eliminates Leaks and Extends Pump Life
- Computer Designed Impeller Machined From T6-6061 Billet Aluminum
- Stainless Steel Shaft will not Corrode
- Mounts Easily in Stock Location

GM LT-1 Small Block Engines

Part #6351

SPECIFICATIONS

Type of Unit:	Electric Water Pump
Flow Rate:	30GPM
Weight:	3.0 Lbs.
Type of Finish:	Machined
Special Coating:	Anodized
Fasteners & Hardware:	Stainless Steel
Amperage Draw:	6.1 Amps.
Voltage:	12V
Type of Material:	T6-6061 Billet Aluminum



Part #	Applications
6351	GM LT-1 Small Block

Installation:

On the LT-1 engine the factory pump is cam driven. Installation of this unit requires removal of the housing, disassembly and plugging of the drive hole and reinstallation. From there our unit plugs right into the housing supplied with seal and stainless fasteners.

Note: The information contained herein is based upon data which we believe to be correct and has been obtained from sources which we regard as reliable, but we assume no liability for typographical errors or omissions therein.



Proflo Accessories

Inlet Fittings



- Part #6200P - Inlet Fittings - Polished Long 1 3/4
- Part #6175P - Inlet Fittings - Polished 1 3/4
- Part #6150P - Inlet Fittings - Polished 1 1/2
- Part #6125P - Inlet Fittings - Polished 1 1/4

Note: Just add abbreviation after last digit for colour.
 P = Polished
 BK = Black
 R = Red
 BL = Blue

Back Plates



Part #64602BK - BBF Back Plate - Black

Attention:

See Proflo tech info for back plate instructions.



Part #63022BK - SBF Back Plate - Black

WEBSITE



Visit our Website!

www.cvrproducts.com

for news, updates and complete listings of CVR's excellent line of products including Marine and Harley starters.

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Proflo Tech Info

After Running the Pump

After a few heat cycles on the pump, recheck the eight (8) socket head cap screws attaching the pump center section to the body for tightness. Re-tighten if necessary. If the bolts continue to loosen after one re-tightening, remove the screws one at a time and apply a small amount of Locktite "Blue" retaining compound.

Back Plate

When considering purchasing the Ford water pump, you will notice that **CVR** offers the "back plate" separately.

Many of today's race cars use a full front motor plate or a belt drive system for the cam. In the Ford engine, the front motor plate or the cam belt drive may also be used to block off the center chamber in the timing cover housing and drilled only in the one spot on each side to allow water flow back into the engine block. In this case, the back plate is an unnecessary piece and may not be needed. In all other cases a back plate will be necessary.

Features

- 100% Tested for leaks, flow and amperage draw.
- Fully CNC machined from 6061-T6 aluminum.
- One piece main body. Not a pieced together unit.
- Efficient direct drive electric motor draws only 6 amps.
- Light weight. Complete standard Big or Small Block unit weighs only 4 to 8 pounds depending on model.
- Efficient hydrodynamic design.
- Stainless steel main shaft.
- High temperature Viton® Seal.
- 40 GPM free flow rating.
- Generates 9PSI static pressure.
- Suitable for street use.
- Pump will clear cam belt drives and most blower drives.
- Fully polished and anodized in your choice of 3 colours.
- All stainless steel hardware included.
- Fully rebuildable and easily serviced.