

- 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	£1.38 ea
BY621-16	11/32" .080" thick-hardened	£58.86set
BY622-16	3/8" .080" thick-hardened	£43.50 set

**OEM STANDARD VALVE STEM SEALS**

BYB45399	Umbrella type .341" stem	£1.30 ea
221	1962-63 I & Ex	255 1980-82 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	£1.55 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	£2.46 ea
302	1991 I & E	302HO 1991-95 I & E
302	1990-2000 Truck I & E	
BYB45404	Positive type .341" stem	£2.16ea
351W	1/7/86 to 91 Ex	351W 1/7/86-93 Truck inc Hi-Perf Truck Ex

BYB45390	Umbrella type .372" stem	£1.14 ea
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	£95.42
BY747-16	Super Lock 10° for all stem sizes	£112.39
BY743-16	7° for 11/32" stem size	£109.09
BY744-16	7° for 3/8" stem size	£110.70
BY740-16	Super Lock 10° for all stem sizes	£96.50
BY741-16	Super Lock 10° for all stem sizes	£92.04

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	£32.69
BY605-16	Hardened steel 7° 351C 4 groove, 11/32" stem	£21.13
BY611-16	Super Locks 10° w/recess-lash cap, 11/32" stem	£46.26
BY612-16	Super Locks 10° w/recess-lash cap, 3/8" stem	£46.26
BY613-16	Super Locks 10° w/o recess-lash cap, 11/32" stem	£37.48
BY614-16	S/L 10° w/o recess+.050" inst height 11/32" stem	£37.46
BY603-16	Hardened steel 7° single groove 3/8" stem	£30.71
BY624-16	Super Locks 10° Ford 4 groove, 11/32" stem	£65.98

STANDARD CYLINDER HEAD BOLTS

BYGS33316	Head bolts [1cyl head] 289-302W	£18.30one 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	£75.06
BY454-3701	<i>Stainless Steel</i> for 289-302 12 pnt	£128.51
BY154-3603	351W Hex head	£112.54
BY154-3604	351C-M-400M Hex head	£135.06
BY155-3601	390-428 FE Hex head	£107.12
BY155-3603	429-460 std heads & with Edel' Heads-Hex	£172.49

STEPPED HEAD BOLT BUSH SET

AJG050	Head bolt reducer bushing set	£73.70
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"	£21.77set
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"	£1.56 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 **£1.06 ea**
BY38310 For 1/2" bolt or stud **£0.96 ea**

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

Constructed from Aerospace quality material -

BY300-8303 For 7/16" bolt or stud-1/2" socket **£2.50ea**
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.

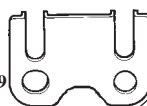


BYM-6529-A302 Rocker Arm Pedestal Shims **£17.94**

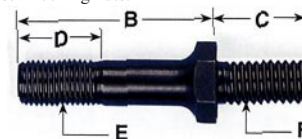
**Pushrod Guide Plates**

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 **£31.58**
BY4835-8 289-351W- 5/16" flat 2piece *adjustable* **£92.10**
BY4803-8 302Boss/351C+M/400M- 5/16" p/r- raised type **£74.99**
BY4834-8 429-460- 5/16" push-rod- raised type **£52.10**

**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
BY100-7101 7/16" most SB Ford	1.900	.750	1.000	7/16	7/16
BY200-7201 Pro version of above	1.900	.750	1.000	7/16	7/16
BY254-7201 W/r/r rkr&s&girdle	3.000	.950	2.100	7/16	7/16

COMP Cams 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.

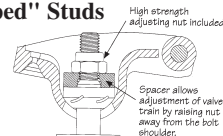


BY4504-16 Base thread: 5/16" Stud: 3/8" Lgth: 1.750"

£108.77

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

£45.00

Standard Rocker Arms

BYMRK-511 Non-rail, cast, adjustable **£10.12 each**

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 **£8.56 each**

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



BYR-879 Pressed steel, inc "sledge" **£9.42each**

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

**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] **£1.12**

**Rocker Components 390-428 FE**

The bolts are required when fitting Edelbrock cylinder heads

BY6009 Rocker stud kit-Edelbrock **£154.43**

BYRS-621 Rocker shaft **£40.25**

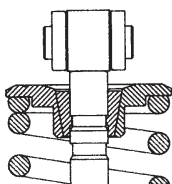


TEK TIP BIT - Ford Rocker Arms**❖LIFTER PRELOAD**

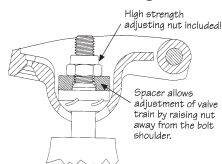
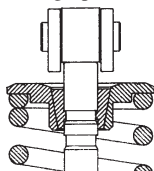
When installing a performance camshaft in a non-adjustable valve train application, the lifter preload is something which must be considered. Too little will result in a noisy valve train, and too much will result in tight valves, or again, a noisy valve train. Either condition can cause engine component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

❖CONVENTIONAL ROCKERS-Hyd Lifters

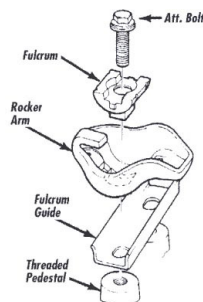
Conventional adjustable valve train utilising a cast rocker was used on 1962-63 221 V8, 1962-65 260 V8, and various types of 289 engine 1963-66. The cylinder heads had pressed in studs, with straight of "parallel" sides. This meant the rocker could move up and down the stud, and therefore the preload 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**

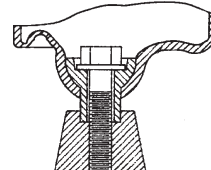
Fulcrum Type Rockers were used on 302W from 1978-2001, & 351W from 1978-1997. These rockers use a fulcrum or 'sled' in conjunction with a "U"-shaped channel to hold the fulcrum & so rocker alignment. This is held together by a bolt through each fulcrum. Shims can be used to adjust the lifter preload. [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



516RKR NUT 5/16" nut- self locking **£1.46 each**
38RKR NUT 3/8" nut-self locking **£1.97 each**

**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.

BY17043-16 289-351W 3/8" stud 1.60 **£314.70 set**
BY17044-16 289-351W 7/16" stud 1.60 **£298.25 set**

BY17045-16 For use with 7/16" studs **£308.83 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" **£262.49**
 For 78-present, use with 5/16" studs **BY4504-16**. NO guide plates.
BY1442-16 Non rail type 1.60 3/8" **£276.98**
BY1411-16 Boss302/351C-400M/429-460 1.72 **£272.82**
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 **£457.21**

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 **£59.74**

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-68A High Pressure **£50.40**

302W engine 1969-71 Boss & Special

BYM-68HV High volume [+25%] & pressure **£45.90**

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 **£88.72**

260-302W 1962-01

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

BYM-83 Standard volume & pressure **£73.15**

351W engine 1969-97 inc Truck

BYM-83HV High volume [+25%] & pressure **£72.31**

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 **£72.89**

351C engine 1970-74

351M engine 1975-81 inc Truck

400M engine 1971-82 inc Truck

BYM-84AHV High volume [+25%] & pressure **£57.98**

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 **£50.90**

332 FE engine 1958-59

352 FE engine 1958-67

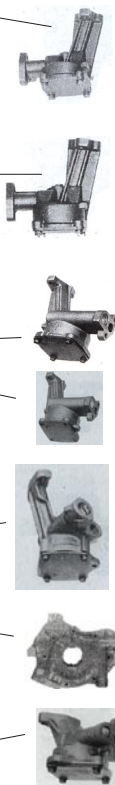
inc Truck **360** FE engine 1968-76 Truck

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

£52.14

390 FE engine 1961-68 Special & Police

428 FE engine Police, Cobra Jet & Super Cobra Jet

BYM-57HV High volume [+25%] & pressure **£59.89**

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 **£54.67**

406 FE engine 1962-63 Galaxie & Thunderbird

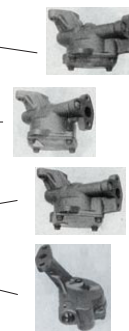
427 FE engine 1963-68

BYM-84 Standard volume & pressure **£54.82**

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 * **£80.68**

* 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	£9.34
BYIS-83	351W all years	£9.96
BYIS-84A	351C/M & 400 all years	£8.35
BYIS-60	FE 332-428 all years	£16.00
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 OEM EEC IV injection equipped engine.

BY154-7904	221-302W/ 5.0L	£26.10
BY154-7901	351W/All 351 SVO	£29.18
BY154-7905	351C/M & 400	£27.74
BY154-7902	FE 332-428	£26.10
BY154-7903	429-460 BBF	£27.74

**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.

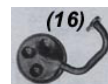
BY62210	221-302W, FE 332-428	£26.52
BY62220	351W/C/M & 400M, 429-460	£22.09

**Oil Filter Threaded Adaptor**

BYAJG60	(screws into cylinder block) Oil filter screws onto adaptor.	£25.90
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**Melling standard Oil Pump Pickups-continued**

BY57-S1	Standard pickup	[16]	£40.56
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]	£14.77
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-S1	Standard pickup	[2]	£22.84
302 engine 1975-78 Mustang			
BY68-S2	Standard pickup	[3]	£28.25
302 engine 1969-79 F100 & F150			
BY68-S3	Standard pickup	[4]	£27.62
302 engine 1980 F100/150, U150	302 1981-96 F150/250		
302 engine 1990-96 E series			
BY68-S4	Standard pickup	[5]	£26.40
302 engine 1978-79 Maverick & Fairmont	302 1979 Mustang		
302 engine 1981-27/8/90 Cars			
BY247S	Standard pickup	[7]	£44.88
302 engine 27/8/90 to 95			
BY83-S	Standard pickup	[8]	£25.56
351W engine 1969-78	351W engine 1979 T-Bird		
BY83-S1	Standard pickup	[9]	£27.23
351W engine 1979-91 excl 1979 T-Bird			
BY83-S3	Standard pickup	[10]	£16.56
351W engine 1975-80 Truck 100-500	351W 1981 E-F100/350 & U150 excl Cal		
351W 1982-85 E100/250 excl Cal			
BY83-S2	Standard pickup	[11]	£34.45
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]	£22.30
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			

**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

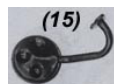
BY24523	For BY20503 & std pump	£72.70
BY24517	For BY20506 & std pump	£93.70
BY24518	For BY20506 & std pump w/girdle	£97.81
BY24507	For BY20501 & std pump	£102.44
BY24558	For BY20558 & std pump	£117.14
BY24608	For BY20608+o/pump BYM-57HV	£92.30
BY15-611	For BY15-630[3/4]+o/p BYM-68HV	£70.55

**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	£19.12
BY22050	351C Moroso	£18.71
BY06	1/4 to 1/8npt union for oil gauge	£1.68



Oil Pump & Oil Pickup Bolts



For all Ford V8 OHV

BY150-6902 3/8" & 5/16" o/pump bolt kit £11.75

Standard "Front" & "Rear" Sumps

AJM552 Blue 260-302W Concoours"front" £115.01
Cars-Inc Mustang 1965-87. Use pickup BY68-S

FORD PERFORMANCE

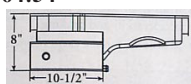
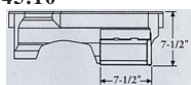
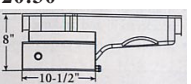
BYM-6675-A50 5.0L - "rear" sump kit-5 US qt£277.58
Used on Mustang 1979-95. Fits 1983-01 production blocks, with hole in side of block for dipstick. Comes with dipstick & tube, pickup, & main cap stud for pickup.**BYM-6675-A58** 5.8L/351W - "rear" sump kit£199.93
Fits 79-95 Mustangs & Fox chassis vehicles. Fits 69-97 production blocks. Comes with dipstick & tube, pickup & main cap stud for pickup.**BYM-6675-A460** 429-460 Black-"rear" kit £253.80
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

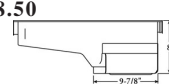
Standard depth chrome plated sump, comes complete with drain plug. Will not fit vans or trucks.

BY9078 Chrome 289-302W- "front" £135.74
Passenger cars, not Truck or 74 & on Mustang 5 US qt, p/up BY68-S**BY9532** Chrome 351W- "front" £152.38
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"£154.36
Passenger cars , 5 US qt, use pickup BY57-S1-[check with old p/up]

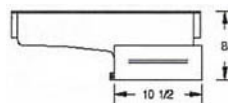
Street/Strip-Drag Race & Circuit Sumps

BY20503 Kit cars etc 289-302W front £364.54
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 £345.10
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 £420.30
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 £368.50

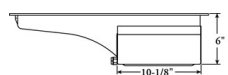
Street/Strip, 7 US qt [excluding filter]. Built in crank scraper. Magnetic d/plug. Clear Zinc plated. Use p/up BY24558 with std o/pump. 8" deep.

**BY15-630** 289/302W Circuit racing- front £.481.57

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 £364.72

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.



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£99.71
Optional. Use for serious Circuit Racing.**BY20-933** W/tray for BY15-680 sump 351£80.34
Optional. Use for serious Circuit Racing.**BY20-942** Mount kit for BY20-933 351W£50.18sp**BY22940** 352-428 FE windage tray louv'£62.65sp**BY20-960** Windage tray-shallow-302W £68.09

In most cases this tray can be bolted to the 302W main stud girdle.

BY22928 Main cap girdle- 289-302W £275.47

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	£9.88
BYPH2	4.6 V8 oil filter	£9.02

**Moroso Performance Oil Filters**

BY22400	Hi-Performance, (5-1/4")	£32.95
Hi-Performance chrome plated filter that exceeds OEM requirements, designed to withstand 200 psi plus.		
BY22470	Racing, (5-1/4")	£19.91
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	£106.14
This kit contains the parts to remote mount your oil filter away from the engine.		
BY1313	O/cooler sandwich adaptor 3/4"-16	£47.95
BYAJG305	O/fltr adaptr-rotates 360° 3/4"-16	£184.04

**Sump- Bolt and Stud Sets**

BY859019	289-351W/C std bolts [NOT ARP]	£6.86
BY254-1801	289-351W/C 12pt ARP black blts	£41.04
BY455-1801	390-428 FE 12pt ARP s/less bolts	£65.26
BY38390	Moroso sump studs SBF/BBF black	£75.65

**DIPSTICKS & TUBES**

BY6920	Chrm for 260/289 & 302 1962-78	£21.07
The above dipstick fits in the timing cover, on a "front sump" engine.		
BYM-6750-C303	Ford chrome-5.0L Mustang	£51.96
Curved design for 1983-93 5.0L Mustang.		
BY6921MRG	Chrome for 351W	£13.50
The above dipstick fits in the timing cover on a "front sump" engine.		
AJM444	Dipstick 289 65-67 Blue	£17.63
AJM448	Dipstick tube 65-67 Blue	£14.36
AJM450	Dipstick tube 68-69 Blue	£11.86
BY9223	Chrome for 351C	£17.83
BY20-850	Canton 1/4" NPT dipstick & tube	£27.72
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

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	£137.41
BY61004M	For Mallory non vac, YL/HP 25 & 26 series dual point distrib, with std, stack style cap	£109.49

**FAST ELECTRONIC DISTRIBUTORS**

The **FAST XDi EZ-RUN** 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. **Made in the USA.**

The FAST BY730-0050 performance Black coil is recommended. No ballast resistor required. 12volt direct to the + side of the coil.

BY306007	221 to 302 1962-end inc vac	£396.91
BY306009	351/5.8LW 1969-95 inc vac	£396.91
BY306015	351C/M, 400, 429 & 460 1968-95 inc vac	£412.25
BY306010	332 to 428FE 1958-76 inc vac	£399.89

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.

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 £13.97



OEM Points Distributor Spares

BYDC13A	Condensor 57-74	£6.46		
BYDH6	Distributor cap pre 75	£10.50		
BYDP12	Points set 57-74	£8.24		
BYDP6	Points to suit <u>factory Ford dual point</u>	£10.68		
BYDR5	Rotor arm pre 75	£4.15		
BYVC31	Vacuum unit for points distributor	£34.99		

OEM Electronic Distributor Spares

BYDR323	HEI Rotor Arm for 1977-85 some 302	£2.96	
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 £494.06
BY8578 351W no vac- 4-3/4" O.D. cap £455.62



BY8479 289-302W + vac- 4-3/4" O.D. cap £462.62
BY8477 351C/M, 400, 429, 460 + vac £536.41
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 £20.02
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 £20.92
BY4456TD Chrome for Ford FE £10.20



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 £20.46



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 £3.72 ea
BYRF11YC All engines 1967 to 68 £3.23 ea



255 [4.2L] Engine

BYRV17YC 2V & VV D engine 1980-82 £3.82 ea

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

BYRS14YC6	281 [4.6L] 1992-95	£4.56 ea
BYRS12YC	281 [4.6L] 1996-2004	£2.64 ea



302 [5.0L] Engine

BYRF18YC	2V 1967-72	£2.84 ea
BYRF11YC	4V 1967-72	£3.23 ea
BYRV9YC	4V HO 1969-72	£2.88 ea
BYRF18YC	1973-74	£2.84 ea
BYRV17YC	1975-85	£3.82 ea
BYRS14LC	1986 + Crown Vic & T-Bird 1987-88	£2.84 ea
BYRV17YC	1987-93 HO Mustang + 1991 T-bird	£3.82 ea
BYRS14LC	1989-91 Crown Vic	£2.84 ea
BYRS14YC6	1993-95 Mustang Vin D	£4.56 ea
BYRV15YC6	1994-95 Mustang Vin T	£2.81 ea
BYRS12YC	GT40 SVO engine [some]	£2.64 ea



351W [5.8L] Engine

BYRF18YC	1969-74	£2.84ea
BYRV17YC	1975-91	£3.82 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

Starter Motors [New! not rebuilt]
FORD MUSTANG

BYN3168	255-289	1965-to mid 1980 [long]	£179.46
255 to mid 1980 All	260	1965 Auto	289 1965-68 Auto
302	1968-73 Auto	302	1975-79 All
351W	1969-73 Auto		
BYN3176	260-289	1965-68 [short]	£148.49
260	1965 Man- 164T	289	1965-68 Man 164T
302	1968-73 Man- 164 teeth	351W	1969-73 Man 164T
BYN3180	255-302	mid 1980-91 All [long]	£143.35
255	mid 1980-82 All	302	1982-91 All
BYN3268	302	1992-95 All [long]	£178.67
BYN3169	390-428FE	1967-70 All-2bolt mount	£130.00
BYN3142	429	1969-71 All	£174.36
BYN3267	281 [4.6L]	1996-04 All	£122.45

The above starter also fits Lincoln Limo 281 4.6 V8 11/91 to 2005

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.



351C [5.8L] Engine

BYRV17YC	1969-74	£3.82 ea
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400M [6.6L] Engine

BYRV17YC	1971-79	£3.82 ea
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390FE [6.4L] Engine

BYRF9YC	3-2brl 1961-66	£3.72 ea
BYRF11YC	All 1959-66 & 4V 1967-68:all 1969-72	£3.23 ea
BYRF18YC	2V 1967-68	£2.84 ea



427/428FE [7.0L] Engine

BYRF9YC	427FE HO 1967-68	£3.72 ea
BYRF9YC	428FE HO 1967-70	£3.72 ea



429/460 [7.0/7.5L] Engine

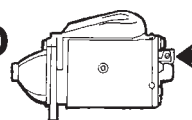
BYRF11YC	429- 1967-70 and 460 1971-72	£3.23 ea
BYRV17YC	429- 1967-70 & 1973. 460 1973-78	£3.82 ea
BYRV12YC	429- 1969-72 HO	£2.98 ea
BYRF14YC	429- 1971-72	£2.06 ea

Ford 221-351W Starter Motor Bolts

Holds the starter onto the bellhousing

AJM490	Starter motor bolts	£9.40pr
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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	£16.10
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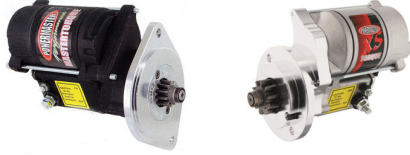
BYAJG395	3 terminal- 1984-91	£9.18
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BYAJG400	4 terminal- 1979-90	£10.92
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MASTER TORQUE & XS TORQUE STARTER MOTORS



- BY9503 XS Torque-** 221-351C+W, auto+157t man 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. **£315.25**
- BY9504 XS Torque-**221-351C+W 164t manual 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. **£328.24**
- BY9506 XS Torque-**FE 390-427-428 only 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. **£299.70**
- BY9405PM Ultratorque-**351M-400M+429-460 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. **£297.65**

Alternators [New! not rebuilt] Ford Mustang- V8

- BYN7078 60 amp-external regulator** £186.97
289- 1965-68 302- 1968-85 351- 1969-73
- BYN7735-10 75 amp- internal regulator** £168.49
302- 1986-93

- BYN7781 130 amp- internal regulator** £78.79sp
281- DOHC 1996-2004 without supercharger
- BYN8252 105 amp- internal regulator** £103.45sp
281- SOHC 1999-2004

Lincoln Limo- 281 V8

- BYN8315 135 amp- internal regulator** £83.92sp
281 -SOHC 2003-05 Lincoln Limo



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. 70amps 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** £211.24
BYAJG1135 Polished Aluminium £256.73
BYAJG360 Chrome on Aluminium £261.94



"Generator" type Alternator 75amp-12v

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

- BY82011 1939-48 Flathead V8** £430.32
BY82011-2 As above-with dash light £410.38
BY82021 1949-53 V8 inc brkt £386.94
BY82101 Ford swing mount £416.98



HI-TORQUE STARTER MOTORS



BY9162 PowerMAX original look £219.30
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 £193.37
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 £226.36
As BY9162 but fits 351M, 400M, 429, 460 w/164T, 176T, 180T, 184T.

BY9103 PowerMAX PLUS-up to 11:1 £219.30
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 £221.51
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

£282.37

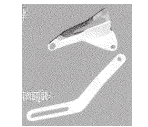


Chrome Alternator Bracket

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

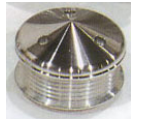
£41.41



Alternator Pulleys & Parts

- BY131 V-belt type-no cover 2-1/8" [1]** £50.54
BY206 Serpentine type-with cover 2-3/8" £96.05

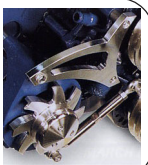
1. Runs faster. 2. Not as fast, more BHP, charges less at



Alternator Brackets 1965-78 approx

For- March Pulleys only

- BY30351 RH water pump 289-302W** £157.03
BY30355 LH water pump 289-302W £153.85
BY30391 RH water pump 351W £151.86
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]** £6.12
BY1B-9110 Black plug & wire [BYN7735-10] £11.81



Voltage Regulator- External

Use with alternator BYN7078

BYGR-341-B

1965-85 with Alt' BYN7078

£29.76



Gaskets and Seals-Standard



Top Overhaul Set-260-302W

BYHS3530VJ Victor Reinz- CARS £58.07

260 engine 1962-65 289 engine 1963-68 302 eng 1968-76
 302 engine 1977-80 will need also- *1-BYMSI5202X*
 302 engine 1981-84 & 82 HO will need also *1-BYMSI5202X, 1-BYMSI5129Y*
 302 eng 1985 will need also *1-BYMSI5202X, 1-BYMSI5129Y, 8-BYB45418*
 302 engine 1986-90 & 1990 HO will need also *1-BYMSI5202Y, 1-BYMSI5129Y, 8-BYB45418*
 302 engine 1991 & 1991-95 HO -NOT COBRA will need also
1-BYMSI5202Y, 1-BYMSI5129Y, 16-BYB45904
 302 engine 1993-95 HO COBRA will need also-
1-BYMSI5129Y, 1-BYMSI6127, 16-BYB45904

**BYHS3530VJ Victor Reinz- TRUCKS £58.07**

302 engine 1969-76 302 eng 1977-80 will need also- *1-BYMSI5202X*
 302 engine 1981-85 will need also- *1-BYMSI5202X, BYMSI5129Y*
 302 eng 1986-89 will need also- *BYMSI5202P, BYMSI5129Y, 8-BYB45418*
 302 eng 1990-95 will need also- *BYMSI5202P, BYMSI5129Y, 16-BYB45904*
 302 engine 1996 Explorer & 1997-2001 will need also- *1-BYMSI6127, 1-BYMSI6283, 16-BYB45904*
 302 engine 1996 excl Explorer will need also- *1-BYMSI5202P, 1-BYMSI6283, 16-BYB45904*



Top Overhaul Set-351W

BYHS3428E Victor Reinz- CARS £62.89

351W engine 1969-74 351W eng 1975-1/7/86 will need also *1-BYMSI5202*
 351W eng 1/7/86-1991 will need also *1-BYMSI5202, 8-BYB45418*
8-BYB45404

BYHS3428E Victor Reinz- TRUCKS £62.89

351W engine 1969-74 351W engine 1975- 30/6/86 will need also-
BYMSI5202
 351W engine 1/7/86- 87 will need also- *1-BYMSI5202, 8-BYB45418, 8-BYB45404*
 351W eng 1988-93 will need also, *1-BYMSI5202W, 8-BYB45418, 8-BYB45404*
 351W eng 1994-97 will need also, *1-BYMSI5202W, 8-BYB45418, 8-BYB45591A*
 351W eng 1993 High performance, will need also- *1-BYMSI6127W, 1-BYMSI6283, 8-BYB45418, 8-BYB45404*
 351W eng 1994-96 High performance, will need also- *1-BYMSI6127W, 1-BYMSI6283, 8-BYB45418, 8-BYB45591A*
note: some 75-87 trucks had a 1 piece inlet gasket BYMSI5942

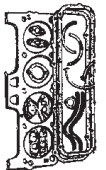


Top Overhaul Set-Big Block

No "Valley Pan" style inlet gasket in 429-460 sets

BYHS3851 Victor Reinz-CAR & TRUCK £96.54

429 engine 1968-73 Thunder Jet
 460 engine 1968-28/6/85 excl HO



Felpro Top Overhaul Set

BYHS8548PT-11 Felpro- CARS £77.27

260 engine 1962-65 289 engine 63-68 No high perf inlet gaskets
 302 engine 1968-85 excl HO

BYHS8347PT Felpro- CARS & TRUCKS £59.92

351C eng 1970-74 351M eng 1975-82 400M eng 1971-82

Needs Valley Pan inlet set. Buy seperately.

BYHS8554PT Felpro- CARS & TRUCKS £81.72

332-428FE eng 1958-76 *High performance inlet gaskets not included*

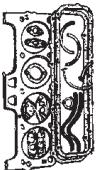
BYHS8265PT-1 Felpro- CARS & TRUCKS £94.48

429 eng 1968-73 460 eng 1968-85

High performance inlet gaskets & valley pans not included

BY17260 Felpro- MARINE £154.37

302W-351W engine with stamped steel rocker covers
 Premium valve stem seals included



Lower Overhaul Set

BYCS8548-4 Felpro £29.34

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

BYCS3530A Victor Reinz £36.20

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

BYCS3530 V/Reinz [one piece sump] £42.43

302W 1988-95 [one piece rear seal]

BYCS8548-5 Felpro £31.16

351W 1969-10/7/83

BYCS8548-3 Felpro [1 piece rear seal] £34.25

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

BYCS8548-7 Felpro [1 piece rear seal] £44.88

351W 1/6/87 - 93

BYCS3978 Victor Reinz £44.60

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

BYCS3978B Victor Reinz £29.30sp

460 15/2/92 - 98 Truck

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 £101.33**

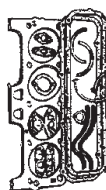
Excludes inlet gaskets & 4V exhaust gaskets

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

BYFS8554PT FE engines as below £86.82

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 and Seals-Standard



Inlet Manifold sets-CAR & TRUCK



BYMS15172	Victor Reinz-1.178"x1.988"	£19.24
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	£21.82
289 eng 1963-68 <i>[HI-PO]</i>		
BYMS15202X	Victor Reinz	£12.18
302W eng 1977-85	302W eng <i>HO</i> 1982-85	
BYMS15202Y	Victor Reinz	£11.52
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	£17.70
BYMS15202	Victor Reinz	£13.80
351W eng 1975-91		
BYMS96010	Felpro-	£38.75
351C eng 1970-74 <i>2 barrel</i> OEM cylinder heads. Port size on gasket-54 x 38mm		
BYMS96012	Felpro	£30.01
351C eng 1970-74 <i>4 barrel</i> OEM cylinder heads. Port size on gasket-66 x 47mm		
BYMS96013	Felpro	£31.72
400M eng 1971-74 excl Thermactor Emission		
BYMS96020	Felpro	£39.08
351M eng 1975-82	400M eng 1975-82	
BYMS15166X	Victor Reinz	£16.93
332FE-428FE eng 1958-76		
BYMS15171	Victor Reinz	£25.28
429 eng 1968-73	460 eng 1968-74	
BYMS96018	Felpro	£48.62
460 eng 1975-98 [valley pan type] excl LPG OEM, incl F53 motorhome		



Inlet Manifold sets-TRUCK

BYMS15202P	Victor Reinz	£11.95
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	£21.40
460 eng 1988-98 [valley pan type] excl F53 motorhome, incl upper set		



Exhaust Manifold sets-CAR & TRUCK

NOT for Headers



BYMS15182	Victor Reinz	£13.92
351C engine Boss 1971	351C eng Cobra Jet 1973-74	
351C engine 4V		
BYMS15509	Victor Reinz	£16.03
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	£17.86
332-428FE engine 1961-76 <i>[exhaust studs beside exhaust ports]</i>		
1-7/16" x 2-1/8" exhaust ports		
BYMS15175	Victor Reinz	£19.66
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	£7.20 pr
221-351W engine [excluding Boss]		
BYVS38422R	Victor Reinz- rubber OEM	£19.14pr
351C/M & 400 engines, good heat resistance		
BYVS38308	Victor Reinz-Cork	£7.16 pr
332-428FE engine		
BYVS38421	Victor Reinz-Cork	£18.32pr
429-460 engine		



Rear Crankshaft Seals

Some engines have 2 piece seals, some are 1 piece

BYJV523	1pce 302 1/12/82 to 2000	£16.26
BYJV730	2pce - rope seal	£25.32
289/302W/351W 69-11/7/83+460		
BYJV611	1pce 351W 11/7/83-97	£5.76



Water Pump Gaskets



BYK27579	Pump assy to timing cover	£3.36
289 aluminium pump		
BYK27955	Pump assy to timing cover	£3.18
289 w/cast iron pump, 302 car 1968-90, 351W car 1969-91		
BYK27151	Pump assy to timing cover	£3.53
351C		



Thermostat Housing Gasket

BYWOG-1-144	221-351W	£1.92
BYC26650	351C, 351M, 400M, 429, 460	£1.68
BYC26154	390 FE 1961-71	£1.57
BYC25487	427 63-68-428 66-70-352 58-66	£1.87



TIMING COVER OIL SEAL

BYAJG335	302/351W later "flanged type"	£10.88
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Gaskets and Seals-Performance

PERFORMANCE CYLINDER HEAD GASKETS



BY1011-2 Felpro 260-351W 83-95 **£62.10ea**
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 **£59.83ea**
Bore: 4.100" Comp Nom Thickness: .041" [9.0cc]
 Pre-flattened steel wire, steel core laminate. Minimal brinelling of Aluminium heads.

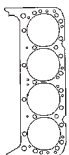
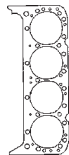
BY1133 Felpro 260-351W Racing use **£93.35ea**
Bore: 4.100" Comp Nom Thickness: .041" [9.0cc]
 Perma Torque, MLS multi layer steel with MLS bore bead. Will also fit Yates cylinder heads. 3 active and 1 shim layers.

BY1133SD4 Felpro 260-351W Racing use **£124.85ea**
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 **£143.03ea**
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 **£93.32ea**
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 **£68.40ea**
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" **£40.39**
 260,289,302,351W V8 1962-89 + Ford Motorsport AR Alum Heads
BY1262 Felpro- 2.10" x 1.28" x 1/16" **£40.49**
 260,289,302,351W V8 1962-89 + Ford Motorsport AR Alum Heads

BY1247 Felpro- 2.10" x 1.40" x 1/16" **£40.30**
 390GT engine 390GT
BY1246 Felpro- 2.34" x 1.40" x 1/16" **£26.54**
 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 **£22.60**
 Fits Edelbrock BY7564 Cleveland inlet manifold.



Performance Exhaust Manifold Gaskets



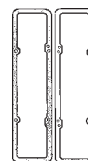
BY5930 Ultraseal- 1.48" x 1.12" **£44.54**
 260-351W engine 1962-86
BY1415 Felpro- 1.48" x 1.25" **£35.81**
 302-351W engine, small race port
BY1486FP Felpro- Ford J302 & K302 heads **£38.30**
 Dual bolt pattern-std Ford & splayed AR
BY1487FP Felpro- 1.65" x 1.26"- not uniform **£41.90**
 Fits Edelbrock Victor Jnr, & some Dart heads
BY95081SG Victor Reinz- 1.95" x 1.60" **£33.95**
 351C 2V engine
BY1416 Felpro- 2.19" x 1.89" **£34.98**
 1970-74 351C,Boss,CJ,351M,400 with 4 barrel heads
BY95032SG Victor Reinz- 2.12" x 1.42" **£32.96**
 FE engines, fixing bolts above & below ports
BY95184SG Victor Reinz- 2.135 x 1.46" **£31.86**
 FE engines, fixing bolts either side of ports
BY1419 Felpro- 2.35" x 1.55" **£34.98**
 429CJ, 429SCJ 1970-71 + 460 1968-78 engine



Performance Rocker Cover Gaskets



BY1613 Felpro Cork/rubber **£28.64pr**
 221-351W excl Boss eng, 3/16" thick with locating tabs
BYVS38300R Mahle- rubber OEM style **£15.41pr**
 221-351W excl Boss
BY93060 Moroso-rubber on steel frame **£58.84 pr**
 221-351W eng, will not leak, blow out, or get sucked in. 3/16" thick
BYVS38308R Mahle -rubber OEM style **£20.59 pr**
 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 **£27.01 set**
BY1810 Felpro 351W 1969-83 **£26.77 set**
BY1827 Felpro 351W 1969-83 **£38.54 set**
 Notched for main cap, trimmed for strokers
BY1811 Felpro 351C/351M/400M **£20.48 set**
BY1817 Felpro 352-428FE **£28.52 set**
BY1812 Felpro 429-460 1968-30/3/89 **£12.58set**
BY6683 Mr Gasket 221-302W **£66.84 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) £84.08

260, 289 engine [inc Special] 1965-67

BYAW1028 C.I. pump, *with backplate* (*rh) £60.00

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 £61.12

390 engine 1967-69 427 engine 1968 428 eng 1969-70

BYAW932 Cast Iron pump (*lh) £71.27

351C engine 1970-73



BYAW932

BYAW953 C.I. pump, *with backplate* (*lh) £77.84

302 engine 1970-73 *and* 302 eng 15/3/76-78

351W eng 1970-73

BYAW1114 Cast Iron pump £60.07

429 engine 1971

BYAW4024 Alum pump- 3.5" -6 *vane imp'* (*lh) £70.90

255 engine 1980-85 302 engine 1979-85



BYAW4024

BYAW4038 Alum pump (*lh) [reverse rotation] £50.12

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) £315.88

289 engine 1965-67 [no backplate]

BY8841 Edelbrock-aluminium- (*rh) £316.68

289 engine 1965-68 302 engine 1968-69 351W eng 1969

BYAW953H Airtex-aluminium- (*lh) £142.99

302 engine 1970-73 *and* 302 eng 15/3/76-78 351W eng 1970-73

BYAW1028H Airtex-aluminium- (*rh) £119.57

289 engine 1965-68 302 engine 1968-69

351W eng 1969



BYAW953H

BY8805 Edelbrock-aluminium £367.28

352-428 engines 1965-76

Marine Water Pump

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



BYAW4074 289-351W Marine £128.77

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



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

BY1552 V belt- Performance- RH* inlet £111.13

BY1553 V belt- Hi-Water Flow- RH * inlet £179.50

289-302-351W 4 bolt damper

BY1612 V belt- Performance- LH* inlet £112.99

BY1618 V belt- Hi-Water Flow-LH*inlet £135.20



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

289-302-351W 4 bolt damper

BY10312 Serpentine- Performance- RH inlet £165.20

289-302-351W 4 bolt damper

BY2032 Serpentine- Performance- LH* inlet £131.



MOROSO**Moroso Water Pump Pulley Shim Kit**

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



BY64035 Universal shim kit **£14.56**

Thermostat Housings

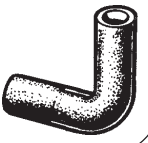
Chrome housings feature an extra thick base to minimize warpage. O-ring style gives a better seal. Comes complete with bolts & O-ring. Plain 302/351W housing comes with sensor hole blanking plug. I shiny but not chrome. Billet Specialties housings swivel around through 360 degrees & are complete with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



AJM136 Alum- concours 64-73 260-351W **£26.38**
BY2662 Chrome 289, 302 & 351W **£30.19**
BY90620 Billet Spec' swivel hsg 289-351W **£111.96**
BY2663 Chrome 351C/M-400M 70-73 **£32.52**
BY9524 Chrome 390-428 BBF FE **£45.48**
BY2664 Chrome 429-460 BBF **£24.30**
BY9441 Spare o-ring for BY2662 **£6.00**

WATERPUMP BYPASS HOSE

AJM134 260-302 1964-71 **£7.74**
 The above hose has the **FOMOCO** logo. [**NOT** dual diameter]
BYAJG340 Windsor engines 1972-73 **£9.59**
 The above hose is- Dual diameter
KIT1515 Hose clip for hose **£0.88 ea**

**Thermostats**

CX2394 82°C /180°F **£10.14**
BY13468 351Cleveland only 180 F **£7.20**

**Thermostat Housing Bolts
289-351W****ARP**
automotive racing products

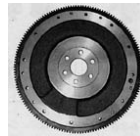
BY450-7401 12 point stainless Steel bolts **£9.67**
 12 point head bolts come with precision ground hardened washers. The 300 series stainless material is not affected by extreme heat, eliminating the possibility of retempering.

**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 **£153.10**
 Clutch patterns: 10 1/2" B&B long. [3 pairs of two mount holes]
BYAJG405 221-302 **28" Oz** bal 157T, **£161.24**
 Clutch patterns: 10 1/2" Metric diaphragm only [3 dowel holes]
BYV2123 302 **50" Oz** bal 157T **£123.96**
 Clutch patterns: 10 1/2" Metric diaphragm only [3 dowel holes]
BYV2117 302/351W Truck **28" Oz** bal **£125.26**
 Clutch patterns: 11". 164 teeth.
BYFW114 460 1983-87 **28" Oz** bal **£67.68sp**
 Clutch patterns: tba. 180teeth.
BYV2101 FE 352+390 & 460 **£148.74**
 Clutch patterns: 11" & 12". 184 teeth. 29lbs.

**Flywheel Shim**

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" **£8.44**

**Weights for McLeod Steel Flywheels**

Use to change steel flywheel, to suit another model

BY563333 28oz & 50oz with screws **£41.03**
BY460050 50oz with screws **£9.84sp**

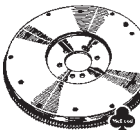
**MANUAL FLYWHEELS-STEEL**

BY463100 289-351W & C **ZERO** bal 157T **£415.80**
 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 **£415.80**
 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 **£479.76**
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**

BY463222 429-460 69-99 **28"oz** bal 176T **£409.93**
Remove weight for 429-460 1969-78
 Clutch patterns: 11" long diaph with 5/16" bolt holes; 11.5"/12" long diaph; 11" diaph Ford truck even pattern. **34.4 lb**

**Flywheel Ring Gears**

BYFRG157N 157 teeth **£35.92**
BYFRG164N 164 teeth **£26.14**
BYFRG184N 184 teeth **£26.71**

**ARP**
automotive racing products**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 **£24.24**

**Standard NEW LUK/SACHS Clutch Kits**

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

BYK0648-01HD 3 lever 10-1/2" x 1-1/16" **£331.67**
 Mustang 289 1965-68 HD, 302 1968-73 HD -SACHS
BY07-014 10" x 1-1/16" replaces 3 lever **£222.78**
 Mustang 289 1965-68, 302 1968-73 opt' diaph-STD ENGINE ONLY
 1969-73 6cyl -LUK
BY07-027 11" x 1-1/16" replaces 3 lever **£310.01**
 Mustang 351 1968-73 optional diaphragm -LUK

BY07-042 10-1/2" x 1-1/16" **£253.80**
 Mustang 302 1986-95 inc Cobra, GT, LX- LUK

**Manual Flywheels- ALUMINIUM**

BY563100 289-351W/C **ZERO** bal 157T **£395.52**
 Clutch patterns: 10" / 10-1/2" / 10.95" B & B diaph; 10" / 10-1/2" Long & 10" diaph; 10-1/2" metric diaph, needs 3 dowels. **Weight 11.4 lb**
 See **BY563333** for weight kit.



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 £253.80

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 £316.46

Mustang 281 Cobra 1999 281 Cobra 2001-04

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



Performance Clutch Plates



McLeod 200 Series Street Clutch Plate [Street use only]

This plate has organic linings for street use. Incorporates "Marcel springing" between the linings.



	<i>Hub Spline</i>	<i>Size-OD</i>	
BY260136	1-1/16" x 10	10"	£165.76

Performance Clutch Covers

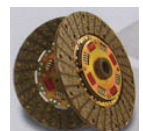


McLeod COSWORTH T5 Clutch Plate 100 Series

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] £172.91

BY272511 11" x 23 spline [metric] £179.84



McLeod 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 10.5" 3 lever type £226.93

BY360500 11" 3 lever type £287.86



McLeod 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.



	<i>Hub Spline</i>	<i>Size-OD</i>	
BY260530	1-1/16" x 10	10.5"	£297.46
BY260531	1-1/16" x 10	11"	£297.46
BY260533	1-1/16" x 10	12"	£259.37



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 600bhp. 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.



BY360048 10.5" metric [uses 3 dowels] £298.44

BY360850 11" 351W & some FE 1-1/16" x 10 £236.02

BY360821 12" BBF for 1-1/16" x 10 £239.86



McLeod 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 600bhp, with the correct plate.

BY360048-5 10.5" metric-ductile ring, 2400lbs £326.20



Clutch Cover Bolts

(for early non metric flywheel only)

These bolts are made from the finest premium grade chrome moly, the kit comes complete with precision parallel-ground washers. Rated at 200,000 psi. 5/16"-18 diameter, 1/2" head size.



BY250-2201 ARP Pro-Series- set of 6 £16.42

Clutch Cover Bolts/Dowels 302/5.0L

(for metric flywheel only)

KIT958 Allen head 8mm- 6 req
BYAJG420 Flywheel dowels- 3 req**£0.60 ea**
£3.79 ea**“Original”-Street Twin Spare Parts****BY610713** Plate-upper for pin drive floater **£109.60**
BY610723 Plate- lower for pin drive floater **£122.76**
The plate **BY610723** is used for upper & lower on strapped floater.**CLUTCH RELEASE BEARINGS****BY70-115** HD- for 3 lever 1-1/16" spline SBF
Use BYSN1439SA.**BY16042** HD-for 3 lever 1-3/8" spline BBF **£75.02****BYSN1714SA** Std-Diaphragm 1-1/16" spline **£45.04**
Mustang 302 engine 1975-95 281 engine 1996-2003**BYSN1439SA** Diaphragm with Toploader fork **£66.4**
This bearing assy has clips to mount it to early fork**BY16515** Diaphragm **Adjustable** to 3 lengths **£79.14**
Position 1= 1.34"; 2= 1.54"; 3= 1.74". Bearing face = 2.80".**Clutch Release Forks/Pivots****BYAJG425** T5 pivot ball for fork **£15.46**
Mustang T5 bellhousing**BY16909** Adjustable pivot, for BY8660 **£56.95**
Mustang with cable linkage**BY16934** Toploader/4 speed release fork **£65.24****BY16935** Toploader/4 speed release fork **£69.92**

For BBF with Mechanical linkage 1964 on

BYSF1020 T5/Tremec cable type release fork **£27.19**
This fork is pulled forward with a cable.**BY16915** "T" bracket-pivot for 4 spd fork **£39.95****Bellhousing Dowel Pins**

The longer dowels simplify the task of installing a bellhousing. The offset of the 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 **£3.95**
BY15950 Dowels with .007 offset **£46.20 set****Magnum Force Spare Parts-Pin Drive Version****BY5006-3** Plate sintered iron 10 x 1 1/16" **£143.10sp**
BYM40076 Shims for stands .010" **£0.44**
BYM40075 Shims for stands .020" **£0.55****McLeod Hydraulic Release Bearing-Slip On**

Many modern vehicles use a hydraulic release bearing, some are even plastic [Fiesta]. The only down side, is if there is a problem, one has to remove the engine or gearbox, to gain access to it. On the plus side, it is a neat & tidy installation, especially where there is not much space available for an external cylinder/linkage. Remember that you must check the bearing to finger clearance after the clutch has bedded in, as the diaphragm fingers will come out further, as the plate "beds in". Do not use synthetic brake fluid, and be sure the pedal cannot continue to be depressed, when the hydraulic release bearing is "fully out", or the seals will be damaged. The two hoses attached to the unit, exit the bellhousing, where the normal fork would be. One hose goes to the master cylinder, the other is to bleed the system with.

BY1400 Slip-on hydraulic bearing assy **£388.78**3&4 spd Ford & Toploader 1-1/16", T5, T45, T56 aftermarket, Tremec TR3550 1-1/16x10. **NOT Cosworth T5! Will not fit TKO. Use bolt on unit!****BY139115** Seal kit-2nd type of slip on unit **£27.52**
2nd type has "elbow swivels"**Aluminium Bellhousings-[6 Bolt Block] & Parts****BYAJG430** Block spacer plate **£45.00**

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

BYAJG175 B/housing USA T5 1979-93 **£414.10**

Can be altered to use with Cosworth T5.

BYAJG435 B/housing- Tremec **£385.14**

[Pivot ball may need adjusting, if using mech fork]

BY35002K BOLT KIT - B/housing to block **£7.98**

Will not fit 5 bolt engines, as they are 3/8"



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" **£294.18**
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" **£343.42**
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" **£297.66**
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" **£398.54**
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" **£353.99**
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" **£445.69**
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" **£396.12**
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" **£380.03**
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" **£534.79**
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" **£320.17**
Does not fit 429 Cobra Jet, 462 Lincoln, and 1988 & later models.

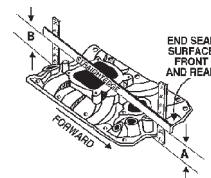
Manifold heights: A=3.75"/95.25mm B=4.49"/114.05mm



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" **£376.56**
Does not fit 255.

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



BY7521 221-302 Port size= 1.85"x1.04" **£412.21**
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" **£407.40**

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



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 **£40.90**
BY154-2104 351C/M & 400-black oxide **£45.10**
BY155-2102 390-428 FE-black oxide **£31.00**
BY454-2101 260-351W-stainless **£63.19**
BY454-2104 351C/M & 400-stainless **£74.82**
BY455-2102 390-428 FE-stainless **£65.82**
BY455-2101 429-460 385 series-stainless **£96.76**



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 **£134.84**

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



MOROSO

BY68201 Chrome with logo & baffles **£86.41**
BY68450 Alum polished-no name,no baffle **£167.42**



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



EDELBROCK

BY4460 Chrome plated steel-**TALL** **£85.64**
BY4264 Elite II alum finned **TALL** 3.70" **£169.81**



FORD RACING

BYM-6582-A 'Cobra Pwr'd by Ford' **SHORT** **£209.36**
 Features a raised Cobra logo set on a finned rocker cover, with a black satin background. Aluminium.



BYM-6582-F302 Ford Racing 'Cobra' **SHORT** **£203.75**
 Features an open letter Cobra emblem on a black crinkled background. Aluminium.



AJM1088 'Mustang Powered by Ford' **£226.01**
 Black alum covers, with exposed fins & open lettering. **SHORT**



BYAJG945 'FORD RACING' **£216.41**
 Black alum covers, made in the USA. 3.75" high. **TALL**



BILLET SPECIALTIES

BY95320 Highly polished w/ribs-tall **£231.13**



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



TRANSDAPT

BY9295 Chrome plated pressed steel-**SHORT** **£86.48**
 TD- with baffles- no logo.



FORD RACING

BYM-6582-Z351 'Ford Racing' **TALL** **£340.27**
 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

BY4461E Chrm plated pressed steel-**SHORT** **£88.49**
 With baffles & Edelbrock logo



ROCKER COVERS - BIG BLOCK FORD inc FE



BY4462 Chrome **FE 58-76 TALL 3.9"** **£103.06**
BY4623 Black steel **FE 58-76 TALL 3.9"** **£69.94**
 With baffles & Edelbrock logo
BY4277 Alum **FE 58-76 3.55" Elite II** **£187.15**
 With baffles & Edelbrock logo



BY4463 Chrome steel **429-460 TALL 3.6"** **£104.90**



Mr Gasket Chrome Rocker Cover Kit

Package includes: 2 chrome rocker covers, 2 Rocker cover gaskets, 1 Chrome push-on breather, 12 Chrome wing bolts, 2 chrome wire looms- 4 wire, 2 chrome wire looms- 2 wire, 12 rocker cover wing nuts, 12 Chrome hold-down tabs, 1 Rubber grommet for rocker cover PCV hole and 1 Beather grommet.



BY9833 221- 351W **not** Boss302 or EFI **£120.26**



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 **£20.60**



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 **£58.01**



Exhaust-

Pictures of headers are all LH



Ford MUSTANG Headers

BY12102 1964-70 260-302W £255.48

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.

**BY12104 1979-93 302W**

Primary Tube Size: 1-5/8" Collector Size: 3"

Equal length, tuned style header. Floor change auto & manual ok. Equipped with an oxygen sensor. Will fit ok with Dart/Windsor heads. A/C ok.



Ford "TRUCK" 2WD [some 4WD] Headers

BY12500F 1969-79 F100 302W £220.37

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.



"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 £312.77

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 £289.27

'Power-Stg' Bracket

BY20120 Power Steering Bracket
For cars with an external power steering slave cylinder.

£42.72

ARP 170,000 psi Header Bolts/Studs

BY100-1202 Black oxide 12pt head-.75" uhl 16pc £34.80**BY400-1202 Stainless steel 12pt- .75" uhl 16pc £41.24****BY100-1404 Black oxide 12 pt stud & nut set £102.30**