

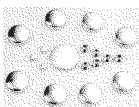
FORD V8 ENGINE PARTS-for 221, 260, 281-4.6, 289, 302W, 351W/C/M, 400M, 390, 427, 428, 429, 460

CYLINDER BLOCK AREA	S2/1
CRANKSHAFT AREA	S2/4
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CYLINDER BLOCK AREA

CORE PLUGS/OIL GALLERY PLUG KITS HARDWARE KITS [dowels/f/pump drive etc]

BYPE108BR	Brass core plug kit for 221-351W	£19.32
BYPE108CAM	Plug-rear of cam-289-302W	£1.37
BYPE109BR	Brass core plug kit-351C/351M/400M	£20.23
BY381-8017	Brass core plug kit- FE 390/427/428	£18.37
BYAJG375	Plug-rear of cam FE & DART	£1.14
BY219-9494	Brass core plug kit for 429/460	£25.73
BYAJG295	Rear cam plug [Ford Racing Blocks]	£1.68
BY12338136	NPT [1/4"] oil gallery plug	£1.32
BYAJG200	Hardware kit 289/302/351 Carb	£44.04
BYAJG205	Hardware kit 302/351W FI in rlr	£32.24
BYAJG1125	Hardware kit 351C+351M/400M	£38.17
BYAJG210	Hardware kit 390 FE	£38.06
BYAJG215	Hardware kit 429/460	£38.39
BY0614	Twist pin-holds in core plug-racing	£0.23



MECHANICAL FUEL PUMP BLOCK OFF PLATES

Designed to block-off the fuel pump mounting boss when a mechanical fuel pump is not being used. Chrome plated steel/Billet Aluminium.

BY65394	<i>Except</i> 351C/M/400M/281-4.6	£13.50
BY55023K	Bolt kit 221-351W	£3.47
BY41620	Billet alum' 221-351W+429-460+FE	£34.85
The above item is complete with bolts		
BY1517	351 Cleveland/Modified/400M	£22.40



CLEVITE 77 CAM BEARINGS



BYSH510S	Standard	£31.18
221 1962-63, 255 1980-82, 260 1962-65, 289 1963-68, 302W 1968-2001, 351W 1969-98		
BYAJG1095	Coated bearings for Racing	£63.20
Same fitment range as BYSH510S		
BYAJG85	Common OD 302/351 Race	£64.44
BYSH710S	Standard	£40.66
351C 1970-74, 351M 75-82, 400M 71-82		
BYSH781S	Standard	£37.62
390 61-76, 427 63-67 [excl 66-68 Wedge Head], 428 66-70		
BYSH1111S	Standard	£35.34
429-460 68-98		



MAIN STUD KITS



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



BY154-5401	289-302W 2-bolt main, std type block	£89.40
BY254-5501	289-302W 2-bolt main, std block +windage tray	£137.70
BYAPN1116	289-302W 2BM w-tray stud main nut	£0.31
BYAJG595	289-302W 2BM with girdle [BY22928]	£97.32
BY154-5403	351W 2-bolt main, std type block	£113.08
BY154-5503	351W 2-bolt main, std block + windage tray	£123.59
BY154-5404	351C 2-bolt main	£93.00
BY155-5401	390-428 FE 2-bolt main, std type block	£115.86
BY155-5402	429-460 2-bolt main, std type block	£102.23



221-260-289-302W

221W 1962-63. Bore x Stroke = 3.5" x 2.87". Block Height = 8.206".
260W 1962-64. Bore x Stroke = 3.8" x 2.87". Block Height = 8.206".
289W 1963-68. Bore x Stroke = 4.0" x 2.87". Block Height = 8.206".
302W 1968-72. Bore x Stroke = 4.0" x 3.00". Block Height = 8.206".
302W 1973-76. Bore x Stroke = 4.0" x 3.00". Block Height = 8.229".
302W 1977-96. Bore x Stroke = 4.0" x 3.00". Block Height = 8.206".

351W/351C/351M/400M

351W 1969-70. Bore x Stroke = 4.0" x 3.50". Block Height = 9.48".
351W 1971-96. Bore x Stroke = 4.0" x 3.50". Block Height = 9.503".
351C 1970-74. Bore x Stroke = 4.0" x 3.50". Block Height = 9.206".
351M 1975-85. Bore x Stroke = 4.0" x 3.50". Block Height = 10.297".
400M 1971-81. Bore x Stroke = 4.0" x 4.00". Block Height = 10.29-10.302".

429/460- Big Block

429 1968-70. Bore x Stroke = 4.36" x 3.59". Block Height = 10.300".
429 1970.5-71. Bore x Stroke = 4.36" x 3.59". Block Height = 10.310".
460 1969-96. Bore x Stroke = 4.36" x 3.85". Block Height = 10.322".
NB: There are various deck heights used with 460 blocks, measure it if there is a doubt.

CYLINDER SLEEVE

These sleeves are centrifugally spun-cast using Chrome-moly iron alloy material.



BYCSL1113A 289-302 Melling-4.19"x 3.97" x 5.125"

£18.60ea



302 Dart SHP Cast Iron Performance Block

Brand new precision machined cast iron block. It features- Siamesed cylinders with extra thick cylinder walls, 8.20" deck height, steel 4 bolt main caps with splayed outer bolts, [caps 1&5 are 2 bolt] 1 piece rear seal, 2.249" main diameter, priority main oiling system, blind head bolt bosses, extra thick decks. Supplied with 4.00" bore, [unfinished] can be bored to 4.185". Will accept stock OE roller lifters & retainers. Needs core plugs, cam brgs & dowels. Extended cyl barrels.



BY31374175 Dart SHP Cyl Block 302W- 600bhp ok **£3400.55**



351W Dart SHP Cast Iron Performance Block

Brand new precision machined cast iron block. It features- Siamesed cylinders with extra thick cylinder walls, 9.50" deck height, steel 4 bolt main caps with splayed outer bolts, [caps 1&5 are 2 bolt] 1 piece rear seal, 2.75" [351C] main diameter, priority main oiling system, blind head bolt bosses, extra thick decks. Supplied with 4.00" bore, [unfinished] can be bored to 4.185". Needs core plugs, cam brgs & dowels. Extended cyl barrels.



BY31375135 Dart SHP Cyl Block 351- 600bhp ok **£3122.03**

FORD 302cu in/5.0 litre R.S. Crate Engine 330bhp

This **fully remanufactured 302 FORD V8** long engine, is built to the highest engineering standards, starting with an NOS cylinder block. With a wide torque band, a very pleasant idle & a great show of power, it will suit many different applications, manual or automatic. Shown below, is a list of tasks carried out on each engine-

Remove all plugs from block [oil & water]. Clean out & check all threads. Install **ARP** main studs. Machine both decks parallel to the main tunnel centreline & for correct piston deck height. Check I.D. of cam tunnels, if incorrect, hone to size. [not uncommon with Ford 302's.]

Check & adjust ring clearances with ductile top ring, check hypereutectic piston to bore clearances & balance pistons. Fit new **Eagle** 3" stroke crankshaft & check **Clevite** big end & main bearing clearances, crankshaft end float, conrod side clearance at big end & ID of big end on new **Eagle** I-beam, fully floating, conrods. Balance crankshaft & reciprocating components to less than 4 grams [We usually build 28"oz versions, but 50"oz is an option.]. Thread oil gallery plugs that are presently press fit. Remove all parts from block. All parts are then washed & the cylinder block is painted blue.

Install all oil & water plugs, fit **Clevite** camshaft bearings & insert Performer camshaft, Assemble short engine. Fit **Edelbrock E-street** aluminium cylinder heads, with Johnson style high performance cam followers, with "eyed circlips", .080" wall, HD pushrods, Aluminium roller rockers. Adjust lifter preload. Check rocker geometry is ok. Mount engine in wooden carrier. [Not in a box, this would cost extra.] Cover engine with **Moroso** engine bag. Supplied with correct running in oil & extra Zinc.

The original test version of this engine was dyno tested with several combinations to get the best results.

If you can supply the block, we can build this engine from an "old" cylinder block.

MACHINED & BUILT IN ENGLAND.

Normal Price

Gold Card Price

BY302330MK4 [NOS cyl block] £5952.86

£5357.58

281- 4.6 OHC and DOHC

2 valve, 3 valve and 4 valve

281 1990-14 Bore x Stroke=3.5512" x 3.543" Block Height=8.937".
Con rod length 5.933"

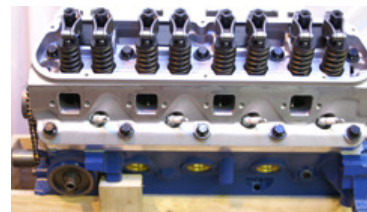
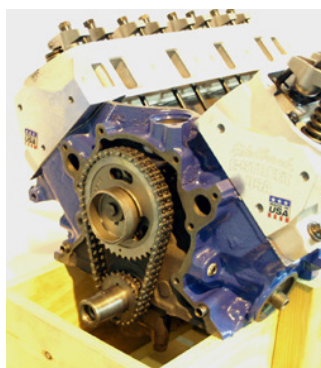
390/427/428- Big Block FE

390 1961-76. Bore x Stroke = 4.05" x 3.78". Block Height = 10.17".
427 1963-68. Bore x Stroke = 4.23" x 3.78". Block Height = 10.17".
428 1966-70. Bore x Stroke = 4.13" x 3.98". Block Height = 10.17".

429 CJ-SCJ/429 Boss (S)/429 Boss (T)

429CJ-SCJ 1969-70. Bore x Stroke = 4.36" x 3.59". Block Height =measure
429Boss(S) 1969. Bore x Stroke = 4.36" x 3.59". Block Height = 10.30".
429Boss(T) 1969-70. Bore x Stroke = 4.36" x 3.59". Block Height = 10.30".

Comes complete with harmonic balancer and bolt, oil pump and ARP bolt kit, remaining gaskets from gasket sets, header gaskets, H.D. oil pump drive shaft, Fram oil filter, oil additive package for flat tappet cams & wooden stand to sit engine in.



302cu in, maximum power 330bhp. Max torque occurs at 4000rpm [347ft lbs]. Torq exceeds 300ft lbs from 3-5500rpm. Good idle quality. Will pull like a train!

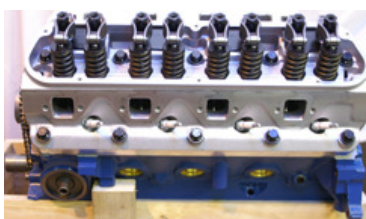
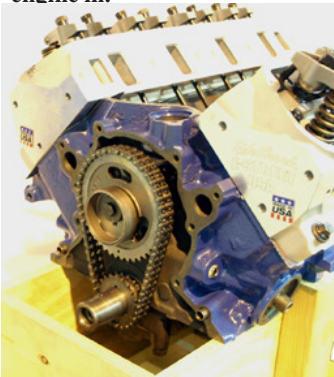
FORD 327cu in/5354cc R.S. Crate Engine 393bhp

This BLUEPRINTED 327 FORD V8 long engine, is built to the highest engineering standards. With a wide torque band, a very pleasant idle & a great show of power, it will suit many different applications, manual or automatic. Shown below, is a list of tasks carried out on each engine- Remove all plugs from block [oil & water]. Clean out & check all threads. Install ARP main studs. Check bore size for KB hypereutectic pistons. Machine both decks parallel to the main tunnel centreline & for correct piston deck height. Check I.D. of cam tunnels, if incorrect, hone to size. [not uncommon with Ford 302's.] Check & correct the Clevite Plasma-Moly piston ring clearances, check new EAGLE stroker crankshaft. Check piston to bore clearances & balance pistons. Check Clevite HD big end & OE type main bearing, clearances, crankshaft end float, conrod side clearance at big end & ID of big end on new Eagle 5.40" floating pin conrods. Balance crankshaft & reciprocating components to less than 4 grams [external balance @ 28" oz]. Thread oil gallery plugs that are presently press fit. All parts are then washed & the NOS std bore cylinder block is painted blue. Install all oil & brass water plugs, fit Clevite camshaft bearings & insert Comp-Cams camshaft. Assemble short engine. Fit AFR Renegade 20 degree, Street CNC ported cylinder heads, Johnson HD hyd lifters with proper "eyed" circlips, HD .080" wall one piece pushrods & aluminium roller rockers & adjust lifter preload. Check rocker geometry is ok. Mount engine in wooden carrier. [Not in a box, this would cost extra.] Cover engine with Moroso engine bag. Requires SUPER-UNLEADED FUEL [Shell is good quality].

MACHINED & BUILT IN ENGLAND.

	Normal Price	Gold Card Price
BY327393	£7563.41	£6807.06

Comes complete with harmonic balancer and bolt, oil pump and ARP bolt kit, remaining gaskets from gasket sets, header gaskets, H.D. oil pump drive shaft, Fram oil filter, oil additive package for flat tappet cams & wooden stand to sit engine in.



327cu in, maximum power 393bhp. Max torque occurs at 4500rpm [386ft lbs]. Torq exceeds 362ft lbs from 3-5500rpm. Good idle quality. Will pull like a train!

REMANUFACTURED 5ltr "302" LONG ENGINE

This reconditioned [outright] 302 5.0 litre engine assembly will fit any vehicle with a 289 or 302 engine in it [with the correct 28" flex plate]. It is a stripped long engine, and does not include- sump, timing cover or rocker covers. The dipstick could be mounted in the timing cover or the side of the block. Presently, the hole for the side dipstick is blocked off. From your old unit you will need to transfer all the "tinware", eg, rocker covers, sump, timing cover, inlet manifold, distributor etc. A 281"oz harmonic balancer is supplied. The unit is fitted with spark plugs and a fuel pump eccentric. If you have an early Mustang with a manual transmission, you will need a bracket for the clutch shaft. Built in England by us.



		Retail	G/Card Price
BY5LTRSTD	Remanufactured standard 302W/5.0	£3743.70	£3369.33

REMANUFACTURED Ford 351W 5.8 litre 1/2 Engine

This reconditioned 351W half engine, is recommended for 1988-1993 [non-roller block]. Main tunnels are line bored, the block is bored & honed, and the decks machined. Brass core plugs are used and the unit is balanced. Hypereutectic pistons are used, with molly rings. 60cc heads would give 9.3:1 compression.

		Retail	G/Card Price
BYAJG1120	Reconditioned 351W/5.8 1/2 engine	£tba	£tba

ARP**HIGH PERFORMANCE 180,000psi MAIN BOLT KITS**

ARPMain bolts are far superior to any other main bolt kit offered for use in modified engines. Manufactured from aircraft quality 8740 Chrome Moly Steel, after heat treating the fasteners are thread-rolled to ensure precise tolerances. These kits are complete with hardened, parallel-ground washers. These bolts have a nominal tensile strength of 180,000 PSI.



BY855202	221-302W SBF std main bolts [NOT ARP]	£30.01
BY154-5001	221-302W SBF 2-bolt main	£70.38
BY154-5003	351W SBF 2 bolt main	£88.14
BY154-5004	351C SBF 2 bolt main	£80.36
BY155-5201	390-428 FE BBF	£97.99

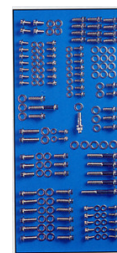
ARP Stainless/Black ENGINE BOLT KIT

The ARP 12pt bolt kit, is a selection of bolts in one box, for a specific engine. These bolts are available in certified premium stainless 300 & 8740 Chrome Moly steel with a black oxide finish, rated at 170,000 psi tensile strength. Stainless is resistant to rust and corrosion and has a polished finish. Some kits, especially for later model Cars, may require the purchase of extra bolts.

BY554-9501	289 to 302 SBF STAINLESS	£332.52
BY554-9701	289 to 302 SBF BLACK	£259.09
BY554-9503	351W SBF	£238.18
BY554-9504	351C SBF	£280.07
BY555-9502	390-428 FE BBF	£346.67

AJM878	65" 289 bolt kit T/c+W/p+Alt	£217.34
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Above kit is the same as standard OEM Mustang. **NOT ARP.**

ARP**ENGINE MOUNT BOLT KIT**

BY450-3101	ARP S/less-Polished 12pnt SBF	£36.96
BY55024K	S/less not polished SBF	£9.72

**UNIVERSAL CROSSMEMBER**

BY4849	SBF 260-351W+pre 73 351C	£185.17
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Fits frame rails 24-37" wide. Centre-centre between perches 17-1/4"

STANDARD STYLE ENGINE MOUNTS

BY2221	Right hand 289	£27.16ea
BY2220	Left hand 289	£26.02ea

260 engine: 1963-64 Galaxie, 1964 Mustang.

289 engine: 1963-64 Galaxie, 1964 Custom 500, 1964-65 Falcon-not convertible, 1964-march 1966 Mustang.

BY2257	Left & Right	£32.72ea
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289 engine: 1966-68 Falcon, 1964-67 Fairlane, march 1966-68 Mustang, 1968 Torino.

302 engine: 1968-70 Falcon, 1968-70 Fairlane, 1968-72 Mustang Coupe, 1968-72 Mustang convertible **LH only**, 1968-73 Mustang convertible **RH only**, 1970-71 Cobra, 1968-71 Torino.

351 engine: 1969-72 Mustang coupe, 1969-70 Mustang convertible, 1969-71 Torino, 1970-71 Cobra.

BY2287	Left & Right	Price: £24.48ea
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289 engine: 1965-67 Galaxie.
302 engine: 1968-72 Custom 500, 1968-72 Galaxie 500.
351 engine: 1969-77 Custom 500, 1969-70 Fairlane, 1969-74 Galaxie 500.

BY2547	Right hand 302	£8.16ea
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BY2546	Left hand 302	£11.23ea
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302 engine: 1979-83 Mustang.

BY2683	Right hand 302	£24.20ea
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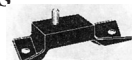
BY2682	Left hand 302	£24.20ea
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302 engine: 1984-20/2/92- Mustang Coupe, 1983-85 T-Bird.

BY2726	Right hand 302	£29.70ea
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BY2725	Left hand 302	£29.24ea
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95302 engine: 1983-93- Mustang Convertible, 20/2/92-95 Mustang Coupe, 1980-82 Thunderbird with "Shake Condition".

**STANDARD STYLE ENGINE MOUNTS**

BY2240	Right hand	£17.98ea
BY2241	Left hand	£17.54ea

390 engine: 1967-68 T-bird, 1968-69 Torino, 1968 Galaxie 500,

1966-69 Fairlane, 1968 Custom 500,

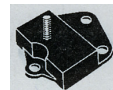
427 engine: 1965-68 Custom 500, 1965-68 Galaxie 500, 1966-68 Fairlane, 1966-68 Torino.

428 engine: 1966-68 Custom 500, 1966-68 Galaxie 500, 1966-67 T-bird, 1968-69 Torino.

BY2723	Right hand	£25.93ea
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BY2724	Left hand	£29.84ea
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429 engine: 1969-72 Galaxie, 1969-71 Mustang, 1968-73 T-bird.

**ENERGY SUSPENSION POLYURETHANE ENGINE MOUNTS**

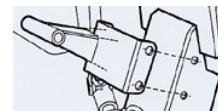
Made from Hyper-flex performance polyurethane, impervious to road salt and oil, virtually indestructible. Will handle high H.P. and Torque. Metal parts are Zinc plated. These mounts are real heavy duty!



BY4-1135G	Mustang 289 68-77/302+351 67-72	£238.69pr
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STEEL STAND FOR MOUNT-HEIDTS C/MEMBER

This steel bracket kit bolts to the Heidts crossmember and accepts a Ford style mounting to mount a SBF Windsor engine.



BYAJW335	Steel stands for mount	£121.26
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CRANKSHAFT AREA

Technical Information: 221, 260, 289, 302W: Bigends 2.1228"-2.1236": Mains 2.2482"-2.249": 351W, 351M, 400M: Bigends 2.3103"-2.3111": Mains 2.9994"-3.0002": 351C: Bigends 2.3103"-2.3111": Mains 2.7484"-2.7492": 390, 427, 428FE: Bigends 2.438"-2.4388": Mains 2.7484"-2.7492": 429, 460: Bigends 2.4992"-2.5": Mains 2.9994"-3.0002": 281-4.6L SOHC: Bigends 2.086"-2.0867": Mains 2.6568"-2.6576":

STANDARD AND HIGH PERFORMANCE BEARING SETS**Clevite 77 CON ROD BEARING Sets**

281 [4.6L SOHC] 1991-03; DOHC 1993-02

330 Triton-[5.4L SOHC] 1997-03; DOHC 1999-02

BYCB1442P	Standard	£30.64
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**Clevite 77 MAIN BEARING Sets**

281 [4.6L SOHC] 1991-03; DOHC 1993-02

330 Triton-[5.4L SOHC] 1997-03; DOHC 1999-02

BYMS2204P	Standard	£31.08sp
BYMS2204P.25	+.25mm "[.010"]"	£31.08sp

281 SOHC, 1991-92 Vin W, 1 piece thrust washer set & lwr half flanged thrust brg.

BYMS2007P	Standard	£24.05sp
BYMS2007P.25	+.25mm "[.010"]"	£26.91sp

281 SOHC, 1993-03 Vin W, X, 1 piece thrust washer set & lwr half flanged thrust brg.

BYMS2202P	Standard	£29.78sp
BYMS2202P.25	+.25mm "[.010"]"	£29.78sp

281 SOHC, 1996-03 Vin 6, 330 Triton 1997-03, straight shell brgs & 3 piece thrust set.

BYMS2259A	Standard	£32.50sp
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281 DOHC, 1993-02 contains half flanged brg.



Standard Bearing Sets

Standard Clevite 77 **CON ROD BEARING** Sets

<u>221 1962-63</u>	<u>255 1980-82</u>	<u>260 1962-65</u>
<u>289 1963-68 2B</u>	<u>302W 1968-01 excl Boss & Eliminator</u>	
BYCB634P	Standard	£62.33
BYCB634P010	+ .010"	£60.40
BYCB634P020	+ .020"	£62.33
BYCB634P030	+ .030"	£62.51
BYCB634P040	+ .040"	£58.43

351W 1969-98

BYCB831P	Standard	£63.77
BYCB831P010	+ .010"	£63.88
BYCB831P020	+ .020"	£69.06
BYCB831P030	+ .030"	£58.94

351C 1970-74351M 1975-82

<u>400M 1971-82</u>		
BYCB927P	Standard	£76.25
BYCB927P010	+ .010"	£75.85
BYCB927P020	+ .020"	£82.18
BYCB927P030	+ .030"	£76.26
BYCB927P040	+ .040"	£73.72

330/361/391FE 1964-78352FE 1958-67361FE 1958-59410FE 1966-67359FE 1974-75389FE 1975-78428FE 1966-70332FE 1958-59360FE 1976390FE 1961-76 *427FE 1968 except with C70E-2700A c/rod & C9AZ-6303D crank

* Excluding 1961-63 "Special Engine"

BYCB760P	Standard	£67.33
BYCB760P010	+ .010"	£71.34
BYCB760P020	+ .020"	£66.12
BYCB760P030	+ .030"	£76.32

390FE 1961-63 "special engine"406FE 1962-63427FE 1963-67 "high performance" except with C70E-6200A con rod & C9AZ-6303D crankshaft

BYCB756P	Use BYCB760P
BYCB756P010	Use BYCB760P010
BYCB756P020	Use BYCB760P020

370 1979-91 *429 1968-97 *460 1968-98 *

* except engine tag 820S

BYCB818P	Standard	£93.22
BYCB818P010	+ .010"	£59.15
BYCB818P020	+ .020"	£86.78
BYCB818P030	+ .030"	£58.93

Standard Clevite 77 **CON ROD BEARING** SetsStroker Ford "302" with Eagle 5.4" conrods
Version using Chevrolet V6 bearings

BYCB1227P	Standard	£93.83
BYCB1227P010	+ .010"	£91.52

Clevite 77 **MAIN BEARING** Sets

<u>221 1962-63</u>	<u>255 1980-82</u>	<u>260 1962-65</u>
<u>289 1963-68</u>	<u>302W 1968-01</u>	
BYMS590P	Standard	£78.52
BYMS590P010	+ .010"	£75.01
BYMS590P020	+ .020"	£74.05
BYMS590P030	+ .030"	£80.39

351W 1969-76400M 1971-76351M 1975-76

BYMS981P	Standard	£79.58
BYMS981P010	+ .010"	£86.06
BYMS981P020	+ .020"	£78.50
BYMS981P030	+ .030"	£80.28

351W 1977-98400M 1977-82351M 1977-82**SOME SHELLS HAVE LOCATION TAGS IN CENTRE**

BYMS1432P	Standard	£78.22
BYMS1432P010	+ .010"	£79.02
BYMS1432P020	+ .020"	£88.07
BYMS1432P030	+ .030"	£69.12

351C 1970-74

BYMS1010P	Standard	£114.97
BYMS1010P010	+ .010"	£112.34
BYMS1010P020	+ .020"	£113.54
BY4925M030	+ .030" [Fed-Mog]	£52.82

332FE 1958-59390FE 1961-63352FE 1958-63406FE 1962-63361FE 1958-59427FE 1963

BY4020M	Standard [Fed-Mog]	£78.31
BYMS445P010	+ .010"	£119.38
BYMS445P020	+ .020"	£117.84

330/361/391FE 1964-78352FE 1964-67389FE 1975-78427FE 1964-68359FE 1974-75390FE 1964-76428FE 1966-70332FE 1958-59360FE 1976410FE 1966-67

BYMS685P *	Standard	£93.52
BYMS685P010 *	+ .010"	£98.40
BYMS685P020 *	+ .020"	£98.40
BYMS685P030 *	+ .030"	£98.40



* 1964-65 engines only. Flange diameter is 3.764-3.824"

BYMS863P **	Standard	£102.47
BYMS863P010 **	+ .010"	£97.37
BYMS863P020 **	+ .020"	£99.72
BYMS863P030 **	+ .030"	£92.44



** 1966-78 engines only. Flange diameter is 3.888-3.948"

370 1979-91429 1968-97460 1968-98

BYMS1039P	Standard	£103.69
BYMS1039P010	+ .010"	£97.25
BYMS1039P020	+ .020"	£79.13
BYMS1039P030	+ .030"	£78.71



Performance Bearing Sets

Performance Clevite "H series" **CON ROD BEARING** Sets**CHECK FOR FILLET CLEARANCE!**

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

221 1962-63255 1980-82260 1962-65289 1963-68302W 1968-01

BYCB634H	Standard	£98.14
BYCB634H001	+ .001" [tighter]	£98.30
BYCB634HX	- .001" [looser]	£114.06
BYCB634H010	+ .010"	£101.64

Performance Clevite "H series" **MAIN BEARING** Sets**CHECK FOR FILLET CLEARANCE!**

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

221 1962-63255 1980-82260 1962-65289 1963-68302W 1968-01

BYMS590H	Standard	£96.42
BYMS590H001	+ .001" [tighter]	£107.05
BYMS590HX	- .001" [looser]	£112.88
BYMS590H010	+ .010"	£95.28



Performance Bearing Sets

Performance Clevite "H series" **CON ROD BEARING** Sets**CHECK FOR FILLET CLEARANCE!**

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

Stroker Ford 302/347 with Eagle 5.4" Conrods

BYCB1227H	Standard	£105.91
BYCB1227HX	1 thou looser	£96.79
BYCB1227H001	1 thou tighter	£104.93

Performance Clevite "H series" **MAIN BEARING** Sets**CHECK FOR FILLET CLEARANCE!**

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

351C 1970-74

BYMS1010H	Standard	£98.88
BYMS1010H010	+ .010"	£99.76

351W 1977-98400M 1977-82351M 1977-82

BYMS1432H	Standard	£87.66
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NEW Crankshafts [without bearings]- Require Balancing
Ext=external balance: Int=internal balance [with specified bobweight]
[cu in sizes on stroker cranks use 4.030" & 4.125" bore]

BY103023000	302W Cast 3.00" stroke, 28"oz. 1968-80. Crank codes-2M,2MA,2MAC,2MAD	£396.98
BY103023000-50	302W Cast 3.00" stroke, 50" oz. 1983-end. 1 piece seal. Crank codes-2MAE	£tba
BY93022	331cu in/302W Cast 3.25" stroke, no slinger, Ford bigend size EXT -331cu in [SCAT]	£427.72
BY93023	347cu in/302W Cast 3.4" stroke, no slinger, Ford bigend size EXT -347cu in [SCAT]	£432.14

BY430234025400	347cu in/302W Forged 4340 steel 3.40" strk, c/drilled,nitrided INT-347/363cu in. Ford BE	£858.88
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BY103513850	392cu in/351W Cast 3.85" stroke, EXT-392cu in.	£509.66
BY103563850	392cu in/351C Cast 3.85" stroke, EXT-392cu in	£567.20

*The above crank requires a .375" spacer behind the crank gear, to enable the 351C timing set to be used******

BY435240006200	427cu in/351W Fgd 4340 steel 4.0" strk, c/drilled, nit INT- 427cu in.	£914.88
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The above crank has 2.75" main journals

It is claimed the above crankshafts can be used in a block with a 2 piece rear seal or 1 piece

CRANKSHAFTS REQUIRE BALANCING!

**STROKER ENGINE PARTS INFORMATION**Check piston skirt to crank web clearance, before balancing

FORD 302 BASED- 331cu in- better for fast street & occasional strip, as the piston has a longer skirt than a 347cu in, for better wear properties. use as below-

BY103023252	Eagle stroker crankshaft 3.25" cast 28"-or-
BY430232525400	Eagle stroker crankshaft 3.25" forged- zero balance
BYFSI5400FB	Eagle conrods I beam, 4340 forged 5.40" with 7/16" bolts
BYIC9970	Icon FHR forged pistons- 4"/4.030"/4.040"

FORD 302 BASED- 347cu in- If using with lots of Nitrous, Supercharger or Turbo, use piston BYIC709. For components, use as below-

BY103023402	Eagle stroker crankshaft 3.40" cast 28"-or-
BY430234025400	Eagle stroker crankshaft 3.40" forged- internal balance
BYFSI5400FB	Eagle conrods I beam, 4340 forged 5.40" with 7/16" bolts
BYKB366	Keith Black hypereutectic pistons- 4.030"-or-
BYIC9971	Icon FHR forged pistons- 4"/4.030"/4.040"
BYIC709	Icon forged racing pistons- 4.060"

FORD 351W BASED- 392cu in- for components, use as below-

BY103513850	Eagle stroker crankshaft 3.85" cast, 28" balance
BYSIR5956FB	Eagle conrods I beam, 5140 forged, bushed
BYIC9973	Icon forged FHR pistons- 4.030"/4.040"

N.B. for a budget version, use std 351W c/rods and 302W pistons-

FORD 351C BASED- 392cu in- for components, use as below-

BY103523850	Eagle stroker crankshaft 3.85" cast- 28" balance
BYFSI6000B	Eagle conrods I beam, 4340 forged, 7/16" bolts, bushed
BYIC879	Icon forged pistons- 4.030"/4.040"

FORD 351W BASED- 427cu in- for components, use as below-

BY31365135	Dart HD, 2.75" 4BM,cylinder block, bore to 4.125"
BY435240006200	Eagle stroker crankshaft 4.00" 4340 forged, internal balance
BYFSI6250B	Eagle conrods I beam, 4340 forged, 7/16" bolts, bushed
BY930248525	Mahle forged 4032 pistons- 4.125" inc rings

FORD 390FE BASED- 444cu in- for components, use as below-

BY104284250	Eagle stroker crankshaft 4.25" cast-
BYSIR6700B	Eagle conrods I beam, 5140 forged, 6.70" bushed
BYIC583CKTD030	Icon forged pistons- 4.080" inc rings

**EAGLE 444 [352-390FE] STROKER KIT**

Using Edelbrock 72cc heads, you will get 9.53:1 CR with .020" deck, and 9.75:1 with .008" deck height. 4.08" bore, 22cc dish.

BY104284250	Eagle cast crank 4.25"	£723.42
BYSIR6700B	Eagle I beam 6.7" conrods	£506.39
BYIC583CKTD030	Icon forged pistons	£797.28

Above pistons are complete with rings

**ARP ARP CON ROD BOLTS**

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

BY154-6002	8740-289-302W std size -5/16"	£103.60
BY200-8632	Nuts for above bolts [pack 10]	£8.46
BY150-6005	8740-289 "K" HP engine-3/8"	£109.96
BY150-6004	8740-Boss 302W & 351W	£105.37
BY154-6003	8740-351 Cleveland	£100.20
BY155-6002	8740-390-428 FE BBF-3/8"	£99.38
BY155-6003	8740-429-460 & 351Wsq head	£100.76
BYN502	Nuts for 1 1/32" bolts	£0.37

**Spacer with Counterweight 460/514**

This spacer with counterweight, is for 1979-97 460 engines, as they are externally balanced. Used on Ford Racing crate engines also

BYAJG240	Crank damper counterweight	£70.73
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**CRANKSHAFT KEY**

BYAJG50	302/351W	£1.13
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**BALANCER BOLT KIT**

BY150-2501	ARP -All except 351C 2.05"x5/8"	£35.46
BY859048	Pioneer- All except 351C	£26.81
BY154-2501	ARP-351C only 1.8"x5/8"	£31.70

**STANDARD TIMING SETS**

Passenger Car only

BYC-3032	221-260-289 1962-65	£62.68
BYC-3014K	289 65-70/302-351W 67-72	£31.22
BYC-3004K	302-351W 72-88	£32.30
BYC-3057K	302- HO 21-3-84 to 88, 302 89-93 351W-HO 21-3-84 to 89/351W 90-92 roller type chain Use BYC-3057X	
BYC-3005K	351C 2b-400M 70-72/351C 4b 73-74	£33.44
BYC-3009K	351C 2b-400M 73-79/351M 75-79	£28.51
BYC-3012K	390 63-71/427 63-68/428 66-70	£36.91
BYC-3037	429 68-71/429 special 1973 Use BYC-3079X	

**TIMING COVER ALUMINIUM-V-BELT TYPE SBF**

New timing covers. Ford type has more clearance, if wider timing gears are being used for racing. See S9/9 for ARP bolts.

AJM408	260-289 1963-65 [open back pump]	£210.00
BY302TC	Aftermarket version	£136.06

**STANG BILLET ALUMINIUM PULLEY SET**

Set of 3 pulleys for Mustang with 289/302/351W engines.



BYM-8509-EM	1970-78 4 bolt-2 groove crank pulley	£310.97
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Performance pulleys when used in sets will give a power increase, by reducing the speed of the alternator & water pump. Hi-water Flow pulleys, speed up the w/pump

ALUMINIUM CRANK PULLEYS- "V"-Belt Single/Twin Groove**289-302-351W with 4 bolt harmonic balancer**

BY1614	V belt- fits as below listed; 1-Groove	£136.08
BY1545	V belt- fits as below listed; 2-Grooves	£166.78

OK, for RH & LH inlet water pumps, with either Hi-waterf performance water pump pulleys.



BY8316	Steel crank pulley 2 groove 3 bolt	£133.57
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Above pulley is painted blue, fits 289/302/351W

**ROLLER TIMING SETS**

3 keyways for more precise timing-std, 4 degrees retard & advance. Double roller chain.

BYC-3054X	Cloyes 221-351W 1962 to 21-3-84 [1pce+long dowel]	£63.12
BYC-3057X	Cloyes 302-351W 21-3-84> [2pce+short dowel]	£55.90
BY2121C	C/Cams 351C/351M/400M 70-82	£106.45
BYC-3029X	Cloyes BBF FE 390-428	£86.15
BYC-3079X	Cloyes BBF 429-460	£72.74

**CLOYES BILLET TRUE "9-Keyway" Sets**

Billet steel, induction heat treated gears, seamless true-roller chain with .250" rollers, 9 keyway crank gear.

BY9-3535X9	Cloyes 221 to 351W 1962 on	£129.79
BY9-3521X9	Cloyes 351C-M/400 1970-82	£125.33
BY9-3508X9	Cloyes 390-428 FE 1964-74	£122.69
BY9-3522X9	Cloyes 429-460	£122.76

**CLOYES RACE True Roller Sets**

Hand matched, induction heat treated billet sprockets, with Premium .250" true-roller chain, 9keyway crank sprocket, allowing +/-8degrees of adjustment, in 2 crank degree increments..

BY9-3635X9	221-351W 1962-84 1pc eccentric	£226.67
BY9-3635X9Z	Best race set 221-351W	£225.23



BY9-130Z	Replacement race chain-33% stronger	£123.47
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SPIGOT BUSH/BEARING

BYAJG100	Bronze bush 65-69 Mustang 289	£8.83
BYAJG115	Bronze bush BBF1.85" OD	£12.76
BYAJG415	Mustang 302-351 1968-73	£15.67
BYAJG105	Brg in a case 79-91 Mustang 302	£11.56

**STANDARD CRANK HARMONIC DAMPER**

BYDA-289	28"oz, 3bolt SBF 289	£88.82
BYDA-3512	28"oz 351 Windsor	£97.97
BYDA-3515	28"oz 351 Cleveland	£97.24
BYDA-390	390 FE	£157.20

**PROSTREET CRANK HARMONIC DAMPER**

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

BY24269	28"oz, 3&4bolt SBF 302 >1980/351	£174.34
BY25269	Spare weight for BY24269	£20.64
BY24270	50"oz, 4 bolt SBF 302 1981on	£177.22
BY25270	Spare weight for BY24270	£44.96
BY69270	Spacer kit for above dampers [spare]	£18.68

**Pro-Race SFI Crankshaft Harmonic Damper**
For Racing, exceeds SFI spec 18-1

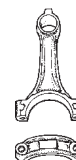
BY64269	SBF ext balanced-up to 80 28"oz	£434.70
BY65270	50"oz -use with above for 81>	£17.96sp
For 81 on 5L 302 engines, remove 28"oz weight & fit the 50"oz weight.		
BY34272	BBF 429-460 [Prosport]	£192.62

**STANDARD CONNECTING ROD**

Reconditioned, recircled con rods with new nuts and bolts.

BYR25AS	Sealed Power for 429, 460	£10.03sp
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429 engine 1968-73, 460 69-4/76, forging number C8VE-A



Technical Information: 221, 260, 289W: C/Rod length 5.155"; Big end eye ID 2.239-2.2398"// 302W: C/Rod length 5.09"; Big end eye ID 2.239-2.2398"// 351W: C/Rod length 5.956"; Big end eye ID 2.4265-2.4273"// 351C: C/Rod length 5.78"; Big end eye ID 2.4361-2.4369"// 351M, 400M: C/Rod length 6.58"; Big end eye ID 2.4361-2.4369"// 390FE, 427FE, 428FE: C/Rod length 6.489"; Big end eye ID 2.5907-2.5915"// 429, 460: C/Rod length 6.605" [not 429 Boss (S); Big end eye ID 2.6522-2.653": 429 Boss (S): C/Rod length 6.549"; Big end eye ID 2.6522-2.653":

PERFORMANCE CON ROD SETS



Forged "I" beam 5140 steel with 3/8" ARP 8740 bolts. Weight matched +/- 2g. CNC sized big ends. Good for 500-550bhp.

BYSIR5090FP	5.090" press fit 302	£456.42
BYSIR5090FB	5.090" bushed 302	£472.52
BYICR5090	5.090" bushed 302 [SCAT]	£467.76
BYSIR5956FB	5.956" bushed 351W	£488.75



PERFORMANCE CON ROD SETS



Forged "I" beam 4340 steel, 7/16" ARP 8740 bolts. Weight matched +/- 1g. Bushed small end. OK for 700-750bhp.

BYFSI5400FB	5.4" strkr-FordB.E.927" pin	£tba
BYICR5400-927	5.4" strkr-FordB.E.927" pin	£474.61
BYFSI6250B	6.25" bushed 427 stroker	£582.46
"H" Beam 4340 forged steel con-rod. 3-D stroker design, 2 piece forging for increased strength, ARP 7/16" 8740 capscrew bolts, good for 700bhp. X-rayed, sonic tested, magnafluxed, 100% machined. Shot peened to stress relieve the metal. Big end & small end accurate to .0002". C to C .001". Weight matched +/- 1gram. "Dowelled" caps. Only available-bushed. Good for 750-800bhp.		
BYCRS5155F3D	5.155" 289	£tba



SILVOLITE/GRANT/SPEED PRO CAST/HYPEREUTECTIC PISTON SETS

[not intended for racing-compression ratios approximate]



	MODEL	STD BORE	STROKE	C.H	G/PIN	RINGS-1,2,3	C/R-OEM	CROWN	WT	C/ROD	PRICE/SET
BY1106030	260 1962-64	3.80"	2.87"	1.58"	.9122"	5/64"-3/32"-3/16"	8.4:1	Flat	686g 5.155"		£264.56
BY1106040	260 1962-64	3.80"	2.87"	1.58"	.9122"	5/64"-3/32"-3/16"	8.4:1	Flat	754g 5.155"		£221.92
BY3135H.75	281 1990-97	3.5512"	3.5433"	1.20"	.8665"	1.5/1.5/3mm	9/9.8	Dish .157"	458g 5.9331"		£86.53sp
BY3101HC	289 1964-68	4.00"	2.87"	1.605"	.9122"	5/64"-5/64"-3/16"		Flat 4VR	760g 5.155"		£264.29
BY3101H030	289 1964-68	4.00"	2.87"	1.605"	.9122"	5/64"-5/64"-3/16"		Flat 4VR	760g 5.155"		£257.96
BY3101H040	289 1964-68	4.00"	2.87"	1.605"	.9122"	5/64"-5/64"-3/16"		Flat 4VR	759g 5.155"		£257.96
BY3101H060	289 1964-68	4.00"	2.87"	1.605"	.9122"	5/64"-5/64"-3/16"		Flat 4VR	771g 5.155"		£267.66
BY3101HC	302 1968-90	4.00"	3.00"	1.605"	.9122"	5/64"-5/64"-3/16"	9.0:1	Flat 4VR	760g 5.09"		£212.36
BY3101H030	302 1968-90	4.00"	3.00"	1.605"	.9122"	5/64"-5/64"-3/16"	9.0:1	Flat 4VR	760g 5.09"		£212.36
BY3101H040	302 1968-90	4.00"	3.00"	1.605"	.9122"	5/64"-5/64"-3/16"	9.0:1	Flat 4VR	762g 5.09"		£266.71
BY3101H060	302 1968-90	4.00"	3.00"	1.605"	.9122"	5/64"-5/64"-3.16"	9.0:1	Flat 4VR	771g 5.09"		£266.71
BY3329H030	351C	4.00"	3.50"	1.65"	.9122"	1.5 -1.5-4mm	8.82:1	Flat 2VR		5.778"	£325.31
BY3329H040	351C	4.00"	3.50"	1.65"	.9122"	1.5- 1.5-4mm	8.86:1	Flat 2VR		5.778"	£321.64
Above .030" piston- deck .008", OE 2v head= 9.19:1. deck .023" 60cc head= 10.50:1											
BY1116040	390 1961-65	4.05"	3.78"	1.76"	.9752"	5/64"-3/32"-3/16"	9.7:1	Dish .073"	904g 6.489"		£235.10



KEITH BLACK HYPEREUTECTIC [T6] PISTON SETS

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



MODEL		STD BORE		STRK	C.H	PIN	RINGS	C/Ratio-w-cc Heads				WT	CROWN	C/ROD	PRICE/SET
								58	60	64	70				
BYKB115030	302	4.00"	3.00"	1.608"	.912"	5/64"-3/16"		9.6	9.37	8.96	8.39	703g	F/T -6.5	5.09"	£465.47
BYKB115040	302	4.00"	3.00"	1.608"	.912"	5/64"-3/16"		9.64	9.42	9.00	8.42	740g	F/T -6.5	5.09"	£450.20
BYKB115060	302	4.00"	3.00"	1.608"	.912"	5/64"-3/16"		9.73	9.48	9.06	8.48	751g	F/T -6.5	5.09"	£432.48
BYKB116030	302	4.00"	3.00"	1.608"	.912"	5/64"-3/16"		10.54	9.98	9.28		756g	P/U +2.6	5.09"	£328.55
BYKB116040	302	4.00"	3.00"	1.608"	.912"	5/64"-3/16"		10.56	10.03	9.30		748g	P/U +2.6	5.09"	£367.20
BYKB108030	351C	4.00"	3.50"	1.67"	.912"	1/16"-3/16"		9.5 w/76cc & .002" deck					F/T -2	5.778"	£371.76
BYKB108040	351C	4.00"	3.50"	1.67"	.912"	1/16"-3/16"		9.55 w/76cc & .002" "				678g	F/T -2	5.778"	£301.03
BYKB151030	351W	4.00"	3.50"	1.774"	.912"	5/64"-3/16"		10.54 w/60cc+.010" deck				678g	F/T -6.5	5.956"	£459.73
BYKB151040	351W	4.00"	3.50"	1.774"	.912"	5/64"-3/16"		10.57 w/60cc+.010" deck				678g	F/T -6.5	5.956"	£459.73

Above piston KB151, comp ratio with 69cc heads and .010" deck = @ .030" 9.54, @ .040" 9.56

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

MAHLE**MAHLE FORGED 4032 PISTON SET****MAHLE***[OK for racing-compression ratios approximate-fully floating pins]*

These pistons are for a 427cu in, 351W, built using a Dart HD Block at 4.125" bore, a 4" stroke crankshaft, and 6.250" conrods.

These pistons are made from 1245 H.M. 501 W, built using a Dart H.D. 1245 H.M. 501 W, a 1" stroke crankshaft, and a 1245 H.M. 501 W.														
MODEL		STD BORE	STRK	C.H	PIN	RINGS	C/Ratio-w-cc Heads				WT	CROWN	C/ROD	PRICE/SET
							58	60	64	70				
BY930248525	351W	4.125"	4.00"	1.245"	.927"	1mm-2mm	10.4	10.27	9.90	9.4	435g	Dish -26	6.250"	£869.74

**ICON/KEITH BLACK FORGED PISTON SETS***[OK for racing-compression ratios approximate-all fully floating pins]*

	MODEL	STD			PIN	RINGS	C/Ratio-w-cc Heads				WT	CROWN	C/ROD	PRICE/SET
		BORE	STRK	C.H			58	60	64	70				
BYIC719030	302	4.00"	3.00"	1.608"	.912"	1/16"-3/16"	9.82	9.58	9.13	8.55	621g	F/T -4.8	5.09"	£384.88sp
BYIC9970STD	326 [302]	4.00"	3.25"	1.17"	.927"	1/16"-3/16"	9.67	9.44	9.04	8.49		F/T -11	5.40"	£605.76
BYIC9970030	331 [302]	4.00"	3.25"	1.17"	.927"	1/16"-3/16"	9.78	9.57	9.14	8.61		F/T -11	5.40"	£618.04
BYIC9970040	333 [302]	4.00"	3.25"	1.17"	.927"	1/16"-3/16"	9.83	9.59	9.18	8.63		F/T -11	5.40"	£633.13
BYIC9971STD	341 [302]	4.00"	3.40"	1.09"	.927"	1/16"-3/16"	10.07	9.83	9.41	8.84		F/T -11	5.40"	£446.47
BYIC9971030	346 [302]	4.00"	3.40"	1.09"	.927"	1/16"-3/16"	10.19	9.96	9.52	8.96		F/T -11	5.40"	£633.13
BYIC9971040	348 [302]	4.00"	3.40"	1.09"	.927"	1/16"-3/16"	10.24	9.99	9.56	8.98		F/T -11	5.40"	£672.58
BYIC709060	352 [302]	4.00"	3.40"	1.09"	.927"	1/16"-3/16"		10.85	10.32	9.67		F/T -4.8	5.40"	£434.23sp
BYIC879030	392 [351C]	4.00"	3.85"	1.266"	.927"	1/16"-3/16"		10.03	w/.005" deck			S/D -20.0	6.00"	£653.53
BYIC9973030	392 [351W]	4.00"	3.85"	1.608"	.912"	1/16"-3/16"	10.43	10.21	9.80	9.27		Dish -19.0	5.956"	£496.81
BYIC9973040	394 [351W]	4.00"	3.85"	1.608"	.912"	1/16"-3/16"	10.47	10.26	9.84	9.31		Dish -19.0	5.956"	£459.77
BYIC667KTD030	444 390FE	4.05"	4.25"	1.325"	.990"	1/16"-3/16"	9.53	w/.020" deck, 9.75 w/.008"				Dish -22.0	6.70"	£829.81
										[Using 72cc Edelbrock heads]				

[Using 72cc Edelbrock heads]

[Key: F/T = Flat Top; P/U = Pop Up or Raised; D/C = D-Cup; S/D = Step Dish:]**FORGED PISTON SETS***[OK for racing, Nitrous, Blowers & Turbos OK-compression ratios approximate-all fully floating pins]*

INDUSTRIES														
	STD				C/Ratio-w-cc Heads							CROWN	C/ROD	PRICE/SET
	MODEL	BORE	STRK	C.H	PIN	RINGS	58	60	64	70	WT			
BY10480030	347 [302]	4.00"	3.40"	1.090"	.927"	1/16"-3mm		12.98	12.21	11.25	565g	P/U +9	5.40"	£310.06sp
BY10670030	383 [351W]	4.00"	3.75"	1.350"	.927"	1/16"-3/16"		11.82	11.26	10.51	605g	F/T -46.25"	£309.59sp	
BY206064	383 [351W]	4.00"	3.75"	1.35"	.927"	1/16"-3/16"	8.97	8.82	8.51	8.11		D/C -32	6.25"	£450.08sp

1. Head gasket is .039" compressed 2. Piston is .001" down the bore at top dead centre- unless stated otherwise!

ALL COMPRESSION RATIOS ARE ESTIMATES, BASED ON INFORMATION AVAILABLE!**Standard Replacement Ring Sets [for OEM ring groove sizes] NOT MARINE****1962-64 260 & 1956-60 312**Bore: 3.800" Top Comp: 5/64" 2nd Comp: 3/32" Oil: 3/16"

BY3101STD	Cast rings, standard bore	£49.08
BYC3101030	Chrome top ring, +.030"	£64.60
BYC3101040	Chrome top ring, +.040"	£64.60

**1963-86 289/302, 69-91 351W/C/M & 400M**

Bore: 4.00"

Comp: 5/64"

Oil: 3/16"

BY2271STD	Cast rings, standard bore	£54.90
BYC2271030	Chrome top ring, +.030"	£54.90
BYC2271040	Chrome top ring, +.040"	£39.78
BYC2271060	Chrome top ring, +.060"	£40.45



1963-86 289/302 69-91 351w/c/m & 400m

Bore: 4.00" Comp: 5/64" Oil: 3/16"

Ringset for 1 piston only!**BY11-C2271030** Set for 1 piston [chrome] +030 **£7.93****1961-65 & 68-76 390 FE**Bore: 4.05" Top Comp: 5/64" 2nd Comp: 3/32" Oil: 3/16"**BY2206STD** Cast rings, standard bore **£50.82****BYC2206040** Chrome top ring set +.040" **£54.61****1962-65 427 FE**Bore: 4.233" Top Comp: 5/64" 2nd Comp: 3/32" Oil: 3/16**BY2208STD** Cast rings, standard bore **£31.32****1966-70 428 FE**

Bore: 4.130" Comp: 5/64" Oil: 3/16

BY3612STD Cast rings, standard bore **£35.56****1987-2000 302 Vin "N"**

Bore: 4.00" Comp: 1.5mm Oil: 4mm

BY3856STD Cast rings, standard bore **£66.12****429 1968-78/460 1969-92**

Bore: 4.36" Comp 5/64" Oil: 3/16"

BY2229STD Cast rings, std bore **£52.61****BYC2229030** Chrome top ring, +030" **£52.00****Perfect Circle Plasma-Moly Rings-High Perf Street/Strip, Pro Street, Ovals & Drags, Nitrous****Performance Plasma Moly-not File Fit****Ductile Top Ring**

Bore: 4.00" Comp: 5/64" Oil: 3/16

**BYAJG135** Standard bore Plasma- Moly **£72.44****BYAJG140** + .030" Plasma-Moly **£68.50****BYAJG145** + .040" Plasma-Moly **£68.53****BYAJG150** + .060" Plasma-Moly **£66.67****Performance Plasma Moly-not File Fit****Ductile Top Ring**

Bore: 4.00" Comp: 1/16" Oil: 3/16

**BYAJG155** Standard bore-Plasma-Moly **£111.72****BYAJG160** + .030" Plasma-Moly **£141.20****BYAJG165** + .040" Plasma-Moly **£143.98****BYAJG615** + .060" Plasma-Moly **£115.84****Performance Plasma Moly-File Fit**

Bore: 4.00" Comp: 5/64" Oil: 3/16

BY3150034035 + .035" Plasma-Moly **£152.34****BY3150034045** + .045" Plasma-Moly **£180.85****Performance Plasma Moly-File Fit**

Bore: 4.00" Comp: 1/16" Oil: 3/16

BY3150036005 Std/005 bore Plasma- Moly **£135.97****BY3150036035** + .035" Plasma-Moly **£137.64****BY3150036045** + .045" Plasma-Moly **£142.45****BY3150036065** + .065" Plasma-Moly **£130.15****Performance Plasma Moly-File Fit**

Bore: 4.00" Comp: 1/16" Oil: 1/8"

BY3150033035 + .035" Plasma-Moly **£186.42****Performance Plasma Moly-File Fit**

Bore: 4.125" Comp: 1/16" Oil: 3/16"

BY3150032005 +.005" Plasma-Moly **£125.19****BY3150032035** + .035" Plasma-Moly **£163.39****Camshaft/Valve Train Area****STANDARD/PERFORMANCE & RACING CAMSHAFTS****STANDARD CAMSHAFTS****BY2291601** Clevite 77 Hydraulic camshaft

289 engine 1963 to 68 excl SP & 4B, 302 1968 to 19-5-75

Duration @ .050" lift = In 184, Ex 189, **Valve lift** = In .368", Ex .381", **Lobe sep** 109**BY2291655** Clevite 77 Hydraulic camshaft

351W engine 1969-86 excl HO & Police. 351W Truck 1981-85 not 4B or P.I. 351W Goodwrench.

Duration @ .050" lift = In 195, Ex 195, **Valve lift** = In .416", Ex .416", **Lobe sep** 107.5**BY2291833** Clevite 77 Hydraulic camshaft

351W engine 1980-86 HO, 351W 1987-91, 1985 Truck 4B & P.I., 1985-93 Truck. 351W Marine.

Duration @ .050" lift = In 206, Ex 221, **Valve lift** = In .445", Ex .453", **Lobe sep** 115**BY2291647** Clevite 77 Hydraulic camshaft

351C engine 1971-74 2B, 351M 75-79 & 77-82 Truck, 400M 71-79 & 72-82 Truck.

Duration @ .050" lift = In 192, Ex 198, **Valve lift** = In .427", Ex .433", **Lobe sep** 110**BY2291883** Clevite 77 Hydraulic camshaft

351C engine 1970-72 4B, 1973-74 Cobra-Jet.

Duration @ .050" lift = In 206, Ex 221, **Valve lift** = In .481", Ex .490", **Lobe sep** 115**BY2291634** Clevite 77 Hydraulic camshaft

390 engine, 1966, 68 Mustang, 68 2B, 67-69 4B, 66-68 428 Thunderbird excl Hi-Perf. 68-69 Ranchero 4B.

Duration @ .050" lift = In 200, Ex 200, **Valve lift** = In .438", Ex .438", **Lobe sep** 110.5**£180.53****£162.36****£113.99****£137.64****£182.35****£170.53**

Performer Hydraulic Camshafts-mild Performance

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

Important: Check that your valve springs are not "coil binding" at full lift. It should be possible to open the valve a further .090", at full lift, with the lifters full of oil, before the spring becomes "coilbound" or solid. Alternatively, use the valve springs listed for the cam, and install them at the correct height.

AJJ100 221-302 62-89 "Performer" camshaft- idle to 5500rpm Price:£163.58
Duration @ .050" lift = In 204, Ex 214, **Valve lift** = In .448", Ex .472", **Lobe sep** 112. *Use with BY942-16+BY768-16+BY601-16*



BY2291776 390-427-428 FE "Performer" camshaft- idle to 5500rpm Price:£171.77
Duration @ .050" lift = In 204, Ex 214, **Valve lift** = In .484", Ex .510", **Lobe sep** 112. *Springs*

Competition Cams- Hydraulic- Flat Tappet- Camshafts- Performance



262 Hydraulic "Xtreme Energy" Camshaft



BY31-238-3	262XE for 221-302 & 351W** engines 1963-95- 1.60 rockers	£332.65
BY32-242-4	262XE for 351C+351-400M engines 1970-82- 1.73 rockers	£324.00
BY33-238-4	262XE for 352-428 engines 1963-77 1.73 rockers	£262.80
BY34-238-4	262XE for 429-460 engines 1968-95 1.73 rockers	£262.80



Excellent response, good mid-range, stock converter, 3.23-4.10 gears. **** To use in 351W engine, use firing order, 15426378**

Rpm Range	Advertised	@ .050"	Lift-1.60 Rockers	Lift-1.73 Rockers	Lobe Sep
1300-5600rpm	262/270	218/224	.493"/.500"	.513"/.520"	110

Compatible components- 221-351W-BY942-16 Springs, BY768-16 Spring Caps, BY601-16 Collets, BYB45779 Seals
 351C+351-400M-BY972-16 Springs, BY747-16 Spring caps, BY624-16 Collets [Multi-groove], BYB45779 Seals

268 Hydraulic "High Energy" Camshaft

BY31-218-2	268 for 221-302 & 351W** engines 1963-95- 1.60 rockers	£191.87
BY32-221-3	268 for 351C, 351M-400M engines 1970-82- 1.73 rockers	£345.13
BY33-224-3	268 for 352-428 FE engines 1963-76- 1.73 rockers	£299.65

Good Cam for everyday performance driving, or heavy towing with lower gears. Broad power, noticeable idle.

Very popular camshaft. **** To use in 351W engine, use 15426378 firing order.**

Rpm Range	Advertised	@ .050"	Lift-1.60 Rockers	Lift-1.73 Rockers	Lobe Sep
1500-5500rpm	In.268 Ex.268	In.218 Ex.218	In; .456" Ex; .456"	In; .494" Ex; .494"	110 degrees

Compatible components-
 221-351W- BY942-16 Springs, BY768-16 Spring caps, BY601-16 Collets, BY502-16 Seals
 351C,351M-400M-- BY940-16 Springs, BY743-16 Spring caps, BY601-16 Collets, (BY605-16 4 groove), BYB45779 Seals.
 352-428FE- BY940-16 Springs, BY744-16 Spring caps, BY603-16 Collets, BY504-16 Seals.



280 Hydraulic "MAGNUM" Camshaft



BY32-225-4	280 for 351C, 351M-400M engines 1970-82- 1.73 rockers	£243.96
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Great cam for Street Machines 350 cu in & up. Broad Power, needs 2500rpm stall converter, needs lower gears in rear axle [higher numerically], 9.5:1 compression, minimum & headers, rough idle.

Rpm Range	Advertised	@ .050"	Lift-1.60 Rockers	Lift-1.73 Rockers	Lobe Sep
2000-6000rpm	In.280 Ex.280	In.230 Ex.230	In; .512" Ex; .512"	In; .530" Ex; .530"	110 degrees

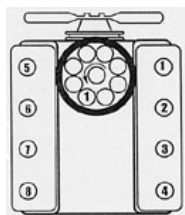
Compatible components-
 351C,351M-400M- BY972-16 [BY926-16, 429-460] Springs, BY747-16 Springs caps, BY611-16 Collets, (BY624-16 4 groove), BYB45779 Seals.



Competition Cams- Hydraulic- Flat Tappet- Camshafts- Performance

NOTES: Some Ford V8's, have **4 groove** collets (**BY605-16 & BY624-16**), particularly 351C, 351M, & 400M. Please check your valves before ordering collets, then the correct collets can be supplied. Always buy the correct valve springs for your cam. This can avoid mechanical failures later on. Do not use a standard timing set, as these may have "retard" built in to them. Do not use performance camshafts with non adjustable rockers, or injected engines. There are two firing orders on Ford V8. These appear below. Some cams we use, have a different firing order to std. Please look for these notations. Distributors run anticlockwise.

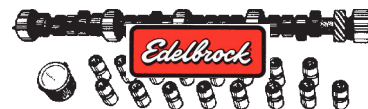
1-3-7-2-6-5-4-8
5.0L HO, all 351,
400M.



1-5-4-2-6-3-7-8
Most Ford V8

Edelbrock Performer RPM Hydraulic Cam & Lifter Kit

BY7122	Performer RPM for 260-302W engines 1963-95- 1.60 rockers	£395.32
BY7182	Performer RPM for 351W engines not injected 1.60 rockers	£336.04
Street high perf'. These cams are dyno matched to the Perf' RPM inlet manifolds, & cylinder heads. Should give 10-12" of manifold vac' at idle. Edelbrock claim up to 367bhp at 6500rpm on the 302, and 400bhp @ 6000rpm on the 351W using Performer RPM cam, inlet & cylinder heads, together with a 750cfm carb, and 1-3/4" headers.		
<i>Rpm Range</i>	<i>@ .050"</i>	<i>Lift-1.60 Rockers</i>
1500-6500rpm	In.224 Ex.234 In; .496" Ex; .520"	Lobe Sep 112/110 [351W]



Compatible components-
BY5796 Springs, caps & collets kit.

Competition Cams Xtreme Energy Hydraulic Camshafts-Faster Inlet Lobes-Better Power with Performance Heads!



268 Hydraulic "Xtreme Energy" Camshaft

BY31-242-3	268XE for 221-302 & 351W** engines 1963-95- 1.60 rockers	£329.68
Great for Street Machines 2200+ stall. ** To use in 351W engine, use firing order, 15426378		
<i>Rpm Range</i>	<i>Advertised</i>	<i>@ .050"</i>
1600-5800rpm	268/280	224/230
		.510"/.512" 110

Compatible components- 221-351W-BY942-16 Springs, BY768-16 Spring Caps, BY601-16 Collets, BYB45779 Seals



274 Hydraulic "Xtreme Energy" Camshaft

BY31-246-3	274XE for 221-302 & 351W** engines 1963-95- 1.60 rockers	£314.08
Very strong torque & throttle response 2400-2500+ stall. ** To use in 351W engine, use firing order, 15426378		
<i>Rpm Range</i>	<i>Advertised</i>	<i>@ .050"</i>
1800-6000rpm	274/286	230/236
		.519"/.523"

Compatible components- 221-351W-BY986-16 Springs, BY740-16 Spring Caps, BY611-16 Collets, BY518-16 Seals
429-460-BY924-16 Springs, BY741-16 Spring Caps, BY611-16 Collets, BY503-16 Seals



284 Hydraulic "Xtreme Energy" Camshaft

BY31-250-4	284XE for 221-302 & 351W** engines 1963-95- 1.60 rockers	£236.51
Street/Strip with 2800+ stall, headers, gears, rough idle. ** To use in 351W engine, use firing order, 15426378		
<i>Rpm Range</i>	<i>Advertised</i>	<i>@ .050"</i>
2300-6500rpm	284/296	240/246
		.541"/.544"

Compatible components- 221-351W-BY986-16 Springs, BY740-16 Spring Caps, BY611-16 Collets, BY518-16 Seals



Competition Cams Hydraulic ROLLER- for engines that had an OEM Roller Cam fitted as std

Competition Cams Xtreme Energy Hydraulic ROLLER Camshafts-for engines that *never* had an OEM Roller Cam

282XR Hydraulic Retro-fit Roller "Xtreme Energy" Camshaft

BY35-425-8

282XR for 221-302 & 351W engines 1963-95- 1.60 rockers**

£523.42

Great for Street machines, needs inlet, headers, 2500+ converter, & 3.73 + gears, rough idle. **** To use in 302W engine,**

use firing order, 13726548

<i>Rpm Range</i>	<i>Advertised</i>	<i>@ .050"</i>	<i>Lift-1.60 Rockers</i>	<i>Lobe sep</i>
2000-6000rpm	282/289	230/236	.513"/.529"	110

Compatible components- 221-351W-BY986-16 Springs, BY740-16 Spring Caps, BY611-16 Collets, BY518-16 Seals



288XR Hydraulic Retro-fit Roller "Xtreme Energy" Camshaft

BY35-426-8

288XR for 221-302 & 351W engines 1963-95- 1.60 rockers**

£523.42

Street/Strip 9:1 comp, inlet, headers, 2800+ converter, 3.73+ gears, rough idle. **** To use in 302W engine,**

use firing order, 13726548

<i>Rpm Range</i>	<i>Advertised</i>	<i>@ .050"</i>	<i>Lift-1.60 Rockers</i>	<i>Lobe sep</i>
2200-6200rpm	288/294	236/240	.555"/.576"	110

Compatible components- 221-351W-BY987-16 Springs, BY740-16 Spring Caps, BY611-16 Collets, BY518-16 Seals



Competition Cams Mechanical Flat Tappet Camshafts

294S Mechanical Flat Tappet "Magnum" Camshaft

BY31-335-4

294S for 221-302 & 351W engines 1963-95- 1.60 rockers**

£319.64

Great for Street/Strip, 3500 stall, inlet, headers, low gears, 10:1 comp, radical idle. **** To use in 351W engine, use firing order, 15426378**

<i>Rpm Range</i>	<i>Advertised</i>	<i>@ .050"</i>	<i>Lift-1.60 Rockers</i>	<i>Lift-1.73 Rockers</i>	<i>Lobe sep</i>
2500-6500rpm	294/294	248/248	.560"/.560"	.605"/.605"	110

Compatible components- 221-351W-BY986-16 Springs, BY740-16 Spring Caps, BY611-16 Collets, BY518-16 Seals

STANDARD HYDRAULIC LIFTERS

BYA0900	V8's-excl "FE"	£154.34set
BYA2083	390-428 "FE" V8	£132.97set

'Hi-Rev' ANTI-PUMP HYDRAULIC LIFTERS

These lifters feature the same quality material & much tighter tolerances than the standard hydraulic lifter. A proper "eyed" circlip is used on the A0900R version.



BYA0900R	V8's-except "FE"	£127.49
BYA2083R	V8's- "FE"	£124.98

Speed-Pro 'Hydraulic' Roller Lifters

For use in blocks originally equipped with hydraulic roller cam and in Retro kit for 221-302W/351W/351C/351M/400M.



BY851-16	OEM or Retro fit	£227.72
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**SOLID/MECHANICAL LIFTERS**

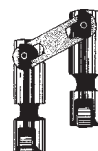
Precision ground crown radius and surface finish. Lightweight design & premium one piece pushrod seat. Precision machined & accurately positioned oil band for consistent, properly metered oil flow. Designed for Race valve springs. Ideal for high end street & race.



BY2910-16	Performance series	£201.88
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**Comp Cams Mechanical Roller Lifters**

Competition Cams special patented design roller lifters offer superior performance & durability, the axle is heat treated chromemoly, edge orifice type oil metering is used, and they are rebuildable.



BY838-16	289-351W	set 16-£738.53
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**ARP Cam Gear Bolt**

Increased preload clamping force, for positive timing gear register. Helps overcome valvetrain harmonics & stress. Tensile strength of 170,000 psi.

BY154-1001	260/289/302/351W, 3/8-16 x 1.46"	£5.08
BY154-1002	351C/M & 400M, 3/8-16 x 1.97"	£5.22
BY155-1002	FE 390/406/427/428, 7/16-14 x 1.75"	£5.17
BY155-1001	429/460, 3/8-16 x 1.58"	£4.49

**Hyd Roller Cam Installation Kit**

BY35-1001	OEM fit (later blocks with 2 raised threaded bosses in lifter valley)	£79.91
BY31-1000	Blocks that never had a roller cam from new 289/302/351W/351C/351M/400M	£77.94

Camshaft Retaining/Thrust Plate

BYAJG225	221-351W.250" thick [UK Made]	£54.02
KIT902	Bolt for above plate	£0.44
BYAJG220	351C/351M/400M/429/460	£18.92
BY3120TB	221-351W C/Cams roller brg type	£150.24

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

BYMPR-279	221, 289 & 302 early (l= 6.801")	£33.79
	221 engine 1962-63	302 engine 1968-69 (exc. 69-70 Special)
	289 engine 1963-68	302 engine 1969 "Truck"
BYRP-3167	255, 260 & 302 (l= 6.876")	£38.08
	255 engine 1980-82	302 engine 1970-85 (w/o Rlr lifters)
	260 engine 1962-65	302 "Truck" 1969-91 (w/o Rlr lifters)
BYRP-3241	302 (oem rlr cam) (l= 6.25")	£43.52
	302 engine 1985-95	302 "Truck" 1992-01
BYRP-3166	351W (l=8.142")	£44.96
	351W engine 1969-78	
BYRP-3209	351W (l= 8.182")	£30.56
	351W engine 1978-97	351W 1994-96 Lightning
BYRP-3184	351C (l= 8.412")	£36.16
	351C engine 1970-74	
BYRP-3172	390FE, 427FE, 428FE (l= 9.621")	£35.52
	390 engine 1961-76 (excl 1963-64 T-bird)	
	427 engine 1968	428 engine 1966-70 inc "Truck" 1969

**Distributor Gears**

BY85832	Std 221-302 <u>pre-roller .467" shaft</u>	£57.85
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BY29418PD	Mallory- Steel	£52.90
	302 with steel billet and production roller camshaft. For distributor shaft diameter .467".	

BY431	Bronze 260-351W-for .467" shaft	£86.96
BY438	Bronze 260-351W-for .500" shaft	£70.36
BY436	Bronze 351C-460 -for .530" shaft	£101.12

The std cast iron gear isn't compatible with a billet steel roller cam. These gears are machined from AMPCO-45 extruded alum' bronze with 5% nickel added, featuring a high strength tooth design that will resist wear even when a HV o/pump is used. Expect a higher wear rate than standard.



**Performance Push-rods [sets of 16 only]**
Use with cams up to ".500 lift" not Racing

BY7831-16 6.876" long, 5/16" diam, hardened **£65.11**
 255 engine 1980-82 302 engine 1970-85 (w/o Rlr lifters)
 260 engine 1962-65 302 "Truck" 1969-91 (w/o Rlr lifters)

BY7826-16 6.25" long, 5/16" diam, hardened **£64.33**
 302 engine 1985 on with OEM hyd roller cam

BY7833-16 9.62" long, 5/16" diam, **NOT** hard **£63.79**
 390-428 engine 1965-72 (OEM non adjustable rockers only)

**Performance Push-rods [sets of 16 only]**
Street, Strip engines, Budget Racing

BY7632-16 6.80" long, 5/16" diam, hardened **£198.86**

BY7633-16 6.85" long, 5/16" diam, hardened **£141.29**

BY690PRODS 6.90" long, 5/16" diam, hardened **£165.08**
 221-302 some engines only

BY7472-16 8.15" long, 5/16" diam, hardened **£192.49**
 351W some engines only

BY7502-16 8.4" long, 5/16" diam, hardened **£212.77**
 351C some engines only

**ADJUSTABLE PUSHRODS**

Enables you to adjust the preload on your hydraulic lifters, where you have non-adjustable rocker arms. Mandatory when you fit a performance cam, or your heads/block have been machined.



BYAJG1155 For FE 9.605"

£243.04

STREET/STRIP/RACING PUSHRODS [sets of 16 only]

One Piece .083" 4130 Seamless Chromemoly
Highest Quality, [hardened for guide plate use]

BY625PRODS 6.25" long, 5/16" diam **£162.32**

BY7754-16 6.40" long, 5/16" diam **£219.54**

BY660PRODS 6.60" long, 5/16" diam **£165.08**

BY67PRODS 6.70" long, 5/16" diam **£175.78**

BY7772-16 6.75" long, 5/16" diam **£239.74**

BY7929-16 6.80" long, 5/16" diam **£219.43**

USE BY7633-16

BY7933-16 6.90" long, 5/16" diam **£231.36**

BY695PRODS 6.95" long, 5/16" diam **£175.78**

BY7936-16 7.00" long, 5/16" diam **£228.28**

BY7937-16 7.05" long, 5/16" diam **£222.80**

BY710PRODS 7.10" long, 5/16" diam **£164.90**

BY790PRODS 7.90" long, 5/16" diam **£165.08**

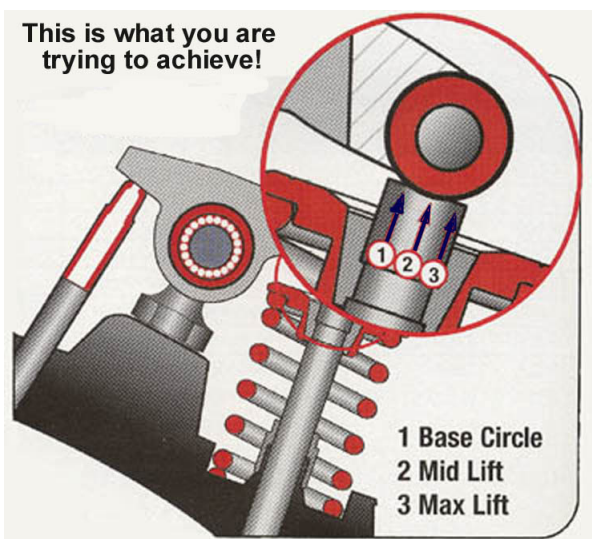
BY800PRODS 8.00" long, 5/16" diam **£165.08**

BY7996-16 8.05" long, 5/16" diam **£123.48sp**

BY7966-16 8.20" long, 5/16" diam **£247.20**



This is what you are trying to achieve!



Technical Information: There are many variables involved when selecting pushrods for a performance engine. Block height, cylinder head thickness, type of camshaft, rocker type used, lifter or tappet depth, etc, etc. If you are unsure about the selection criteria, ask for a copy of pages 264/265 from the **Competition Cams** catalogue, when you order your valve train parts. Always check that a clearance exists between your pushrods, and the tunnels in the cylinder heads. Sometimes, clearancing is necessary. If you need an adjustable pushrod length checker, to help work out your pushrod length, see S9/11 in the Real Steel catalogue, tools section.

Cylinder Heads/Valves

STANDARD SMALL BLOCK CYL HEAD PARTS

BYAJG230 Core/frost plugs for heads **£2.44 ea**

BYAJG235 5/8" [O.D.] to 7/16" unc adaptor [end of head] **£25.81 ea**

58UNPLUG Blocks "ex" hole in end of OEM cyl head **£2.16 ea**

Cylinder Head/Valves

EDELBROCK E-street Aluminium Heads 289-351W

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

E-Street, is an all new line of Edelbrock cylinder heads, made in the USA, not China. These heads are designed for entry level (300-400bhp) street performance engines, ideally operating up to 5500rpm. Every E-Street head is assembled with manganese bronze valve guides, powered metal interlocking valve seats, stainless one piece valves with hardened tips, 1-1/4" springs, 3/8" screw in studs & hardened guide plates. Additionally, hardened spring cups are used under the springs, and threaded inserts are used in the rocker bosses. The 170cc inlet port will give great throttle response & torque right through the rev range. A 302 with these heads, 9.5 compression & a performer type cam, should give around 320-330bhp if properly built. Hardened pushrods will be required. For 289 & 302 **BY9680** bushes will be required. Heads with the 1.90" inlet valve, will work with std 289/302 piston cutaways, & work very well on the 289/302. The 2.02" valve will need pistons with aftermarket cutaways. The larger valve version works very well on the 347 stroker, or the 351W. Use Champion BYRC?YC type spark plugs. Use inlet manifold gasket ? These heads cannot be used with the Performer RPM cam. Use a Performer cam.

Com. chamber vol	In. runner vol	Ex. runner vol	In. valve	Ex. valve	Spring Dia
60cc	170cc	60cc	1.9/2.02"	1.60"	1.25"



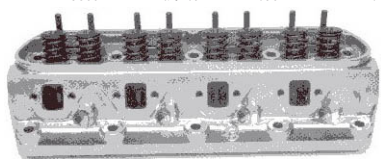
BY5023	Has 1.90" inlet valve+1.60" exhaust	£1717.66pr
BY5025	Has 2.02" inlet valve+1.60" exhaust	£1594.07pr

EDELBROCK Performer RPM Aluminium Heads 289-351W

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

Designed for street high-performance, non emission 289/302 & 351W engines. These head assemblies offer a good 'out of the box', bolt on power improvement. Performance is greatly improved from 1500-6500 rpm. The 170cc inlet port gives great throttle response throughout the powerband as well as outstanding top end power (up to 400bhp from a 351 with 9.5:1 comp. & 367bhp from a 302). Features: CNC matched intake and exhaust ports for maximum power. Std port locations compatible with std manifolds. Hardened pushrods will be required. For 289 & 302 **BY9680** bushes will be needed. Heads with the 1.90" inlet valve, will work with standard 289/302 piston cutaways. These heads are best for the 289/302 where strong midrange torque/power is required, rather than being all at the top end. The 2.02" valve will need pistons with aftermarket cutaways. Max valve lift .575". Use Champion **BYRC?YC** type spark plugs. Use inlet manifold gasket **BY5831**.

Com. chamber vol	In. runner vol	Ex. runner vol	In. valve	Ex. valve	Spring Dia
60cc	170cc	60cc	1.9/2.02"	1.60"	1.46"



BY6025	Has 2.02" inlet valve+1.60" exhaust	£1941.06 pr
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AFR Aluminium Cylinder Heads 302 [5 litre]

[Pedestal Rockers]



These are the ultimate heads for the Roller Cam 5 litre 302 OHV V8. No special parts are needed, you can use your standard parts if required [excl pushrods & rail type rockers]. The valves are lightweight with an 8mm stem. A rev range of idle to 6000rpm would work with the right components. The deck of the head casting is 3/4" thick which makes the head ideal for Nitrous or blower applications. Hardened pushrods are required. The 1986 5.0L must have pistons notched for clearance. These heads are emissions legal.

AFR ALUMINIUM CYLINDER HEADS 289-302

[Stud Mounted Rockers]

BY1399	Heads aluminium complete	£2827.46pr
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Comb chamber vol	In. runner vol	Ex. runner vol	In. valve	Ex. valve
58cc	165cc	68cc	1.90"	1.60"

BY1388A	Heads aluminium complete	£2715.94 pr
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Comb chamber vol	In. runner vol	Ex. runner vol	In. valve	Ex. valve
58cc	185cc	70cc	2.02"	1.60"

EDELBROCK Performer RPM Aluminium Heads 390-428 FE

(complete with stainless valves/springs-etc)

Designed for street high-performance, non emission 1961-76 390-427-428 engines. These head assemblies offer a good 'out of the box', bolt on power improvement. The 428 Cobra-Jet sized valves promote excellent flow for streetable power. Features: A356 aluminium heat treated to T6 spec, is 18 lbs lighter than std. 1.55" valve springs handle lifts up to .600" on complete heads. No exhaust crossover passage for cooler, denser charge & more power. Vertical & diagonal exhaust manifold bolt patterns. Std port locations compatible with std manifolds. High flow 125cc exhaust ports work with OEM manifolds or headers. For better rocker shaft retention, use the Edelbrock stud kit, **BY6009**. Use Champion **BYRC?YC** type spark plugs. Use inlet manifold gasket **BY1247**.

Com. chamber vol	In. runner vol	Ex. runner vol	In. valve	Ex. valve	Spring Dia
72cc	170cc	125cc	2.09"	1.66"	1.55"



BY6006E	Heads 390-428 FE	£2195.51pr
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EDELBROCK Victor Jnr Aluminium Heads 302-351W

Designed for competition & ultra high performance 302-351W engines. These heads offer 500+ hp potential out of the box, using standard valve train geometry. No exhaust crossover passage for cooler, denser charge & more power. Features: High flowing 210cc inlet ports and .130" raised 75cc exhaust ports. CNC gasket matched port entries/exits with blended valve bowls. Spark plug holes & valves are in the standard location. Rocker cover rails are raised by .150". A relief in the head allows most roller lifters to be changed without removing the heads. Rocker stud, inlet & exhaust bolt holes are helicoiled for longer life. Exhaust flange has standard 2" wide bolt pattern. Use Champion **BYRC?YC** type spark plugs. Use inlet manifold gasket **BY5831**.

Com. chamber vol	In. runner vol	Ex. runner vol	In. valve	Ex. valve	Spring Dia
60/70cc	210cc	75cc	2.05"	1.60"	NA



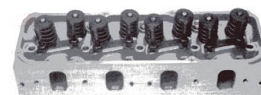
BY7738	302-351W 70cc- no valves	£893.72sp pr
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EDELBROCK Performer RPM Alum' Heads 351C/M/400M

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

Designed for street high-performance, non emission 351C/351M/400M engines. These head assemblies offer a good 'out of the box', bolt on power improvement. The 190cc inlet port gives great throttle response throughout the powerband as well as outstanding top end power. Features: "Compact Charge" combustion chamber for increased power & torque. Optimized spark plug location. Std port locations compatible with std manifolds. Hardened pushrods will be required. High flow 90cc exhaust ports work with OEM manifolds or headers. For best performance use the Performer RPM Air Gap inlet manifold. Maximum valve lift .580". Use Champion **BYRC?YC** type spark plugs. Use inlet manifold gasket **BY?**

Com. chamber vol	In. runner vol	Ex. runner vol	In. valve	Ex. valve	Spring Dia
60cc	190cc	90cc	2.05"	1.60"	1.54"



BY6162	Heads 351C/351M/400M	£2711.18pr
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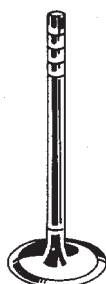
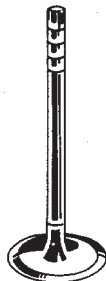
MELLING STANDARD VALVES- Cars & some Commercial



All dimensions approximate & in inches

Head Dia Length Tip Price

BYV0742-Ex	1.450"	4.867"	.254"	£9.18
260 V8 1964-65, 289 1963 to 4-10-65				
BYS1566-In	1.670"	4.863"	.245"	£9.77
260 V8 1964-65, 289 > 24-2-64				
BYV1000-Ex	1.450"	4.873"	.370"	£7.37
289 V8 4-10-65 to 68, 302 1968				
BYV0947-In	1.780"	4.863"	.248"	£9.84
289 V8 1963 to 4-10-65				
BYV1001M-In	1.780"	4.865"	.365"	£6.07
289 V8 4-10-65 to 1968, 302 1968				
BYV1135-Ex	1.452"	5.068"	.476"	£9.24
302 V8 1969-85, Thunderbird 1987-93, Mustang 1987-95- excluding Cobra 93-95, 351W 1980-91				
BYV1137-In	1.781"	5.055"	.479"	£11.33
302 V8 1969-77, 302 1978 with rocker studs				
BYV1328-In	1.782"	5.07"	.407"	£7.51
302 V8 1978 with bolt on rockers, 302 1979-85, 302 1987-95 Mustang, 302 1991-93 Thunderbird, 351W 1975-91				
BYV1237-Ex	1.543"	5.075"	.390"	£12.22
351W V8 1969-74				
BYV1327-Ex	1.461"	5.07"	.400"	£11.41
351W 1975-76				
BYV1453-Ex *	1.462"	5.01"	.433"	£7.56
351W V8 1977-83 * <u>Requires Ford lash caps</u>				
BYV1238-In	1.844"	5.07"	.396"	£10.46
351W V8 1969-74				
BYV1269-Ex	1.655"	5.052"		£12.06
351C V8 2V 1970-74, 351M 1975-77, 400M 1971-77				
BYV1173-Ex	1.710"	5.055"		£13.10
351C V8 4V 1970-74, 351 Cobra Jet 1971-72				
BYV1270-In	2.041"	5.23"		£9.97
351C V8 2V 1970-74, 351M 1975-78, 400M 1971-78				



All dimensions approximate & in inches

Head Dia Length Tip Price

BYV1174-In	2.192"	5.234"		£9.36
351C V8 4V 1970-74, 351 Cobra Jet 1971-72				
BYV1242-Ex	1.558"	5.356"		£9.54
390FE 1961-71, 428FE 1966-70 excl Cobra Jet				
BYV1167-Ex	1.653"	5.435"		£21.88
427FE 1963-65 special, 427FE 1968 with 4BC, 428FE 1968-70 Cobra Jet				
BYV0637-In	2.032"	5.45"		£12.77
390FE 1961-71 excl HD & 1962 special, 428FE 1966-68 excl Police/Cobra Jet & HD				
BY211-1836 -In		2.029"	5.454"	£7.72
390FE 1961-71 HD excl 1962 special, 428FE 1966-68 HD & Police, 428FE 1969-70 Police				
BYV1168-In	2.09"	5.449"		£11.47
427FE 1965 special, 427FE 1968 HD with 4BC, 428FE 1968-69 HD, 428FE 1970 Cobra Jet				
BYV1165-Ex	1.725"	5.068"		£8.71
429 1970-71 Cobra Jet				
BYV1271-Ex	1.653"	4.983"		£6.08
429 1973, 460 1973-78 excl Police				
BYV1166-In	2.245"	5.288"		£9.85
429 1970-71 Cobra Jet				
BYV1272-In	2.083"	5.204"		£3.50
429 1973, 460 1973-78 excl Police				

Manley Stainless Performance INLET Valves

All dimensions in inches

MANLEY	Head Dia	Overall Length	Material	Tip	Price
BY10476-1 (1)	1.94"	4.88"	NK-840	.250"	£13.16
BY11522-1 (3)	1.94"	4.911"	NK-842	.250"	£30.38
BY10550-1 (2)	2.02"	4.911"	NK-840	.250"	£16.51
BY10552-1 (2)	2.02"	5.011"+100	NK-840	.250"	£12.37
BY11566-1 (3)	2.02"	4.911"	NK-842	.250"	£30.90
BY11318-1 (4)	2.02"	5.04"	NK-842	.290"	£14.34sp
BY10556-1 (2)	2.055"	5.011"+100	NK-840	.250"	£6.07sp
BY11546-1 (3)	2.055"	5.04"	NK-842	.290"	£29.06
BY11560-1 (3)	2.08"	5.04"	NK-842	.290"	£30.13
BY11872-1 (4)	2.19"	5.244"	NK-842	.250"	£30.13

The above valves are all 11/32" stem size

- (1) -Budget replacement, chrome stem, hard tip, unmachined finish
(2) -Budget performance, chrome stem, hard tip, machined finish
(3) -Race Flo, chrome stem, hard tip, machined finish, Pro Flo underhead
(4) -Race Master, straight & chrome stem, hard tip, machined finish

Manley Stainless Performance EXHAUST Valves

All dimensions in inches

MANLEY	Head Dia	Overall Length	Material	Tip	Price
BY10077-1 (1)	1.50"	4.92"	XH-422	.290"	£13.58
BY10577-1 (2)	1.50"	4.911"	XH-422	.250"	£17.32
BY10549-1 (2)	1.60"	4.911"	XH-422	.250"	£15.35
BY11565-1 (3)	1.60"	4.911"	XH-426	.250"	£31.42
BY10551-1 (2)	1.60"	5.011"	XH-422	.250"	£13.43
BY11545-1 (3)	1.60"	5.065"	XH-426	.290"	£30.13
BY11873-1 (4)	1.71"	5.042"	XH-426	.250"	£31.42



The above valves are all 11/32" stem size

- (1) -Budget replacement, chrome stem, hard tip, unmachined finish
(2) -Budget performance, chrome stem, hard tip, machined finish
(3) -Race Flo, chrome stem, hard tip, machined finish, Pro Flo underhead
(4) -Race Master, straight & chrome stem, hard tip, machined finish



Manley Recommendations

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



Manley Recommendations

XH-422 = Replacement & Mild Street Performance
XH-426 = High Performance Street, Bracket Racing, Oval Track, Sportsman Racer, Normally Aspirated Alcohol engines

Valve Seat Inserts- Ex- Unleaded & LPG OK

BY70643	260 64-65, 289 63-68, 302 68-96, 351W 75-91	£8.83
BY70658	351C 2 b 1973-74, 351M, 400M, 427 FE 63-68, 428 FE 68-70/1.653" valve, 429 68-73 not HP, 460 68-78	£5.23
BY70648	351W 1969-74, 428 FE1966-70/1.559" valve	£4.61
BY70670	390 FE 1961-71	£4.63



STANDARD VALVE SPRINGS



BYVS-1575	1.359" O.D. valve spring	£3.20
221 engine 1962-63	260 engine 1962-65	
289 engine 1963-64	289 engine 1965-66 (excl Special)	

BYVS-660	1.255" O.D. valve spring	£2.99
289 engine 1966-67 (excl Special)		

BYVS-672	1.379" O.D. valve spring	£5.23
289 engine 1965-68 TRUCK	289 engine 1967-68 (excl Special)	
302 engine 1968-69 (excl Special)		

BYVS-718	1.394" O.D. valve spring	£5.00
255 engine INLET 1980-82	302 engine INLET 1978 w/stamped steel rockers	
302 engine INLET 1979-91 (excl H.O.)		
302 engine INLET 1990-91 (excl Cougar, Mustang, T/bird, Town Car) 2.028" free ht		
302 engine INLET 1980-01 TRUCK	from BE0001	
351W engine 24/4/70-76 inc TRUCK		
351W engine INLET 1977-83, also 1984-85 with 2B carb TRUCK		
351W engine INLET 1977-91 (excl HO)		

BYVS-733	1.394" O.D. valve spring 1.853" free length	£4.30
302 engine EXHAUST 1973-91 (excl H.O. GT)		
302 engine EXHAUST 1992-01 TRUCK		
351W engine EXHAUST 1977-79		
351W engine EXHAUST 1980-86 (excl HO)		
351W engine EXHAUST 1977-83 TRUCK		
351W engine EXHAUST 1984-85 with 2B carb TRUCK		

BYVS-703	1.400" O.D. valve spring	£3.96
302 engine 1970-72 TRUCK	302 engine INLET 1973-77 TRUCK	
302 engine INLET 1978 TRUCK	to BE0000	
351C 2V engine 1970-74	351M engine 1975-77 inc 1977 TRUCK	
400M engine 1971-77	400M engine 1972-77 TRUCK	
351M & 400M engine INLET only 1978-79		
351M engine INLET 1978-81 TRUCK		
400M engine INLET 1978-82 TRUCK		
429 engine 1968-69	429 engine 1970-72 (excl Police, Cobra Jet & Spec)	
429 engine 1973	429 engine 1970-73 TRUCK	
460 engine 1969-78 (excl Police)	460 engine 1973-88 TRUCK	

Sealed Power Standard Valve Springs



BYVS-682	1.462" O.D. valve spring inc damper	£3.23
390FE engine 1961 (excl 10.6 compression)		
390FE engine 1962-65 (excl Custom, Galaxie, Special Galaxie,Thunderbird)		
390FE engine 1966-68 (excl Mercury with 4 barrel)		
390FE engine 1969-71	390FE engine 1968-75 TRUCK	



390FE engine INLET 1976 TRUCK		
428FE engine 1966-67	428FE engine 1968 (excl Police)	
BYVS-920	1.41" O.D. valve spring	£3.07
460 engine 1989-97 TRUCK		



Valve Springs for Performer/RPM Cams

BY5872	Performer 351C/351M/400M 71-82	£36.36
BY5796	Kit inc caps/collets Perf RPM 289-351W	£184.80



Competition Cams Single Valve Springs



BY942-16	Single Outer Spring with damper	£129.48
O.D.	Press. @ Check Ht.	Press. @ Open Ht. Coil Bind
1.437"	115lbs 1.700"	284lbs 1.200" 1.125"
BY972-16	Single Outer Spring with damper	£162.88
O.D.	Press. @ Check Ht.	Press. @ Open Ht. Coil Bind
1.460"	125lbs 1.800"	308lbs 1.250" 1.195"
BY926-16	Single Outer Spring with damper	£156.11
O.D.	Press. @ Check Ht.	Press. @ Open Ht.Coil Bind
1.475"	108lbs 1.800"	316lbs 1.300" 1.140"
BY940-16	Single Outer Spring with damper	£152.47
O.D.	Press. @ Check Ht.	Press. @ Open Ht. Coil Bin
1.464"	89lbs 1.900"	232lbs 1.300" 1.200"



Competition Cams Dual Valve Springs



BY985-16	Spring Assembly Dual	£168.07
O.D.	Press. @ Check Ht.	Press. @ Open Ht.
Bind		Coil
1.430"	165lbs 1.750"	346lbs 1.250" 1.150"
BY986-16	Spring Assembly Dual	£169.62
O.D.	Press. @ Check Ht.	Press. @ Open Ht.
Bind		Coil
1.430"	132lbs 1.750"	293lbs 1.250" 1.150"
BY924-16	Spring Assembly Dual with damper	£193.34
O.D.	Press. @ Check Ht.	Press. @ Open Ht.
Bind		Coil
1.509"	115lbs 1.900"	322lbs 1.200" 1.175"
BY987-16	Spring Assembly Dual	£126.89
O.D.	Press. @ Check Ht.	Press. @ Open Ht.
Bind		Coil
1.430"	121lbs 1.800"	388lbs 1.200" 1.150"
BY977-16	Spring Assembly Dual	£214.56
O.D.	Press. @ Check Ht.	Press. @ Open Ht.
Bind		Coil Bind
1.460"	155lbs 1.850"	419lbs 1.250" 1.195"
BY950-16	Spring Assembly Dual	£215.18
O.D.	Press. @ Check Ht.	Press. @ Open Ht.
Bind		Coil Bind
1.464"	132lbs 1.900"	331lbs 1.300" 1.200"

- FORD V8 -
Cylinder Head and Valve Gear

LASH CAPS

Lash caps prevent the tip of the valve from being "pounded out" and "squashing out". This happens mainly on racing engines with high spring pressures, & where high rpm's are used.

BYAJG275 Ford OEM, for reduced stem exhaust	£2.32ea
BY621-16 11/32" .080" thick-hardened	£56.62set
BY622-16 3/8" .080" thick-hardened	£54.77 set



OEM STANDARD VALVE STEM SEALS

BYB45399 Umbrella type .341" stem	£2.92 ea	
221 1962-63 I & Ex	255 1980-82 I & E	260 1962-65 I & E
289 1963-68 & 1965-68 Truck I & Ex	302 1968-84 also 1969-85 Truck I & E	
302 1985-90 also 1986-89 Truck Ex	302 HO 1982-84 I & E	
302 HO 1985-90 E 351M 1975-79 also 1975-82 Truck I & E		
351C 1970-74 inc Truck I & E	351C Boss 1971 I & E	
351C Cobra Jet 1973-74 I & E	351C HO 1972 I & E	
351W 1969-30/6/86 Inc Truck I & E	400M 1971-79 also 1977-82 Truck I & E	
429 Cobra Jet 1970-71 also 1970-73 Truck I & E		
429 Thunder Jet 1968-73 I & E	460 1968-78 I & E	
460 1973-Feb 86 Truck I & E		

BYB45418 Positive type .341" stem	£1.48 ea
302 1985-90 In incl HO	302 1986-89 Truck In
351W 1/7/86-91 In 351W 1/7/86-97 Truck In	
351W 1993-96 Hi-Perf Truck In	429 1991-97 Truck In
460 1993-98 Truck In	
BYB45904 Positive type .341" stem	£2.86 ea
302 1991 I & E	302HO 1991-95 I & E
302 1990-2000 Truck I & E	
BYB45404 Positive type .341" stem	£2.42ea
351W 1/7/86 to 91 Ex	351W 1/7/86-93 Truck inc Hi-Perf Truck Ex

BYB45390 Umbrella type .372" stem	£1.27ea
390FE 1961-71 also 1968-76 Truck I & E	427FE 1963-68 I & E
428FE 1966-70 also 1968-69 Truck I & E	
BYB45632 Positive type .372" stem	£0.80 ea
429 1987-90 Truck I & E	

COMP-CAMS STEEL TOP CAPS



Springs with higher pressures, require stronger top caps to handle the extra stress. Precision machined from 4140 chrome moly & finished in black oxide. Specifically designed for positive location when combined with Comp Cams valve springs. (other makes may have different diameters). The Comp Cams 10° top caps & 10° collets offer superior strength and stability.



BY768-16 7° for 11/32" stem size	£100.00
BY747-16 Super Lock 10° for all stem sizes	£109.57
BY743-16 7° for 11/32" stem size	£106.07
BY744-16 7° for 3/8" stem size	£106.48
BY740-16 Super Lock 10° for all stem sizes	£101.59
BY741-16 Super Lock 10° for all stem sizes	£112.10

COMP CAMS VALVE COLLETS



The accurate tang location maintains consistent valve spring installed heights. Order Super Locks to fit the valve stem size and Super Lock top caps to fit the valve spring. 10° Super Locks are recommended in all race applications, 7° collets are suitable for street use only.



BY601-16 Hardened steel 7° single groove, 11/32" stem	£32.39
BY605-16 Hardened steel 7° 351C 4 groove, 11/32" stem	£25.40
BY611-16 Super Locks 10° w/recess-lash cap, 11/32" stem	£44.98
BY612-16 Super Locks 10° w/recess-lash cap, 3/8" stem	£43.51
BY613-16 Super Locks 10° w/o recess-lash cap, 11/32" stem	£44.99
BY614-16 S/L 10° w/o recess+.050" inst height 11/32" stem	£47.88
BY603-16 Hardened steel 7° single groove 3/8" stem	£32.84
BY624-16 Super Locks 10° Ford 4 groove, 11/32" stem	£65.92

STANDARD CYLINDER HEAD BOLTS



BYGS33316 Head bolts [1cyl head] 289-302W	£21.77one head
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CYLINDER HEAD BOLT KITS

ARP High Performance



These head bolts have either a reduced size hex head, or 12 point head, with a wide area flanged head. These factors can help eliminate the need for valve train removal when retorquing the cylinder head, and may assist with clearing larger OD springs. High Performance & Stainless bolts have a tensile strength of 170,000 psi, the Pro- series is 200,000psi & some kits have undercut short bolts to promote stretch. All kits come with hardened parallel-ground washers.

BY154-3601 289-302W Hex head	£68.30
BY454-3701 <u>Stainless Steel</u> for 289-302 12 pnt	£128.51
BY154-3603 351W Hex head	£125.50
BY154-3604 351C-M-400M Hex head	£133.67
BY155-3601 390-428 FE Hex head	£127.42
BY155-3603 429-460 std heads & with Edel' Heads-Hex	£206.42



STEPPED HEAD BOLT BUSH SET

AJG050 Head bolt reducer bushing set	£77.52
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Complete set of bushes. Required on various aftermarket heads, when using 7/16" bolts/studs, as the holes in the cylinder heads, are often, 1/2". Set of 20 with integral washers.



HIGH PERFORMANCE VALVE STEM SEALS

BY72876 Shedder type high temp 11/32"	£1.72 ea
BY504-16 "Rubber" Umbrella style 3/8"	£21.20set
BY510-16 Teflon for .500" guide-11/32"	£28.76set
BY503-16 Teflon for .530" guide-11/32"	£33.01set
BY505-16 Teflon for .530" guide-3/8"	£28.78set
BYB45547 Viton for .500" guide-11/32"	£1.66 ea



Umbrella seals are normally used where the spring is a single type and there is enough room inside it for the seal. The seal moves up & down with the valve. The Teflon & Viton seals, generally require the OD of the valve guide boss to be machined. They fit tightly onto the guide boss, & do not move. Teflon is good to 450f, and Viton to 500f. For tools to machine the top of the guide see the accessories section page S9/12)

Moroso 4130 Chrome Moly Washer

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

BY38300 For 7/16" bolt or stud **£1.37 ea**
BY38310 For 1/2" bolt or stud **£1.27 ea**

**ARP 12 Point UNF Nuts [180,000psi]**

Constructed from Aerospace quality material -

BY300-8303 For 7/16" bolt or stud-1/2" socket **£2.98ea**
BY300-8304 For 1/2" bolt or stud-9/16" socket **£4.31ea**

**Valve Rocker Arm Pedestal Shim Kit**

Cures the problem of excessive preload (due to a camshaft change etc) without resorting to different push rods, or adjustable rockers. These shims will fit all small block V8 & 429/460 with bolt on rocker arms.

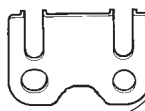


BYM-6529-A302 **Rocker Arm Pedestal Shims** **£17.92**

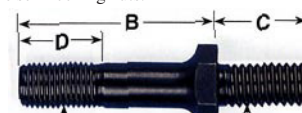
**Pushrod Guide Plates**

Required in cases where pushrod holes in the cylinder head are large, and rockers are able to move from side to side on the valve tip.

BY4816-8 289 to 351W- 5/16" push rod- flat type **£32.95**
BY4835-8 289-351W- 5/16" flat 2piece *adjustable* **£91.81**
BY4803-8 302Boss/351C+M/400M- 5/16" p/r- raised type **£70.49**
BY4834-8 429-460- 5/16" push-rod- raised type **£64.82**

**ARP Rocker Arm Stud Kits**

Concentric to within .005" thread pitch to thread pitch, to ensure accurate rocker arm geometry. Made of 8740 chrome moly forgings. Tensile strength of 180,000 psi . Not to be used with OEM-style self-locking nuts.



(All dimensions in inches)

	Application	B	C	D	E	F	
BY134-7104	3/8" most SB Ford	1.895	.710	1.000	3/8	7/16	£91.15
BY100-7101	7/16" most SB Ford	1.900	.750	1.000	7/16	7/16	£91.15
BY200-7201	Pro version of above	1.900	.750	1.000	7/16	7/16	£132.50

**Rocker Arm Studs-Pedestal Type Rockers**

Used to convert engines that employ pedestal type rockers that are bolted onto the heads, to stud type rockers. These studs have a 5/16" thread on the lower half that screws into the existing hole in the cylinder head. For street use only. Will work with rail type rockers.

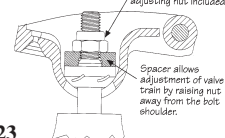


BY4504-16 Base thread: 5/16" Stud: 3/8" Lgth: 1.750"

£103.34

Rocker Arm Spacers for "Stepped" Studs

Many early 302-351W engines used a rocker arm stud with a positive stop for the retaining nut, not allowing for any valve adjustment. This kit consists of a small spacer which slips over the stud and a new nut. This gives a range of adjustment, the same thickness as the washer. Comes with 16 spacers and nuts.

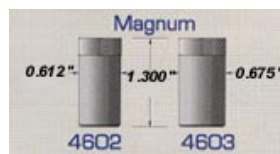
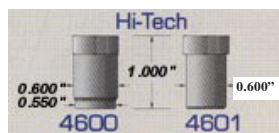


BY4610-16 Adjusting Kit for SB Ford **£60.23**

COMP Cams Rocker Arm Adjusting Nuts [Poly-Locks]

Poly-locks are locked with an allen key. They are designed not to come undone, even unday racing conditions. Precision ground for minimum runout, and tapered for extra strength in the locking area.

BY4602-16 Poly lock 3/8" std style rockers **£71.71**
BY4603-16 Poly lock 7/16" std style rockers **£76.12**
BY4600-16 Poly lock 7/16" trunnion style rockers **£77.14**
BY4601-16 Poly lock 3/8" trunnion style rockers **£76.10**

**Rocker Components 302/351W/429/460**

These bolts fit all SBF and 429-460 with bolt in rockers. The channel kit fits 302-351W with bolt in rockers. [It keeps one pair of rockers straight]



BYAJG285 Rocker bolts 302-460 [bolt in rockers] **£1.56**
BYAJG280 Channels-holds two rockers straight **£37.36set**

**Rocker Components 390-428 FE**

The bolts are required when fitting Edelbrock cylinder heads



BY6009 Rocker stud kit-Edelbrock **£163.74**
BYRS-621 Rocker shaft **£54.80**

STANDARD ROCKER ARMS

BYMRK-511 Non-rail, cast, adjustable **£18.96ea**
 Above rocker includes nut & ball
221 engine 1962-63 **260** engine 1962-65 **289** engine 1963-66
BYR-847 Rail, cast, inc 5/16" & 3/8" nuts **£8.56ea**
289 engine 1966-68 **289** engine Truck 1966-68
302 engine 68-78 excl Boss **302** engine Truck 1969-78
351W engine 1969-78 **351W** engine Truck 1971-78
BYMRK-548 Pressed steel, inc sledge/bolt **£9.42ea**
255 engine 1980-82 **255** engine Truck 1981-82
302 eng 1978-94 ex Cobra **302W** engine Truck 1978-01
351W engine 1978-91 **351W** eng Truck 1978-97

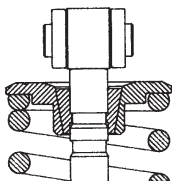


TEK TIP BIT - Ford Rocker Arms**❖LIFTER PRELOAD**

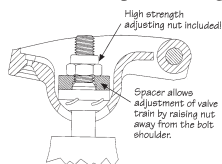
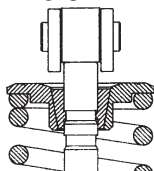
When installing a performance camshaft in a non-adjustable valve train application, the lifter preload is something which must be considered. Too little will result in a noisy valve train, and too much will result in tight valves, or again, a noisy valve train. Either condition can cause engine component failure and/or poor performance.

❖CONVENTIONAL ROCKERS-Hyd Lifters

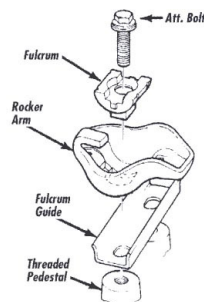
Conventional adjustable valve train utilising a cast rocker was used on 1962-63 221 V8, 1962-65 260 V8, and various types of 289 engine 1963-66. The cylinder heads had pressed in studs, with straight of "parallel" sides. This meant the rocker could move up and down the stud, and therefore the preload on the lifter could be adjusted. Early heads used a small hole or slot for the pushrod, which stopped the rocker arm wandering off the valve tip. Short tipped valves are used.

**❖POSITIVE STOP STUD/RAIL TYPE ROCKERS-HydLifters**

Conventional valve train with a fixed, cast rocker. These were used on 1966-68 289 engines, and 302W & 351W up to 1978. In big block, this system was used on 1968-71 429, and 1968-5/11/70 460. If the press in studs are not straight down, in other words there is a ledge after the thread, that the rocker sits on, and then the nut is torqued up, then they are non adjustable. Competition Cams offers an adjustment kit (BY4610-16 Page 2/22) for the small block 3/8" stud. This utilises a thick washer to give a range of adjustment. For high performance use, conversion to screw in studs & guide plates will be required. Rail type rockers have drop down "flaps" at the edges of the rocker & long tip valves. This prevents the rocker tip wandering off the valves.

**❖FULCRUM ROCKERS- 302W & 351W**

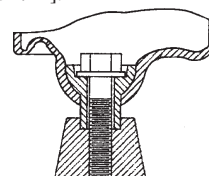
Fulcrum Type Rockers were used on 302W from 1978-2001, & 351W from 1978-1997. These rockers use a fulcrum or 'sled' in conjunction with a "U"-shaped channel to hold the fulcrum & so rocker alignment. This is held together by a bolt through each fulcrum. Shims can be used to adjust the lifter preload. [part number **BYM-6529-A302** on page 2/22]. Alternatively, the screw in stud [part number **BY4504-16** page 2/22] can be used to screw directly into the pillar, as the thread on the bottom of the stud is only 5/16". These studs will work with rail type rockers if the heads are fitted with long tip valves. Only mild performance camshafts can be used. Of course the heads can be machined to take a stronger screw in stud.



A modified pedestal is used on 1978 and later 302/351W engines. A stamped fulcrum guide is used with each pair of rocker arms, together with a "U" shaped channel & bolt

❖FULCRUM ROCKERS-Cleveland type engines

Fulcrum Type Rockers are used on 351C-351M-400M-1968-82 inc Boss engines as well as some 429-460's- [429 1972-73, & 460 5/11/70 to 1995]. These rockers use a fulcrum or 'sled' in conjunction with a bolt to hold rocker alignment. These models use a slotted pedestal cast in the head to hold the fulcrum. To replace rocker arms of this type, for performance use, screw-in studs and guide plates will be necessary. [cylinder heads will require machining]. For mild performance camshafts, shims can be used to adjust the lifter preload [part number **BYM-6529-A302** page 2/22].

**Standard Rocker Arms**

BYR-855 Pressed steel, inc "sledge" **£5.60 each**

302 Boss engine 1968-71 **351C** engine 1970-74

351M engine 1975-79 **351M** Truck engine 1977-81

400M engine 1971-79 **400M** Truck engine 1977-82

429 engine 1972-73 **460** engine 5/11/70 to 1978

460 Truck engine 1973-95



BYR-814 FE Std Non-adjustable **£32.10 each**

352 engine 1958-67 **360** engine 1968-76

361 engine 1958-59 **390** engine 1961-76

410 engine 1966-67 **427** engine 1963-68

428 engine 1966-70 **430** engine 1959-60



516RKRNUT 5/16" nut- self locking **£1.86 each**

38RKRNUT 3/8" nut-self locking **£2.09 each**

**FE V8 ADJUSTABLE ROCKER & SHAFT KIT**

AJG060 Adjustable rocker & shaft kit **£517.53set**

ALUMINIUM ROLLER ROCKERS & POLYLOCKS

These rocker sets are adjustable & designed for OEM cylinder heads that have been converted to screw in studs & guide plates, or aftermarket heads. Hardened pushrods will be required. Open spring pressures of over 350 lbs- OK.

AJG210 289-351W 3/8" stud 1.60 **£189.32set**

AJG208 289-351W 7/16" stud 1.60 **£223.38set**



BY17045-16 For use with 7/16" studs **£309.35 set**

Fits 429-460 ratio is 1.73, 302 Boss, 351C/M+400M

**Magnum Roller Rocker Set**

The Worlds best high performance street rocker arm. Made from 8620 chromemoly steel. Stronger than diecast aluminium or stamped steel. Super accurate rocker ratio, and stiff non flex design. Roller tip reduces friction & scuffing. Do not exceed 350 lb open spring pressure.

BY1431-16 Rail type 1.60 3/8" **£253.84**

For 78-present, use with 5/16" studs **BY4504-16**. NO guide plates.

BY1442-16 Non rail type 1.60 3/8" **£257.70**

BY1411-16 Boss302/351C-400M/429-460 1.72 **£270.54**

Must have 7/16" screw in studs & guide plates



ULTRA PRO MAGNUM Roller Rocker Set

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



BY1632-16 289-351W 1.6 7/16" stud **£550.28**
BY1630-16 Boss 302, 351C/M/400 1.7 7/16" **£560.10**
 Also- 429-460 1.7 7/16"



Oil System

MELLING Oil Pumps

BYM-68 Standard volume & pressure **£67.58**

221 engine 1962-63 255 engine 1980-82

260 engine 1962-65 289 engine 1963-68

302W engine 1969-01 excl Boss & Special, inc Truck

BYM-68AH High Pressure **£63.52**

302W engine 1969-71 Boss & Special

BYM-68HV High volume [+25%] & pressure **£63.23**

260-302W 1962-01

This pump may require the use of a higher capacity sump, heavy duty drive shaft & windage tray.

BY10687 Race-std vol **£91.78**

260-302W 1962-01

Extended shafts into bottom cover for better support, screw in relief plug

BYM-83 Standard volume & pressure **£53.65**

351W engine 1969-97 inc Truck

BYM-83HV High volume [+25%] & pressure **£63.40**

351W engine 1969-97

This pump may require the use of a higher capacity sump, heavy duty shaft & windage tray. Ensure 1/16" minimum clearance between pump & sump

BYM-84A Standard volume & pressure **£69.91**

351C engine 1970-74

351M engine 1975-81 inc

Truck 400M engine 1971-82 inc Truck

BYM-84AHV High volume [+25%] & pressure **£72.05**

351C-351M-400M

BYM176 Standard volume & pressure **£31.46sp**

281 4.6 SOHC engine 1992-05 inc Truck [See Melling Cat]

BYM227 Standard volume & pressure **£35.08sp**

281 4.6 DOHC engine 1996-05 [See Melling Cat]

BYM-57 Standard volume & pressure **£59.26**

332 FE engine 1958-59

352 FE engine 1958-67

inc Truck

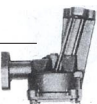
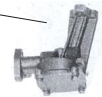
360 FE engine 1968-76 Truck

361 Edsel

engine 1958-59

390 FE engine 1961-76 excl 1962-68 Spec & Police, inc Truck

428 FE engine 1966-70 excl Police, Cobrajet & Super Cobrajet

**MELLING Oil Pumps-continued**

BYM-57B Special **£64.14**

390 FE engine 1961-68 Special & Police

428 FE engine Police, Cobra Jet & Super Cobra Jet

BYM-57HV High volume [+25%] & pressure **£57.70**

FE engines as listed for BYM-57. This pump may require the use of a higher capacity sump, heavy duty drive shaft & windage tray

BYM-57HP Sideoiler 110-125psi, rel vlv in blk **£64.10**

406 FE engine 1962-63 Galaxie & Thunderbird

427 FE engine 1963-68

BYM-84 Standard volume & pressure **£73.13**

429 engine 1968-73 excl Police, Cobra Jet & Super Cobra Jet

460 engine 1972-78 excl Police

460 engine 1975-78 F100/350 & M450/500



BYM-84D Standard volume & pressure **£63.71**

429 engine 1979-98 Truck [series 600-900]

460 engine 1975-97 Truck [E250/350]

460 engine 1979-97 Truck [F100/450]

460 engine 1989-97 F53 Motor Home

BYM-84DHV High vol [+25%] & pressure **£73.44**

429 engine 1979-98 Truck [series 600-900]

460 engine 1974-97 Truck [series 100-500]

This pump may require the use of a different pickup, higher capacity sump, heavy duty shaft & windage tray. **Bolt on pickup.**

BYM-84BHV-S High vol [+25%] & pressure * **£82.62**

* Includes bolt on pickup for 8-1/4" deep sump

429 engine 1968-73

460 engine 1972-97 inc

Truck

This pump may require the use of a higher capacity sump, heavy duty shaft & windage tray.



Standard Oil Pump Drive Shafts

For use with standard oil pumps in standard applications only.

BYIS-68	221-302W/ 5.0L all years	£8.04
BYIS-83	351W all years	£8.50
BYIS-84A	351C/M & 400 all years	£8.57
BYIS-60	FE 332-428 all years	£14.04
BYIS-84	429-460 all years	£11.75

**HD -Oil Pump Drive Shafts**

Use in any performance application. Std shaft is a bit weak. Will not fit with OEMEEC IV injection equipped engine.

BY154-7904	221-302W/ 5.0L	£29.12
BY154-7901	351W/All 351 SVO	£28.92
BY154-7905	351C/M & 400	£29.10
BY154-7902	FE 332-428	£28.87
BY154-7903	429-460 BBF	£28.42

**Moroso Oil Pump Primer**

The best way to build up oil pressure in an engine before starting. The shaft replaces the distributor, and connects to the o/pump shaft. An electric drill can then be used to drive the shaft.



BY62210	221-302W, FE 332-428	£26.24
BY62220	351W/C/M & 400M, 429-460	£25.04

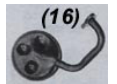
Oil Filter Threaded Adaptor

BYAJG60 (screws into cylinder block)	£36.06
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Oil filter screws onto adaptor.

**Melling standard Oil Pump Pickups-continued**

BY57-S1 Standard pickup	[16] £30.77
390 FE engine 1966-71	427 FE engine 1968
428 FE engine 1966 T-Bird, 1967-70	
352 FE engine 1967 Truck excl 4WD	



BY84-CS2 Standard pickup	[18] £18.40
429 engine 1968-73 with M-84 std pump & M-84BHV-S pump	



460 engine 1972-78 with M-84 std pump & M-84BHV-S pump

BY84-DS1 Standard pickup	[22] £33.46
460 engine 1980-82 & 1983-97 Truck E250/350	

**Melling standard Oil Pump Pickups**

BY68-S Standard pickup	[1] £17.41
221 engine 1962-63	255 engine 1980-82
260 engine 1962-65	289 engine 1963-68
302 engine 1968-80 excl 1975-80 Mustang, 1978-79 Maverick & Fairmont	
BY68-S2 Standard pickup	[3] £28.25
302 engine 1969-79 F100 & F150	
BY68-S3 Standard pickup	[4] £24.28
302 engine 1980 F100/150, U150	302 1981-96 F150/250
302 engine 1990-96 E series	
BY68-S4 Standard pickup	[5] £25.82
302 engine 1978-79 Maverick & Fairmont	302 1979 Mustang
302 engine 1981-27/8/90 Cars	



BY247S Standard pickup	[7] £45.42
302 engine 27/8/90 to 95	
BY83-S Standard pickup	[8] £21.96
351W engine 1969-78	351W engine 1979 T-Bird
BY83-S1 Standard pickup	[9] £27.82
351W engine 1979-91 excl 1979 T-Bird	
BY83-S3 Standard pickup	[10] £29.38
351W engine 1975-80 Truck 100-500 & U150 excl Cal	351W 1981 E-F100/350
BY83-S2 Standard pickup	[11] £28.90
351W engine 1981 E-F 150/350 & U150 inc Cal	
351W engine 1982-85 E150	351W 1982-85 E250/350 +8500gvw
351W 1982-85 E250/350 inc Cal & Canada	
351W 1982-85 F100/350 & U150 all	351W 1984-97 4B & EFI
BY84-AS1 Standard pickup	[12] £27.78
351C engine 1970-74 inc Spec & Boss Mustang/Cobra Jet	
351M engine 1975-79	400M 1971-79
351M engine 1977-79 Truck excl 4WD	
400M engine 1977-79 Truck 100-500 Bronco excl 4WD	



BY57-S2 Standard pickup	[15] £20.82
352 FE engine 1963-66	360 "FE" 1968-76 Truck excl 4WD
390 FE 1961-65 excl Spec, Police & T-Bird	
390 FE 1968-76 Truck Series 100-500 2WD	428 FE 1966

**Oil Pickups for Street/Strip & Circuit- Sumps**

These pickups are designed to be used with the sumps listed on p26

Check that a clearance of 3/8" - 1/4" exists between the bottom of the pickup and the sump floor. The bottom of the pickup should be parallel to the sump floor

BY24523 For BY20503 & std pump	£72.91
BY24517 For BY20506 & std pump	£111.18
BY24518 For BY20506 & std pump w/girdle	£97.90
BY24507 For BY20501 & std pump	£106.98
BY24558 For BY20558 & std pump	£119.51
BY24608 For BY20608+o/pump BYM-57HV	£117.67
BY15-611 For BY15-630[3/4]+o/p BYM-68HV	£86.90

**OIL GALLERY RESTRICTORS/GAUGE UNION**

Reduces oil flow to rocker arm assemblies and increases the flow in the rod and main bearing areas, by reducing oil bleed off to the valve train.



BY22045 289, 302 and 351W Ford	£25.00
BY22050 351C Moroso	£25.63
BY06 1/4 to 1/8npt union for oil gauge	£2.80



Oil Pump & Oil Pickup Bolts



For all Ford V8 OHV

BY150-6902 3/8" & 5/16" o/pump bolt kit **£10.94**


Standard "Front" & "Rear" Sumps

AJM552 Blue 260-302W Concoors "front" **£121.90**
Cars-Inc Mustang 1965-87. Use pickup BY68-S

BYM-6675-A50 5.0L - "rear" sump kit-5 US qt **£279.53**
Used on Mustang 1979-95. Fits 1983-01 production blocks, with hole in side of block for dipstick. Comes with dipstick & tube, pickup, & main cap stud for pickup.

BYM-6675-A58 5.8L/351W - "rear" sump kit **£359.82**
Fits 79-95 Mustangs & Fox chassis vehicles. Fits 69-97 production blocks. Comes with dipstick & tube, pickup & main cap stud for pickup.

BYM-6675-A460 429-460 Black-"rear" kit **£233.27**
Fits 79-95 Mustangs & Fox chassis vehicles. OK on 1969-97 production blocks. 6 US qt, incl d/stick & tube, p/up & main stud. Pump BYM-84D.


CHROME "Front" SUMPS

Standard depth chrome plated sump, comes complete with drain plug. Will not fit vans or trucks.

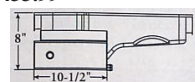
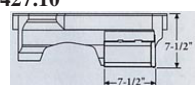
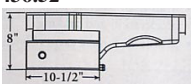
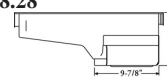
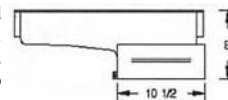
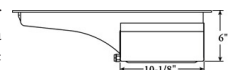
BY9078 Chrome 289-302W- "front" **£135.12**
Passenger cars, not Truck or 74 & on Mustang 5 US qt, p/up BY68-S

BY9532 Chrome 351W- "front" **£150.67**
Passenger cars, 1967-81, use pickup BY83-S

BY9310TD Chrome 351C/M/400M-"front" **£148.09**
Passenger cars, 5 US qt, use pickup BY84-AS1

BY9330 Chrome 332-428 FE, not all-"front" **£87.86**
Passenger cars, 5 US qt, use pickup BY57-S1-[check with old p/up]

Street/Strip-Drag Race & Circuit Sumps

BY20503 Kit cars etc 289-302W front **£433.99** 
Street/Strip & Track Day, 9 US qt [excluding filter] Clears 4BM on centre 3 caps only. Univ dipstick available- BY20-850 at extra cost. Clear Zinc plated. Use pickup BY24523 with standard oil pump. 8" deep. Narrow sump.

BY20506 5.0 ltr 1979-95 Mustang-rear **£427.10**
Street/Strip, 7 US qt [excl filter]. Innovative Pro-sump baffling system. Clears 4BM on centre 3 caps only. Use BY20-850 dipstick. Clear Zinc plated. Use p/up BY24517 with std o/pump. If using main girdle use BY24518. 7.5" deep.

BY20501 Cobra Kit cars etc 351W front **£436.52**
Street/Strip & Track Day, 9 US qt [excluding filter]. Clears 4BM on centre 3 caps only. Clear Zinc plated. Use pickup BY24507 with std pump. 8" deep. Narrow sump.
Street/Strip- Drag Race & Circuit Racing Sumps
continued-
BY20558 351C/M most front sump Cars **£378.28**
Street/Strip, 7 US qt [excluding filter]. Built in crank scraper. Magnetic d/plug. Clear Zinc plated. Use p/up BY24558 with std o/pump. 8" deep.

BY15-630 289/302W Circuit racing- front **£579.76**
Circuit Racing, 9 US qt system. Gold finish. Diamond shaped baffle with 4 trap doors & runners to direct oil to the pickup. Has bolt in windage tray, temp fitting, magnetic drain plug, crank scraper & dipstick bung. Use pickup BY15-611. 8" deep & 13-1/2" wide.

BY20608 352-428 FE Strt/strip & Circuit **£464.48**
Street/Strip & Track Days, etc. 8 US qt [excluding filter]. Clear Zinc plating resists corrosion. 6 trap doors, 2 baffles & a removeable sump tray keeps the oil in the pickup area. Magnetic drainplug. Oil temp plug. Use pickup BY24608 with BYM-57HV oil pump.


CHROME "Front" SUMPS

Standard depth chrome plated sump, comes complete with drain plug. Will not fit vans or trucks.

BY9078 Chrome 289-302W- "front" **£135.12**
Passenger cars, not Truck or 74 & on Mustang 5 US qt, p/up BY68-S

BY9532 Chrome 351W- "front" **£150.67**
Passenger cars, 1967-81, use pickup BY83-S

BY9310TD Chrome 351C/M/400M-"front" **£148.09**
Passenger cars, 5 US qt, use pickup BY84-AS1

BY9330 Chrome 332-428 FE, not all-"front" **£87.86**
Passenger cars, 5 US qt, use pickup BY57-S1-[check with old p/up]

Windage Trays-Main Girdle

Windage trays help keep the oil clear of the crankshaft, increasing horsepower, and keeping the oil whereas it ought to be-in the sump! A main cap girdle, strengthens up the std Ford block.

BY20-931 W/tray for BY15-630 sump 302 **£105.37**
Optional. Use for serious Circuit Racing.

BY20-933 W/tray for BY15-680 sump 351 **£81.40**
Optional. Use for serious Circuit Racing.

BY20-942 Mount kit for BY20-933 351W **£50.18sp**

BY20-960 Windage tray-shallow-302W **£72.79**
In most cases this tray can be bolted to the 302W main stud girdle.

BY22928 Main cap girdle- 289-302W **£264.79**
Made from 1/2" steel. Profiled to fit over main caps. Includes bolts. If required, studs BYAJG595 can be used.


Oil Filters-Standard & Performance

BYPH8A	Standard 130mm/5-1/8" in length	£7.25
BYPH43	Short 103mm/4.055" in length	£8.56

**Moroso Performance Oil Filters**

BY22400	Hi-Performance, (5-1/4")	£36.72
Hi-Performance chrome plated filter that exceeds OEM requirements, designed to withstand 200 psi plus.		
BY22470	Racing, (5-1/4")	£26.84
Features: thicker flange plate for better gasket retention, anti-drainback valve, will withstand 425 psi and filter material insures proper oil flow with a minimum of pressure drop.		

**Oil Filter Adaptors**

BY1113	Remote Mount Filter Kit	£116.63
This kit contains the parts to remote mount your oil filter away from the engine.		
BY1313	O/cooler sandwich adaptor 3/4"-16	£58.01
BYAJG305	O/fltr adaptr-rotates 360° 3/4"-16	£185.32

**Sump- Bolt and Stud Sets**

BY859019	289-351W/C std bolts [NOT ARP]	£8.71
BY254-1801	289-351W/C 12pt ARP black blts	£45.37
BY455-1801	390-428 FE 12pt ARP s/less bolts	£65.53
BY38390	Moroso sump studs SBF/BBF black	£75.65

**DIPSTICKS & TUBES**

BY6920	Chrm for 260/289 & 302 1962-78	£19.69
The above dipstick fits in the timing cover, on a "front sump" engine.		
BYM-6750-C303	Ford chrome-5.0L Mustang	£52.68
Curved design for 1983-93 5.0L Mustang.		
BY6921MRG	Chrome for 351W	£18.48
The above dipstick fits in the timing cover on a "front sump" engine.		
AJM444	Dipstick 289 65-67 Blue	£20.29
AJM448	Dipstick tube 65-67 Blue	£15.47
AJM450	Dipstick tube 68-69 Blue	£14.12
BY9223	Chrome for 351C	£20.94
BY20-850	Canton 1/4" NPT dipstick & tube	£35.38
Used on Canton & Moroso sumps with a 1/4" NPT bung for dipstick.		



Distributor/Electrical

VACUUM ADVANCE: If your engine spends any time on the Street, and has over 10-15" hg vacuum at idle, it will be beneficial to use a vacuum advance. It will lower the temperature in your combustion chambers & exhaust, & improve your economy.

For Accel, Mallory, MSD and PerTronix Distributor spare parts see Section 9 Page 8

TSP ELECTRONIC DISTRIBUTORS

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

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

AJG075A	221 to 302 1962-end inc vac	£192.14
AJG085	351/5.8LW 1969-95 inc vac	£234.40
AJG090	351C/M, 400, 429 & 460 1968-95 inc vac	£193.97
AJG070	HD Black coil for TSP distributors	£38.05
AJG095	332 to 428FE 1958-76 inc vac	£234.40

The earth wires between the engine and the chassis and the battery & the chassis, should be removed & cleaned every year. A bad earth will destroy your module. Do not use this distributor without an alternator, and the alternator must be in good order.

**ELECTRONIC IGNITION CONVERSIONS**

Replaces the points, converting the distributor to a maintenance free, breakerless electronic ignition system. Better starting & performance.

BY61002M	Ford single point distrib 57-74	£138.72
BY61004M	For Mallory non vac, YL/HP 25 & 26 series dual point distrib, with std, stack style cap	£170.95



Distributor/Electrical

VACUUM ADVANCE: If your engine spends any time on the Street, and has over 10-15" hg vacuum at idle, it will be beneficial to use a vacuum advance. It will lower the temperature in your combustion chambers & exhaust, & improve your economy.

For Accel, Mallory and MSD Distributor spare parts see Section 9 Page 8

TIMING POINTERS 302W SBF

These stainless timing pointers are made in England, not China. They will work fine if used with our t/cover and harmonic balancer. LH & RH entry pump relates to which side your bottom hose is on.

- BYAJG1130 Use with LH entry w/pump£7.94
- BYAJG250 Use with RH entry w/pump£15.78



OEM Points Distributor Spares

- BYDC13A Condensor 57-74£11.27
- BYDH6 Distributor cap pre 75£18.59
- BYDP12 Points set 57-74£7.69
- BYDP6 Points to suit *factory Ford dual point*£16.45
- BYDR5 Rotor arm pre 75£7.02
- BYVC31 Vacuum unit for points distributor£56.74



OEM Electronic Distributor Spares

- BYDR323 HEI Rotor Arm for 1977-85 some 302£4.68
- BYDH411 HEI Cap for 1987-95 some 302/351W£19.18



1983-85 302 W some versions only check book



MSD Magnetic Billet Distributors-Large Cap

[Use with an MSD CD unit][Gear *unsuitable* for hyd rlr cam]

- BY8584 351W no vac [not with Victor Jnr]£218.44sp
- Cap: BY8408. Rotor: BY8423



MSD Magnetic Billet Distributors-Small Cap

[Must be used with an MSD CD unit]

Gear-Not suitable for hydraulic roller cam

- BY8579 289-302W no vac- 4-3/4" O.D. cap£503.12
- BY8578 351W no vac- 4-3/4" O.D. cap£567.04



- BY8479 289-302W + vac- 4-3/4" O.D. cap£563.52
- BY8477 351C/M, 400, 429, 460 + vac£606.78
- 4-3/4" O.D. cap. Cap: BY8431. Rotor: BY8467.



The housing is CNC machined from a bar of billet 6061 T6. A Race proven magnetic pickup provides stable timing signals and spark delivery at most rpm's. An adjustable mechanical advance allows fine tuning of the advance curve with the supplied springs and bushings. The steel shaft runs in a sealed ball bearing, and long sintered bushing. A rynite base is used to prevent arcing and protects the cap from vibration. Cap & rotor are included.



DISTRIBUTOR HOLD DOWN CLAMPS

- BY26211 Chrome for SBF -Windsor£21.41
- The Moroso clamp is stud mounted to avoid potential thread damage to the manifold. The clamp is made from heavy duty steel and is slotted for quick distributor removal.
- BYAJG325 Ford for 302 1984 and later OEM type£22.90
- BY4456TD Chrome for Ford FE£9.54



Mr Gasket Timing Tape

This tape can be a help with dampers that have few timing marks on them. It can be used to more accurately set up the ignition timing. After fitting, run a section of cellotape over the tape to help keep it on. Not required on our Pro Street & Pro Race dampers.

- BY1594 6 3/8" 289/302/351£29.93



CHAMPION COPPER CORE SPARK PLUGS



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



221 [3.6L] and 260 [4.3L] Engines

- BYRF11YC All engines 1958-65£3.23 ea

289 [4.7L] Engine

- BYRF9YC All engines 1963 to 66£3.94ea
- BYRF11YC All engines 1967 to 68£3.23 ea



255 [4.2L] Engine

- BYRV17YC 2V & VV D engine 1980-82£4.07ea

Champion Copper Core Spark Plugs

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



281 [4.6L] Engine

BYRS14YC6281	[4.6L] 1992-95	£4.40 ea
BYRS12YC	281 [4.6L] 1996-2004	£3.54 ea



302 [5.0L] Engine

BYRF18YC	2V 1967-72	£2.84 ea
BYRF11YC	4V 1967-72	£3.23 ea
BYRV9YC	4V HO 1969-72	£3.32 ea
BYRF18YC	1973-74	£2.84 ea
BYRV17YC	1975-85	£3.74 ea
BYRS14LC	1986 + Crown Vic & T-Bird 1987-88	£3.78 ea
BYRV17YC	1987-93 HO Mustang + 1991 T-bird	£3.74 ea
BYRS14LC	1989-91 Crown Vic	£3.78 ea
BYRS14YC6	1993-95 Mustang Vin D	£4.40 ea
BYRV15YC6	1994-95 Mustang Vin T	£2.81 ea
BYRS12YC	GT40 SVO engine [some]	£3.54 ea



351C [5.8L] Engine

BYRV17YC	1969-74	£4.07 ea
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400M [6.6L] Engine

BYRV17YC	1971-79	£3.74 ea
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390FE [6.4L] Engine

BYRF9YC	3-2btl 1961-66	£3.94 ea
BYRF11YC	All 1959-66 & 4V 1967-68:all 1969-72	£3.23 ea
BYRF18YC	2V 1967-68	£2.84 ea



351W [5.8L] Engine

BYRF18YC	1969-74	£2.84ea
BYRV17YC	1975-91	£3.74 ea



427/428FE [7.0L] Engine

BYRF9YC	427FE HO 1967-68	£3.94 ea
BYRF9YC	428FE HO 1967-70	£3.94 ea



Platinum & Double Platinum Plugs

Some late model OEM applications, use these spark plugs.

BYE3401	Platinum equiv to BYRS12YC	£3.13
BYE7963	Double Platinum equiv to BYRS12YC	£5.95



429/460 [7.0/7.5L] Engine

BYRF11YC	429- 1967-70 and 460 1971-72	£3.23 ea
BYRV17YC	429- 1967-70 & 1973. 460 1973-78	£3.74 ea
BYRV12YC	429- 1969-72 HO	£4.02 ea
BYRF14YC	429- 1971-72	£2.84 ea

STARTER MOTORS [New! not rebuilt]
FORD MUSTANG

BYN3168	255-289	1965-to mid 1980 [long]	£165.42
255 to mid 1980 All	260	1965 Auto	289 1965-68 Auto
302	1968-73 Auto	302	1975-79 All
BYN3176	260-289	1965-68 [short]	£136.85
260	1965 Man- 164T	289	1965-68 Man 164T
302	1968-73 Man- 164 teeth	351W	1969-73 Auto
BYN3180	255-302	mid 1980-91 All [long]	£125.48
255	mid 1980-82 All	302	1982-91 All
BYN3268	302	1992-95 All [long]	£163.13
BY3131	390-428FE	65-70All-2btl mount	£191.34
BY3174	351M-460	1969-71 All	£183.56



NOTES: With regard to the V6 232 [3.8L] engine fitted to the Mustang, the starters we keep are as follows- BYN3180 1983-86. BYN3268 1994-04.

The starter motors on the 221-351W engines are matched to the flywheel and bellhousing; eg a 164 tooth manual flywheel with the ring gear on the engine side of the flywheel will need a BYN3176 starter, [short] and a bellhousing that has the starter mount holes further out. Whereas a 157 tooth manual flywheel with the ring gear on the clutch side of the flywheel will need a BYN3168 starter, [long] and a bellhousing that has the starter mount holes further in. BEWARE trying to fit a BYN3168 to a 351C or 351W engine with a 157 tooth flywheel, as the starter may foul on the cylinder block. These engines are supposed to have a 164 tooth flywheel, with the appropriate bell housing. This mounts the starter further away from the cylinder block.

The BYN3180 may not locate properly, with some 4 speed bell housings.

The BYN3268 [long] can be used as a higher torque than std "Mini Starter" for auto & manual 157 tooth ring gears mounted on the clutch side of the flywheel. Ideal for 5 speed bell housings. This starter is much smaller than the BYN3168. The solenoid is attached.



FORD 221-351W STARTER BOLTS

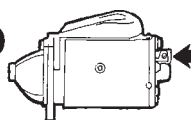
Holds the starter onto the bellhousing



AJM490 Starter motor bolts

£12.67pr

TEK TIP BIT - Ford Starter Motors

FORD
STARTER

CAUTION!

For an OEM 65-91 starter motor to activate a minimum of 10.5 volts is needed at the battery terminal connection, while cranking.

A weak battery, frayed cables or corroded connections [inc poor earths] will not allow full battery voltage to the starter. A bench test using battery & jumper cables can be invalid for this reason.

FORD STARTER SOLENOID [Remote]

BYSW3	4 terminal- 1956-78	£19.19
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BYAJG395	3 terminal- 1984-91	£11.40
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BYAJG400	4 terminal- 1979-90	£16.812
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MASTER TORQUE & XS TORQUE STARTER MOTORS



BY9503 XS Torque- 221-351C+W, auto+157t man £272.11
6.21" long. Manual ring gear must be on "clutch side" of flywheel. OK up to 18:1 comp, 8 lbs, 4.4:1 reduction, no heat soak problems. 200ft lbs @ peak H.P. 3/4" offset. Body/motor can be rotated thru 360 degrees.

BY9504 XS Torque-221-351C+W 164t manual £290.96
6.63" long. Manual ring gear must be on the "engine side" of flywheel. O.K. up to 18:1 comp. 4.4:1 gear reduction, no heat soak problems. 200 ft lbs @ peak H.P. 1.4kw. Weighs 8.75 lbs. Offset 3/8". Body/motor can be rotated thru 360 degrees.

BY9506 XS Torque-FE 390-427-428 65 on only £279.24
6.26" long, ok up to 18:1 comp, 8.5 lbs, 4.4:1 reduction, no heat soak problems. 200ft lbs @ peak H.P. Body/motor can be rotated thru 360 degrees.

BY9405PM Ultratorque-351M-400M+429-460 £342.78
7.80" long. Manual or automatic. OK over 18:1 comp. 4.40 reduction. Must be protected from heat. 3.4 H.P. 250ft lbs @ peak H.P. Weighs 10.5lbs.

ALTERNATORS [New not rebuilt!]
Ford Mustang- V8

BY7078 75amp-external reg' £180.12
289- 1965-68 302- 1968-85 351- 1969-73

390 to 429- 1967-71
BYN7735-10 75amp- internal regulator £168.49
302- 1986-93

BYN8252 105amp- internal reg' £103.45sp
281- SOHC 1999-2004

Lincoln Limo- 281 V8

BYN8315 135amp- internal reg' £83.92sp
281 -SOHC 2003-05 Lincoln Limo



FORD 100amp ALTERNATORS

Can be installed using 1 wire or 3 wire operation. [GM style connections]. If using 3 wire, you will have a warning light. Plug available for 3 wire installation- BY1A-9111. 75amps at idle. Rear housing is "bulleted" for a more interesting appearance. Not for Racing use. Approximate application 1965-93. Has regular early Ford mounting. Supplied with a single groove "V" belt pulley. Can be ordered as "serpentine" type & also 140amp. These are American not Chinese. Wiring diagram available.



BYAJG315 Natural Aluminium £202.56
BYAJG1135 Polished Aluminium £236.21
BYAJG360 Chrome on Aluminium £236.22



"GENERATOR" type Alternator 75amp-12v for S.V. V8

Single wire connection. 60amps charge at idle. Designed to fit generator bracketry. Approx 223 x 133mm. BY82021 pictured.

BY82011 1939-48 Flathead V8 £419.34
BY82011-2 As above-with dash light £441.37
BY82021 1949-53 V8 inc brkt £419.34
BY82101 Ford swing mount £414.20



HI-TORQUE STARTER MOTORS



BY9162 PowerMAX original look £176.89
Exact original fit, clears most headers, permanent magnet, steel reduction gears ok with carb. 1.8HP, 1.4KW, 160ft lbs torque, 4.24 gear reduction. 221-351W/C Auto 157t or 164t. 221-351W/C. Manual 157t. 3/4" from starter mounting surface on B/housing to ring-gear teeth. 8lb.

BY9172 PowerMAX original look £201.38
As BY9162 but fits 221-351W/C Manual 164T. 3/8" from starter mounting surface on B/housing to ring-gear teeth.

BY9182 PowerMAX original look £201.52
As BY9162 but fits 351M, 400M, 429, 460 w/164T, 176T, 180T, 184T.

BY9103 PowerMAX PLUS-up to 11:1 £198.91
1.7HP, 1.4KW, 160ft lbs torque, 6:1 gear reduction. 221-351W/C Auto 157t or 164t. 221-351W/C. Manual 157t. 3/4" from starter mounting surface on B/housing to ring-gear teeth. 7.44lb. 12 position rotation of mounting plate.

BY9106 PowerMAX PLUS-up to 11:1 £206.35
As BY9103 but fits FE 1963 1/2, 1965 and up 184T. 7.1lb. 12 position rotation of mounting plate.



"FLATHEAD" HI-TORQUE STARTER

50% less weight than OE starter, twice the torque than OE- stronger quicker starts. 1932-51+52-53 M/T only. 12v negative earth only. Not for French cylinder block!!

BY92507 Powermaster "Flathead" V8 starter



£273.98



"FLATHEAD" XS-TORQUE STARTER

Weighs 8.4lbs, 1.6hp- stronger quicker starts. 1932-53 M/T, with OE steel flywheel. 12v negative earth only. Less chance of heat soak or hot start problems.

BY9507 Powermaster "XS" Torque starter



£285.78



Chrome Alternator Bracket

Similar to OEM units, made from steel, polished to a high luster, then chrome plated. Can be used for other years if you replicate all parts from 65-69, including water pump.

BY5185 289-302 1965 to 69

£51.91



Alternator Pulleys & Parts

BY206 Serpentine type-with cover 2-3/8" £96.05

Alternator Brackets 1965-78 approx
For- March Pulleys only

BY30351 RH water pump 289-302W £194.98
BY30355 LH water pump 289-302W £205.98
BY30391 RH water pump 351W £153.85
BY30395 LH water pump 351W £207.36
LH & RH refers to large inlet pipe on w/pump, seen from the drivers seat



Wire & Plug for BYN7735-10

Use in applications where the alternator is being fitted to a Kit Car or Hot-Rod- ie, a non OE application

BY1B-9121 Grey plug & wire [BYN7735-10] £10.56
BY1B-9110 Black plug & wire [BYN7735-10] £8.81



Voltage Regulator- External

Use with alternator BYN7078

BYGR-341-B 1965-85 with Alt' BYN7078 £28.61



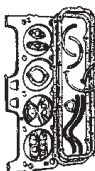
GASKETS & SEALS STD



Top Overhaul Set-260-302W

BYHS3530VJ Victor Reinz- CARS £80.44

260 engine 1962-65 289 engine 1963-68 302 eng 1968-76
 302 engine 1977-80 will need also- I-BYMS15202X
 302 engine 1981-84 & 82 HO will need also I-BYMS15202X, I-BYMS15129Y
 302 eng 1985 will need also I-BYMS15202X, I-BYMS15129Y, 8-BYB45418
 302 engine 1986-90 & 1990 HO will need also I-BYMS15202Y, I-BYMS15129Y, 8-BYB45418
 302 engine 1991 & 1991-95 HO -NOT COBRA will need also I-BYMS15202Y, I-BYMS15129Y, 16-BYB45904
 302 engine 1993-95 HO COBRA will need also- I-BYMS15129Y, I-BYMS16127, 16-BYB45904

**BYHS3530VJ** Victor Reinz- TRUCKS £80.44

302 engine 1969-76 302 eng 1977-80 will need also- I-BYMS15202X
 302 engine 1981-85 will need also- I-BYMS15202X, BYMS15129Y
 302 eng 1986-89 will need also- BYMS15202P, BYMS15129Y, 8-BYB45418
 302 eng 1990-95 will need also- BYMS15202P, BYMS15129Y, 16-BYB45904
 302 engine 1996 Explorer & 1997-2001 will need also- I-BYMS16127, I-BYMS16283, 16-BYB45904
 302 engine 1996 excl Explorer will need also- I-BYMS15202P, I-BYMS16283, 16-BYB45904



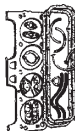
Top Overhaul Set-351W

BYHS3428E Victor Reinz- CARS £72.49

351W engine 1969-74 351W eng 1975-1/7/86 will need also I-BYMS15202
 351W eng 1/7/86-1991 will need also I-BYMS15202, 8-BYB45418, 8-BYB45404

BYHS3428E Victor Reinz- TRUCKS £72.49

351W engine 1969-74 351W engine 1975-30/6/86 will need also- BYMS15202
 351W engine 1/7/86-87 will need also- I-BYMS15202, 8-BYB45418, 8-BYB45404
 351W eng 1988-93 will need also, I-BYMS15202W, 8-BYB45418, 8-BYB45404
 351W eng 1994-97 will need also, I-BYMS15202W, 8-BYB45418, 8-BYB45591A
 351W eng 1993 High performance, will need also- I-BYMS16127W, I-BYMS16283, 8-BYB45418, 8-BYB45404
 351W eng 1994-96 High performance, will need also- I-BYMS16127W, I-BYMS16283, 8-BYB45418, 8-BYB45591A
 note: some 75-87 trucks had a 1 piece inlet gasket BYMS15942



Lower Overhaul Set

BYCS8548-4 Felpro £30.31

260 1962-65 289 1963-68 302W 1968-30/11/82

BYCS3530A Victor Reinz £39.35

302W 1/12/82-87 [one piece rear seal]

BYCS3530 V/Reinz [one piece sump] £51.18

302W 1988-95 [one piece rear seal]

BYCS8548-5 Felpro £33.80

351W 1969-10/7/83

BYCS8548-3 Felpro [1 piece rear seal] £32.52

351W 11/7/83 - 31/5/87

BYCS8548-7 Felpro [1 piece rear seal] £48.80

351W 1/6/87 - 93

BYCS3978 Victor Reinz £51.43

429 1968-73 Thunder Jet 460 1968-30/3/89

Lower gasket sets mainly comprise- sump gaskets & seals, crank seals front & rear, timing gasket, water pump to engine gasket, oil pump gasket if fitted, fuel pump gasket if fitted.



FELPRO FULL GASKET SET

**BYFS8347PT** Cleveland engines as below £64.02

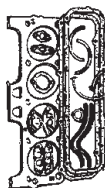
Excludes inlet gaskets & 4V exhaust gaskets

351C eng 1970-74 351M eng 75-82 400M eng 1971-79

BYFS8554PT FE engines as below £91.87

332 eng 1958-59 352 eng 1958-66 361 eng 1958-59
 390 eng 1961-71 406 eng 1962-63 410 eng 1966-67 Merc
 427 eng 1963-68 428 eng 1966-70

Excludes- exhaust manifold heat shields, closed heat passage inlet manifold gaskets, high performance 427 inlet manifold gaskets, CJ & SCJ, 428 inlet manifold gaskets.



GASKETS & SEALS STD



Inlet Manifold sets-CAR & TRUCK



BYMS15172	Victor Reinz-1.178"x1.988"	£19.20
221 eng 1962-63	260 eng 1962-65	289 eng 1963-68 <i>not H.P.</i>
302W eng 1968-76		
BYMS90116-1	Felpro- CAR	£21.97
289 eng 1963-68 <i>[HL-PQ]</i>		
BYMS15202X	Victor Reinz	£15.22
302W eng 1977-85	302W eng <i>HO</i> 1982-85	
BYMS15202Y	Victor Reinz	£21.40
302W eng 1986-91 [incl Plenum Gasket]		
302W eng 1986-95 Excl Cobra [incl Plenum Gasket]		
BYMS16127	Victor Reinz	£27.16
302W eng 1993-95 <i>COBRA only</i> [incl Plenum Gasket]		
302W eng 1996 Explorer and 1997-2001 all [incl Plenum Gasket]		
BYMS90116	Felpro	£15.20
BYMS15202	Victor Reinz	£16.40
351W eng 1975-91		
BYMS96010	Felpro-	£41.12
351C eng 1970-74 <i>2 barrel</i> OEM cylinder heads. Port size on gasket-54 x 38mm		
BYMS96012	Felpro	£37.64
351C eng 1970-74 <i>4 barrel</i> OEM cylinder heads. Port size on gasket-66 x 47mm		
BYMS96013	Felpro	£32.48
400M eng 1971-74 excl Thermactor Emission		
BYMS96020	Felpro	£36.32
351M eng 1975-82	400M eng 1975-82	
BYMS15166X	Victor Reinz	£21.38
332FE-428FE eng 1958-76		
BYMS15171	Victor Reinz	£30.80
429 eng 1968-73	460 eng 1968-74	
BYMS96018	Felpro	£53.29
460 eng 1975-98 [valley pan type] excl LPG OEM, incl F53 motorhome		



Inlet Manifold sets-TRUCK

BYMS15202P	Victor Reinz	£17.54
302W eng 1986-95 [incl Plenum Gasket]		
302W eng 1996 excl Explorer [incl Plenum Gasket]		
BYMS15202W	Victor Reinz	£14.96
351W eng 1988-97 [incl Plenum Gasket]		
BYMS94175	Felpro	£21.67
460 eng 1988-98 [valley pan type] excl F53 motorhome, incl upper set		

Exhaust Manifold sets-CAR & TRUCK
NOT for Headers

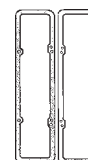
BYMS15182	Victor Reinz	£17.50
351C engine Boss 1971		351C eng Cobra Jet 1973-74
351C engine 4V		
BYMS15509	Victor Reinz	£13.48
332-428FE engine 1961-76 <i>[exhaust studs above & below exhaust ports]</i>		
1-7/16" x 2-7/16" exhaust ports		
BYMS15520	Victor Reinz	£23.90
332-428FE engine 1961-76 <i>[exhaust studs beside exhaust ports]</i>		
1-7/16" x 2-1/8" exhaust ports		
BYMS15175	Victor Reinz	£22.93
429 engine 1968-90		460 engine 1968-87
BYMS15499	Victor Reinz	£7.44
460 engine 1988-89 & 1993-98 Truck		



ROCKER COVER GASKETS



BYV-20	Amgauge-Cork	£8.34 pr
221-351W engine [excluding Boss]		
BYVS38422R	Victor Reinz- rubber OEM	£20.50pr
351C/M & 400 engines, good heat resistance		
BYVS38308	Victor Reinz-Cork	£7.43 pr
332-428FE engine		
BYVS38421	Victor Reinz-Cork	£17.70pr
429-460 engine		



TIMING COVER GASKET SET

Timing cover gasket & seal, water pump gasket, fuel pump gasket, front sump seal, front pieces of sump gasket.

BYJV856	Timing cover gasket set	£19.36
221 V8 1962-63, 289 V8 1963-68, 302W 1968-85, 302w Boss 1969-71, 351W 1969-85		



Rear Crankshaft Seals

Some engines have 2 piece seals, some are 1 piece

BYJV523	1pce 302 1/12/82 to 2000	£14.62
BYJV730	2pce - rope seal	£27.53
289/302W/351W 69-11/7/83+460		
BYJV611	1pce 351W 11/7/83-97	£9.20



Water Pump Gaskets



BYK27579	Pump assy to timing cover	£3.74
289 aluminium pump		
BYK27955	Pump assy to timing cover	£3.28
289 w/cast iron pump, 302 car 1968-90, 351W car 1969-91		
BYK27151	Pump assy to timing cover	£3.84
351C		

Exhaust Manifold sets-CAR & TRUCK
NOT for Headers

BYMS15129X	Victor Reinz	£12.01
221 eng 1962-63	260 eng 1962-65	289 eng 1963-68
302 eng 1968-80		
BYMS15129Y	Victor Reinz	£7.81
302 eng 1981-95	302 eng 1982-95 HO	
351W eng 1969-97		
BYMS15197	Victor Reinz	£14.28
351M eng 1975-82	351C eng 1970-74 2V	
400M eng 1971-82		



Thermostat Housing Gasket

BYWOG-1-144	221-351W	£1.82
BYC26650	351C,351M,400M,429,460	£2.00
BYC26154	390 FE 1961-71	£2.00
BYC25487	427 63-68-428 66-70-352 58-66	£1.44



TIMING COVER OIL SEAL

BYAJG335	302/351W later "flanged type"	£10.12
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GASKETS PERFORMANCE

PERFORMANCE CYLINDER HEAD GASKETS

**BY1011-2 Felpro 260-351W 83-95 £59.90ea***Bore: 4.100" Comp Nom Thickness: .039" [8.5cc]*

Pre-flattened copper wire, steel core laminate. No brinelling of Aluminium heads.

BY1011-1 Felpro 260-351W 62-82 £57.79ea*Bore: 4.100" Comp Nom Thickness: .041" [9.0cc]*

Pre-flattened steel wire, steel core laminate. Minimal brinelling of Aluminium heads.

BY1133 Felpro 260-351W Racing use £97.10ea*Bore: 4.100" Comp Nom Thickness: .041" [9.0cc]*

Perma Torque, MLS multi layer steel with MLS bore bead. Will also fit Yates cylinder heads. 3 active and 1 shim layers.

BY1133SD4 Felpro 260-351W Racing use £134.36ea*Bore: 4.100" Comp Nom Thickness: .042.5" [9.2cc]*

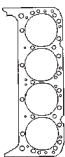
Perma Torque MLS, multi layer steel with MLS bore bead. Will also fit Yates cylinder heads. 4 active and 0 shim layers.

BY1133SD5 Felpro 260-351W Racing use £153.71ea*Bore: 4.100" Comp Nom Thickness: .052" [10.8cc]*

Perma Torque MLS, multi layer steel with MLS bore bead. Will also fit Yates cylinder heads. 4 active and 1 shim layers.

BY1135 Felpro 260-351W Racing use £94.55ea*Bore: 4.210" Comp Nom Thickness: .041" [9.4cc]*

Perma Torque MLS, multi layer steel with MLS bore bead. Will also fit Yates cylinder heads. For larger bore engines. 3 active & 1 shim layers.

BY1020 Felpro FE engines excl 352 £65.00ea*Gasket Bore: 4.400" Comp Thickness: .041" [10.1cc]***Not for 352 engines.** Pre flattened steel wire, steel core laminate. Minimal brinelling of aluminium heads. FE 360-428cu in.

Performance Inlet Manifold Gaskets

**BY1250 Felpro- 2.00" x 1.20" x 1/16" £38.38**

260,289,302,351W V8 1962-89 + Ford Motorsport AR Alum Heads

BY1262 Felpro- 2.10" x 1.28" x 1/16" £38.18

260,289,302,351W V8 1962-89 + Ford Motorsport AR Alum Heads

BY1247 Felpro- 2.10" x 1.40" x 1/16" £42.74

390GT engine 390GT

BY1246 Felpro- 2.34" x 1.40" x 1/16" £26.80

428CJ, 428 SCJ engine standard and low riser

BY1230 Felpro- 2.30" x 1.991" x 1/16" £32.17

429, 460 engines 1968-88

BYM-9439-G50 Ford Racing £16.33

289-351W engines, Most manifolds with heads-M-6049-J302/K302

L302/L303/Y302/Y303 with EGR

BY7265 Edelbrock inlet set for-351C £27.48

Fits Edelbrock BY7564 Cleveland inlet manifold.



Performance Exhaust Manifold Gaskets

**BY5930 Ultraseal- 1.48" x 1.12" £31.45**

260-351W engine 1962-86

BY1415 Felpro- 1.48" x 1.25" £29.99

302-351W engine, small race port

BY1486FP Felpro- Ford J302 & K302 heads £41.98

Dual bolt pattern-std Ford & splayed AR

BY1487FP Felpro- 1.65" x 1.26" - not uniform £38.87

Fits Edelbrock Victor Jnr, & some Dart heads

BY95081SG Victor Reinz- 1.95" x 1.60" £34.14

351C 2V engine

BY1416 Felpro- 2.19" x 1.89" £36.13

1970-74 351C,Boss,CJ,351M,400 with 4 barrel heads

BY95032SG Victor Reinz- 2.12" x 1.42" £34.96

FE engines, fixing bolts above & below ports

BY95184SG Victor Reinz- 2.135 x 1.46" £38.53

FE engines, fixing bolts either side of ports

BY1419 Felpro- 2.35" x 1.55" £34.00

429CJ, 429SCJ 1970-71 + 460 1968-78 engine



Performance Rocker Cover Gaskets

**BY1613 Felpro Cork/rubber £27.02pr**

221-351W excl Boss eng, 3/16" thick with locating tabs

BYVS38300R Mahle- rubber OEM style £12.82pr

221-351W excl Boss

BY93060 Moroso-rubber on steel frame £70.81 pr

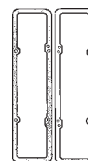
221-351W eng, will not leak, blow out, or get sucked in. 3/16" thick

BYVS38308R Mahle -rubber OEM style £22.66pr

FE engines

BY1617 Fel-CoPrene rubber 429-460 £29.93 pr

429-460 engines 1968-87 .156" thick



HD Sump Gaskets



The Felpro Sump Gasket set, is made of rubber coated fibre, .094" thick. The 1 piece Mr Gasket set, is a metal insert, rubber coated, with built in collars to prevent over tightening.

BY1809 Felpro 221-302W 1962-94 £25.49 set**BY1810 Felpro 351W 1969-83 £24.83set****BY1827 Felpro 351W 1969-83 £47.52 set**

Notched for main cap, trimmed for strokers

BY1811 Felpro 351C/351M/400M £25.10 set**BY1817 Felpro 352-428FE £26.89set****BY1812 Felpro 429-460 1968-30/3/89 £18.89 set****BY6683 Mr Gasket 221-302W £76.84 set**

1 piece "rubber" set. Metal insert encapsulated in rubber.

Built in collars to prevent overtightening. With bolts.



COOLING

MUSTANG-New Standard Water Pumps

RH/LH water inlet is as viewed from the drivers seat

BYAW819 Alum pump, NO backplate (*rh) £63.16
260, 289 engine [inc Special] 1965-67
BYAW1028 C.I. pump, with backplate (*rh) £62.06
289 engine [excl Special] 1965-67 289 engine 1968 Special
289, 302 engine [excl Special] 1968 302 eng 1969 inc Boss
351W eng 1969 Inc Boss

**BYAW1028**

BYAW1075 Cast Iron pump £86.66
390 engine 1967-69 427 engine 1968 428 eng 1969-70

**BYAW953**

BYAW932 Cast Iron pump (*lh) £62.42
351C engine 1970-73

BYAW953 C.I. pump, with backplate (*lh) £55.26
302 engine 1970-73 and- 302 eng 15/3/76-78
351W eng 1970-73

BYAW1114 Cast Iron pump £69.34
429 engine 1971

**BYAW4024**

BYAW4024 Alum pump- 3.5" -6 vane imp' (*lh) £70.90
255 engine 1980-85 302 engine 1979-85

BYAW4038 Alum pump (*lh) [reverse rotation] £65.69
302 engine 1986-93

BYAW4087 Alum pump(*lh) [reverse rotation] £52.34
302 engine 1994-95. This pump has no backplate.

BYAW4113 pump £15.18sp
281 4.6 engine 1996-99

HIGH PERFORMANCE WATER PUMPS

BY8842 Edelbrock-aluminium- (*rh) £350.34
289 engine 1965-67 [no backplate]
BY8841 Edelbrock-aluminium- (*rh) £345.23
289 engine 1965-68 302 engine 1968-69 351W eng 1969

BYHC8050 -aluminium- (*lh) £146.45
302 engine 1970-73 and- 302 eng 15/3/76-78 351W eng 1970-73

BYHC8049 -aluminium- (*rh) £134.41
289 engine 1965-68 302 engine 1968-69
351W eng 1969

BY8805 Edelbrock-aluminium £434.75
352-428 engines 1965-76

**BYAW953H****Marine Water Pump**

Baked epoxy painted castings, zinc dichromate plated hubs, brass impeller, stainless steel seals, stainless backplate & screws. Bi-directional.



BYAW4074 289-351W Marine £115.94

**WATER PUMP PULLEY SHIM KIT**

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



BY64035 Universal shim kit £14.40

WATER PUMP BYPASS HOSE

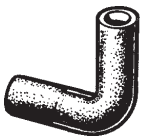
AJM134 260-302 1964-71 £15.07

The above hose has the FOMOCO logo, [NOT dual diameter]

BYAJG340 Windsor engines 1972-73 £11.10

The above hose is- Dual diameter

KIT1515 Hose clip for hose £0.78 ea



Performance pulleys when used in sets will give a power increase, by reducing the speed of the alternator & water pump. Hi-water Flow pulleys, speed up the w/pump

Aluminium W/Pump Pulleys- "V" -Belt Single Groove

289-302-351W 4 bolt damper

BY1553 V belt- Hi-Water Flow- RH * inlet £159.13



289-302-351W 4 bolt damper

BY1618 V belt- Hi-Water Flow-LH*inlet £159.46

Aluminium W/Pump Pulleys- "Serpentine" -NOT OEM!

289-302-351W 4 bolt damper

BY10312 Serpentine- Performance- RH inlet £167.45

289-302-351W 4 bolt damper

BY2032 Serpentine- Performance- LH* inlet £131.27



**With reference to right/left hand water inlet positions, the water pumps are viewed from the drivers seat of the vehicle*

THERMOSTAT HOUSINGS

Chrome housings feature an extra thick base to minimize warpage. O-ring style gives a better seal. Comes complete with bolts & O-ring. Plain 302/351W housing comes with sensor hole blanking plug. I shiny but not chrome. Billet Specialties housings swivel around through 360 degrees & are complete with bolts.

AJM136	Alum- concours 64-73 260-351W	£32.12
BY2662	Chrome 289, 302 & 351W	£20.00
BY90620	Billet Spec' swivel hsg 289-351W	£143.68
BY2663	Chrome 351C/M-400M 70-73	£12.41
BY9524	Chrome 390-428 BBF FE	£48.86
BY2664	Chrome 429-460 BBF	£29.28
BY9441	Spare o-ring for BY2662	£6.95

**THERMOSTATS**

CX2394	82°C / 180°F	£10.39
BY13468	351Cleveland only 180 F	£10.74

**THERMOSTAT HOUSING BOLTS**
289-351W

BY450-7401	12 point stainless Steel bolts	£9.35
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12 point head bolts come with precision ground hardened washers. The 300 series stainless material is not affected by extreme heat, eliminating the possibility of retempering.

**Manual Flywheel & Clutch Parts [see page 11/2 for Automatics]**

Many Ford V8 engines are externally balanced. This means the flywheel, & harmonic balancer have weights attached or built into them. Models 221-260-289-302 1968-80-351W-351C-351M-400M-428FE 1966-70-429/460 1979 on are all 28"oz out of balance. The 1981 and later 302 is 50"oz out of balance. Casting numbers on 302 28"oz cranks- 2M, 2MA, 2MAC, 2MAD. On 50"oz cranks- 2MAE. Casting numbers on 460 cranks- 1968-78 2YA, 2YB, 2YC, 0 balance. 1979 on- 3Y, 3YA, 3YAB, are 28"oz out of balance. This information applies to OEM cranks.

MANUAL FLYWHEELS- CAST OEM Style

BYV2128	221-302 28" Oz bal 157T	£160.92
Clutch patterns: 10 1/2" B&B long. [3 pairs of two mount holes]		
BYAJG405	221-302 28" Oz bal 157T	£199.22
Clutch patterns: 10 1/2" Metric diaphragm only [3 dowel holes]		
BYV2123	302 50" Oz bal 157T	£173.03
Clutch patterns: 10 1/2" Metric diaphragm only [3 dowel holes]		
BYV2117	302/351W Truck 28" Oz bal	£143.54
Clutch patterns: 11". 164 teeth.		
BYFW114	460 1983-87 28" Oz bal	£67.68sp
Clutch patterns: tba. 180teeth.		
BYV2101	FE 352+390 & 460	£144.30
Clutch patterns: 11" & 12". 184 teeth. 29lbs.		

**FLYWHEEL SHIMS**

In some cases, the flywheel needs to be shimmed out, to assist with starter motor alignment. This shim goes between the crank face and the flywheel or flex plate.

BYFWS-5 Flywheel shim .025"

£8.57

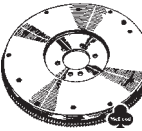
**WEIGHTS FOR McLEOD STEEL FLYWHEELS**

Use to change steel flywheel, to suit another model

BY563333	28oz & 50oz with screws	£43.98
BY460050	50oz with screws	£9.84sp

**MANUAL FLYWHEELS- STEEL**

BY463100	289-351W & C ZERO bal 157T	£389.40
Clutch patterns: 10" / 10-1/2" / 10.95" B & B-diaph; 10 / 10-1/2 Long & 10" Diaphragm. 10-1/2" metric diaph with 3 dowel holes. 23.8 lb.		
BY463200	289, 302 & 351 ZERO bal 164T	£421.24
Clutch patterns: 10"/10-1/2" Long & 10" -diaph; 11" Long diaph with 5/16" bolt holes; 11" diaph Ford truck even pattern; 10-1/2" Mustang metric diaph with 3 dowel holes. 30.1 lb.		
BY463215	428FE 1966-70 28"oz bal 184T	£469.30
Remove weight for 332-427FE 1963-74		
Clutch patterns: 11" long diaph with 5/16" bolt holes; 11.5"/12" long diaph; 11" diaph Ford truck even pattern. ?? lb		

**FLYWHEEL RING GEARS**

BYFRG157N	157 teeth	£35.51
BYFRG164N	164 teeth	£31.51
BYFRG184N	184 teeth	£38.82

**STANDARD NEW LUK/SACHS CLUTCH KITS**

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

BYK0648-01	HD 3 lever 10-1/2" x 1-1/16"	£331.67
Mustang 289 1965-68 HD , 302 1968-73 HD-SACHS		
BY07-01410"	x 1-1/16" replaces 3 lever	£222.96
Mustang 289 1965-68, 302 1968-73 opt' diaph-STD ENGINE ONLY		
1969-73 6cyl-LUK		
BY07-02711"	x 1-1/16" replaces 3 lever	£288.54
Mustang 351 1968-73 optional diaphragm-LUK		
BY07-04210-1/2"	x 1-1/16"	£203.02
Mustang 302 1986-95 inc Cobra, GT, LX- LUK		

**FLYWHEEL BOLTS-289-460 V8**

Forged from aerospace alloy and heat treated before thread rolling and machining. The 12 pt head and larger shank diameter improve flywheel register. Rated at 200,000 psi tensile strength. Smaller head to enable use on flywheels with smaller recess. 7/16" x 1.00", 6 pieces.

BY200-2807	ARP Pro series	£23.44
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**CLUTCH COVER BOLTS**

(for early 3 pairs of 2 bolts- flywheel only)

These bolts are .865" underhead length, 5/16"-18 diameter, 1/2" head size. Complete with spring washers.

BY859025	Set of 6 with shoulders	£11.63
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**CLUTCH COVER BOLTS/DOWELS 302/5.0L**

For Flywheels with 6 bolts & 3 dowels

KIT958	Allen head 8mm- 6 req	£0.60 ea
BYAJG420	Flywheel dowels- 3 req	£6.29ea



Continued-

CLUTCH PARTS-continued

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

Standard NEW LUK/SACHS Clutch Kits

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

BY07-042 10-1/2" x 1-1/16" diaph £203.02

Mustang 281 GT 1996-01 exc Cobra (to 1/01)

BY07-913 10-1/2" x 1-1/16" diaph H.D. £366.29

Mustang 281 Cobra 1996-98 281 GT 1996-01 exc Cobra (to 1/01) H.D.

BY07-195 11" x 1-1/16" diaph £381.80

Mustang 281 Cobra 1999 281 Cobra 2001-04

Mustang 281 GT 2001-04 TR3650 Trans (fr 2/01)



PERFORMANCE CLUTCH KITS/ PLATES & PRESSURE PLATES



COSWORTH T5 CLUTCH PLATE

Use when a Cosworth T5 transmission is being installed on an American Ford V8 engine. This clutch plate needs to be used as the Cosworth T5 has a metric input shaft.

BY272510 10-1/2" x 23 spline [metric] £199.60

BY272511 11" x 23 spline [metric] £112.31sp



500 SERIES STREET?STRIP CLUTCH PLATES

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



	Hub Spline	Size-OD	
BY260530	1-1/16" x 10	10.5"	£290.84
BY260531	1-1/16" x 10	11"	£286.37
BY260563	1- 3/8" x 10	12"	£283.93



"ORIGINAL" STREET TWIN PARTS

BY610713 Plate-upper for pin drive floater £109.60



PERFORMANCE CLUTCH COVER 3 lever

This "Long" style of clutch is used in applications where the only bolt pattern is 3 pairs of two holes. This cover is good for 500bhp with the right plate.

BY360400 Use 3 piece Sachs kit **BYK0648-01**

BY360500 11" 3 lever type £267.32



McLEOD PERFORMANCE CLUTCH COVER [diaphragm]

The diaphragm type clutch cover, is easy to spot, with its multitude of "fingers" that the release bearing pushes against. They offer maximum clamp load with minimum pedal effort. The metric 10.5" diaphragm, when used with the correct plate, is good for over 500bhp. There is a risk in circuit racing, of the drive straps coming loose, with repeated acceleration & deceleration. The Race clutch covers are better suited for this application, as they have more straps.



BY360048 10.5" metric [uses 3 dowels] £259.78

BY360850 11" 351W+some FE 1-1/16"x10 £268.96

BY360825 12" BBF for 1-3/8" x 10 £375.68

[BY360825 includes a release bearing]



RACE CLUTCH COVER [DIAPHRAGM]

These diaphragm covers are for oval track & circuit racing. Extra straps are fitted to cope with acceleration & deceleration, to stop the pressure ring becoming loose. Good for over 500bhp, with the correct plate. Flywheel type-needs 3 dowels.



BY360048-5 10.5" metric-ductile ring, 2400lbs £279.22



PERFORMANCE CLUTCH KITS [3 piece kit]

BY75005 10.5" Diaphragm >300bhp £301.20

BY75205 10.5" Diaphragm >550bhp £458.53

Both the above kits have a 10 spline 1-1/16" plate.



PERFORMANCE CLUTCH KIT [3 piece kit]

BY75110 Pantera 11" >375bhp



£730.37

CLUTCH RELEASE BEARINGS

- BY16031

HD-3 lever 1-1/16"x10 spline SBF

£63.85
- Can also use BYSN1439SA.
- BY16042

HD-for 3 lever 1-3/8" spline BBF

£78.91
- BYSN1714SA

Std-Diaphragm 1-1/16"spline

£42.46
- Mustang 302 engine 1975-95 281 engine 1996-2003
- BYSN1439SA

Diaphragm-Toploader fork

£47.74
- This bearing assy has clips to mount it to early fork
- BY16515

Diaphragm Adjustable-3 lengths

£80.81
- Position 1= 1.34"; 2= 1.54"; 3= 1.74". Bearing face = 2.80".



CLUTCH RELEASE FORKS/PIVOTS

- BYAJG425

T5 pivot ball for fork

£50.34
- Mustang T5 bellhousing
- BY16909

Adjustable pivot

£55.34
- Mustang with cable linkage
- BY16934

Toploader/4 speed release fork

£62.29
- BY16935

Toploader/4 speed release fork

£72.89
- For BBF with Mechanical linkage 1964 on
- BYSF1020

T5/Tremec cable type release fork

£32.45
- This fork is pulled forward with a cable.
- BY16915

"T" bracket-pivot for 4 spd fork

£43.01



DOWELS FOR BELLHOUSING

- The offset dowels provides an easy method of aligning the gearbox input shaft to the pilot bearing. Alignment to within +/- .005" will ensure a clean clutch release, maximum pilot bearing & transmission life and reduce shifting problems.
- BYAJG1145

Dowels Standard

£3.72
- BY15950

Dowels with .007 offset

£59.57Set



ALUMINIUM BELLHOUSINGS & PARTS [6 bolt block]

- BYAJG175

B/housing USA T5 1979-93

£417.07
- Can be altered to use with Cosworth T5.
- BYAJG435

B/housing- Tremec

£433.52
- [Pivot ball may need adjusting, if using mech fork]
- BY35002K

BOLT KIT - B/housing to block

£7.63
- Will not fit 5 bolt engines, as they are 3/8"
- BYAJG430

Block spacer plate

£30.72
- Mounts between bellhousing and block. Lower portion covers in flywheel. Mainly for 157 tooth flywheel.



Induction

**Weiland Aluminium Inlet Manifolds**
ACTION PLUS SERIES

The Action Plus manifold was introduced in 1980. It is a 180 degree dual plane design, with improved power and torque over the standard manifold. The effective rpm range is off idle to approx 5500rpm. Drilled for square bore aftermarket carburetors.

BY8124 221-302 Port size = 1.82"x1.02" **£327.01**

Does not fit 302 Boss, 255 or 351W. Totally new design, claimed to have an additional 14bhp over a BY2121.

Manifold heights: A= 3.82"/97mm B= 4.75"/120.65mm



BY8010 351M-400 2V Port size= 1.85"x1.32" **£417.74**

Manifold heights: A= 3.75"/95.25mm B= 4.75"/120.65mm

**STEALTH SERIES**

The Stealth manifold was introduced in 1992. Combining the bottom end throttle response of a 180 degree dual plane manifold with good top end power. The effective rpm range is claimed as idle to 6800rpm. Drilled for square bore aftermarket carburetors. Ideal for engines with more aggressive cam profiles, headers, better ignition etc.

BY8020 221-302 Port size= 1.83"x1.02" **£359.21**

Does not fit 302 Boss, 255 or 351W. Has a rear water crossover.

Manifold heights: A= 4.35"/110.5mm B= 5.59"/142mm



BY8023 351W Port size= 1.82"x1.05" **£443.04**

Does not fit 302 or 351M/400.

Manifold heights: A= 4.37"/111mm B= 5.06"/128.52mm

**Edelbrock Aluminium Inlet Manifolds**
PERFORMER SERIES

Performer manifolds are 180 degree, dual plane, low rise with a patented runner design. The torque is improved off idle and through the midrange. The effective rpm range is claimed as idle to 5500rpm.

BY2121 221-302 Port size= 1.84"x1.09" **£369.07**

Does not fit Boss 302, 255 or 351W.

Manifold heights: A= 3.5"/89mm B= 4.75"/120.65mm



BY2181 351W Port size= 1.80"x1.10" **£455.96**

Will fit early 16 bolt head when used with 16 bolt inlet gaskets. Will not fit Boss 351.

Manifold heights: A= 3.40"/86.4mm B= 4.75"/120.65mm



BY2750 351C 2V Port size= 1.86"x1.30" **£467.84**

Does not fit Boss 302 or 351M/400.

Manifold heights: A= 3.5"/89mm B= 4.3"/109.22mm



BY2665 351C 4V Port size= 2.15"x1.37" **£486.97**

Does not fit Boss 302 or 351M/400.

Manifold heights: A= 3.5"/89mm B= 4.3"/109.22mm



BY2105 332-428FE Ports = 1.75"x1.06" **£671.20**

Does not fit 361/391 Ford Truck.

Manifold heights: A= 4.35"/110.5mm B= 5.5"/139.7mm



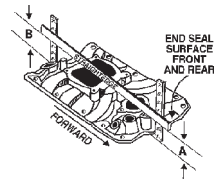
BY2166 429-460 Port size= 1.96"x1.65" **£441.06**

Does not fit 429 Cobra Jet, 462 Lincoln, and 1988 & later models.

Manifold heights: A= 3.75"/95.25mm B= 4.49"/114.05mm

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

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

**PERFORMER RPM SERIES**

Dual plane, high rise intake with 180° firing order. The dual-plane design results in both excellent low-end/mid range torque and outstanding horsepower up to 6500rpm. The manifold has larger plenums and runners to match a free flowing exhaust, higher lift cam and other performance mods.

BY7121 221-302 Port size= 1.86"x1.05" **£411.14**

Does not fit 255.

Manifold height: A= 4.3"/109mm B= 5.5"/140mm



BY7521 221-302 Port size= 1.85"x1.04" **£483.43**

Air-Gap design. Features an air gap between the underside of the runners and the hot engine oil, resulting in a cooler, denser charge. Includes Nitrous bosses. Does not fit 255.

Manifold height: A= 4.3"/109mm B= 5.5"/140mm



BY7564 351C Port size= 2.04"x1.38" **£553.67**

Air-Gap design. Features an air gap between the underside of the runners and the hot engine oil, resulting in a cooler, denser, charge. Designed to complement the 351C Edelbrock cyl heads, & will also work with the 351C 4V & 2V cast iron heads. Use gasket **BY7265**.

Manifold height: A= 4.48"/113.8mm B= 5.56"/141.22mm



BY7105 390-428FE Port size= 1.97"x1.16" **£630.60**

Fits ok with 390-428, 427 low/medium rise or Edelbrock cyl heads.

Manifold height: A= 4.89"/124.2mm B= 6.04"/153.4mm

**Edelbrock Aluminium Inlet Manifolds**
PERFORMER SERIES

Performer manifolds are 180 degree, dual plane, low rise with a patented runner design. The torque is improved off idle and through the midrange. The effective rpm range is claimed as idle to 5500rpm.

BY2121 221-302 Port size= 1.84"x1.09" **£369.07**

Does not fit Boss 302, 255 or 351W.

Manifold heights: A= 3.5"/89mm B= 4.75"/120.65mm



BY2181 351W Port size= 1.80"x1.10" **£455.96**

Will fit early 16 bolt head when used with 16 bolt inlet gaskets. Will not fit Boss 351.

Manifold heights: A= 3.40"/86.4mm B= 4.75"/120.65mm



BY2750 351C 2V Port size= 1.86"x1.30" **£467.84**

Does not fit Boss 302 or 351M/400.

Manifold heights: A= 3.5"/89mm B= 4.3"/109.22mm



BY2665 351C 4V Port size= 2.15"x1.37" **£486.97**

Does not fit Boss 302 or 351M/400.

Manifold heights: A= 3.5"/89mm B= 4.3"/109.22mm



BY2105 332-428FE Ports = 1.75"x1.06" **£671.20**

Does not fit 361/391 Ford Truck.

Manifold heights: A= 4.35"/110.5mm B= 5.5"/139.7mm



BY2166 429-460 Port size= 1.96"x1.65" **£441.06**

Does not fit 429 Cobra Jet, 462 Lincoln, and 1988 & later models.

Manifold heights: A= 3.75"/95.25mm B= 4.49"/114.05mm

**VICTOR SERIES**

Single plane high rise inlet manifolds designed for maximum race winning power at higher rpm. Edelbrock engineers work in conjunction with leading engine builders from all forms of competition to design manifolds compatible with the latest technology. Mainly for high rpm Race engines. All feature a square bore carb flange.

BY2921 289-302 Victor Jnr. **£382.12**

No rear water crossover. Port exit size is 1.90" x 1.08" with enough extra material to open it up to 2.10" x 1.18". RPM range 3500-8000rpm.

Manifold Height: A= 5.500"/140mm B= 5.500"/140mm

**ARP Inlet Manifold Bolt Sets-12 point**

These bolt sets are rated at 170,000 psi & precision machined for optimum thread engagement. Wide underhead flange and companion washers provide even load distribution. Precision rolled threads prevent galling, while promoting more consistent torque loading. Available in black oxide finish or stainless steel.

BY154-2101 260-351W-black oxide **£45.62**

BY154-2104 351C/M & 400-black oxide **£45.42**

BY155-2102 390-428 FE-black oxide **£36.46**

BY454-2101 260-351W-stainless **£67.32**

BY454-2104 351C/M & 400-stainless **£76.63**

BY455-2102 390-428 FE-stainless **£66.78**

BY455-2101 429-460 385 series-stainless **£99.08**



Rocker Covers and Parts

Short rocker covers, are normally very similar to standard original types. Some types of roller rockers may fit these covers with the baffles removed. Tall rocker covers can interfere with brake servos, air conditioning pumps, fuel injection, alternator mounts etc. Without baffles, there is always a danger that oil can be sucked in through the breathers, into the carb through the pcv, or into the air cleaner. Aluminium rocker covers tend to "echo", and so valve train noise can be amplified. Use load spreaders on rocker covers with a thin base, otherwise they can distort & leak oil. EFI rocker covers are different. We only stock one type which are considered "medium" height.

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

AIR CLEANER & ROCKER COVER KIT for 260-302

Show quality, engine dress up kit. Correct original style air cleaner, with concours correct rocker covers. Includes chrome oil cap. No PCV grommet.

AJM578 A/Cleaner & R/Cover kit-chrome **£174.90**

Rocker Covers for 289/302 [not Boss]/351W

MOROSO

MOROSO

BY68201 Chrome with logo & baffles **£89.41**

BY68450 Alum polished-no name,no baffle **£182.14**

Moroso **TALL** rocker covers are designed to clear most stud girdles and some shaft rocker arm assemblies.

EDELbrock

EDELbrock

BY4460 Chrome plated steel-**TALL** **£84.50**

BY4264 Elite II alum finned **TALL** 3.70" **£179.03**

Ford RACING

FORD RACING

BYM-6582-A 'Cobra Pwrd by Ford' **SHORT** **£250.18**

Features a raised Cobra logo set on a finned rocker cover, with a black satin background. Aluminium.

AJM1088 'Mustang Powered by Ford' **£269.40**

Black alum covers, with exposed fins & open lettering. **SHORT**

BYAJG945 'FORD RACING' **£251.12**

Black alum covers, made in the USA. 3.75" high. **TALL**

BILLET SPECIALTIES

BY95320 Highly polished w/ribs-tall **£235.74**

ROCKER COVERS - 302 Boss/351C/351M/400

TRANSAPT

TRANSAPT

BY9295 Chrome plated pressed steel-**SHORT** **£90.64**

TD- with baffles- no logo.

Ford RACING

FORD RACING

BYM-6582-Z351 'Ford Racing' **TALL** **£436.64**

Ford Racing logo embossed onto a polished smooth aluminium rocker cover. The 4" tall rocker cover will clear stud girdles and roller rocker arms.

EDELbrock

EDELbrock

BY4461E Chrm plated pressed steel-**SHORT** **£99.60**

With baffles & Edelbrock logo

ROCKER COVERS - BIG BLOCK FORD inc FE

EDELbrock

BY4462 Chrome FE 58-76 **TALL 3.9"** **£107.77**

BY4623 Black steel FE 58-76 **TALL 3.9"** **£97.08**

With baffles & Edelbrock logo

BY4277 Alum FE 58-76 3.55" Elite II **£235.67**

With baffles & Edelbrock logo

EDELbrock

BY4463 Chrome steel 429-460 **TALL 3.6"** **£107.44**

MOROSO

Moroso Rocker Cover Hold Down Tabs

5/16" holes for 221-351W engines. Set for one cover consists of three 3" tabs for shallow recessed bolt holes and one 4" tab for the deep recessed bolt hole. Use 1/4" washer face bolts for the two end holes. Spreads the load on steel rocker covers, reducing the risk of distortion & leaks.

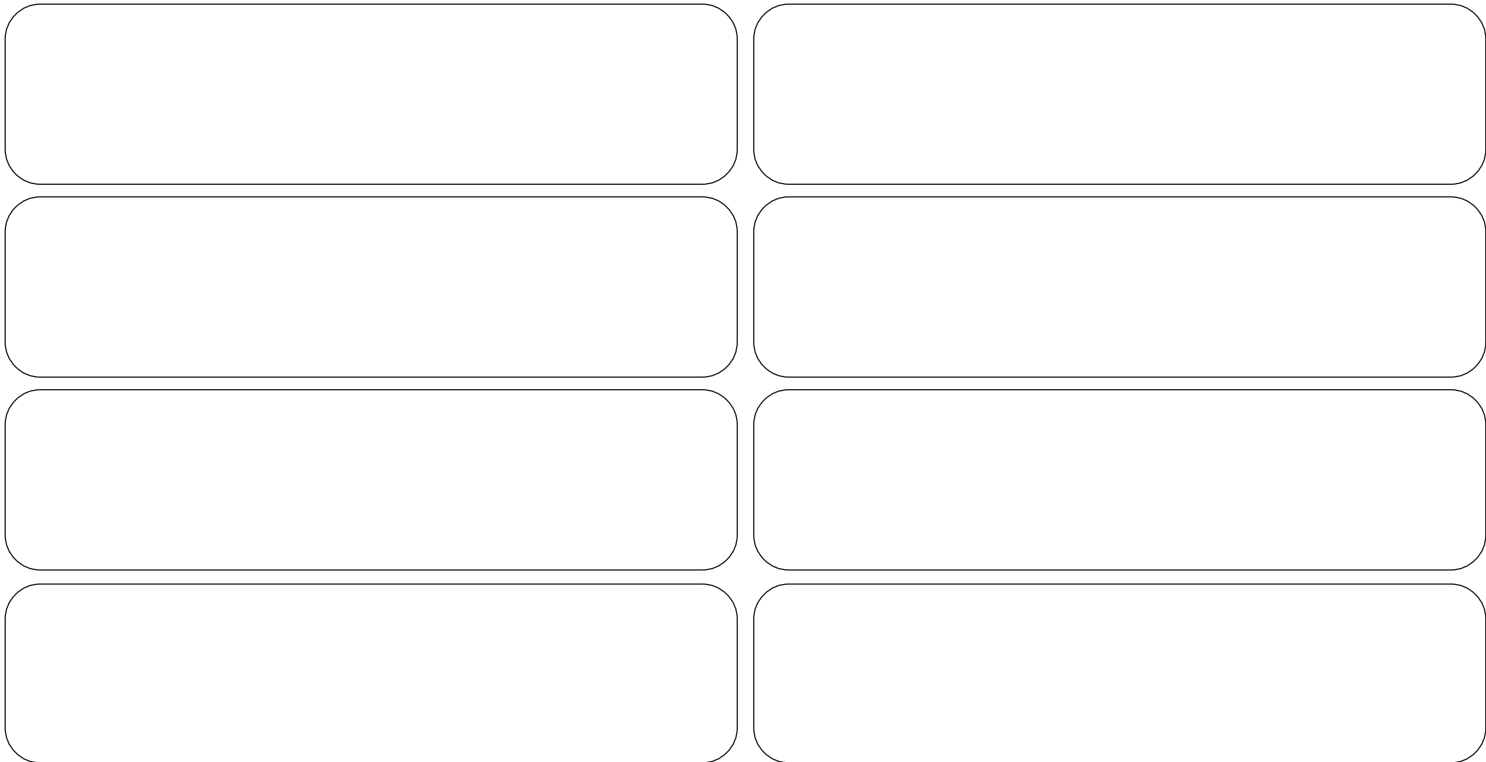
BY68519 Chrome plated Steel **£18.30**

ARP
automotive racing products

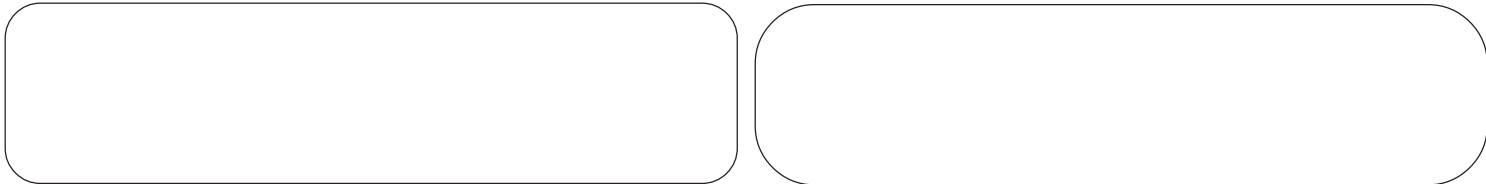
ARP Rocker Cover Stud Set

Special bullet nose accurately guides nuts into position. Black oxide finish. Complete with hex head nuts & washers.

BY200-7620 1-1/2" x 1/4" unc black hex **£54.91**



Exhaust-
Pictures of headers are all LH



Ford "TRUCK" 2WD [some 4WD] Header

BY12500F 1969-79 F100 302W £283.12

Primary Tube Size: 1-1/2" Collector Size: 3"

Auto trans with column change ok. Manual gearbox column & floor change ok. Not for use on engines fitted with emissions equipment. A/C ok.



FORD MUSTANG HEADERS

BY12102 1964-70 260-302W £287.44

Primary Tube Size: 1-1/2" Collector Size: 3"

The only auto trans that will work with these headers is the C-4 with a floor shifter. OK with manual gearbox with floor shifter. Not for use on engines fitted with emission equipment. Power steering vehicles will require bracket BY20120. A/C ok.



"COMPETITION" -Street- HEADERS

Full length headers to fit-
Falcon, Fairlane, Torino, Ranchero, Cyclone, Montego-1966-73 255-302W. Won't fit Dart Windsor heads. Will fit C6. Will need extra bracket for power steering [BY20120]. Floor change manual and auto, column change auto only.
Mustang, Cougar 1964-73 255-302W. Will not fit 1971-73 with manual trans. Won't fit Dart Windsor heads. Will fit C6. Will need extra bracket for power steering [BY20120]. Floor change manual and auto only.
Mustang, Fairlane, Cougar 1967-73 351W. Won't fit Dart Windsor heads. Will fit C6. Will need extra bracket for power steering [BY20120]. Floor change auto only.



Primary Tube Size: 1-5/8" Collector Size: 3"

BY6901 Baked on black paint £362.62

 **ARP 170,000 psi Header Bolts/Studs**

BY100-1202 Black oxide 12pt head-.75" uhl 16pc £33.62

BY400-1202 Stainless steel 12pt-.75" uhl 16pc £40.82

BY100-1404 Black oxide 12 pt stud & nut set £101.44





Street Rod Hedman Headers

For Mustang 1964-73 when fitting a 351W engine. A/C & P/S ok. Not for column change. Floor change ok.

Primary Tube Size: 1-5/8" Collector Size: 3"

BY88650 Shortie style for max ground clear' £353.21





'Power-Stg' Bracket

BY20120 Power Steering Bracket £43.21

For cars with an external power steering slave cylinder.

