

BLP

XTREME PERFORMANCE



CARBURETORS



FUEL SYSTEMS



BULK COMPONENTS

BLP Racing Products, LLC. • 1015 West Church Street • Orlando FL, 32805
407-422-0394 800-624-1358

Fueling your passion for Xtreme Performance



WELCOME TO BLP PRODUCTS

BLP designs and manufactures high quality performance racing fuel systems, drive components and engine accessory parts. Along with performance Holley® modified carburetors, BLP Billet Xtreme carburetors, gaskets, belt driven fuel pumps, fuel logs and regulators.

We offer one of the largest inventories of Holley® bulk performance carburetor service parts in the industry.

BLP also offers special machining and laser marking services to our customers allowing custom configurations.

Confidentiality to our customers is paramount!

Commitment to quality service and parts is exemplified through continued expansion of our product line, the latest in CNC technology. Our continued development in carburetor and performance product enables BLP to remain a leader in the racing industry.

We are Proud of our long standing status in the industry, our staff, but most of all, in our commitment to service you, our customers.

Fueling your passion for Xtreme Performance!

Joe Hilerio

President

MISSION STATEMENT

It is the Mission of BLP Racing Products, LLC. To provide racing professionals and enthusiasts with the best American made quality products and knowledge that fulfill their wants and needs at the right price. Our friendly, knowledgeable and professional staff will help inspire, educate and problem-solve for our customers.

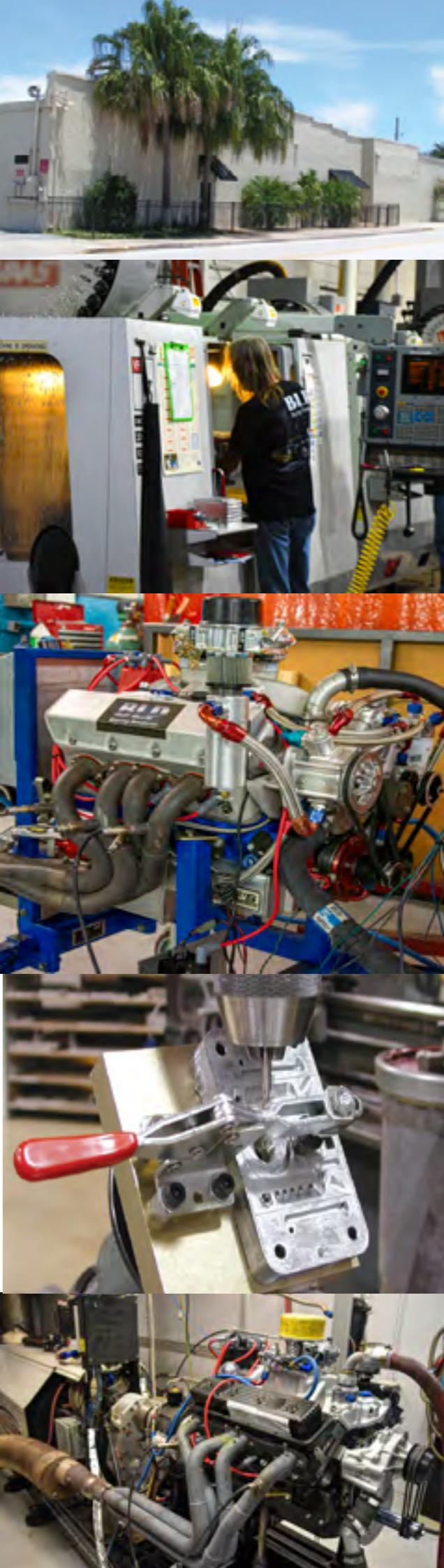


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TERMS

All orders will be shipped C.O.D. or credit card. On C.O.D. shipments UPS will not take cash. You must have a money order or cashiers check made out to BLP Racing Products, INC. for the correct amount. We will accept your company check if you have been pre-approved through our business office, call for information. We accept all cards. Open account status is available with approved credit.

SHIPPING

All orders are shipped within 48 hours Monday - Friday 8am - 5pm.

We use the following carriers to deliver our orders:

USPS

UPS

DHL International

PHONE ORDERS: 800-624-1358

All orders will be shipped C.O.D or pre-paid using credit card payment.

Company checks will not be accepted without pre-approval through our business office, call for information.

BLP accepts all major credit cards.

ON LINE ORDERING

Online orders can be processed on our web site www.blp.com.

All online orders are processed as quickly as possible, some orders may be delayed if custom items are ordered such as carburetors and fuel pump kits.

You will be contacted via e-mail or direct call should this be the case.

RETURN MERCHANDISE POLICIES

To initiate the warranty return process, purchaser must return the allegedly defective product to the original place of purchase, along with the dated purchase receipt. BLP can reject a warranty claim if purchaser cannot establish date of purchase. Warranty can be rejected if the consumer cannot establish date of purchase. If purchaser bought a product directly from BLP and (a) BLP shipped the incorrect product, or (b) the purchaser believes product received is defective under BLP's Limited Warranty, please contact our Customer Service Team immediately at 407-422-0394 for complete product return instructions, and to request a Return Goods Authorization (RGA). Final warranty determination is at the sole discretion of BLP.

WARRANTY

BLP Racing Products, LLC. ("BLP") warrants to the original purchaser only that its new and remanufactured products shall be free from defects in material and workmanship for a period of 90 days from date of purchase, with the exception of certain fuel pumps which are covered by such limited warranty for one year from date of purchase. In the event of a defect in material or workmanship, BLP Racing Products, LLC. Will, at its option, repair or replace the product, or any defective part or parts thereof, without charge to the original purchaser.

This warranty does not apply to products that have been modified or altered, subjected to misuse, neglect, accident, improper installation or adjustment, dirt or other contaminants, water, corrosion, faulty repair or used in other than those applications recommended in the current BLP Racing Products, LLC. Catalog or on the website. Purchaser's remedies under this Limited Warranty are strictly limited to the repair or replacement of the defective product or parts. BLP shall not be responsible for any actual or alleged labor, transportation, shipping or other incidental charges or actual or alleged consequential or other damages incurred due to an alleged defect under this warranty. In no event shall BLP's maximum liability under this Limited Warranty exceed the original cost of the alleged defective product to the consumer.

This warranty is exclusive and in lieu of all others, oral or written, and express or implied. Any implied warranties, including implied warranties of merchantability and fitness for a specific purpose, are hereby disclaimed. This Limited Warranty supersedes all prior warranty statements.

WHEN RESULTS COUNT

BLP COMPLETE CARBURETORS

BILLET BX4 4150 WEEKEND WARRIOR SERIES CARBURETOR

ALL NEW! BX4 Billet Weekend Warrior carburetors are designed for the value minded street enthusiast who appreciates quality.

Using only "American Made" 6061 material, these lightweight carburetors provide excellent acceleration and throttle response.

This off the shelf unit provides BLP Quality in a bolt on affordable price.

(*Please note for custom applications look at our BX4 Pro-Flow series carburetors*)

FEATURES:

- Utilized for street low horsepower applications.
- B Style Stepped Down leg boosters.
- BLP BX4 Lightweight all billet construction main body.
- Lightweight Aluminum float bowls.
- BLP Fixed Emulsion Calibrated Billet Metering Blocks.
- Adjustable Air Bleeds, relocated for increased air flow.
- BLP adjustable throttle linkage
- Stainless Steel throttle plate screws
- BLP Secondary Cam Bracket with adjustable idle screw.
- BLP Billet Base Plate.



| Part Number | Venturi | Throttle Bore |
|--------------|---------|---------------|
| 4016-BX4-650 | 1.300 | 1.6875 |
| 4016-BX4-750 | 1.405 | 1.6785 |

BX4 4150 BILLET PRO-FLO SERIES CARBURETORS

BLP BX4 Billet PRO-FLO series carburetors are specifically designed for function and performance. The BX4 Billet PRO-FLO carburetors can be custom designed and calibrated to provide optimum performance for your application.

Calibrations designed for your individual race needs. Available in gas, Alcohol and E85 for applications such as Circle Track, Drag, Road Race, Truck Pull, Mud Bogs.

FEATURES:

- BLP Billet base plate.
- BLP secondary adjustable linkage.
- Vibratory polish.
- Replaceable air correctors.
- Calibrated boosters.
- BLP main jets.
- Available in Black Anodize coating.
- BLP billet calibrated metering blocks.
- Racing Floats.
- Adjustable emulsion system
- Titanium needles and seats in all alcohol carburetors.
- Thinned, welded and Black coated shafts
- Jet Tuning kit included and tool.



Shown in Black (Optional)

BLP COMPLETE CARBURETORS

CIRCLE TRACK GAS APPLICATIONS

| Part Number | Venturi | Body | Throttle Bore | Booster | Notes |
|--------------|---------|------|---------------|---------|-------------------------------------------|
| 4014-BX4-CT | 1.300 | 650 | 1.6875 | DL | Available 1.250-1.300-1.325-1.350 Venturi |
| 4014C-BX4-CT | 1.300 | 650 | 1.6875 | DL | Black Coated |
| 4014-BX4-CRT | 1.250 | 650 | 1.6875 | DL | 602 Crate Applications |
| 4014-BX4-CRT | 1.250 | 650 | 1.6875 | DL | 604 Crate Applications |
| 4019-BX4-CT | 1.375 | 750 | 1.6875 | DL | For gaule legal applications |
| 4022-BX4-CT | 1.405 | 750 | 1.6875 | DL | Available 1.375-1.405-1.420-1.450 Venturi |
| 4022C-BX4-CT | 1.405 | 750 | 1.6875 | DL | Black Coated |
| 4024-BX4-CT | 1.405 | 950 | 1.750 | DL | Available 1.375-1.405-1.420-1.450 Venturi |
| 4024C-BX4-CT | 1.405 | 950 | 1.750 | DL | Black Coated |
| 4036-BX4-CT | 1.590 | 1000 | 1.750 | DL | Available 1.560-1.575-1.590-1.610 |
| 4036C-BX4-CT | 1.590 | 1000 | 1.750 | DL | Black Coated |

CIRCLE TRACK ALCOHOL APPLICATIONS (Black Coated)

| Part Number | Venturi | Body | Throttle Bore | Booster | Notes |
|---------------------|---------|------|---------------|---------|-------------------------------------|
| 4023C-BX4-DL-M-C604 | 1.250 | 650 | 1.6875 | DL | 604 Crate Applications |
| 4023C-BX4-DL-M-C | 1.405 | 750 | 1.6875 | DL | Available 1.405-1.420-1.450 Venturi |
| 4025C-BX4-DL-M-C | 1.405 | 950 | 1.750 | DL | Available 1.405-1.420-1.450 Venturi |
| 4037C-BX4-DL-M-C | 1.590 | 1000 | 1.750 | DL | Available 1.560-1.575-1.590-1.610 |
| 4037C-BX4-A-M-C | 1.590 | 1000 | 1.750 | Annular | Available 1.560-1.575-1.590-1.610 |

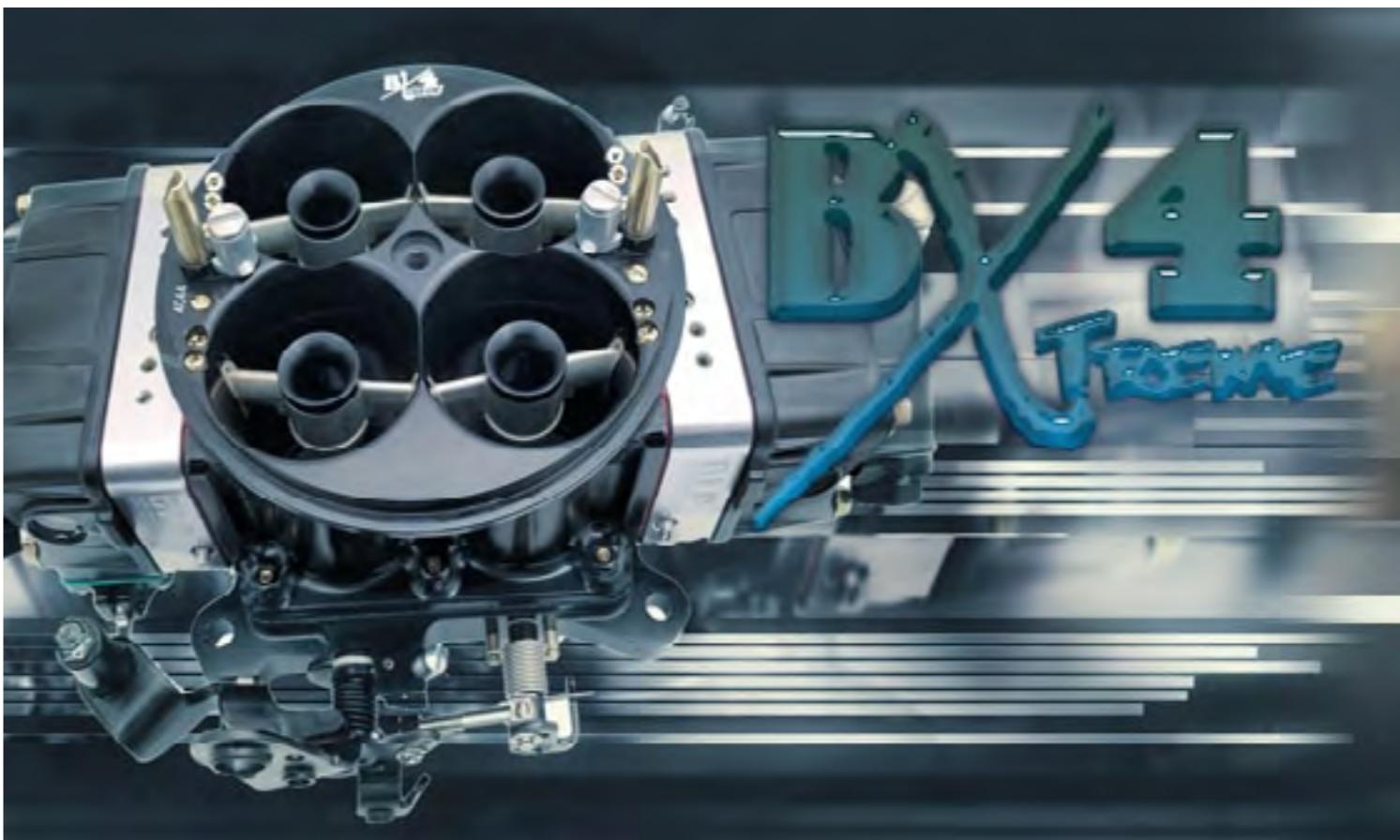
DRAG RACE GAS APPLICATIONS

| Part Number | Venturi | Body | Throttle Bore | Booster | Notes |
|------------------|---------|------|---------------|---------|-------------------------------------------|
| 4014-BX4-DL-G-D | 1.300 | 650 | 1.6875 | DL | Available 1.250-1.300-1.325-1.350 Venturi |
| 4014C-BX4-DL-G-D | 1.300 | 650 | 1.6875 | DL | Black Coated |
| 4022-BX4-DL-G-D | 1.405 | 750 | 1.6875 | DL | Available 1.375-1.405-1.420-1.450 Venturi |
| 4022C-BX4-DL-G-D | 1.405 | 750 | 1.6875 | DL | Black Coated |
| 4024-BX4-DL-G-D | 1.405 | 950 | 1.750 | DL | Available 1.375-1.405-1.420-1.450 Venturi |
| 4024C-BX4-DL-G-D | 1.405 | 950 | 1.750 | DL | Black Coated |
| 4036-BX4-DL-G-D | 1.590 | 1000 | 1.750 | DL | Available 1.560-1.575-1.590-1.610 |
| 4036C-BX4-DL-G-D | 1.590 | 1000 | 1.750 | DL | Black Coated |
| 4036-BX4-A-G-D | 1.590 | 1000 | 1.750 | Annular | Available 1.560-1.575-1.590-1.610 |
| 4036C-BX4-A-G-D | 1.590 | 1000 | 1.750 | Annular | Black Coated |

BLP COMPLETE CARBURETORS

DRAG RACE ALCOHOL APPLICATIONS (Black Coated)

| Part Number | Venturi | Body | Throttle Bore | Booster | Notes |
|------------------|---------|------|---------------|---------|-------------------------------------------|
| 4015C-BX4-DL-M-D | 1.300 | 650 | 1.6875 | DL | Available 1.300-1.325-1.350 Venturi |
| 4023C-BX4-DL-M-D | 1.405 | 750 | 1.6875 | DL | Available 1.375-1.405-1.420 Venturi |
| 4025C-BX4-DL-M-D | 1.405 | 950 | 1.750 | DL | Available 1.375-1.405-1.420-1.450 Venturi |
| 4037C-BX4-DL-M-D | 1.590 | 1000 | 1.750 | DL | Available 1.560-1.575-1.590-1.610 Venturi |
| 4037C-BX4-A-M-D | 1.590 | 1000 | 1.750 | Annular | Available 1.560-1.575-1.590-1.610 Venturi |



BLP Original Billet Xtreme Series Carburetors:

The Billet Xtreme Series carburetors use only the finest in USA grade materials and are manufactured in our Orlando FL facility. Custom Venturi sizes available.

Please speak with your sales representative for available options.

Several versions are available to our customers to meet their respective needs:

- BX4 4150 Design available in 2 or 3-circuit designs up to 1.610 x 1.750 sizing.
- BX4 Xtreme 4150 Large bore 4150 available in 2 or 3 circuit design up to 1.950 x 2.200 sizing.
- BX45 4500 Series available in 2 or 3 circuit up to 2.375 throttle bore.
- BX Large bore 4500 series available up to 2.800 throttle bores.
- BXX Large Spread bore design available up to 2.800 throttle bores.

BLP COMPLETE CARBURETORS

BX4 XTREME 4150 BILLET SERIES CARBURETORS

BLP BX4 Billet Xtreme series carburetors are specifically designed for high flow in a small foot print. This unique design uses the foot print of a standard 4150 carburetor with the air flow and performance of a 4500 series carburetor.

Available to use on a 4150 or 4500 intake (restrictions may apply.)

Available in gas, Alcohol and E85 for applications.

These CNC machined main sections are designed for the best combination of air flow and throttle response.

FEATURES:

BLP Billet base plate. (Dual pattern.)

- BLP secondary adjustable linkage**
- Vibratory polished**
- Replaceable air correctors**
- Calibrated boosters**
- BLP main jets**
- Available in Black Bright dip Anodize coating**
- BLP Billet metering blocks**
- Racing Floats**
- Adjustable emulsion system**
- Titanium needles and seats in all alcohol carburetors**
- Thinned, welded and electrolysis nickel plated throttle shafts**
- Jet Tuning kit included**



Drag Race Gas Applications

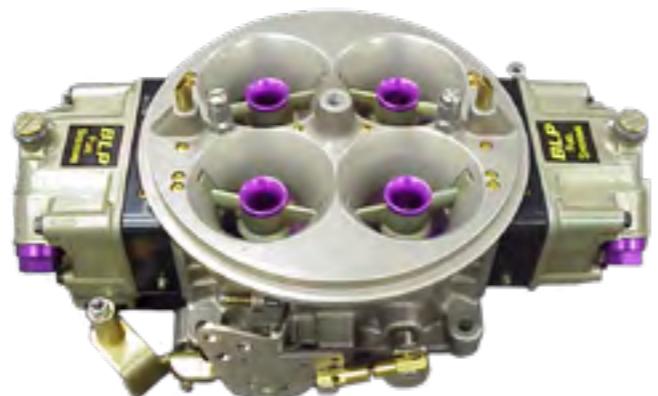
| Part Number | Venturi | Body | Throttle Bore | Booster | Notes |
|-----------------------|---------|------|---------------|---------|----------------------------------------|
| 4044-BX4X-A-G-D-1050 | 1.720 | 1050 | 2.000 | Annular | Available 1.720-1.750 Venturi |
| 4044C-BX4X-A-G-D-1050 | 1.720 | 1050 | 2.000 | Annular | Black Coated |
| 4044-BX4X-A-G-D-1150 | 1.820 | 1150 | 2.000 | Annular | Available 1.820- 1.850 Venturi |
| 4044C-BX4X-A-G-D-1150 | 1.820 | 1150 | 2.000 | Annular | Black Coated |
| 4044-BX4X-A-G-D-1250 | 1.890 | 1250 | 2.125 | Annular | Available 1.890 Venturi |
| 4044C-BX4X-A-G-D-1250 | 1.890 | 1250 | 2.125 | Annular | Black Coated |
| 4044-BX4X-A-G-D-1350 | 1.920 | 1350 | 2.200 | Annular | Available in 1.910-1.920-1.950 Venturi |
| 4044C-BX4X-A-G-D-1350 | 1.920 | 1350 | 2.200 | Annular | Black Coated |

BLP PRO-FLO HOLLEY® 4500 MODIFIED DRAG RACE CARBURETORS

These Holley® modified BLP calibrated performance carburetors have the best of Genuine Holley® parts along with the performance calibrations provided by BLP.

With many features:

- Billet BLP calibrated metering blocks**
- BLP external linkage assemblies**
- BLP Billet booster inserts**



BLP COMPLETE CARBURETORS

Drag Race Gas Applications

| Part Number | Venturi | Body | Throttle Bore | Booster | Notes |
|-------------------|---------|------|---------------|---------|----------------------------------------|
| 4044-H-A-G-D-1050 | 1.720 | 1050 | 2.000 | Annular | Available in 1.720 - 1.750 Venturi |
| 4044-H-A-G-D-1150 | 1.820 | 1150 | 2.000 | Annular | Available in 1.820 - 1.850 Venturi |
| 4044-H-A-G-D-1250 | 1.890 | 1250 | 2.125 | Annular | Available 1.890 Venturi |
| 4044-H-A-G-D-1350 | 1.920 | 1350 | 2.200 | Annular | Available in 1.910-1.920-1.950 Venturi |

Drag Race Alcohol Applications

| Part Number | Venturi | Body | Throttle Bore | Booster | Notes |
|-------------------|---------|------|---------------|---------|----------------------------------------|
| 4045-H-A-M-D-1050 | 1.720 | 1050 | 2.000 | Annular | Available in 1.720 - 1.750 Venturi |
| 4045-H-A-M-D-1150 | 1.820 | 1150 | 2.000 | Annular | Available in 1.820 - 1.850 Venturi |
| 4045-H-A-M-D-1250 | 1.890 | 1250 | 2.125 | Annular | Available 1.890 Venturi |
| 4045-H-A-M-D-1350 | 1.950 | 1350 | 2.200 | Annular | Available in 1.910-1.920-1.950 Venturi |

BLP BX45 SERIES BILLET DRAG RACE CARBURETORS

BLP's All New Billet series carburetors offer made in USA quality with the ability to have throttle bores up to 2.375". Lightweight construction and quality you have come to expect from BLP. Shiny Finish listed for black coated applications add C to prefix i.e. 4044C-BX45- XX-XX-X.



FEATURES:

- BLP Billet BLP calibrated metering blocks**
- BLP External Linkage**
- BLP Billet Booster Inserts**
- Billet BX45 Main Section**
- BLP External Linkage System**

BX45 Drag Race Gas Applications

| Part Number | Venturi | Body | Throttle Bore | Booster | Notes |
|-----------------------|---------|------|---------------|---------|----------------------------------------|
| 4044-BX45-A-G-D-1050 | 1.720 | 1050 | 2.000 | Annular | Available in 1.720 - 1.750 Venturi |
| 4044C-BX45-A-G-D-1050 | 1.720 | 1050 | 2.000 | Annular | Black Coated |
| 4044-BX45-A-G-D-1150 | 1.820 | 1150 | 2.000 | Annular | Available in 1.820 - 1.850 Venturi |
| 4044C-BX45-A-G-D-1150 | 1.820 | 1150 | 2.000 | Annular | Black Coated |
| 4044-BX45-A-G-D-1250 | 1.890 | 1250 | 2.125 | Annular | Available 1.890 Venturi |
| 4044C-BX45-A-G-D-1250 | 1.890 | 1250 | 2.125 | Annular | Black Coated |
| 4044-BX45-A-G-D-1350 | 1.950 | 1350 | 2.200 | Annular | Available in 1.910-1.920-1.950 Venturi |
| 4044C-BX45-A-G-D-1350 | 1.950 | 1350 | 2.200 | Annular | Black Coated |

BLP COMPLETE CARBURETORS

BX45 Drag Race Alcohol Applications

| Part Number | Venturi | Body | Throttle Bore | Booster | Notes |
|-----------------------|---------|------|---------------|---------|-----------------------------------------------------|
| 4045C-BX45-A-M-D-1050 | 1.720 | 1050 | 2.000 | Annular | Available in 1.720 - 1.750 Venturi Black Coated |
| 4045C-BX45-A-M-D-1150 | 1.820 | 1150 | 2.000 | Annular | Available in 1.820 - 1.850 Venturi Black Coated |
| 4045C-BX45-A-M-D-1250 | 1.890 | 1250 | 2.125 | Annular | Available 1.890 Venturi Black Coated |
| 4045C-BX45-A-M-D-1350 | 1.950 | 1350 | 2.200 | Annular | Available in 1.910-1.920-1.950 Venturi Black Coated |

Carburetors are Dry Air Flow tested at 20.4" on a SuperFlow SF-1200 FlowCom flow bench using a 2" open hole spacer.

Example: 4044C-BX-DL-M-D

| Part # | 4044C | BX | DL | M | D |
|------------------------------------|-------|--------------|----------------|------------------|----------------|
| Type Codes | | Booster Type | Fuel Code | Application | |
| Starting with 40 = Carb | | | | | |
| Ending with C = Coated | | | | | |
| Z = Zinc | | A = Annular | M = Methanol | TR = Tunnel Ram | |
| H = HP | | DL = Downleg | G = Gas | D = Drag | |
| BX4 = Billet 4150 | | S = Straight | E = E85 | C = Circle Track | |
| BX4X = Billet Xtreme 4150 | | | P = Pump | R = Road Race | |
| BX45 = Billet 4500 | | | O = Oxygenated | M = Marine | |
| BX = Billet Large Bore 4500 | | | | P = Pulling | |
| BXX = Ext'd Billet Large Bore 4500 | | | | S = Street | |
| | | | | | SC = Super Chg |

BLP (BX) BILLET XTREME 4500 DRAG RACE CARBURETORS

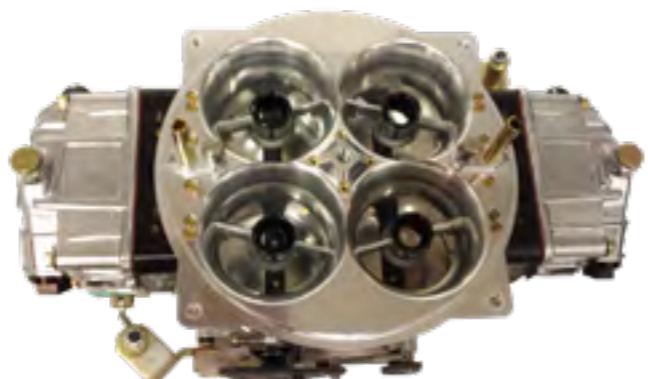
BLP (BX) Billet Xtreme 4500 series carburetors are specifically designed for high flow larger cubic inch applications:

This unique design allows for flow numbers as high as 2500cfm and throttle bores as large as 2.800"

Uses standard Holley® 4500 bolt pattern

Available in gas, Alcohol and E85 applications.

These CNC machined main sections are designed for the best combination of air flow and throttle response.



Features:

- **Uses standard Holley® 4500 series bolt pattern.**
- **BLP billet metering blocks**
- **BLP shaft and linkage kits.**
- **Vibratory polished**
- **Replaceable air correctors**
- **Calibrated boosters**
- **BLP main jets**
- **Available in Black Anodize coating.**
- **BLP billet metering blocks**
- **Available throttle bores up to 2.800" (2200cfm)**
- **Adjustable emulsion system**
- **Titanium needles and seats in all alcohol carburetors**
- **Jet Tuning kit included**

BLP COMPLETE CARBURETORS

Drag Race Gas Applications:

| Part Number | Venturi | Body | Throttle Bore | Booster | Notes |
|----------------|---------|--------|---------------|---------|---------------------------------------|
| 4044-BX-A-G-D | Specify | Billet | Specify | Annular | Smallest size available 1.890 x 2.300 |
| 4044C-BX-A-G-D | Specify | Billet | Specify | Annular | Black Coated |

Drag Race Alky Applications:

| Part Number | Venturi | Body | Throttle Bore | Booster | Notes |
|----------------|---------|--------|---------------|---------|---------------------------------------|
| 4045C-BX-A-M-D | Specify | 1050 | Specify | Annular | Smallest size available 1.890 x 2.300 |
| 4045C-BX-A-M-D | Specify | Billet | Specify | Annular | Black Coated |



Features:

- **Xtended spread bore pattern for tunnel ram and box style intakes.**
- **BLP shaft and linkage kits.**
- **Vibratory polished**
- **Replaceable air correctors**
- **Calibrated boosters**
- **BLP main jets**
- **Available in Black Anodize coating.**
- **BLP billet metering blocks**
- **Available throttle bores up to 2.800" (2500cfm)**
- **Adjustable emulsion system**
- **Titanium needles and seats in all alcohol carburetors**
- **Jet Tuning kit included**

Drag Race Gas Applications:

| Part Number | Venturi | Body | Throttle Bore | Booster | Notes |
|-----------------|---------|--------|---------------|---------|---------------------------------------|
| 4044-BXX-A-G-D | Specify | Billet | Specify | Annular | Smallest size available 1.890 x 2.300 |
| 4044C-BXX-A-G-D | Specify | Billet | Specify | Annular | Black Coated |

Drag Race Alky Applications:

| Part Number | Venturi | Body | Throttle Bore | Booster | Notes |
|-----------------|---------|--------|---------------|---------|---------------------------------------|
| 4045C-BXX-A-M-D | Specify | Billet | Specify | Annular | Smallest size available 1.890 x 2.300 |
| 4045C-BXX-A-M-D | Specify | Billet | Specify | Annular | Black Coated |

BLP COMPLETE CARBURETORS



Add on components

BX4 Wide open throttle switch and bracket assembly

| | |
|--------------|---------------------------------------------------------------|
| 8200BX4 | For all BLP BX4 Billet and Holley® 4150 applications. |
| 8200BX4-1 | Wide open throttle switch bracket only |
| 8200BX4-2 | Nitrous switch only |
| 8200BX4-3 | Nitrous Switch bracket screws |
| 8200BX4-4 | Nitrous switch bracket screws (Body) |
| 8200BX4-5 | Nitrous switch Mount nylock nuts |
| 8200BX4-6 | Nitrous switch Mount flat washers |
| 8200BX4X | Wide open throttle switch assembly for BX4 Xtreme Carburetors |
| 8200BX4X-1 | Wide open throttle switch bracket only BX4X |
| 8200BX45-TPS | Throttle position sensor block off plug Only |
| 8200BX45-NOS | Throttle position sensor block off plug/ NOS switch bracket |
| 8200BX45-3 | Nitrous switch screws |
| 8200BX45-4 | Nitrous switch bracket screw (Body) |
| 8200BX45-4A | Nitrous switch bracket screw (Body) Drilled |
| 8201BX4X | 5-5/8" Air Cleaner Base flat for BX4 Xtreme |
| 8201BX4XD | 5-5/8" Air Cleaner drop base for BX4 Xtreme |
| 8202BX4X | Sure Seal BX4 Xtreme seal |
| 8202BX4X-2 | Sure Seal BX4 Xtreme seal O-ring |



8201BX4X BX4 XTREME 5-5/8 AIR CLEANER BASE



8203BX4X Adapter Ring

8202BX4X Sure Seal BX4 Xtreme seal
8202BX4X-2 Sure Seal BX4 Xtreme seal O-ring

BLP CARBURETORS COMPONENTS

BLP BILLET MAIN SECTIONS

These lightweight all billet components are a great choice in retrofitting your existing or building your own custom application.

Manufactured in our Orlando FL facility using only the quality domestic materials ensuring the finest in quality products for our customers.

With features such as:

- Custom Venturi design for strong signal and increased air flow.
- Adjustable air bleed locations relocated for increased air flow.
- Available to 2 or 3-circuit applications
- Custom sizing available. Speak to your sales representative for available options.
- Black anodize coating available
- Slight modifications needed to install Genuine Holley® boosters



BX4 4150 MAIN SECTIONS

| Part Number | Size | Venturi | Throttle Bore | Application |
|--------------|------|---------------------------------------|---------------|--------------|
| 5251BX4-650 | 650 | 1.250 - 1.300 - 1.325 - 1.350 | 1.688 | Bare |
| 5251CBX4-650 | 650 | 1.250 - 1.300 - 1.325 - 1.350 | 1.688 | Bare, Coated |
| 5251BX4-750 | 750 | 1.375 - 1.405 - 1.420 | 1.688 | Bare |
| 5251CBX4-750 | 750 | 1.375 - 1.405 - 1.420 | 1.688 | Bare, Coated |
| 5251BX4-950 | 950 | 1.375 - 1.405 - 1.420 - 1.450 - 1.500 | 1.750 | Bare |
| 5251CBX4-950 | 950 | 1.375 - 1.405 - 1.420 - 1.450 - 1.500 | 1.750 | Bare, Coated |
| 5251BX4-850 | 850 | 1.590 - 1.610 - 1.630 | 1.750 | Bare |
| 5251BX4-850 | 850 | 1.590 - 1.610 - 1.630 | 1.750 | Bare, Coated |

BX4 4150 RETROFIT KITS

These 650-750 and 850 complete lightweight Billet BX4 main sections are a great addition to your 4150 series carburetor. Just bolt on and run.

Bodies complete with:

- BLP calibrated Boosters installed
- Stepped Boosters Installed.
- Air correctors.
- Squirters.
- Stainless steel squirter screws.
- Vent tubes.
- Base gasket



Assembly list

| Part Number | Size | Venturi | Throttle Bore | Application |
|---------------|---------------------------|---------|---------------|-------------|
| 5251BX4-650RK | 034 High speed .062 Idle. | 650 | 1.250 | 1.688 |
| 5251BX4-750RK | 031 High speed .062 Idle. | 750 | 1.375 | 1.688 |
| 5251BX4-850RK | 031 High speed .056 Idle | 850 | 1.590 | 1.750 |

Please Note** This application uses only BLP 5500 air bleeds.

Custom applications available, please call our sales representatives for more details.

BLP CARBURETORS COMPONENTS

| Part Number | Size | Venturi | Throttle Bore | Application |
|----------------|------|---------------------------------------|---------------|-------------------------------------|
| 5251BX4-650RK | 650 | 1.250 - 1.300 - 1.325 - 1.350 | 1.688 | Assembly boosters installed |
| 5251CBX4-650RK | 650 | 1.250 - 1.300 - 1.325 - 1.350 | 1.688 | Assembly boosters installed, Coated |
| 5251BX4-750RK | 750 | 1.375 - 1.405 - 1.420 | 1.688 | Assembly boosters installed |
| 5251CBX4-750RK | 750 | 1.375 - 1.405 - 1.420 | 1.688 | Assembly boosters installed, Coated |
| 5251BX4-950RK | 950 | 1.375 - 1.405 - 1.420 - 1.450 - 1.500 | 1.750 | Assembly boosters installed |
| 5251CBX4-950RK | 950 | 1.375 - 1.405 - 1.420 - 1.450 - 1.500 | 1.750 | Assembly boosters installed, Coated |
| 5251BX4-850RK | 850 | 1.590 - 1.610 - 1.630 | 1.750 | Assembly boosters installed |



BX4 XTREME MAIN SECTIONS

The all-new BX4 Xtreme series is the ultimate 4150. This unique design is a large bore high flow application, all in a 4150 footprint.

The ability to house throttle bores up to 2.200" creates large flow numbers up to 1600cfm in a small foot-print. Uses a 5-5/8" (Air cleaner seal 8201BX4X Air cleaner base).



BX45 BILLET 4500 SERIES MAIN SECTIONS

All New BX45 Billet 4500 series main bodies are the finest in all billet USA manufactured main bodies.

Designed to provide the highest degree of quality and function, the BX45 uses all standard 4500 series components. Also is available with TPS provision that also doubles as a wide open switch bracket, for use with nitrous.

With the ability to use throttle bores up to 2.375, the BX45 provides a wide range of uses and is a practical retrofit application.

| Sizes utilized | | | | |
|-----------------|-------|---------|---------------|-------------|
| Part Number | Size | Venturi | Throttle Bore | Application |
| 5251BX4X-1050 | 1050 | 1.720 | 2.000 | Bare |
| 5251CBX4X-1050 | 1050 | 1.720 | 2.000 | Bare Coated |
| 5251BX4X-1150 | 1150 | 1.820 | 2.000 | Bare |
| 5251CBX4X-1150 | 1150 | 1.820 | 2.000 | Bare Coated |
| 5251BX4X-1250 | 1250 | 1.890 | 2.125 | Bare |
| 5251CBX4X-1250 | 1250 | 1.890 | 2.125 | Bare Coated |
| 5251BX4X-1350 | 1350 | 1.920 | 2.200 | Bare |
| 5251CBX4X-1350 | 1350 | 1.920 | 2.200 | Bare Coated |
| 5251BX4X-1350+ | 1350+ | 1.950 | 2.200 | Bare |
| 5251CBX4X-1350+ | 1350+ | 1.950 | 2.200 | Bare Coated |

| Part Number | Size | Venturi | Throttle Bore | Application |
|-----------------|-------|---------------|---------------|-------------|
| 5251BX45-1050 | 1050 | 1.720 - 1.750 | 2.000 | Bare |
| 5251CBX45-1050 | 1050 | 1.720 - 1.750 | 2.000 | Bare Coated |
| 5251BX45-1150 | 1150 | 1.820 - 1.850 | 2.000 | Bare |
| 5251CBX45-1150 | 1150 | 1.820 - 1.850 | 2.000 | Bare Coated |
| 5251BX45-1250 | 1250 | 1.890 - 1.910 | 2.125 | Bare |
| 5251CBX45-1250 | 1250 | 1.890 - 1.910 | 2.125 | Bare Coated |
| 5251BX45-1350 | 1350 | 1.920 | 2.200 | Bare |
| 5251CBX45-1350 | 1350 | 1.920 | 2.200 | Bare Coated |
| 5251BX45-1350+ | 1350+ | 1.950 | 2.200 | Bare |
| 5251CBX45-1350+ | 1350+ | 1.950 | 2.200 | Bare Coated |

BLP CARBURETORS COMPONENTS

BX LARGE BORE BILLET MAIN SECTIONS

BX Large bore billet main sections are a great option for building large bore carburetor applications, with flow values up to 2500cfm all using a standard 4500 series bolt pattern.

Manufactured from the finest in quality domestic materials in our Orlando FL facility allows throttle bores up to 2.800."

| Part No. | Size | Venturi | Throttle Bore | Application |
|----------|--------|---------|---------------|-------------|
| 5251BX | Custom | Custom | Up to 2.800" | Bare |
| 5251CBX | Custom | Custom | Up to 2.800" | Bare Coated |

BXX LARGE BORE STRETCHED BILLET MAIN SECTIONS

BXX Billet Large Spread Bore Main Sections are a great option for building large bore carburetor applications with flow values up to 2500 CFM. These quality made in USA main section use only the finest in USA 6061 material. This unique design allows for throttle bore up to 2.800".

| Part No. | Size | Venturi | Throttle Bore | Application |
|----------|--------|---------|---------------|-------------|
| 5251BXX | Custom | Custom | Up to 2.800 | Bare |
| 5251CBXX | Custom | Custom | Up to 2.800 | Bare Coated |

GENUINE HOLLEY® 4150 HP SERIES MAIN SECTIONS

| Part Number | Application |
|-------------|-----------------------------|
| 63426S | 0-4412S Aluminum |
| 67887-2S | 650 CFM 0-80812BKX Aluminum |



GENUINE HOLLEY® RETROFIT KIT

This retrofit main body kit converts 0-4777S (650 CFM), 0-4778S (700 CFM), and 0-4779S (750 CFM) carburetors to a 750 CFM HP main body for increased horsepower, torque & airflow.

Features:

- All Necessary Parts are included
- Simple Installation with common hand tools
- Pre-Calibrated at the factory for Optimum Performance
- and Drivability on a wide variety of applications
- Reduces Turbulence and Smoothes Air Entry into the Venturi
- Eliminates Choke Tower and associated hardware of standard Holley® Double Pumper®
- Eligible for Holley® Contingency Programs

| Part Number | Application |
|-------------|------------------------------|
| 134-300S | Holley® For HP double pumper |

GENUINE HOLLEY® 4500HP SERIES MAIN BODIES

| Part Number | Size | Venturi | Throttle Bore |
|-------------|------|---------|---------------|
| 1211259-4 | 1050 | 1.688 | 2.000 |
| 1211259-2 | 1150 | 1.810 | 2.000 |
| 1211259-1 | 1250 | 1.880 | 2.125 |



ACCELERATOR PUMP NOZZLES

| 21572-Size |
|------------|
| 014 |
| 032 |
| .055 |



HOLLEY® 4150 BOOSTERS

| Part Number | Description |
|-------------|------------------------------|
| 45312 | Straight leg .125 pilot hole |
| 45146 | Down-leg .140" |
| 45206 | Down-leg .152" |
| 45165 | Down-leg .178" |
| 45296 | Down-leg stepped .156 |

BLP CARBURETORS COMPONENTS



B-STYLE BOOSTERS

These stepped boosters are designed for improved distribution, torque over stock applications.

| 145-200-Size | | | | | | |
|--------------|------|------|------|------|------|------|
| .136 | .140 | .155 | .160 | .166 | .180 | .190 |



BLP ANNULAR BOOSTER BANJOS

The all new annular booster banjos are made of 100% aluminum vs standard zinc style castings. This updated design and material will require a few small changes to the installation process to ensure proper fit and finish.

Part Number

45260



BLP MODIFIED DOWN-LEG BOOSTERS

BLP 4150 down-leg boosters are machined from heavy duty blank castings.

The booster legs are sized accordingly using special ball nose reamers to ensure better fuel delivery.

The modified boosters utilize a custom machined radius in the center as well the outside is machined for uniformity and better air flow characteristics.

| Part Number | Application | | | | |
|----------------|-----------------------------------------------------------------------|------|------|------|------|
| 5101-Size | Legal style boosters no modifications effecting rules applications | | | | |
| | .140 | .145 | .150 | .155 | .160 |
| | .166 | .170 | .180 | .190 | |
| 5100-Size | Modified boosters no step | | | | |
| | .140 | .145 | .150 | .155 | .160 |
| | .166 | .170 | .180 | .190 | |
| 5100S-435-Size | Modified, stepped boosters .435 x .500 recommended for 830 & Larger | | | | |
| | .140 | .145 | .150 | .155 | .160 |
| | .166 | .170 | .180 | .190 | |
| 5100S-450-Size | Modified stepped boosters .450 x .510 recommended for up to 830 carbs | | | | |
| | .140 | .145 | .150 | .155 | .160 |
| | .166 | .170 | .180 | .190 | |



HOLLEY® 4500 BOOSTER COMPONENTS

| Part Number | Description |
|-------------|----------------------------------|
| 21890 | HP Annular booster banjo |
| 21891 | HP Annular skirted booster banjo |



BLP MODIFIED 4500 SKIRTED BANJOS

These 4500 series boosters are machined on the O.D. to accommodate the carburetor builders respective needs.

| 5116-Size | | | | | | |
|-----------|-------|-------|-------|-------|-------|--|
| .920 | .930 | .940 | .950 | .960 | .970 | |
| .980 | .990 | 1.000 | 1.010 | 1.020 | 1.030 | |
| 1.040 | 1.050 | 1.060 | 1.070 | 1.080 | 1.090 | |
| 1.100 | 1.120 | | | | | |

BLP CARBURETORS COMPONENTS



BLP BILLET ANNULAR BOOSTER INSERTS

All BLP billet booster inserts available in Black anodized finish with 8-12 or 16 hole configurations. Custom configurations available. Please speak to your sales representative.

| Part Number | Application |
|-------------|--------------------------------------------------|
| 5104 | .500 I.D. Tapered bottom |
| 51041 | .500 I.D. Tapered bottom Tapered channel New! |
| 5105 | .600 I.D. Tapered bottom |
| 51051 | .600 I.D. Tapered bottom Tapered channel New! |
| 5108 | .500 I.D. Tapered bottom Alky |



BOOSTER STAKE TUBES

| Part Number | Application |
|-----------------|----------------------------------------------------------------------|
| 141291 | .160" Hole |
| 141291-125 | .125" Pilot hole |
| 141291BX4X-Size | Bx4 Xtreme 160 hold |
| 141291-200 | .200 Hole requires slight modification to install due to larger O.D. |
| 141291BX-Size | For all BX applicatons |



INTERMEDIATE DISCHARGE TUBES

| Part Number | Application |
|-------------|----------------------------------------------------------------|
| 14797 | .850" long commonly used in 4500 series 3-circuit applications |
| 14797-1 | .750" long commonly used in 4150 series 3-circuit applications |



VENT TUBES

| Part Number | Application |
|-------------|-------------------------------------------------------------------------------------------------|
| 4858-1.400 | 1.400" Brass flat end |
| 4858-1.750 | 1.750" Brass flat end |
| 4858-2.125 | 2.125" Brasss flat end |
| 48581 | Steel J-Tube marine design. |
| 48582-1.500 | BLP side exit vent tube designed to reduce the effect the air cleaner lid has on bowl pressure. |



HOLLEY® HP BARE BASE PLATES

| Part number | Application |
|-------------|---------------|
| 1211416 | 500HP |
| 1211195-2 | 650-750HP |
| 1211196 | 850-50-1000HP |



HOLLEY® BASE PLATE ASSEMBLIES

Genuine Holley® base plate assemblies to fit any 2300 and 4150 series carburetors.
(Pump arm not included)

| Part Number | Application |
|-------------|----------------------|
| 41211-500 | 500 CFM HP 0-80583-1 |
| 41211-650 | 650 CFM HP 80541-1 |
| 41211-750 | 750 CFM HP 0-80528-1 |
| 41211-850 | 850 CFM HP 0-80513-1 |



BLP BILLET BASE PLATES (BARE)

BLP Billet base plates are available as a retrofit for any Holley® 4150 650-1000cfm applications.

Design features:

- **Anodized for corrosion resistance**
- **Added strength**
- **Good 4-corner idle quality**
- **Boss at rear for vacuum fitting**
- **Dual secondary spring pins for tension selection**

| Part Number | Application |
|-------------|--------------------------------------------|
| 5200-750B | 750 CFM billet single bolt pattern (Black) |
| 5300-850B | 850 CFM billet dual bolt pattern (Black) |



BILLET PRO-FLOW BASE PLATE ASSEMBLIES

Design Features:

- **Thinned, welded and Nickel plated throttle shafts.**
- **Stainless Torx throttle plate screws.**
- **BLP adjustable secondary linkage.**
- **BLP adjustable secondary cam bracket.**
- **Stainless throttle plates.**
- **Anodized for corrosion resistance.**

| Part Number | Application |
|-------------|-----------------------------------|
| 52001-750B | 650-750 carb, single bolt pattern |
| 53001-850B | 850-1000 carb, dual bolt pattern |

BLP CARBURETORS COMPONENTS

BILLET RETROFIT BASE PLATE ASSEMBLIES

These fully assembled applications utilize stock shafts and components to be a great feature to retrofit an Holley® or BLP application.

| Part Number | Application |
|-------------|----------------------------------|
| 52002-750B | 650-750 Carb single bolt pattern |
| 52002-850B | 850-1000 Carb dual bolt pattern |



BLP offers a unique .700" thick 4-hole spacer that increases the distance of the main body from the throttle shafts, thus providing better throttle response and gains of up to 4ft lbs. of torque have been found when utilizing this spacer. It is designed to work with all BLP 4150 billet base plates and stock Holley® cast 4150 applications.

Kit contains:

- (6) BLP 55671 Extended base to body screws
- (2) BLP 5205 pump housing levers
(Used with 50cc covers)

| Part Number | Application |
|-------------|--------------------------------------------------------------------------------|
| 52021-750B | 1-11/16" Billet base plate spacer kit |
| 52021-850B | 1-3/4" Billet base plate spacer kit |
| 5202-750B | 750 (1-11/16) Spacer only |
| 5202-850B | 850 (1-3/4) Spacer only |
| 55671 | Base plate to main body screws (6) required |
| 5205 | Spacer kit hardware components Contains: 6 screws, 2 springs, 2 pump levers |
| 52051 | pump housing levers |

BLP CARBURETORS COMPONENTS

Base Plate Components

| Part Number | Description |
|-------------|---------------------------------------------------------------|
| 5635 | Genuine Holley® 4150 Throttle plate screw |
| 56351 | BLP 1/8" Stainless Torx Throttle plate screw |
| 56352 | BLP 3/16" Stainless Torx Throttle plate screw |
| 56353 | BLP 1/4" Stainless Torx Throttle plate screw |
| 51260 | Genuine Holley® 4500 Throttle plate screw |
| 51271 | 4150 Throttle adjustment screw |
| 5372 | 4500 Throttle adjustment screw |
| 51601 | 4150 Sec throttle adjustment screw |
| 51601-1 | BLP 4150 Sec throttle adjustment screw for billet base plate |
| 5584 | Secondary cam bracket screw |
| 5567 | Base plate main body screw |
| 55671 | BLP Base plate main body screw for 5202 spacers |
| 291094 | Sec return spring pin |
| 291094-BLP | Sec return spring pin for BLP billet base plates |
| 37133 | Acc pump arm pivot |
| 371331 | BLP acc pump arm pivot washer for BLP billet base |
| 4744 | Pump arm retainer clip |
| 38110 | Throttle adjustment spring for 4150 |
| 381101 | Throttle adjustment spring (25% stonger) |
| 381559 | Throttle adjustment spring for 4500 series |
| 381792 | Sec throttle return spring for 4150 Progressive applications. |
| 43601 | Progressive secondary link (Blue) |
| 43601-1 | 1: Secondary link (Gold) |
| 43601B-BLP | BLP adjustable secondary link |
| 46395-010 | Secondary throttle link washer .010 |
| 46395-020 | Secondary throttle link washer .020 |
| 46395-031 | Secondary throttle link washer .031 |
| 46395-040 | Secondary throttle link washer .040 |

Base Plate Components

| Part Number | Description |
|-------------|-------------------------------------------------------------|
| 46395-050 | Secondary throttle link washer .050 |
| 46395-060 | Secondary throttle link washer .060 |
| 48183 | Secondary throttle link cotter pin (Brass) |
| 48183SS | Secondary throttle link cotter pin (Stainless) |
| 5304 | 4 Corner idle passage plug (Aluminum) |
| 5306 | Plug, brass carburetor choke rod hole. |
| 5307 | Pin, metering block to locate gasket. |
| 5312 | Plug, acc pump passage plug for Billet blk |
| 5313 | Plug, acc pump passage Holley® M/B. |
| 14486 | Vacuum tube 3/8" |
| 14521 | Vacuum tube 3/16" |
| 7550 | Rubber vacuum plug 3/16" |
| 7550-3 | Rubber vacuum plug 1/4" |
| 7558 | Rubber vacuum plug 3/8" |
| 63822 | Secondary accelerator pump cam bracket |
| 638221 | BLP Secondary accelerator pump bracket (Complete) |
| 638221-1 | BLP Secondary accelerator pump cam bracket (w/o stop lever) |
| 638221-2 | BLP Secondary accelerator pump cam bracket (w/o stop lever) |
| 638221-3 | Throttle stop lever only. |



CUSTOM MACHINING AVAILABLE,
PLEASE CALL FOR DETAILS

BLP CARBURETORS COMPONENTS



HOLLEY® REPLACEMENT THROTTLE SHAFTS

BLP offers a full line of Genuine Holley® throttle shafts for the 2300-4150 & 4500 applications.

| Part Number | Application |
|-------------|---------------------------------------------------------|
| 102264-3 | Primary shaft Progressive linkage |
| 102203 | Secondary shaft Progressive linkage |
| 103497 | Primary shaft Progressive linkage (No bushing relief) |
| 103499 | Secondary shaft Progressive linkage (No Bushing relief) |



BLP PRO-FLOW THROTTLE SHAFTS

BLP Pro-Flow Throttle Shafts for the 2300-4150 series applications, are thinned for optimum air flow.

The arm is welded for strength, which the assembly is electrolysis nickel plated for corrosion resistance and visual appeal.

(Includes BLP throttle plate stainless screws.)



| Part Number | Application |
|-------------------|---------------------------------------------|
| 102264-35 | Primary Thinned throttle shaft. |
| 102264-351 | Primary gage legal dimensions |
| 102203-5 | Secondary Thinned throttle shaft |
| 102203-51 | Secondary gage legal dimensions |
| 49352-25-2.125 | Primary 4500 External linkage shaft 2.125 |
| 49352-26-2.125 | Secondary 4500 External linkage shaft 2.125 |
| 49352-25-2.200 | Primary 4500 External linkage shaft 2.200 |
| 49352-26-2.200 | Secondary 4500 External linkage shaft 2.200 |
| 103497-BX4X-2.000 | Primary BX4 Xtreme throttle shaft 2.000 |
| 103499-BX4X-2.000 | Secondary BX4 Xtreme throttle shaft 2.000 |
| 103499-BX4X-2.125 | Primary BX4 Xtreme throttle shaft 2.125 |
| 103499-BX4X-2.125 | Secondary BX4 Xtreme throttle shaft 2.125 |
| 103499-BX4X-2.200 | Primary BX4 Xtreme throttle shaft 2.200 |
| 102203-BX4X-2.200 | Secondary BX4 Xtreme throttle shaft 2.200 |

BLP 4150 ADJUSTABLE SECONDARY LINKAGE SYSTEM

BLP offers our new and improved throttle linkage kit for all BLP Billet and Holley® 4150 series carburetors

This kit allows to select from progressive, or 1:1 ratio with simple ease. This kit is all stainless and includes several different thicknesses to achieve best alignment between primary and secondary throttle shafts.



| Part Number | Application |
|-------------|--------------------------------------|
| 43601B-BLP | BLP 4150 Secondary linkage kit |
| 49352-241B | Connector, Linkage Male Side 4150 |
| 49352-241A | Connector, Linkage Female Side Short |

BLP CARBURETORS COMPONENTS

BLP 4500 HP EXTERNAL LINKAGE SYSTEM

BLP products is proud to introduce the original external linkage system for 4500HP series applications.

This revolutionary design moved all the linkage components from underneath the carburetor to outside the carburetor.

Thus reducing the risk of items falling into the motor and allowing the customer to make ratio changes without having to disassemble the linkage. The thinned in house made shafts offer approx. 15 CFM more than standard shafts.



Available in several throttle plate size options.

| Part Number | Application |
|----------------|---------------------------------------|
| 49352-2.125 | 1050-1150 HP 2.000-2.125" |
| 49352-2.200 | 1350 HP 2.200" |
| 49352-2.375 | 1350 HP w/ 2.375" |
| 49352TPS-2.125 | 1050-1150 HP with TPS provision 2.125 |
| 49352TPS-2.200 | 1350 HP with TPS provision 2.200 |
| 49352TPS-2.375 | 1350 HP with TPS provision 2.375 |

BLP 4500 EXTERNAL LINKAGE SERVICE PARTS

| Part Number | Application |
|---------------|---------------------------------------------------|
| 49352-20 | Secondary cam bracket for external linkage system |
| 49352-12 | Linkage Pins |
| 49352-241 | Linkage Assembly kit |
| 49352-241A | Connector, Linkage Female Side Short |
| 49352-241B | Connector, Linkage Male Side 4150 |
| 49352-242BX4X | Secondary 4150 male link For BX4 Xtreme |

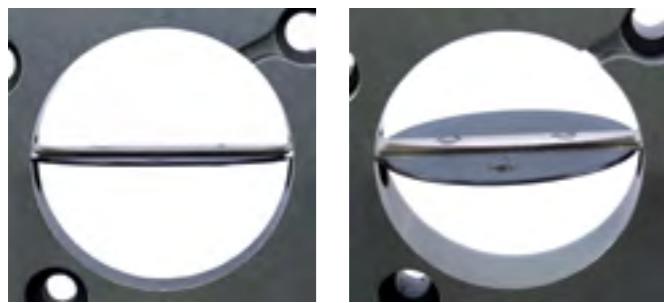
BLP BX SERIES EXTERNAL SHAFT KITS

| BLP BX Series External Shaft Kits | |
|-----------------------------------|--------------------|
| Part Number | Application |
| 49352BX-2.400 | BX Shaft kit 2.400 |
| 49352BX-2.500 | BX Shaft kit 2.500 |
| 49352BX-2.600 | BX Shaft kit 2.600 |
| 49352BX-2.700 | BX Shaft kit 2.700 |
| 49352BX-2.800 | BX Shaft kit 2.800 |

BLP BX SERIES EXTERNAL LINKAGE SERVICE PARTS

| BLP BX Series External Linkage service parts | |
|----------------------------------------------|--------------------------------------------|
| Part Number | Application |
| 49352BX-25-Size | Primary BX Shaft 2.400-2.800 |
| 49352BX-26-Size | Secondary BX Shaft 2.400-2.800 |
| 49352-242B-MAX | Secondary 4500 male linkage For BX Series |
| 49352-242B-MAX-EXT | Secondary 4500 male linkage For BXX Series |
| 49352BX-20 | Secondary cam bracket for BX applications |
| 49352BX-Clip | Linkage Clip |
| 49352BX-Screw | Linkage Screw |
| 49352BX-SLV | Teflon support sleeve. |





THROTTLE PLATES

| Throttle Plates | |
|-----------------|-------------------------------------------------------------------|
| Part Number | Application |
| 9215 | 500 CFM 1.688" |
| 9325-1 | 850-1000 CFM stainless 1.750" no holes |
| 9325-7 | 650-830 CFM stainless 1.688" no holes |
| 9354 | 650-830 CFM stainless 1.688 no holes for rules legal applications |
| 9228 | 1050-1150 CFM 2.000" |
| 92281B | 1050-1150 CFM 2.000" Anodized Black |
| 9342 | 1250 CFM 2.125" |
| 93421B | 1250 CFM 2.125" Anodized Black |

4500 LARGE BORE SERIES THROTTLE PLATES

Large bore throttle plates used for all BX45 series applications.

Please specify required size when ordering.

All these oversize plates are black anodized.

| 92281B-Size | 2.020 | 2.030 | 2.040 | 2.050 | 2.060 |
|-------------|-------|-------|-------|-------|-------|
| | 2.080 | 2.090 | 2.100 | 2.115 | 2.125 |
| | 2.130 | 2.150 | 2.160 | 2.170 | 2.190 |
| | 2.200 | 2.250 | 2.300 | 2.350 | 2.375 |

BX SERIES THROTTLE PLATES

Made for use in all BLP BX large bore applications. Please specify size when ordering.

| 9228BX-Size | 2.300 | 2.325 | 2.400 | 2.500 |
|-------------|-------|-------|-------|-------|
| | 2.600 | 2.700 | 2.800 | |

BLP CARBURETORS COMPONENTS



PUMP CAMS

| Part Number | Application |
|-------------|----------------------------------|
| 41218 | White |
| 41234 | Black |
| 41240 | Red |
| 41290 | Green |
| 41466 | Orange |
| 41330 | Pink |
| 41627 | 4500 White |
| 41643 | 4500 Yellow |
| 41664 | Brown |
| 41234BX | Black for BX series applications |
| 41234BX45 | Black for BX45 applications |
| 41664BX | For Sure shot applications |



HOLLEY® METERING BLOCKS

| Part Number | Application |
|-------------|----------------------|
| 345925-3 | 500 CFM 2-BBL 0-4412 |
| 3411180-3 | 750 CFM 4-BBL 0-4479 |



HOLLEY® HP SERIES METERING BLOCKS

| Part number | Application |
|-------------|-----------------------------------|
| 3412201 | 500 CFM HP series |
| 3411978 | 650 CFM HP series 4-BBL 0-80541-1 |

BLP CARBURETORS COMPONENTS



BLP BILLET METERING BLOCKS

In the 1980's BLP was the first to introduce a fully machined billet metering block for Holley® Carburetors. Since that time BLP has expanded our line to allow the most discerning carburetor builder a great selection to choose from. Gas, E85 and Alcohol BLP has an option for you. Can be purchased in unassembled or assembled states.

Design Features:

- **Black anodized for corrosion resistance and visual appeal.**
- **All fuel circuits adjustable**
- **Available with or without power valve provision**
- **Power valve channels lowered**
- **Idle feed restriction available in high or low position**
- **O-Ring or gasket seal for power valve.**
- **Custom engraving available.**



GASOLINE BILLET METERING BLOCKS

5124 Series billet metering blocks:
2-circuit gas billet metering blocks use the 1/4-32 XR series or Holley® standard main jets. A great alternative to the standard cast metering blocks which allows the builder control of their calibrations. With full adjustability of emulsion, power valve, and idle feed restrictions.

5125 SERIES BILLET METERING BLOCKS

2-circuit gas billet metering blocks with the same design features as the 5124 with the ability to locate the idle feed restriction in either the high or lower location, allowing the builder more options for their respective build.

5170 SERIES BILLET METERING BLOCKS

3-circuit gas billet metering blocks utilize the BLP XR or Holley® series 1/4-32 main jets. Fully adjustable emulsion, idle feed and power valve restrictions. Available with or without power valve provision, uses std Holley® or BLP 141293-BLP billet idle tubes.

5170LE SERIES BILLET METERING BLOCKS

3-circuit gas billet metering blocks similar to the 5170 series blocks, with the exception of the emulsion holes are located .004 lower measured from the bottom of the block.

5120 SERIES BILLET METERING BLOCKS

3-circuit gas billet metering block utilizing a unique design as a divored idle system at a thickness of .850" (Does not require an idle tube) Fully adjustable idle, emulsion and power valve channel. Uses BLP XR or Holley® main jets. Required 5205-850 pump cover lever. Longer bowl screw required (5552-2.750)

ALCOHOL AND E85 BILLET METERING BLOCKS

5130 SERIES BILLET METERING BLOCKS

2-Circuit alcohol billet metering blocks use the 1/4-32XR-Series or standard Holley® main jets. A great alternative to using a cast blocks allows the builder full of their calibration with full adjustability of emulsion, power valve restrictions and idle feed restrictions. Uses 6-32 x 3/16 brass set screws for emulsion and idle feed restrictions. 8-23 x 3/16 brass set screws for power valve restrictions. These blocks are purchased without calibrations, optional services available. Please contact your BLP sales representative for fully calibrated options.

5135 SERIES BILLET METERING BLOCKS

2-Circuit alcohol billet metering blocks. Also available a great alternative to using a cast blocks allows the builder full control of their calibration with full adjustability of emulsion, power valve restrictions and idle feed restrictions. Uses 6-23 x 3/16 brass set screws for emulsion and idle feed restrictions. These blocks are purchased without calibration, optional services available. Please contact your BLP sales representative for fully calibrated options. Available to use BLP XL-Series main jets (350/32 thread pitch) or BLP H-Series (5/16-32) as well as standard Holley® Alcohol jets.

5122 SERIES BILLET METERING BLOCKS

3-Circuit alcohol billet metering blocks utilizing a unique design at .850" thick these use a divorced idle circuit. (Does not require a idle tube) Along with emulsion, the third circuit passages are all adjustable. Available to use BLP XL-Series (350/32), BLP XH-Series (5/16-32) or standard Holley alcohol main jets (5/16-32) design. Please note when using these metering blocks the idle and intermediate air bleeds swap locations on the top of the main body. See picture. (Must use BLP 5552-2.750) longer bowl screws, and BLP 5205B-.850 accelerator pump cover arms to install these metering blocks.

BLP CARBURETORS COMPONENTS

METERING BLOCKS COMPONENTS

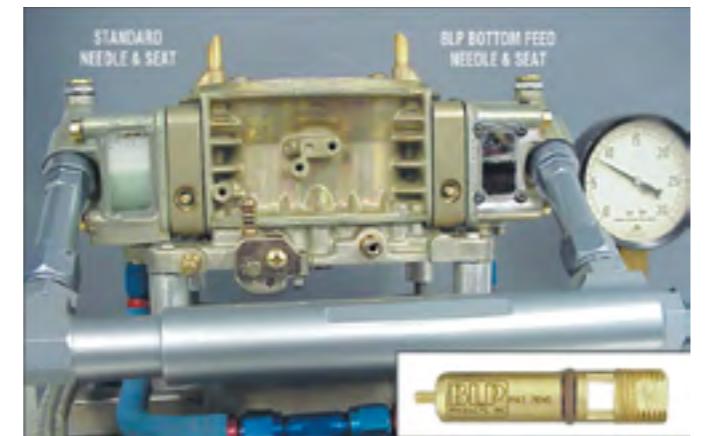
| Part Number | Application |
|-------------|---------------------------------------|
| 1540 | Idle mixture screw |
| 1540-BLP | Idle mixture screw stainless |
| 271521 | Idle mixture screw urethane seal |
| 5312 | Accelerator pump passage plug |
| 59171 | Vent whistle (Baffle) |
| 59801 | Vent whistle (Black) |
| 5159 | Vent whistle rivet |
| 141293-BLP | Idle tube BLP straight. |
| 7107 | Main & Idle well .250" brass |
| 7122 | Lead ball .140" 3-circuit blocks |
| 5307 | Gasket retainer pin for billet blocks |
| 5552 | Bowl screw OE length |
| 5552-2.750 | Bowl screw 2.750" |
| 5552-2.860 | Bowl screw 2.860 |
| 5552-3.250 | Bowl screw 3.250 |



POWER VALVES

BLP offers only genuine Holley® power valves for accuracy. The stamped number on the power valve indicates amount of engine vacuum needed to close the power valve. These 4-window designs are great for gas, alcohol, and E85 applications.

| Part Number | Application |
|-------------|-----------------------------------------------|
| 25591Q-Size | 2.5 - 3.5 - 4.5 - 5.5 - 6.5 - 7.5 - 8.5 - 9.5 |
| 25620 | Power valve block off |
| 81597 | Power valve gasket |
| 9020-020 | Power valve o-ring/ billet blocks |



BLP CARBURETORS COMPONENTS

NEEDLE AND SEAT ASSEMBLIES

BLP offers a broad range of needle and seats for the Holley® and BLP applications.



| Part Number | Application |
|-------------|--------------------------------|
| 18135 | .110 Holley® |
| 18318Q | .120 Large foot design Holley® |
| 18136-110 | BLP Design .110 |
| 18136-120 | BLP Design .120 |
| 18136-128 | BLP Design .128 |
| 18136-140 | BLP Design .140 |

BLP BOTTOM FEED NEEDLE & SEATS FOR GAS

BLP has designed a bottom feed needle and seat that directs the fuel entering the bowl below the float level, which drastically reduces aeration in the float bowl.



This is accomplished utilizing a special designed Viton® needle that is shaped to allow the fuel to pass around the needle and exit through the bottom of the housing.
(Cannot be used with brass floats)

| Part Number | Application |
|-------------|------------------|
| 18135BF-110 | .110 Bottom Feed |
| 18135BF-120 | .120 Bottom Feed |
| 18135BF-128 | .128 Bottom Feed |
| 18135BF-140 | .140 Bottom Feed |
| 18135BF-150 | .150 Bottom Feed |

BLP TITANIUM BULLET NOSE NEEDLE AND SEAT FOR ALCOHOL

BLP's original design is great for circle track and most alcohol applications.



This design allows a more stable recovery in the corners along with slightly higher pressure retention than our nail head.

| Part Number | Application |
|-------------|------------------|
| 18135T-150 | .150 Bullet Head |

BLP TITANIUM NAIL HEAD NEEDLE AND SEAT FOR ALCOHOL.

BLP in continued effort to move forward in fuel delivery, developed a shape to deliver a high flow titanium needle.

The shape of the nose allows the highest flow through a standard double window needle housing. Used with Methanol and high horsepower gas applications.



| Part Number | Application |
|-------------|--------------------------|
| 18137T-128 | .128 High Flow Nail Head |
| 18137T-140 | .140 High Flow Nail Head |
| 18137T-150 | .150 High Flow Nail Head |
| 18137T-164 | .164 High Flow Nail Head |

NEEDLE AND SEAT HARDWARE

| Part Number | Application |
|-------------|---------------------------------------------------------|
| 8776 | Needle and seat adjusting nut gasket |
| 8776T-031 | Needle and seat adjusting nut gasket Teflon® |
| 8777 | Needle and seat adjusting nut lock screw gasket |
| 8777T-031 | Needle and seat adjusting nut lock screw gasket Teflon® |
| 5765 | Needle and seat adjusting nut lock screw |
| 39160 | Needle and seat adjusting nut |
| 9020-008 | Needle and seat replacement o-ring. |



HOLLEY® CLASSIC FUEL BOWLS

| Part Number | Application |
|-------------|----------------|
| 3411341-1 | 4150 Primary |
| 3411335 | 4150 Secondary |
| 3411343-1 | 4500 Primary |
| 3411347-1 | 4500 Secondary |



FLOATS

| Part Number | Application |
|-------------|-------------|
|-------------|-------------|

| | |
|-----------|----------------------------------------------------|
| 16420 | Brass center hung |
| 16451 | Nitrophyl center hung |
| 16596 | Nitrophyl center hung, Notched Secondary Drag Race |
| 16599A | Nitrophyl, Primary Circle Track Wedged |
| 16600A | Nitrophyl, Secondary Circle Track Wedged |
| 43701 | Nitrophyl, Primary Circle Track |
| 43711 | Nitrophyl, Secondary Circle Track |
| 43721 | Nitrophyl, Road Race Dual Wedge |
| 43731 | Nitrophyl, Secondary Notched Drag Race |
| 43731-RR | Nitrophyl, Dual Wedge with jet extension cutout |
| 43703 | Primary Street/Strip |
| 43703-DRG | Secondary Street Strip. Jet extension cutouts |

FLOAT BOWL COMPONENTS

| Part Number | Application |
|-------------|------------------------------------------------|
| 5979 | Center hung float bracket |
| 51016 | Float bracket screws |
| 381216 | Return spring for center pivot floats |
| 381216-017 | Float spring .017" wire diameter |
| 381216-018 | Float spring .018" wire diameter |
| 1741 | Float pivot pin |
| 5765 | Needle and seat lock screw |
| 39160 | Needle and seat lock nut |
| 7225 | Float bowl sight screw |
| 9020-008 | Needle and seat o-ring |
| 8540 | Float bowl sight screw gasket |
| 8776 | Needle and seat adjusting screw gasket |
| 8776T-031 | Needle and seat adjusting screw gasket Teflon® |
| 8777 | Needle and seat adjusting screw gasket |



LIGHTWEIGHT ALUMINUM FUEL BOWLS

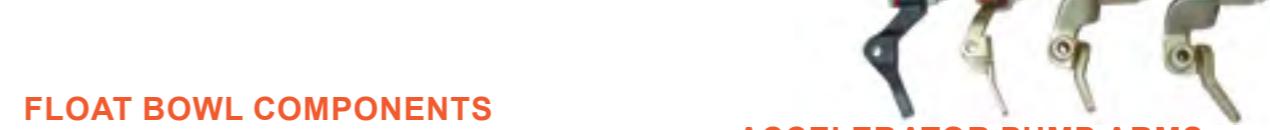
| Part Number | Application |
|-------------|-------------------------------------------------------------------------------------------------|
| 3415063 | Aluminum dual inlet, dual sight glass. |
| 3415063-1 | O-Ring for sight glass |
| 3415063-2 | Snap ring for sight glass |
| 3415063-3 | Sight glass |
| 3415063B | Coated Aluminum dual inlet, sight glass. (Black Teflon) for gas applications |
| 3415063BHC | Coated Aluminum dual inlet, sight glass. (Black hardcoat) for alcohol-E85 applications |
| 3415063BLP | BLP Billet fuel bowl dual inlet dual sight glass (Anodized Black) |
| L34R29A | Aluminum, single inlet Primary, single sight glass. |
| L34R30A | Aluminum, single inlet Secondary, single sight glass. |
| L34R29A-2B | Aluminum, dual inlet Primary, single sight glass. (coated) |
| L34R30A-2B | Aluminum, dual inlet Secondary, single sight glass. (coated) |
| L34R29A-B | Coated Primary single inlet, single sight glass (Black teflon for gas applications) |
| L34R30A-B | Coated Secondary single inlet, single sight glass (Black teflon for gas applications) |
| L34R29A-2 | Aluminum dual inlet, single sight glass Primary |
| L34R30A-2 | Aluminum dual inlet, single sight glass Secondary |
| L34R29A-BHC | Coated Primary single inlet, single sight glass (Black Hardcoat for Alcohol/E85 applications) |
| L34R30A-BHC | Coated Secondary single inlet, single sight glass (Black Hardcoat for Alcohol/E85 applications) |

FLOAT BOWL COMPONENTS

BLP CARBURETORS COMPONENTS

FLOAT BOWL COMPONENTS

| Part Number | Application |
|--------------|------------------------------------------------|
| 8777T-031 | Needle and seat adjusting screw gasket Teflon® |
| 23468 | Pump nozzle rubber check valve |
| 3415063-1 | O-Ring for sight glass |
| 3415063-2 | Snap ring for sight glass |
| 3415063-3 | Sight glass |
| 342183 | Pump cover 30cc |
| 342183U | Pump cover 30cc Ultra series shiny |
| 342183UB | Pump cover 30cc Ultra series Black |
| 342183BX | Pump cover 30cc, Billet shiny |
| 342183BX-1 | Pump cover 30cc Billet shiny (Cover only) |
| 342183BX-2 | Billet pump cover roll pin |
| 342183CBX | Pump cover 30cc, Billet Black |
| 342774 | Pump cover 50cc |
| 342774U | Pump cover 50cc Ultra shiny |
| 342774UB | Pump cover 50cc Ultra Black |
| 342774BX | Pump cover 50cc Billet shiny |
| 342774CBX | Pump cover 50cc Billet Black |
| 342774BX-610 | Pump cover 50cc Billet for .610 billet. |
| 342774BX-850 | Pump cover 50cc Billet for .850 billet. |
| 35342 | Pump Diaphragm 30cc Black |
| 351936 | Pump Diaphragm 30cc Green GFLT |
| 351074 | Pump Diaphragm 50cc Black |
| 351976 | Pump Diaphragm 50cc Green GFLT |
| 38569 | Pump Diaphragm spring 30cc |
| 381490 | Pump Diaphragm spring 50cc |
| 5369 | Pump Diaphragm screws 30cc |
| 5370 | Pump Diaphragm screws 50cc |
| 37133 | Pump arm pivot |
| 4744 | Pump arm retainer clip |
| 23258 | Accelerator pump check needle |
| 20387 | Brass seat for accelerator pump check valve |



ACCELERATOR PUMP ARMS

| Part Number | Application |
|-------------|-------------------------------------|
| 631540 | 30cc Plastic 4150 pump arm assembly |
| 63741 | 30cc Steel 4150 pump arm assembly |
| 63833 | 50cc Steel 4150 pump arm assembly |
| 63853 | 50cc Steel 4500 pump arm assembly |
| 63853BX | 70cc Steel 4500BX pump arm assembly |



FUEL BOWL INLET PLUGS

| Part Number | Application |
|-------------|-------------------------------------------------------------|
| 43151 | BLP Aluminum 7/8-20 Black |
| 43152 | BLP Aluminum 7/8-20 Black w/ 1/8" npt |
| 43152-4 | BLP Aluminum 7/8-20 Black w/ -4an male |
| 43153 | BLP Aluminum -8 Port Plug Black w/ 1/8" female npt |
| 43154 | BLP Aluminum -8 Port Plug Black for Ultra series fuel bowls |
| 75302 | Aluminum fuel bowl washers 7/8-20 inlets |
| 81185 | Holley® Fuel bowl inlet gasket |



FUEL INLET FITTINGS

| Part Number | Application |
|-------------|-----------------------------------------------------------|
| 75301-8 | -8AN male to 7/8-20 for Classic fuel bowls |
| 75301-8AN | -8AN male to -8 O-ring for Ultra fuel bowls |
| 75301-6 | -6AN male to 7/8-20 for Classic fuel bowls |
| 75301-6AN | -6AN male to 7/8 to -8 O-ring for Ultra series fuel bowls |
| 75303 | -8AN female swivel for 7/8-20 Classic fuel bowls |
| 75304 | -8AN female swivel for -8AN Ultra fuel bowls |
| 75305 | -8AN female swivel for 9/16-24 Demon® fuel bowls |



BLP BILLET TELESCOPING FUEL LOGS

BLP introduced the first telescoping fuel log, working to allow one size fits all premise. This all billet solution fits most Holley® carburetors from 0-3310 to the 4500 series Dominator carburetors. BLP offers fitting to fit most fuel bowl combinations from classic Holley® to Demon® series applications. Please add -8 or -10 to end of part number for inlet fitting size required.

Available in Black Anodize

| Part Number | Application |
|-------------|-----------------------------------------------|
| 75111 | Fits all Holley® classic fuel bowls 7/8-20 |
| 75112 | Fits Demon® style fuel bowl 9/16-24 |
| 75113 | Fits Ultra series fuel bowls -8 o-ring |
| 75115 | Fuel log with 7491 bypass regulator built in. |
| 9020-117V | Fuel log replacement o-rings (2) required |



BYPASS FUEL REGULATOR

For years now everyone has used a diaphragm type fuel bypass regulator. The issue with this style regulator is that it is difficult to maintain a good pressure curve. The pressure tends to be erratic and hard to adjust. BLP's 7491 regulator features a spring loaded poppet design that is calibrated to produce a smooth fuel pressure curve, being easily serviced in the field. Idle pressure is set and is not adjustable. High speed pressure is easily adjustable with stable performance.

| Part number | Application |
|-------------|------------------|
| 7491 | Bypass regulator |

BLP CARBURETORS COMPONENTS



FUEL FILTER

| Part Number | Application |
|-------------|--------------------------------------------------|
| 7500 | 10" Filter complete with Cellulose filter insert |
| 7500S | 10" Filter complete with Stainless filter insert |
| 75001 | 6" Filter complete with Cellulose filter insert |
| 75001S | 6" Filter complete with Stainless filter insert |
| 7500-4 | 10" Replacement Cellulose filter insert |
| 7500S-4 | 10" Replacement Stainless filter insert |



METERING BLOCK AND FUEL BOWL GASKETS

| Part Number | Application |
|-------------|--------------------------------------------------------------------------------------------|
| 5400VR455 | Bowl gasket |
| 5401VR455 | 2-circuit metering block gasket |
| 5402VR455 | 3-circuit metering block gasket |
| 5402RB | 3-circuit metering block gasket with std Holley® and Braswell® intermediate feed locations |
| 81597 | Power valve gasket |



BLP CARBURETORS COMPONENTS

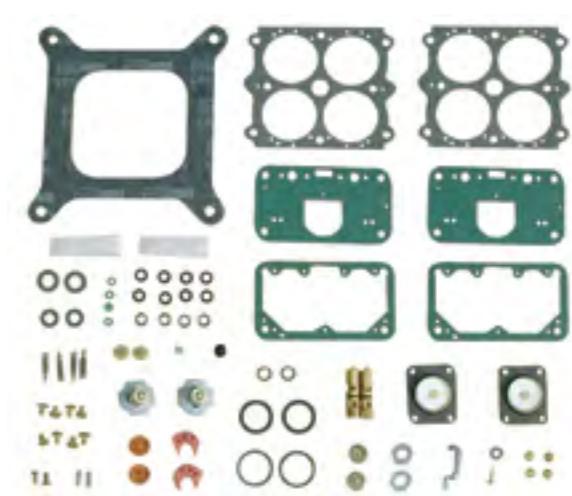


CARBURETOR BASE MAIN BODY GASKETS

| Part Number | Application |
|------------------|------------------------------------|
| 8966 | 500 CFM 2BBL |
| 81031 | 650-750 CFM 4BBL |
| 81158 | 830-1000 CFM 4BBL |
| 81158-BX4X-2.000 | Bx4 Xtreme 2.00-2.125 applications |
| 81158-BX4X-2.200 | Bx4 Xtreme 2.200 applications |

CARBURETOR TO INTAKE MANIFOLD GASKETS

| Part Number | Application |
|------------------|------------------------------------------------|
| 8051 | Open hole for 650-850 4150 applications |
| 8055 | 4-hole for 650-850 4150 applications |
| 8052 | Open hole for 4500 2.000" applications |
| 8054 | 2-hole for 350-500 2300 applications |
| 8052BX4X-2.125-4 | BX4 Xtreme 4-hole for 2.000-2.125 applications |
| 8052BX4X-2.200-4 | BX4 Xtreme 4-hole for 2.200 applications |
| 8052BX | Open hole for BX series applications |
| 8052BXX | Open hole for BXX series applications |
| 8053 | 4-hole for 4500 series 2.000" applications |
| 8053BX | 4-hole for BX large bore 2.800" applications |
| 8053BXX | 4-hole for BXX series 2.800" applications |
| 8053-2.200 | 4-hole for 4500 series 2.200" applications |
| 8053-2.375 | 4-hole for 4500 series 2.375" applications |



BLP OVERHAUL KITS

| Part Numbers | Applications |
|--------------|---------------------------------------------------------------------|
| 4560 | 350-500 CFM 2bbl |
| 4561 | 350-500 CFM 2bbl alcohol (needle and seats not included) |
| 4566-30cc | 600-850 CFM w/ 30cc acc pump |
| 4566-50cc | 600-850 CFM w/ 50cc acc pump |
| 4567 | 600-850 CFM w/50cc acc pump alcohol (needle and seats not included) |
| 4572-2C | 4500 series 2-circuit |
| 4572-3C | 4500 series 3-circuit |
| 4572A | 4500 series 3-circuit alcohol (Needle and seats not included) |



Did you Know?

During the 1960's and 70's with not many ready made racing parts available Bo either made most of the racing parts or modified existing ones. Bo was fortunate to have grown up in an era which provided him with an open and creative mind.

HOLLEY® / BLP SCREW, FASTNERS & HARDWARE

| Part Number | Application |
|-------------|--------------------------------------------------------|
| 5567 | Base plate to main body screws |
| 55671 | Base plate to main body screws for 5205 spacer |
| 51260 | OEM Holley® throttle plate screw 4500 series |
| 56351 | 1/8" Stainless button head throttle plate screw |
| 56352 | 3/16" Stainless button head throttle plate screw |
| 56353 | 1/4" Stainless button head throttle plate screw |
| 5552 | Float bowl screw std length |
| 5552-2.750 | Float bowl screw 2.750 length |
| 5552-2.860 | Float bowl screw 2.860 length |
| 5552-3.250 | Float bowl screw 3.250 length |
| 7225 | Fuel Bowl sight screw |
| 51016 | Float bracket screw |
| 51271 | Throttle adjustment screw 4150 |
| 5372 | Throttle adjustment screw 4500 |
| 51601 | Secondary throttle adjustment screw 4150 |
| 51601-1 | Secondary throttle adjustment screw 4150 (Billet base) |
| 1540 | Idle mixture screw |
| 1540-BLP | Idle mixture screw stainless |
| 5854 | Pump nozzle screw solid design |
| 51244BX | Pump nozzle screw hollow stainless design |
| 5369 | 30cc pump cover screw |
| 5370 | 50cc pump cover screw |
| 5682 | Pump cam screw |
| 5765 | Needle and seat lock nut |
| 39160 | Needle and seat lock screw |
| 5584 | Secondary pump bracket screw |



BLP CARBURETORS COMPONENTS

HARDWARE PARTS

| PartNumber | Application |
|------------|---------------------------------------------|
| 5159 | Vent whistle rivet |
| 59171 | Float bowl vent baffle |
| 59801 | Float bowl vent baffle black press in |
| 46395-010 | Linkage washer .010 |
| 46395-020 | Linkage washer .020 |
| 46395-031 | Linkage washer .031 |
| 46395-040 | Linkage washer .040 |
| 46395-050 | Linkage washer .050 |
| 46395-060 | Linkage washer .060 |
| 48183 | Linkage cotter pin |
| 48183SS | Linkage cotter pin stainless |
| 4744 | Pump arm retainer clip |
| 5307 | Metering block gasket retainer pin (Billet) |



BLP JETS



The modern day race engine has become extremely efficient. Todays fuel curve requirements are quite demanding and need to be accurate to insure proper calibration. One factor in achieving such achievements are main jets that are accurate in flow and consistent in design.

How many times have you made a jet change and found the engine did not respond as you had hoped? or run properly?

BLP Xtreme Series main jets are precision machined to meet the needs of the most discerning carburetor tuner, engine builder or enthusiast.

Some factors can be attributed to the main jet being used, or damage caused using specific tools such as a screw driver to install and remove your jets. BLP manufactures 3 unique designed jets to meet any of your carburetor tuning needs, from standard pump gas, oxygenated fuels to large alcohol applications.

All BLP Xtreme series jets are compatible with all known racing fuels.

Features:

Hex head for easy removal and reduces damage caused by tools such as screwdrivers used in many common main jet applications. Available in (3) thread sizes

XR Series 1/4-32

XH Series 5/16-32

XL Series 350-32

All jets reamed to size and pin gaged for accuracy. Stamped in decimal sizes, so no guess work needed.

Please note recommended torque value for Xtreme series jets is 15 inch lbs. Max 16 inch lbs.

BLP XR SERIES JETS



BLP XR series main jets are precision machined in-house in .001" increments from .050"-.173".

1/4-32 thread pitch fits most all Holley® or BLP gas metering blocks.

Using stringent tolerances these jets are sure to tighten or expand your tuning range.

Manufactured with 5/16" hex for easy removal that resist damaging the entry way and feed hole that is most common when using tools such as a screwdriver.

Also available in extended version.

BLP XH SERIES JETS



BLP XH series main jets are precision machined in-house in .001" increments from .110"-.200".

5/16-32 thread pitch fits most all Holley® or BLP alcohol metering blocks.

Using stringent tolerances these jets are sure to tighten or expand your tuning range.

Manufactured with 5/16" hex for easy removal that resist damaging the entry way and feed hole that is most common when using tools such as a screwdriver.

Also available in extended version.

BLP XL SERIES JETS



BLP XL series main jets are precision machined in-house in .001" increments from .104"-.260".

350-32 thread pitch fits most all BLP alcohol metering blocks.

Using stringent tolerances these jets are sure to tighten or expand your tuning range.

Manufactured with 5-16" hex for easy removal that resist damaging the entry way and feed hole that is most common when using tools such as a screwdriver.

Also available in extended version.

BLP JETS

BLP 5500 AIR BLEEDS

Feature a screwdriver slot and a special radius on the top of the bleed.



The radius smooths out the incoming air as it passes over the bleed. This feature gives you better response when changing the air bleed size.

10-32 thread size, can be used for fuel and oil. All pin gaged for accuracy.

BLP 5540 SERIES

BLP 5540 Emulsion jets are machined from 3/16" long brass set screws.



Female hex socket for easy installation using an allen wrench.

Available in 4 thread sizes. All pin gaged for accuracy.

5540-4/40-SIZE

| | | | | | |
|-------|------|------|------|------|------|
| Blank | .014 | .018 | .021 | .022 | .024 |
| .026 | .028 | .029 | .030 | .031 | .034 |
| .035 | .036 | .037 | .038 | .039 | .040 |
| .042 | .046 | .047 | .052 | .059 | .060 |
| .061 | .062 | .063 | .064 | .065 | .067 |
| .068 | .070 | .071 | .073 | .074 | .076 |
| .078 | .080 | .082 | .084 | .086 | .088 |
| .090 | .092 | | | | |

5540-6/32-SIZE

| | | | | | |
|-------|------|------|------|------|------|
| Blank | .014 | .018 | .022 | .024 | .026 |
| .028 | .029 | .030 | .031 | .032 | .033 |
| .034 | .035 | .036 | .037 | .040 | .046 |
| .048 | .052 | .055 | .056 | .059 | .062 |

5540-8/32-SIZE

| | | | | | |
|-------|------|------|------|------|------|
| Blank | .014 | .018 | .022 | .024 | .026 |
| .028 | .029 | .030 | .031 | .032 | .033 |
| .034 | .035 | .036 | .037 | .040 | .046 |
| .048 | .052 | .055 | .059 | .062 | .065 |
| .067 | .070 | .073 | | | |

5540-10/32-SIZE

| | | | | | |
|-------|------|------|------|------|------|
| Blank | .014 | .018 | .022 | .024 | .026 |
| .028 | .029 | .030 | .031 | .032 | .033 |
| .034 | .035 | .036 | .037 | .040 | .046 |
| .048 | .052 | .055 | .059 | .062 | .065 |
| .067 | .070 | .073 | | | |

BLP DRIVE IN RESTRICTORS FOR AIR AND FUEL

BLP drive in restrictors are machined from brass and designed to fit classic Holley® main bodies and metering blocks. They can also be used for fuel.

Available in to different O.D. Sizes .122" and .158"

5541 SERIES .122" O.D.

| | | | | | |
|-------|------|------|------|------|------|
| Blank | .014 | .018 | .022 | .024 | .028 |
| .029 | .030 | .031 | .032 | .033 | .034 |
| .036 | .037 | .038 | .039 | .040 | .042 |
| .046 | .052 | .055 | .057 | .061 | .062 |
| .067 | .070 | .073 | | | |

5542 SERIES .158" O.D.

| | | | | | |
|------|------|------|------|------|------|
| .028 | .029 | .031 | .039 | .042 | .046 |
| .052 | .055 | .057 | .059 | .062 | .070 |
| .072 | .076 | .078 | | | |



XR SERIES MAIN JET KITS

| Part Number | Application |
|-------------|-------------------------------------------------------------------|
| 5550XRK1 | BLP XR Jet assortment .062-.100 (2) each |
| 5550XRK-X | BLP XR Jet assortment .062-.100 (2) each std and extended length |
| 5550XRK2 | BLP XR Jet assortment .102-.140 (2) each |
| 5550XRK2-X | XBLP XR Jet assortment .102-.140 (2) each std and extended length |
| 5550XRK3 | BLP XR Jet assortment .142-.173 (2) each |
| 5550XRK3-X | BLP XR Jet assortment .142-.173 (2) each std and extended length |

BLP JETS

Crossover from BLP to Holley® Main Jets

| | | | |
|----|------|----|------|
| 56 | .055 | 79 | .085 |
| 57 | .055 | 81 | .087 |
| 58 | .057 | 82 | .090 |
| 59 | .057 | 83 | .091 |
| 60 | .057 | 84 | .094 |
| 61 | .059 | 85 | .095 |
| 62 | .060 | 86 | .096 |
| 63 | .061 | 87 | .098 |
| 64 | .062 | 88 | .100 |
| 65 | .063 | 89 | .101 |

BLP in an effort to test and be part of our racing community has invested in a new bracket race truck look for us in 2020,

As we introduce Ms. America to the scene, we will be Pro and Super Pro racing as well using this for a test bed when introducing new products.



Crossover from BLP to Holley® Main Jets

| | | | |
|----|------|----|------|
| 67 | 064 | 90 | .103 |
| 68 | .066 | 91 | .106 |
| 69 | .067 | 92 | .109 |
| 70 | .070 | 93 | .110 |
| 71 | .073 | 94 | .112 |
| 72 | .075 | 95 | .115 |
| 73 | .076 | 96 | .116 |
| 74 | .077 | 97 | .118 |
| 75 | .078 | 98 | .121 |

WHICH FUEL PUMP IS BEST?

In our opinion it is always best to use a -8 return line with a belt driven fuel pump. This type fuel return system handles fuel spikes better than an internal by-pass type pump. It also keeps the fuel cooler when using gasoline. However having said that, we build and sell more adjustable, internal by-pass fuel pumps than we do the return line style fuel pumps. The reason for that is they are simple to plumb and easy to adjust. Used in the right application and maintained properly they are virtually trouble free.

BELT DRIVEN FUEL PUMPS FOR ALCOHOL AND GAS

Alcohol has become a very popular race fuel to use with a Holley® carburetor. The big problem is the fuel supply requirement using alcohol. The fuel requirement is twice the amount needed with gasoline. A 700 hp engine consumes 700 pounds of fuel an hour when operating at full throttle. Simple math tells you that no electric and/or mechanical fuel pump will handle this requirement. The electric and 6 valve mechanical pumps have excessive high idle fuel pressure which can cause flooding and rich conditions at idle and part throttle but they cannot keep up with full throttle fuel demand. The solution to the problem is a fuel pump where the pressure is low (3-5 psi) at idle then increases with engine RPM and the pressure is fully adjustable to your needs. These pumps have become very popular on Drag Race engines using gasoline as well as alcohol. The fuel pressure is low when doing a water burn out and staging and does not have the high fuel pressure spike that is common with electric pumps. With an 800 hp engine it takes less than 1 hp to operate this pump. Also, there is no drain on the battery.

At BLP Products we have developed 2 versions of belt driven fuel pumps. One features an internal fuel by-pass system that enables the user to regulate and adjust the fuel pressure without having to use a separate by-pass valve and a return line to the tank. The second version is a fuel pump with no internal regulator and can be used with a BLP 7490 fuel by-pass regulator or the installer can use their own by-pass system. These are available in 4 different gear sizes .400", .500", 600", and .700" thick gears. By using different thickness gear wear plates the same body can be used for all 4-size gears. This gives us the option of changing pump volumes by just changing the gears and wear plates.



EXTERNAL RETURN FUEL PUMPS

Providing that you use the proper return regulator these fuel pumps can be used in any application.

ADVANTAGES:

- Externally regulated pumps handle spikes created by on and off throttle use in many circle track applications.
- Lower idle pressure and larger spread from idle to full throttle operation.

DISADVANTAGES:

- Must utilize return line (-8an recommended).
- BLP 7491 bypass regulator recommended.
- Remove disadvantages.



BLP FUEL PUMPS

FEATURES:

- The adjusting arm can be rotated a full 360 degrees without having to disassemble the pump.
- Pump can be used with or without a return line.
- All billet construction.
- Available in 4 volume sizes.
- Available for right or left hand mounting. Can be serviced in the field.
- Easily mounted with simple plumbing.

BLP FUEL PUMPS

INTERNAL BY-PASS FUEL PUMPS

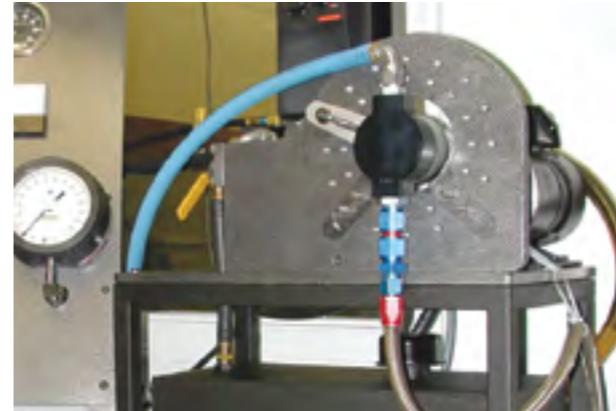
These fuel pumps by-pass the excess fuel internally to the low-pressure side of the fuel pump. The pressure is adjustable at the fuel pump. No regulators of any kind are required or recommended.

ADVANTAGES:

- Easy to install and does not require a return line.
- Easy to adjust and maintain.

DISADVANTAGES:

- Decreased range of pressure from idle to full throttle.
- Recommended to run fuel line as low as possible if trying to utilize rear mounted cell.
- Not recommended for circle track applications when using gas.



FUEL PUMP VOLUMES

The validity of advertised fuel pump volumes is only accurate as the method used for testing. In other words, a fuel pump will show more volume if it is gravity fed with no outlet restriction than if the pump had to lift the fuel and maintain a constant pressure. This holds especially true with a mechanical fuel pump.

EXAMPLE: a mechanical pump may pump 108 gallons per hour at 1 pound of pressure but only 60 gallons per hour if it had to maintain 5 pounds of pressure. We test and flow our pumps in a Real world environment. To simulate racing conditions we lift the fuel 18", pump it through a 1/2" line and maintain race condition fuel pressure.

BLP FUEL PUMP DRIVEN AT 50% OF ENGINE SPEED WITH A FIXED PRESSURE



.400 THICK GEAR PUMP

| |
|---------------------------------------|
| 1800 Pump RPM at 50 PSI flows 81 GPH |
| 2000 Pump RPM at 12 PSI flows 96 GPH |
| 2500 Pump RPM at 12 PSI flows 120 GPH |
| 3000 Pump RPM at 12 PSI flows 144 GPH |
| 3500 Pump RPM at 12 PSI flows 159 GPH |
| 4000 Pump RPM at 12 PSI flows 174 GPH |

.500 THICK GEAR PUMP

| |
|---------------------------------------|
| 1800 Pump RPM at 50 PSI flows 108 GPH |
| 2000 Pump RPM at 12 PSI flows 118 GPH |
| 2500 Pump RPM at 12 PSI flows 140 GPH |
| 3000 Pump RPM at 12 PSI flows 168 GPH |
| 3500 Pump RPM at 12 PSI flows 188 GPH |
| 4000 Pump RPM at 12 PSI flows 203 GPH |

.600 THICK GEAR PUMP

| |
|---------------------------------------|
| 1800 Pump RPM at 50 PSI flows 120 GPH |
| 2000 Pump RPM at 12 PSI flows 136 GPH |
| 2500 Pump RPM at 12 PSI flows 168 GPH |
| 3000 Pump RPM at 12 PSI flows 196 GPH |
| 3500 Pump RPM at 12 PSI flows 215 GPH |
| 4000 Pump RPM at 12 PSI flows 227 GPH |

.700 THICK GEAR PUMP

| |
|---------------------------------------|
| 1800 Pump RPM at 50 PSI flows 138 GPH |
| 2000 Pump RPM at 12 PSI flows 152 GPH |
| 2500 Pump RPM at 12 PSI flows 191 GPH |
| 3000 Pump RPM at 12 PSI flows 223 GPH |
| 3500 Pump RPM at 12 PSI flows 239 GPH |
| 4000 Pump RPM at 12 PSI flows 247 GPH |

FUEL PUMP SIZE APPLICATION

.400 WIDE GEAR PUMPS

- 4 cylinder when using alcohol or gas.
- V-8 and V-6 when using gas only.

.500 WIDE GEAR PUMPS

- Engines using gas up to 850HP.
- Engines using alcohol up to 750HP.
- Tunnel ram set up on gas.
- Marine gas big block.
- Most all circle track and drag application.

.600 WIDE GEAR PUMPS

- High horsepower gas engines 750-900HP.
- Engines using alcohol 700-800 HP.
- Engines using tunnel ram with alcohol.
- Drag cars with rear mounted fuel cells and 60-foot ET times from 1.25-1.30.

.700 WIDE GEAR PUMPS

- Engines using alcohol over 900HP.
- Engines using tunnel ram with alcohol.
- This pump should utilize a return line.
- Drag cars with rear mounted fuel cells and 60-foot ET times from 1.20-1.30.
- Drag cars with rear mounted fuel cells and 60-foot ET times from 1.20-1.30.

FUEL PUMPS WITH INTERNAL BY-PASS AND ADJUSTABLE FUEL PRESSURE

NOTE: RH pumps mount on the passenger side
LH pumps mount on the drivers side.

| Part Number | Application |
|-------------|-------------------------|
| 7600-400 | RH .400" wide gear pump |
| 7600-500 | RH .500" wide gear pump |
| 7600-600 | RH .600" wide gear pump |
| 7601-400 | LH .400" wide gear pump |
| 7601-500 | LH .500" wide gear pump |
| 7601-600 | LH .600" wide gear pump |

FUEL PUMPS WITH NO INTERNAL BY-PASS

These pumps have the same internal parts and volume as model 7400 series.

NOTE: The same pump can be mounted on either side.

| Part Number | Application |
|-------------|-----------------------|
| 7700-400 | .400" wide gear pump |
| 7700-500 | .500" wide gear pump. |
| 7700-600 | .600" wide gear pump. |
| 7700-700 | .700" wide gear pump. |

BLP FUEL PUMPS

FUEL PRESSURE GAUGE

0-15 pound liquid filled fuel pressure gauge. The diameter is 1.600" and the inlet is a 1/8 male pipe thread.

| Part Number | Application |
|-------------|---------------------------------|
| 7524 | 0-15 pound fuel pressure gauge. |



FUEL BYPASS REGULATOR

The BLP 7491 bypass regulator is a fully adjustable and does an excellent job reducing fuel spikes, when the throttle is lifted. With static idle pressure and a fully adjustable high speed screw makes for smooth transition and drivability. All Billet construction made in the USA.

| Part Number | Application |
|-------------|------------------|
| 7491 | Bypass regulator |

FUEL PUMP SHUT OFF VALVE

IHRA and NHRA require a fuel shut off valve when using a belt driven fuel pump. The BLP shut off valve is all billet construction with a -8 in and out fitting which can be mounted in the BLP fuel pump between the pump and carburetor outlet side of the pump. It can also be mounted in the line between the pump and carburetor.

| Part Number | Application |
|-------------|------------------------------------------------------------------------------------------------------------------|
| 7340 | 2-way shut off valve without fittings. |
| 7341 | 3-way shut off valve without fittings. |
| 73401 | O-ring kit. |
| 73402 | Operating arm. |
| 73403 | Teflon seal. |
| 7329 | Special bulkhead design fitting that lets you install the valve into a BLP fuel pump and rotate in any position. |
| 7323 | Outlet fitting, -8AN. |
| 7324 | Outlet fitting, -10AN. |
| 7325 | Outlet fitting, -12AN. |

BLP FUEL PUMPS

TOP-OIL FOR ALCOHOL

A synthetic lubricant that mixes with alcohol to lubricate the rotating parts of the fuel pump and the engine valve guides. Also helps preserve rubber hoses, neoprene hoses and carburetor internal parts. Top-oil comes in handy plastic quart bottles and mixes at a ratio of 1/2 ounce per gallon of fuel. One quart treats 55 gallons the pump and carburetor.

| Part Number | Application |
|-------------|-------------|
| ... | 1 (quart). |



COMPLETE KITS TO INSTALL BELT DRIVE FUEL PUMP INCLUDE:

- Fuel pump
- Outlet fitting is a -8AN
- Inlet fitting is available in a -8, -10, or a -12AN.
- Standard drive is 50% with a 14-28th combination.
- Fuel pump pulley is available in 28 or 32 tooth.
- Crankshaft drive gear is available in 14 or 16 tooth.
- Drive gear belt guards (2).
- Crankshaft drive mandrel with bolt and hat washer.
- Belt
- All mounting hardware.
- Instructions.

NOTE: Specify if you want a -8 or -10 inlet fitting. The last 3 numbers of the part number indicate the size of the pump.

Example: 7612CR-500 is a kit with a .500 gear pump. A right hand pump is mounted on the passenger side and a left hand pump is mounted on the driver side.

RECOMMENDATION FOR PUMP SELECTION:

- Right hand pumps are mounted on the passenger's side.
- Left hand pumps are mounted on the driver's side.
- The standard outlet fitting is a -8AN, but you can substitute a -10AN or -12AN.
- The last 3 numbers of the part number indicate the pump gear size.

Example: a 7600-.500 is an internal by-pass fuel pump with .500 wide gears.

- Kits are available with or without a drive mandrel.
- The kits without the mandrel include the 1.000" I.D. drive gear and (2) belt guards.
- For dry sump engines order the kit without a mandrel and then add the appropriate mandrel

SBC INTERNAL BYPASS FUEL PUMP KITS (COMPLETE)

7612CR FUEL PUMP KIT – INTERNAL BYPASS

SB Chevy wet sump engine with RH mount location, 10 o'clock inboard position. Available in .400, .500 and .600 wide gear configuration.

NOTE: This pump location will not clear a fan blade. If you use a fan blade then use kit number 7413.



| Part Number | Qty | Application |
|-------------|-----|----------------------------------|
| 7440 | 1 | RH 10 o'clock mount bracket |
| 300L050 | 1 | 30" x .500" 3/8 pitch drive belt |
| 7020 | 1 | Wet sump drive mandrel |
| 7006 | 1 | Hat washer |
| 7025-5.00 | 1 | 7/16-20 x 5.0" Grd 8 hex bolt |
| 6184-7/16 | 1 | Bolt washer |
| 7103-14L050 | 1 | 14th x .500 drive gear steel |
| 7013-2.250 | 2 | Belt guard washers |
| 7150 | 1 | 28th x .500 upper drive pulley |
| 7600 | 1 | RH Internal bypass fuel pump |

76121CR - FUEL PUMP KIT WITHOUT DRIVE MANDREL

BLP FUEL PUMPS

7613CR FUEL PUMP KIT – INTERNAL BYPASS

SB Chevy wet sump engine with RH mount location, 9 o'clock outboard position. Available in .400, .500 and .600 wide gear configuration.



BBC INTERNAL BYPASS FUEL PUMP KITS (COMPLETE)

7632CR FUEL PUMP KIT – INTERNAL BYPASS

BB Chevy wet sump engine with RH mount location 10 o'clock inboard position. Available in .400, .500 and .600 wide gear configuration.



| Part Number | Qty | Application |
|-------------|-----|------------------------------------|
| 7441 | 1 | RH 9 o'clock mount bracket |
| 322L050 | 1 | 32.2" x .500" 3/8 pitch drive belt |
| 7020 | 1 | Wet sump drive mandrel |
| 7006 | 1 | Hat washer |
| 7025-5.00 | 1 | 7/16-20 x 5.0" Grd 8 hex bolt |
| 6184-7/16 | 1 | Bolt washer |
| 7103-14L050 | 1 | 14th x .500 drive gear steel |
| 7013-2.250 | 2 | Belt guard washers |
| 7150 | 1 | 28th x .500 upper drive pulley |
| 7600 | 1 | RH Internal bypass fuel pump |

76321CR - FUEL PUMP KIT WITHOUT DRIVE MANDREL

7615CR FUEL PUMP KIT – INTERNAL BYPASS

SB Chevy wet sump engine with RH low mount. Available in .400, .500 and .600 wide gear configuration.



| Part Number | Qty | Application |
|-------------|-----|------------------------------------|
| 7442R | 1 | RH Low mount bracket |
| 240L050 | 1 | 24.0" x .500" 3/8 pitch drive belt |
| 7020 | 1 | Wet sump drive mandrel |
| 7006 | 1 | Hat washer |
| 7025-5.00 | 1 | 7/16-20 x 5.0" Grd 8 hex bolt |
| 6184-7/16 | 1 | Bolt washer |
| 7103-14L050 | 1 | 14th x .500 drive gear steel |
| 7013-2.250 | 2 | Belt guard washers |
| 7150 | 1 | 28th x .500 upper drive pulley |
| 7600 | 1 | RH Internal bypass fuel pump |

76151CR - FUEL PUMP KIT WITHOUT DRIVE MANDREL

BBC INTERNAL BYPASS FUEL PUMP KITS (COMPLETE)

7634CR FUEL PUMP KIT – INTERNAL BYPASS

BB Chevy wet sump engine with RH low mount location. Available in .400, .500 and .600 wide gear configuration.



Note: This kit will not work with standard GM water pump must use CSI/CSR or Shogun style pump with this kit.

| Part Number | Qty | Application |
|-------------|-----|------------------------------------|
| 7429 | 1 | RH Low mount bracket |
| 270L050 | 1 | 27.0" x .500" 3/8 pitch drive belt |
| 7016 | 1 | Wet sump drive mandrel |
| 7007 | 1 | Hat washer |
| 7026-5.500 | 1 | 1/2-20 x 5.0" Grd 8 hex bolt |
| 6184-1/2 | 1 | Bolt washer |
| 7103-14L050 | 1 | 14th x .500 drive gear steel |
| 7013-2.250 | 2 | Belt guard washers |
| 7150 | 1 | 28th x .500 upper drive pulley |
| 7600 | 1 | RH Internal bypass fuel pump |

76341CR - FUEL PUMP KIT WITHOUT DRIVE MANDREL

BLP FUEL PUMPS

7712CR FUEL PUMP KIT - RETURN LINE REQUIRED

SB Chevy wet sump engine with RH mount location 10 o'clock inboard position. Available in .400, .500, and .600 wide gear configuration.



| Part Number | Qty | Application |
|-------------|-----|----------------------------------|
| 7440 | 1 | RH 10 o'clock mount bracket |
| 300L050 | 1 | 30" x .500" 3/8 pitch drive belt |
| 7020 | 1 | Wet sump drive mandrel |
| 7006 | 1 | Hat washer |
| 7025-5.0 | 1 | 7/16-20 x 5.0" Grd 8 hex bolt |
| 6184-7/16 | 1 | Bolt washer |
| 7103-14L050 | 1 | 14th x .500 drive gear, steel |
| 7013-2.250 | 2 | Belt guard washers |
| 7150 | 1 | 28th x .500 upper drive pulley |
| 7700 | 1 | External bypass fuel pump |

77121CR - FUEL PUMP KIT WITHOUT DRIVE MANDREL

7713CR FUEL PUMP KIT – RETURN LINE REQUIRED

SB Chevy wet sump engine with RH mount location 9 o'clock outboard position. Available in .400, .500, and .600 wide gear configuration.



| Part Number | Qty | Application |
|-------------|-----|------------------------------------|
| 7441 | 1 | RH 9 o'clock mount bracket |
| 322L050 | 1 | 32.2" x .500" 3/8 pitch drive belt |
| 7020 | 1 | Wet sump drive mandrel |
| 7006 | 1 | Hat washer |
| 7025-5.0 | 1 | 7/16-20 x 5.0" Grd 8 hex bolt |
| 6184-7/16 | 1 | Bolt washer |
| 7103-14L050 | 1 | 14th x .500 drive gear, steel |
| 7013-2.250 | 2 | Belt guard washers |
| 7150 | 1 | 28th x .500 upper drive pulley |
| 7700 | 1 | External bypass fuel pump |

77131CR - FUEL PUMP KIT WITHOUT DRIVE MANDREL

7715CR FUEL PUMP KIT – RETURN LINE REQUIRED

SB Chevy wet sump engine with RH low mount position. Available in .400, .500, and .600 wide gear configuration.



**** Will not work with stock water pump ****

| Part Number | Qty | Application |
|-------------|-----|----------------------------------|
| 7442R | 1 | RH Low mount bracket |
| 240L050 | 1 | 24" x .500" 3/8 pitch drive belt |
| 7020 | 1 | Wet sump drive mandrel |
| 7006 | 1 | Hat washer |
| 7025-5.0 | 1 | 7/16-20 x 5.0" Grd 8 hex bolt |
| 6184-7/16 | 1 | Bolt washer |
| 7103-14L050 | 1 | 14th x .500 drive gear, steel |
| 7013-2.250 | 2 | Belt guard washers |
| 7150 1 | 1 | 28th x .500 upper drive pulley |
| 7700 | 1 | External bypass fuel pump |

77151CR - FUEL PUMP KIT WITHOUT DRIVE MANDREL

7732CR FUEL PUMP KIT – RETURN LINE REQUIRED

BB Chevy wet sump engine with LH mount location 2 o'clock inboard position. Available in .400, .500, and .600 wide gear configuration.



| Part Number | Qty | Application |
|-------------|-----|----------------------------------|
| 7444R | 1 | RH 10 o'clock mount bracket |
| 300L050 | 1 | 30" x .500" 3/8 pitch drive belt |
| 7020 | 1 | Wet sump drive mandrel |
| 7006 | 1 | Hat washer |
| 7025-5.5 | 1 | 1/2-20 x 5.5" Grd 8 hex bolt |
| 6184-1/2 | 1 | Bolt washer |
| 7103-14L050 | 1 | 14th x .500 drive gear, steel |
| 7013-2.250 | 2 | Belt guard washers |
| 7150 | 1 | 28th x .500 upper drive pulley |
| 7700 | 1 | External bypass fuel pump |

77321CR - FUEL PUMP KIT WITHOUT DRIVE MANDREL

BLP FUEL PUMPS

7734CR FUEL PUMP KIT –
RETURN LINE
REQUIRED

BB Chevy wet sump engine with RH low mount location. Available in .400, .500, and .600 wide gear configuration.



Note: This kit will not work with standard GM water pump must use CSI/CST or Shogun style pump with this kit.

| Part Number | Qty | Application |
|---------------------|-----|------------------------------------|
| 7429 | 1 | RH Low mount bracket |
| 270L050 | 1 | 27.0" x .500" 3/8 pitch drive belt |
| 7016 | 1 | Wet sump drive mandrel |
| 7007 | 1 | Hat washer |
| 7026-5.5 | 1 | 1/2 -20 x 5.5" Grd 8 hex bolt |
| 6184-1/2 | 1 | Bolt washer |
| 7103-14L050 | 1 | 14th x .500 drive gear steel |
| 7013-2.250 2 | 2 | Belt guard washers |
| 7150 | 1 | 28th x .500 upper drive pulley |
| 7700 | 1 | RH External bypass fuel pump |

7734CR - FUEL PUMP KIT WITHOUT DRIVE
MANDREL7612FR FUEL PUMP KIT – INTERNAL
BYPASS

SB Ford with RH mount location 10 o'clock inboard position. Available in .400, .500 and .600 wide gear configuration.



Note: This kit works only with the factory Ford water pump.

| Part Number | Qty | Application |
|--------------------|-----|----------------------------------|
| 7445R | 1 | RH 10 o'clock mount bracket |
| 300L050 | 1 | 30" x .500" 3/8 pitch drive belt |
| 7103-14L050 | 1 | 14th x .500 drive gear steel |
| 7013-2.250 | 2 | Belt guard washers |
| 7150 | 1 | 28th x .500 upper drive pulley |
| 7600 | 1 | RH Internal bypass fuel pump |

Note: Drive mandrel not included, must be ordered separate

73121CR FUEL PUMP KIT –
RETURN LINE REQUIRED

SB Ford with RH mount location 10 o'clock inboard position. Available in .400, .500 and .600 wide gear configuration.



Note: This kit works only with the factory Ford water pump.

| Part Number | Qty | Application |
|--------------------|-----|----------------------------------|
| 7445R | 1 | RH 10 o'clock mount bracket |
| 300L050 | 1 | 30" x .500" 3/8 pitch drive belt |
| 7103-14L050 | 1 | 14th x .500 drive gear steel |
| 7013-2.250 | 2 | Belt guard washers |
| 7150 | 1 | 28th x .500 upper drive pulley |
| 7700 | 1 | RH External bypass fuel pump |

Note: Drive mandrel not included, must be ordered separate

BLP FUEL PUMPS

73321FR FUEL PUMP KIT -
RETURN REQUIRED

BB Ford with RH mount location 9 o'clock inboard position. Available in .400, .500 and .600 wide gear configuration.



Note: This kit works only with the factory Ford water pump.

| Part Number | Qty | Application |
|--------------------|-----|------------------------------------|
| 7446 | 1 | RH 9 o'clock mount bracket |
| 285L050 | 1 | 28.5" x .500" 3/8 pitch drive belt |
| 7103-14L050 | 1 | 14th x .500 drive gear steel |
| 7013-2.250 | 2 | Belt guard washers |
| 7150 1 | 1 | 28th x .500 upper drive pulley |
| 7700 | 1 | RH External bypass fuel pump |

Note: Drive mandrel not included, must be ordered separate

BB CHRYSLER EXTERNAL BYPASS FUEL
PUMP KIT – RETURN LINE REQUIRED
7362R FUEL PUMP KIT - RETURN LINE
REQUIRED

BB Chrysler with RH mount location 10 o'clock inboard position. Available in .400, .500 and .600 wide gear configuration.

Note: This kit works only with the factory Chrysler water pump.

| Part Number | Qty | Application |
|----------------------|-----|------------------------------------|
| 7448 | 1 | RH 10 o'clock mount bracket |
| 322L050 | 1 | 32.2" x .500" 3/8 pitch drive belt |
| 7103-14L050 1 | 1 | 14th x .500 drive gear steel |
| 7013-2.250 | 2 | Belt guard washers |
| 7150 | 1 | 28th x .500 upper drive pulley |
| 7700 | 1 | RH External bypass fuel pump |

Note: Drive mandrel not included, must be ordered separate

7432FR FUEL PUMP KIT –
INTERNAL BYPASS

BB Ford with RH mount location 9 o'clock inboard position. Available in .400, .500 and .600 wide gear configuration.

Note: This kit works only with the factory Ford water pump.

| Part number | Qty | Application |
|--------------------|-----|------------------------------------|
| 7446 | 1 | RH 9 o'clock mount bracket |
| 285L050 | 1 | 28.5" x .500" 3/8 pitch drive belt |
| 7103-14L050 | 1 | 14th x .500 drive gear steel |
| 7013-2.250 | 2 | Belt guard washers |
| 7150 | 1 | 28th x .500 upper drive pulley |
| 7600 | 1 | RH Internal bypass fuel pump |

Note: Drive mandrel not included, must be ordered separate

BB CHRYSLER INTERNAL BYPASS FUEL
PUMP KITS (COMPLETE)
7662R FUEL PUMP KIT – INTERNAL
BYPASS

BB Chrysler with RH mount location 10 o'clock inboard position. Available in .400, .500 and .600 wide gear configuration.

Note: This kit works only with the factory Chrysler water pump.

| Part Number | Qty | Application |
|--------------------|-----|------------------------------------|
| 7448 | 1 | RH 10 o'clock mount bracket |
| 322L050 | 1 | 32.2" x .500" 3/8 pitch drive belt |
| 7103-14L050 | 1 | 14th x .500 drive gear steel |
| 7013-2.250 | 2 | Belt guard washers |
| 7150 | 1 | 28th x .500 upper drive pulley |
| 7400 | 1 | RH Internal bypass fuel pump |

Note: Drive mandrel not included, must be ordered separate

BB FORD EXTERNAL BYPASS FUEL PUMP
KIT – RETURN LINE REQUIRED
73321FR FUEL PUMP KIT - RETURN LINE
REQUIRED

BB Ford with RH mount location 9 o'clock inboard position. Available in .400, .500 and .600 wide gear configuration.

Note: This kit works only with the factory Ford water pump.

| Part Number | Qty | Application |
|--------------------|-----|------------------------------------|
| 7446 | 1 | RH 9 o'clock mount bracket |
| 285L050 | 1 | 28.5" x .500" 3/8 pitch drive belt |
| 7103-14L050 | 1 | 14th x .500 drive gear steel |
| 7013-2.250 | 2 | Belt guard washers |
| 7150 | 1 | 28th x .500 upper drive pulley |
| 7399 | 1 | RH External bypass fuel pump |

Note: Drive mandrel not included, must be ordered separate

FUEL PUMP PULLEYS, DRIVE GEARS AND DRIVE MANDRELS



Pulleys are hard coated for long life. The fuel pump pulleys have a belt guard installed.

| Part Number | Application |
|-------------|------------------------------------------|
| 7103-14L050 | 14 tooth .500" wide steel drive gear. |
| 7103-16L050 | 16 tooth .500" wide aluminum drive gear. |
| 7150 | 28 tooth .500" wide fuel pump pulley. |

MOUNTING BRACKETS

Fuel pump mounting bracket comes with aluminum spacers and mounting bolts.

| Part No. | Application |
|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7429 | B/B Chevy, RH low mount. Use belt 270L050. |
| 7440 | S/B Chevy 10 o'clock position right hand mount. This mount moves the fuel pump inboard close to the water pump. Use belt 300L050 |
| 7441 | S/B Chevy 9 o'clock position right hand mount. designed for circle track engines using a fan blade. It moves the fuel pump outboard and back toward the head for more fan blade clearance. Use belt 322L050. |
| 7442R | S/B Chevy RH low mount that bolts to the 2 lower 3/8 x 16 holes in the front of the block. Use belt 240L050. |
| 7442L | S/B Chevy LH low mount that bolts to the 2 lower 3/8 |
| 7443 | S/B and B/B left hand mount designed to bolt to the Moroso self contained water pump. Use belt 285L050. |
| 7444R | B/B Chevy RH 10 o'clock position. The mount moves the fuel pump inboard close to the water pump. Use belt 300L050. |
| 7444L | B/B Chevy LH 2 o'clock position. The mount moves the fuel pump inboard close to the water pump. Use belt 285L050. |
| 7381 | S/B Chevy right hand mount to use an Enderle fuel pump (requires a 7146 idler bracket). Use belt 345L050. |
| 7445R | S/B Ford mount, right hand side. Use belt 300L050. |
| 7445L | S/B Ford mount, left hand side. Use belt 300L050. |
| 7446 | B/B Ford RH side mount. Use belt 285L050. |
| 7448 | B/B Chrysler RH side mount. Use belt 322L050. |
| 7483 | B/B Chevy left hand low mount that mounts in close to the crankshaft. Use belt 225L050. |

BLP FUEL PUMPS

FUEL PUMP SERVICE PARTS



BLP FUEL PUMPS



FUEL PUMP DRIVE BELTS

| Part Number | Application |
|-------------|----------------------|
| 195L049 | 19.5" x 1/2 52 teeth |
| 210L050 | 21.0" x 1/2 56 teeth |
| 225L050 | 22.5" X 1/2 60 teeth |
| 240L050 | 24.0" x 1/2 64 teeth |
| 255L050 | 25.5" x 1/2 68 teeth |
| 285L050 | 28.5" x 1/2 76 teeth |
| 300L050 | 30.0" x 1/2 80 teeth |
| 322L050 | 32.2" x 1/2 84 teeth |
| 345L050 | 34.5" x 1/2 86 teeth |

MOUNTING SPACERS

Aluminum .750" diameter spacer with a .390" through hole.

| Part Number | Application |
|-------------|--------------------|
| 7449-.500 | .500" long spacer |
| 7449-.750 | .750" long spacer |
| 7449-.840 | .840" long spacer |
| 7449-.955 | .955" long spacer |
| 7449-1.600 | 1.600" long spacer |
| 7449-1.680 | 1.680" long spacer |
| 7449-1.750 | 1.750" long spacer |
| 7449-2.000 | 2.000" long spacer |
| 7449-2.350 | 2.350" long spacer |
| 7449-3.000 | 3.000" long spacer |
| 7449-4.400 | 4.400" long spacer |

FUEL FILTERS

Carburetors require a good filtration system especially when utilizing alcohol as a fuel source, our answer is our unique filter system that is constructed from .150" wall tubing with an O.D. of 2.500" only using the finest in domestic grade materials. Removable end caps with -8AN, -10AN or -12AN fittings. This lightweight housing is available in two lengths 10.00" OAL and 5.00" OAL. and are anodized for corrosion resistance along with two filter options cellulose and stainless steel for easy cleaning and reuse.



7500 FUEL FILTER

The total length of this filter including the end caps is 10.5".

The cellulose filter element is 7 micron that can flow 750 gallons micron that can flow 750 gallons of fuel per hour.

| Part Number | Application |
|-------------|---------------------------------------------|
| 7500 | Complete fuel filter with cellulose element |
| 7500-4 | Replacement cellulose filter element |
| 7500-4S | Replacement stainless filter element |
| 7500-5 | Fuel filter clamp (1) |
| 7500S | Complete with stainless steel element |



75001 FUEL FILTER

This filter is designed to fit in limited space such as a dragster chassis yet still maintain the high fuel flow that is needed.

The total length of this filter including the end caps is 6.5".

The cellulose filter element is 10 micron that can flow 350 gallons of fuel per hour.

| Part Number | Application |
|-------------|---------------------------------------|
| 75001 | Complete fuel filter |
| 75001-4 | Replacement cellulose filter element |
| 75001-4S | Replacement stainless filter element |
| 75001S | Complete with stainless steel element |

PUMP MOUNTING

In most applications the fuel pump mount bolts to the right hand side (passenger side) of the water pump using the (2) water pump bolts. New water pump bolts and the correct spacers are furnished in the kit. Make sure the bolt hole spot face area on the water pump is flat where the spacers seat. This mount is designed to keep the pump low and compact. With this mount you can use either a 28th or a 32th pulley with the same length belt. Place a protractor on the face of the balancer and make sure the mount is on the same angle as the balancer face.

**DRIVE MANDREL S/B CHEVROLET**

Make sure the balancer bore is free from burrs and the mandrel will slide in and out easily. Install the mandrel in the balancer using anti-seize in the balancer bore. There is a shoulder on the mandrel and it must seat against the balancer. Install the drive gear and space it to line up with pump pulley using mandrel spacers. The pump pulley is also adjustable in and out. When installing the gear and spacers always use anti-seize. If it is a wet sump engine then the spacing on the mandrel is already set. Use a small amount of Loc-tite on the balancer bolt and torque to 60-65 lbs. If for some reason your application requires a longer or shorter mandrel we can furnish the correct length.

DRIVE MANDREL B/B CHEVROLET

The big block drive mandrel fits in the counter bore of the harmonic balancer and this counter bore must be concentric. If you are using an after market balancer such as an ATI the counter bore is concentric and requires no machining. The mandrel is furnished with (2) 1/8" roll pins that must be installed in the balancer if you are driving a dry sump pump. If you are driving only the fuel pump and not a dry sump pump then you will not need the drive pins.

To locate the drive pins install the mandrel in the balancer and drill two holes through the mandrel with a 1/8" drill bit.

Install the drive pins in the balancer. Use anti-seize in the balancer counter bore when installing the mandrel. When installing the mandrel bolt use a small amount of Loc-tite. Use the same procedure as the small block to install the drive gear. Torque the balancer bolt to specified torque.

BLP FUEL PUMPS

BELT INSTALLATION

Install the pump pulley using anti-seize on the pump shaft. Align the pump pulley with the crank pulley. Use a small amount of Loc-Tite and tighten the set screw over the key way first. Install the remaining set screw using a small amount of Loc-Tite. Install the belt and adjust the belt to 1/8" to 1/4" deflection. Do not over tighten the belt. The end of the pump shaft has 1/4 x 28 female threads. It is a good safe guard to install a large washer and bolt here. If for some reason the pulley got loose then the washer would contain the pulley.

FUEL LINE FITTING LOCATION

We have incorporated a design in this fuel pump to enable you to rotate the pump arm in relation to the body. The arm can be rotated in 22 degree increments or a total of 16 different positions. This will allow you to position the pump on the engine for the best possible fuel line inlet and outlet location. The mounting position can be changed with the pump on or off the engine.

1. **Remove the pump from the engine then lay the pump on its back with the shaft pointing upwards.**
2. **Remove the (7) front Allen head bolts using a 9/64" Allen wrench.**
3. **Hold main body and rotate the arm until you have the desired position. Install and tighten the bolts.**

CAUTION: Do Not pull the pump sections apart with screws out

FUEL LINE ROUTING

It is very important to keep the fuel line from the tank to the pump as low as possible. After you route the line over the rear end housing then route the line as low as possible to the pump. DO NOT route the line along the top frame rail and never route the line higher than the fuel pump.

FUEL CELL

Make sure the fuel cell is vented with a -8AN line, nothing smaller. If you are using foam in your fuel cell you will need to use some sort of screen to keep the foam away from the suction line. The suction from the pump can pull the foam into the line causing a loss of pressure.

BLP FUEL PUMPS

DRAG RACE FUEL CELLS

We recommend using a front mounted tank if your 60 foot times are quicker than 1.20. On a rear tank mount make sure your fuel cell is mounted as high as possible.

RECOMMENDED PSI PRESSURES

| | | |
|------|---------------|---------------------------|
| Gas | 3-6 lbs. Idle | 7-9 at Full Throttle |
| Alky | 3-6 lbs. Idle | 9-11 lbs at Full Throttle |

PRIMING THE PUMP

To prime a dry fuel system jack the rear of the car up. Remove the pump from the mounting bracket but leave the inlet line hooked up. Hold the pump and lower it as far as you can then turn the pump clockwise by hand to prime. After you see fuel coming out of the outlet side, then mount the pump and install the belt. If for some reason you run the engine out of fuel or the engine sets a long time you can use this same method to prime the pump.

CAUTION: Do not spin the pump without some fuel or a little synthetic oil in the pump.

FUEL PRESSURE

It is very important to use a fuel pressure gauge. If your racing sanctioning body does not let you run a gauge in the cockpit then Autometer makes an electric fuel pressure gauge that is accurate and dependable. When you are using gauge that is accurate and dependable. When you are using large jets especially in the .180 to .200 range and you make a large jet change it can actually raise or lower your fuel pressure. This is something that you need to be aware of and check.

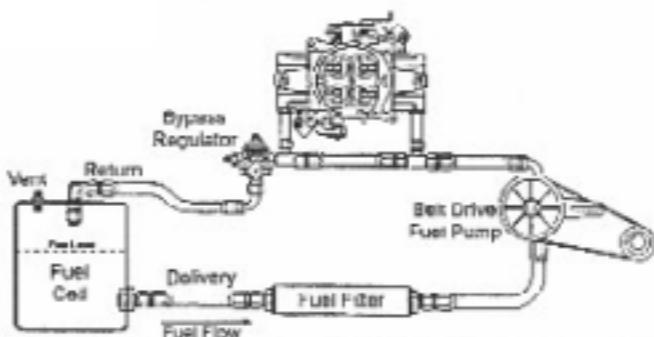


Figure 1

PRESSURE SETTING FOR INTERNAL BY PASS FUEL PUMPS

The pressure is preset when we assemble and test the pump and it should be very close. Always set your pressure for the top end. Do not be concerned about the idle pressure. If it is a Drag car then read the pressure at the top of low gear or near the finish line. If it is a Circle Track car then read the pressure at the end of the straightaway.

If the idle falls within 2-6 pounds don't be concerned. To raise the pressure loosen the lock nut on the pump adjuster and turn the adjuster in to raise the pressure and back the adjuster out to lower the pressure. Adjust 1/4 of a turn until finish line pressure is set.

PRESSURE SETTING WHEN USING A BLP NON BY-PASS FUEL PUMP AND A 7491 RETURN LINE REGULATOR HIGH SPEED ADJUSTMENT

Top end pressure adjustment is set by loosening the lock-nut and turning the adjustment set screw. Turn in for increased fuel pressure and out for less. After setting screw, be sure to re-tighten lock-nut.

TOP OIL

When using alcohol for fuel we recommend you mix a synthetic top oil with the alcohol. This keeps the pump lubricated as well as the valve guides and helps keep corrosion down in all the rubber hoses. Our part number KL107 Top Oil works very well.

WARNING: Never mix petroleum base oil with alcohol.

STORING THE PUMP

If you do not use the pump every week then remove the inlet and outlet line and drain the pump. Install the inlet line first. Pour a small amount of synthetic oil in the outlet fitting, rotate the pump a few revolutions by hand and install the outlet line. To start the engine refer to the priming procedure.

MAINTENANCE

If you are going to leave the engine idle for a long period of time or store the pump, take the outlet line off and pour a small amount of synthetic oil in the pump and rotate the pump by hand. On the internal bypass pump about every six months you need to service the pressure bypass poppet valve. Remove the pump from the engine. Remove the adjuster and pressure spring; note how the spring goes in. The spring is a progressive wound spring and the “tight end wound” end always goes in first.

Position the pump so the hole in the side of the pump that houses the poppet will be pointed down toward the palm of your hand. The poppet will then fall out into your hand.

Clean the brass bushing in the pump housing with brake clean or alcohol. Polish the poppet with scotch bright or 600 grit sandpaper and clean with alcohol. Make sure the poppet is free in the bore. Install the poppet with the window pointed down toward the bottom of the pump. Install the spring on the adjuster with the “tight end wound” of the spring going into the pump. The poppet has a recess machined into the spring end to locate the spring. Check spring length with dial calipers. If the spring is short then stretch to the proper length.

Spring lengths using alcohol spring:

.500 wide gear pump 1.800
.600 and .700 wide gear pump 1.670

Spring lengths using gas spring:

.400 wide gear pumps 1.600
.500 wide gear pumps 1.600

Make sure when you install the adjuster and spring assembly that the spring goes inside the recess of the poppet.

NOTE: Never use a petroleum based lube in the pump. Always use a synthetic based lube when you work on the pump. The KL107 Top Lube makes an excellent assembly lube.

INSTALLATION TIPS

- **Size the pump correctly and do not use any larger pump than necessary. Bigger is not better.**

BLP FUEL PUMPS

- **Turn the pump the right RPM for your engine combination. BLP offers several different ratios.**
- **Route your fuel inlet lines as low as possible. Never route the fuel line where it is higher than the pump inlet fitting.**
- **The fuel pump uses up a certain amount of its efficiency to suck the fuel from the fuel cell to the pump. For that reason we recommend a -8 or -10 fuel line and not a -12 inlet line.**
- **The fuel cell must be vented with a -8AN line, nothing smaller.**
- **On Drag cars a rear-mounted fuel cell should be mounted as high as possible.**
- **On Drag cars with 60 foot times quicker than 1.20 should have a front mounted fuel cell.**
- **Use a high flow fuel filter and mount the filter as close to the tank as possible. Not all filters are suitable for a belt driven pump. If you have a doubt about your filter then contact BLP a doubt about your filter then contact BLP Products.**
- **When you select a pump mounting position always select the lowest mount possible. Note: all of the mounting positions shown in the catalog will work but, if you have a choice, pick the lowest mount.**
- **Do not over tighten the belt.**
- **Internal by-pass pumps are not recommended for gas circle track applications (use of a return line and regulator is recommended when used in a gas circle track application). This is due to the possibility of vapor lock issues when temperature conditions warrant. Internal regulated pumps can be converted to externally regulated pumps using the BLP 74581 conversion sleeve and BLP 7491 by-pass regulator.**
- **If you are currently using a water pump drive pulley or a crank trigger that is bolted to the balancer then you will have to machine a hole in the part so the mandrel will just slip through the pulley. The mandrel will now center the part and insure it runs true with the crankshaft. Do not depend on the (3) attaching bolts to center the part.**

BLP FUEL PUMPS

TROUBLE SHOOTING

PUMP WILL NOT PRIME

- **The inlet line to the pump cannot have any vacuum leaks. Make sure all the fittings are tight and do not have a suction leak.**

NOTE: A fitting can have a suction leak and not leak fuel. Make sure the fuel line is not soft where it goes through the hose end. This can cause the line to collapse when the pump is trying to pull fuel from the tank but the line will relax then the pump is not turning.

- **Poppet not seated. Remove adjuster and make sure poppet is free and seated, clean if necessary. (See Maintenance section). Check spring length with dial calipers. If the spring is short then order a new spring.**
- **Spring lengths using alcohol spring:**
.500 wide gear pump 1.800
.600 wide gear pump 1.670
- **Spring lengths using gas spring:**
.400 wide gear pumps 1.600
.500 wide gear pumps 1.600
- **Internal damage to pump.**
- **Fuel cell not vented.**



ERRATIC OR LOW FUEL PRESSURE

- **Fuel cell not vented.**
- **Suction leak in fuel inlet line.**
- **Poppet sticking, Internal By-Pass type pump (see Maintenance section).**
- **Key missing from pump gear.**
- **Return line regulator needs serviced, Non By-Pass type fuel pump.**
- **Internal damage to pump.**
- **Fuel filter too restrictive.**
- **Foam in the fuel cell is sucked into the fitting.**
- **Construct a screen to keep the foam away from the outlet fitting in the fuel cell.**

FUEL SHUT OFF VALVES

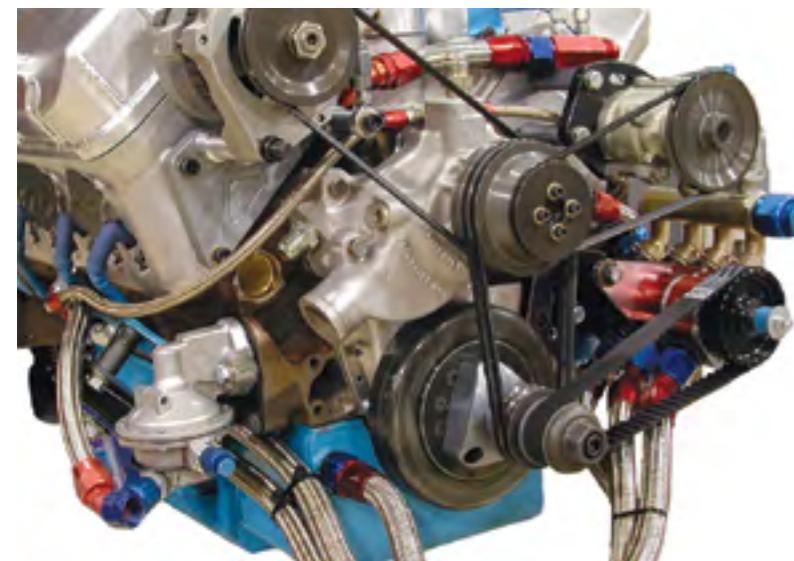
- **NHRA requires a fuel shut off valve to be installed. These are some recommendations if you have to use a Shut Off Valve.**
- **Do not close the shut off valve and run the engine out of fuel. This can damage the fuel pump.**
- **Always make sure the shut off valve is open when starting.**
- **Never close the shut off valve with the engine running.**
- **If you want the shut off valve to be functional then purchase a 3-way shut off valve and run one line to the fuel cell.**

POSSIBLE FUEL SIPHON FROM FUEL CELL

- **If you have a full fuel cell and the pump is lower than the fuel cell (which it should be) then there is the possibility that fuel could siphon through the fuel pump, past the carburetor needle and seat and then into the engine.**
- **If the car sits overnight or longer then you should be aware of this and remove and plug the fuel line at the carburetor.**
- **Belt or cam driven fuel pumps do not contain any check valves and fuel can siphon through the pump.**

PRESSURE SPIKES IN THE CORNERS CAUSING THE CARBURETOR TO FLOOD

- **Pump speed too high. Check the RPM that you are turning the fuel pump compared to the RPM you are turning the engine. If you are using a return line then you may need to service the regulator. Call us on the free tech line.**



BLP ENGINE DRIVE ACCESSORIES

BLP DRIVE MANDREL

BLP Products has made a serious commitment to furnish the engine builder with high quality components to drive dry sump pumps, water pumps, alternators, power steering, fuel pumps or any crankshaft driven accessory.

A major problem when outfitting an engine with any crankshaft driven accessory such as a dry sump has to use a long balancer bolt to hold the drive mandrel on. These bolts can range from 4.500" to 8.000" long. Special high cost studs and crankshaft

snouts are being used to try and combat these problems. Even with this effort expensive failures are commonplace. When the front drive fails it usually means an engine failure.

To eliminate these problems BLP offers a unique design drive mandrel system that does not use a through bolt. A stock length balancer bolt is used. The mandrel bolts to the balancer with three bolts and it is recessed in the rear to clear the balancer bolt head. On the Ford Engines the mandrel has a centering ring machined in the mandrel. The GM engines use a special centering washer that also holds the balancer on. The centering washer insures that the 1.000" mandrel snout runs true with the crankshaft.

We wanted the mandrel to be dependable, lightweight and run true with the crankshaft. The mandrel must also accept the popular 1.000" I.D. pulleys and drive gears currently being used.

Where the 1.000" portion of the mandrel starts the radius was increased to .150". The base of the mandrel was beefed up and a 7/16 X 20 heli-coil was installed in the strongest part of the base. The reason the heli-coil was installed in the base is this is the strongest part of the mandrel. The drive gears and pulleys are stacked on the mandrel and held in place with a 7/16" grade 8 bolt. The 7/16 X 20 grade 8 bolt goes through the 1.000" portion and screws into the base.

The following 3-bolt drive mandrels fit both Big Block, Small Block Chevy and Dodge engines. Also fits the Small Block Chevy using a Big Block crankshaft snout. You must use the proper centering washer that is listed. The part number suffix is the length of the 1.000" portion of the mandrel. The overall length is also listed.



BLP ENGINE DRIVE ACCESSORIES

CHEVY THROUGH BOLT DRIVE MANDRELS

These drive mandrels have a hole through the center which holds the balancer on with a through bolt that goes into the crankshaft. The extended portion of the mandrel will which holds the balancer on with a through bolt that goes accept all 1.000" drive gears. Drive keys are installed. Listed length of the mandrel is the amount the mandrel extends out of the harmonic balancer. Steel mandrels have a black oxide coating and aluminum mandrels are anodized. Part number suffix is the length of the 1.000" portion of the mandrel.



| Part Number | | Application |
|-------------|-------------------------|------------------------------------------------|
| 7001 | S/B CHEVY (Steel) | 3.000"- 3.500"- 4.000" - 4.500" - 6.000" |
| 7001A | S/B CHEVY (Aluminum) | 3.000" |



S/B -B/B CHEVY (Aluminum)

| Part Number | | Application |
|-------------|-----|---------------------------------------|
| 7001A | SBC | 3.000" 3.500" 4.000" 4.500" 6.000" |
| 7004A | BBC | 3.000" 3.500" 4.000" 4.500" |



DRIVE MANDREL KITS

Kits include mandrel, hat washer and grade 8 bolt.

| Part Number | Application |
|-------------|-----------------------------|
| 70011 | 3.000" 3.500" 4.000" |
| 70041 | 3.000" 3.500" 4.000" 4.500" |



BELT DRIVE FUEL PUMP DRIVE MANDRELS

Drive mandrels to drive a belt driven fuel pump. The drive gear is spaced out the correct amount from the harmonic balancer and does not require any spacers. Comes with drive keys installed.

| Part Number | Application |
|-------------|----------------------------------------------------------------------------------|
| 7020 | Fits S/B Chevy. Space from the balancer to the back of the drive gear is 2.200". |
| 70201 | Fits S/B Chevy. Includes hat washer and bolt |
| 7016 | Fits B/B Chevy. Space from the balancer to the back of the drive gear is 2.800" |
| 70161 | Includes the hat washer and attaching bolt |



HEX HEAD HAT WASHER

Hat washer features a recessed 1 1/8" hex head. Back of hat washer is recessed to fit over the drive mandrel and lock onto the 1/8 drive key. This feature allows you to rotate the engine in either direction without fear of loosening or stretching the mandrel bolt.

| Part Number | Application |
|-------------|--------------------------------------------|
| 70062 | Steel hex head hat washer |
| 70062A | Heavy duty aluminum hard coated hat washer |



CONVENTIONAL HAT WASHERS FOR 1.000" DRIVE MANDRELS

| Part Number | Application |
|-------------|--------------------------|
| 7006 | S/B Chevy with 7/16 hole |
| 7007 | B/B Chevy with 1/2 hole |
| 7007-5/8 | Ford with a 5/8 hole |
| 7007-3/4 | Chrysler with a 3/4 hole |



BELT GUARDS

Aluminum belt guards .100" thick with a 1.000" I.D. The guards are available with an outside diameter of 2.250" or 2.500". They are hard coated for long life and can be used as a belt guard or mandrel spacer.

| Part Number | Application |
|-------------|----------------------|
| 7013-2.250 | (1) with 2.250" O.D. |



MANDREL SPACERS

Aluminum anodized spacers with a 1/8" keyway that will fit any 1.000" diameter mandrel. One side of the spacer features a .150 radius on the I.D. portion. The last 3 or 4 digits of the part number indicate the length.

| Part No. | Application |
|----------|------------------------------------|
| 7008 | .250 .375 .444 .500 .625 .750 |
| | .930 1.000 1.500 1.600 1.750 2.000 |

GRADE 8 SAE MANDREL BOLTS

| Part Number | Application |
|-------------|---------------------------|
| 7045-4.000 | 7/16 x 4.000" socket head |
| 7045-4.500 | 7/16 x 4.500" socket head |
| 7045-6.000 | 7/16 x 6.000" socket head |
| 7025-4.500 | 7/16 x 4.500" hex head |
| 7025-5.000 | 7/16 x 5.000" hex head |
| 7025-5.500 | 7/16 x 5.500" hex head |
| 7025-6.000 | 7/16 x 6.000" hex head |
| 7025-6.500 | 7/16 x 6.500" hex head |
| 7025-7.000 | 7/16 x 7.000" hex head |
| 7026-4.500 | 1/2 x 4.500" hex head |
| 7026-5.000 | 1/2 x 5.000" hex head |
| 7026-5.500 | 1/2 x 5.500" hex head |
| 7026-6.000 | 1/2 x 6.000" hex head |
| 7026-6.500 | 1/2 x 6.500" hex head |
| 7026-7.000 | 1/2 x 7.000" hex head |

BLP ENGINE DRIVE ACCESSORIES

BALANCER BOLTS

180 PSI bolts with a 12-point head.

| Part Number | Application |
|-------------|-----------------------|
| 7045-1.500 | 7/16 x 20 1.500" long |
| 7045-2.500 | 7/16 x 20 2.500" long |

OIL PUMP DRIVE GEARS

Lightweight billet aluminum drive gears available for oil pumps with a 5/8 shaft and hard coated for long life. The teeth are radiused for easy belt installation. For 3/8 pitch L series "Gilmer" 1.000 wide square tooth belts. Gears are 1.400" wide and belt guards are not needed.

| Part Number | Application |
|-------------|-------------|
| 7117-28 | 28 tooth |
| 7117-32 | 32 Tooth |

DRIVE GEARS FOR DRY SUMP AND FUEL PUMP

Billet aluminum drive gears that use the 3/8 pitch L series "Gilmer" 1.000" wide, square tooth belts. Available for all 1.000" drive mandrels with 1/8 keyway. The gears feature a .150" radius on one side of the I.D. This enables you to run the gear flush against the mandrel if you chose to do so. The gears are hard coated for long life. For the 3/8 pitch L series "Gilmer" square tooth 1.000" wide belt.

| Part Number | No. of teeth | Width |
|-------------|--------------|--------|
| 7100-16L100 | 16 | 1.000" |
| 7100-18L100 | 18 | 1.000" |
| 7100-17L100 | 17 | 1.000" |

For the 3/8 pitch L series "Gilmer" square tooth .500" belt.

| Part Number | No. of teeth | Width |
|-------------|--------------|------------------|
| 7100-14L050 | 14 | .500" Steel |
| 7100-16L050 | 16 | .500" (aluminum) |

BLP ENGINE DRIVE ACCESSORIES

Belts

3/8 pitch L series "Gilmer" belts .500" wide

| Part Number | No. of teeth | Length |
|-------------|--------------|--------|
| 195L050 | 52 | 19.5" |
| 210L050 | 56 | 21.0" |
| 225L050 | 60 | 22.5" |
| 240L050 | 64 | 24.0" |
| 255L050 | 68 | 25.5" |
| 285L050 | 76 | 28.5" |
| 300L050 | 80 | 30.0" |
| 322L050 | 84 | 32.2" |
| 345L050 | 86 | 34.5" |

3/8 pitch L series "Gilmer" belts 1.000" wide.

| Part Number | No. of teeth | Length |
|-------------|--------------|--------|
| 225L100 | 60 | 22.5" |
| 240L100 | 64 | 24.0" |
| 255L100 | 68 | 25.5" |
| 270L100 | 72 | 27.0" |
| 285L100 | 76 | 28.5" |
| 300L100 | 80 | 30.0" |

LIGHTWEIGHT POLY-V ENGINE ACCESSORIES DRIVE SYSTEMS



BLP Products now offers a new lightweight 7mm Poly-V belt pulley system designed to drive engine accessories, such as water pumps, power steering pumps, alternators and fuel pumps. The system uses the Goodyear Poly-V Series belt and BLP designed 7mm Poly-V pulleys. All pulleys are hard coated and there is a large selection of ratios available. Mandrel if you chose to do so. The gears are hard coated for long life. For the 3/8 pitch L series "Gilmer" square tooth 1.000" wide belt.

Some of the advantages are:

- More room around the front of the engine
- Longer Belt Life
- Lighter weight
- Less friction and slower rim speed
- Less inertia required so acceleration is improved

WEIGHT COMPARISONS

| | |
|--------------------------------------------------------------------------------------------------|--------------------------------------------|
| Average 8.000" billet water pump pulley 34.2 oz. | BLP Poly-V water pump pulley 10.9 oz. |
| Average 5.000" crankshaft drive pulley 24.6 oz. | BLP Poly-V crankshaft drive pulley 5.0 oz. |
| Average billet alternator pulley 10.4 oz. | BLP Poly-V alternator pulley 4.6 oz. |
| Standard billet power steering pulley 14.0 oz. | BLP Poly-V power steering pulley 6.4 oz. |
| Standard water pump drive belt 14.0 oz. | Goodyear Poly-V drive belt 3.2 oz. |
| By using the BLP Poly-V drive system you can remove 4 to 5 pounds off the end of the crankshaft. | |

7mm PULLEY SPEED RATIOS

| Water Pump speed to engine RPM | | |
|-----------------------------------------------------------------------|----------------------------|--------------|
| Crank Pulley Diameter | Water Pump Pulley Diameter | Ratio to RPM |
| 2.720" | 4.120" | 66% |
| 2.720" | 6.000" | 45% |
| Alternator speed to engine RPM when driven from the water pump pulley | | |
| Water Pump Diameter | Alternator Diameter | Ratio to RPM |
| 4.120" | 3.650" | 74% |
| 4.120" | 5.500" | 49% |
| 6.000" | 3.650" | 74% |
| 6.000" | 5.500" | 49% |

Power steering pump speed when driven from the front of the water pump using the standard water pump speed of 66% of engine RPM

| Drive Pulley Diameter | Power Steering Diameter | Ratio to RPM |
|-----------------------------------------------------------|-------------------------|--------------|
| 2.950" 3.950" | 3.950" | 49% |
| 2.950" 5.950" | 5.950" | 33% |
| 3.450" 3.950" | 3.950" | 57% |
| Power steering pump speed when driven from the crankshaft | | |
| Crank Pulley Diameter | Power Steering Diameter | Ratio to RPM |
| 2.720" | 3.950" | 68% |
| 2.720" | 5.250" | 52% |
| 2.720" | 5.950" | 46% |

WATER PUMP PULLEYS



| Part Number | No. of Grooves | Dia. | Application |
|--------------|----------------|--------|-----------------------------|
| 9030-1-4.000 | 1 | 4.120" | Chevy & Ford |
| 9030-2-4.000 | 2 | 4.120" | Chevy & Ford |
| 9030-3-4.000 | 3 | 4.120" | Chevy & Ford |
| 9030-3-4.050 | 3 | 4.120" | Chevy & Ford w/ .050 offset |
| 9030-3-4.100 | 3 | 4.120" | Chevy & Ford w/ .100 offset |
| 9031-2-4 | 2 | 4.120" | Dodge |
| 9031-3-4 | 3 | 4.120" | Dodge |

7mm CRANKSHAFT PULLEYS



PLEASE NOTE: The crankshaft pulley selection determines the drive ratio of the part number 9030 and 9031 water pump pulleys. Select the crankshaft pulley for the water pump drive ratio that would best fit your application.

| Part Number | Application | No. of grooves | Ratio |
|--------------|-------------|----------------|-------|
| 9040-1-2.574 | Chevy | 1 | 66% |
| 9040-2-2.574 | Chevy | 2 | 66% |
| 9040-2-3.535 | Chevy | 2 | 85% |
| 9044-1 F | Ford | 1 | 66% |
| 9044-4 | Ford | 2 | 66% |



ALTERNATOR PULLEYS

| Part Number | Diameter | Ratio | Hole Dia. |
|-------------|----------|-------|-----------|
| 9050-3.650 | 3.650" | 74% | .670" |
| 90501-3.650 | 3.650" | 74% | .590" |

BLP ENGINE DRIVE ACCESSORIES

POWER STEERING PULLEYS



| Part Number | Dia. | Ratio | Application |
|-------------|--------|-------|--------------|
| 9070-3.950 | 3.950" | 49% | GM |
| 9070-5.950 | 5.950" | 33% | GM |
| 9071-3.950 | 3.950" | 49% | Ford & Dodge |
| 9071-5.950 | 5.950" | 33% | Ford & Dodge |

POWER STEERING DRIVE PULLEY WHEN DRIVEN FROM THE FRONT OF THE WATER PUMP



| Part number | Dia. | Application |
|-------------|--------|----------------------|
| 9060-2.950 | 2.950" | Standard Drive Ratio |
| 9060-3.450 | 3.450" | 8% Increase |

POWER STEERING PULLEYS WHEN DRIVEN FROM THE CRANKSHAFT WITH A 2.720" DRIVE GEAR



| Part Number | Dia. | Ratio | Application |
|-------------|--------|-------|--------------|
| 9070-3.950 | 3.950" | 68% | GM |
| 9070-5.250 | 5.250" | 52% | GM |
| 9070-5.950 | 5.950" | 46% | GM |
| 9071-3.950 | 3.950" | 68% | Ford & Dodge |
| 9071-5.250 | 5.250" | 52% | Ford & Dodge |
| 9071-5.950 | 5.950" | 46% | Ford & Dodge |

CUSTOM MACHINING PROCESSES AVAILABLE WITH THE QUALITY YOU EXPECT FROM BLP

BLP ENGINE DRIVE ACCESSORIES

POLY V-BELTS



| Part Number | Application |
|-------------|-----------------------------------------------------------------------------------------|
| 7M615 | Belt from crankshaft to water pump (all engines). When using 66% drive ratio |
| 7M630 | Power steering belt, Chevy engine. Using the standard drive ratio |
| 7M650 | Power steering belt with 88% ratio. Water pump drive belt using 85% ratio (Crate Motor) |
| 7M750 | Alternator belt, Chevy engine. Using the standard drive ratio |
| 7M690 | Power steering belt, Ford engine. Using the standard drive ratio |
| 7M710 | Alternator belt, Ford engine. Using the standard drive ratio |

7MM POLY V-BELTS

The 7MM Poly V-Belts are readily available from BLP Products or most industrial bearing supply houses. The products or most industrial bearing supply houses. The part number is the same whether the belt is a Goodyear® or a Gates®

| Size | Effective Length | Size | Effective Length |
|-------|------------------|-------|------------------|
| 7M500 | 19.69" | 7M710 | 27.95" |
| 7M515 | 20.28" | 7M730 | 28.74" |
| 7M530 | 20.87" | 7M750 | 29.23" |
| 7M545 | 21.46" | 7M800 | 31.50" |
| 7M560 | 22.05" | 7M800 | 31.50" |
| 7M580 | 22.83" | 7M825 | 32.48" |
| 7M600 | 23.62" | 7M850 | 33.46" |
| 7M615 | 24.21" | 7M875 | 34.45" |
| 7M630 | 24.80" | 7M900 | 35.43" |
| 7M650 | 25.59" | 7M925 | 36.42" |
| 7M670 | 26.38" | 7M950 | 37.40" |
| 7M690 | 27.17" | 7M975 | 38.39" |

These belt lengths should handle any normal racing application but longer lengths are available if needed.

COMPLETE DRIVE KITS

The following kits include all the parts necessary to install the BLP Poly-V system on your engine.

- Drive mandrel
- Poly-V belts (does not include dry sump belt)
- Water pump pulley
- Hex head hat washer
- Crankshaft pulley
- All bolts and spacers
- Alternator pulley
- Dry sump drive gear (16-17 or 18 tooth)
- Power steering pulley
- Power steering drive pulley



| Part Number | Application |
|---------------|----------------------------------------------------|
| 9090K-SBC | S/B Chevy SB2 and 18 degree engines |
| 9090K-SBCC | 602-604 Crate WP & PS only |
| 9090K-SBC-LLM | S/B Chevy Limited Late Model with wet sump engines |
| 9090K-SBC-SLM | S/B Chevy Super Late Model with dry sump engines |
| 9090K-SBFC | SB F Crate WP & PS only |

Individual Component Parts

| Part Number | Application |
|-------------|-------------------------------------------------|
| 7140 | S/B and B/B dual groove crankshaft pulley |
| 7141 | S/B balancer hat washer |
| 71411 | S/B balancer hat washer, crank trigger |
| 7153 | B/B balancer hat washer |
| 71531 | B/B balancer hat washer, crank trigger |
| 7143-3.000 | Drive mandrel with 3.000" spacing from balancer |
| 7143-3.500 | Drive mandrel with 3.500" spacing from balancer |
| 7143-4.000 | Drive mandrel with 4.000" spacing from balancer |
| 70062 | Hex head hat washer for mandrel |
| 7045-2.500 | S/B balancer bolt |
| 7045-1.500 | Drive mandrel bolt |

BLP ENGINE HARD PARTS

BLP BILLET TIMING COVERS

Some of the major problems in building Chevy engines are controlling cam walk, oil leaks and being able to easily adjust and change the camshaft. Even when cam buttons are installed the cam causes the stock cover to flex therefore the problems still exists. When the water pump is used for a thrust stop the slightest mistake while installing the water pump can cause serious engine failures by forcing the cam gear against the block. Erratic timing control, worn distributor gears and broken timing chains can be caused from cam walk.

Features:

- **Two and three piece construction**
- **Replaceable roller thrust button that is easily adjusted to set end play**
- **Access hole in cover to check cam end play with dial indicator**
- **Any water pump can be used without spacing of pump and pulleys**
- **No machining necessary**
- **Comes with all hardware and gaskets**
- **Timing Tab included**



| Part Number | Application |
|-------------|-------------------------------------|
| 6000 | Complete Kit S/B - V/8 and 90° V/6. |
| 6020 | Complete Kit B/B |

CHEVY 2 PIECE CAM COVERS

BLP's two piece cam cover is CNC machined from 6061-billet aluminum. The inner ring bolts directly to the block and seals the oil pan. The outer cover can be removed and the cam changed without disturbing the oil pan seal. The timing cover seal is installed from the backside of the front cover so there is no way it can come out. The cover is available for the small block V/8, 90° V/6 and big block engines.



| Part No. | Application |
|----------|--------------|
| 60202 | Complete Kit |

B/B GEN VI 2 PIECE CAM COVER

2-piece billet timing covers for the B/B Chevy Gen VI engines. The timing cover will clear a stock water pump. Kit comes with an adjustable timing pointer that will work with either a 7"or 8" balancer



| Part Number | Application |
|-------------|--------------------------------|
| 60002 | Complete Kit S/B - V/8 and V/6 |

S/B CHEVY USING A B/B CRANKSHAFT SNOUT

A lot of engine builders are now using S/B Chevy crankshafts with a B/B crankshaft snout. This adds strength to the front of the crankshaft especially in racing applications that require a lot of accessories driven off the front of the crankshaft.



| Part Number | Application |
|-------------|--------------------|
| 60004 | S/B - V/8 and V/6. |
| 60201 | B/B |

CHEVY 3 PIECE CAM COVERS

BLP's three piece cam cover is CNC machined from 6061 billet aluminum. The inner ring bolts directly to the block and seals the oil pan. The outer cover is a two piece design. The bottom half contains the cam cover seal. The top half can be removed to service the camshaft without having to remove the balancer. The kits are available for S/B, V/8, V/6 and B/B Chevy engines.

BLP ENGINE HARD PARTS

CAM COVER SERVICE PARTS

| Part No. | Application |
|----------|------------------------------------------------------------------------------------------------------------------------------------------------------|
| 6008 | Block ring S/B |
| 6007 | Outer cover S/B, 1 piece, fits standard crank snout |
| 60071 | Outer cover S/B, 1 piece, fits B/B crank snout |
| 60072 | Outer cover S/B top section for 3-piece kits |
| 60073 | Outer cover S/B bottom section for 3-piece kits |
| 6025 | Block ring B/B except Gen VI |
| 6024 | Outer cover, B/B, 1 piece |
| 60241 | Outer cover B/B top section for 3-piece kits |
| 60242 | Outer cover B/B bottom section for 3-piece kits |
| 60252 | Block ring for B/B Gen VI |
| 60202-1 | Outer cover B/B Gen VI |
| 6001 | Roller thrust button S/B and B/B |
| 6003 | Shim kit for setting cam end play, Contains: (1) .001" (2) .010" and (1) .020" shims 6005-S/B Cam cover seal, S/B 6005-B/B Cam cover seal, B/B |

HARDWARE KITS

Contains all bolts and shims, (does not contain thrust button or cam retainer plate)

| Part Number | Application |
|-------------|-------------|
| 6014-S/B | Small block |
| 6014-B/B | Big Block |
| 6014-G6 | B/B Gen VI |

TIMING POINTERS

Timing pointers are stainless steel and slotted for fine TDC adjustment.

| Part Number | Application |
|-------------|------------------|
| 60181-7 | S/B Chevy 7.375" |
| 60181-8 | S/B Chevy 8.000" |
| 60191-7 | B/B Chevy 7.375" |
| 60191-8 | B/B Chevy 8.000" |
| 60191-G6 | B/B Chevy Gen VI |

CAMSHAFT LOCATION ADJUSTING SHIM

This stainless steel shim is designed to fit on the nose of the camshaft between the camshaft and the camshaft gear. This enables the engine builder to adjust the camshaft in relation to the lifter bores.

| Part Number | Application |
|-------------|-----------------|
| 6078-010 | .010" thickness |
| 6078-015 | .015" thickness |
| 6078-020 | .020" thickness |

CAM GEAR RETAINER



Stainless steel .060" thick cam retainer plate. This retainer plate is designed to capture and hold pressure on the camshaft dowel pin as well as retain the degree bushing. If the dowel pin should break the retainer plate will not let the broken pin fall into the engine. The cam retainer bolts are high quality TORX PLUS bolts.

| Part Number | Application |
|-------------|-----------------------------------------------------------|
| 6004 | Cam Gear Retainer Chevy V8 and V6 engines Kit w/TORX bolt |
| 60041 | Retainer plate only |

CAM BUTTON



Roller type camshaft thrust button for BLP and stock cam covers. Total length is .675".

| Part no. | Application |
|----------|--------------------------------------|
| 6001 | All BLP front cover kits S/B and B/B |

PISTON OILING SYSTEM COMPONENTS

This engine block modification is a highly proven method of supplying pressurized lubrication to the wrist pin area of racing pistons and also provides additional cooling to the pistons. As piston cooling is now a recognized necessity for racing engines, our system offers the most efficient method available. Other markets realizing the benefits of piston cooling and wrist pin lubricating include supercharged, turbocharged and nitrous oxide assisted engines.

| Part Number | Application |
|-------------|---------------------------------|
| 402-006 | #28 Drill Bit, 6" length |
| 402-012 | #28 Drill Bit, 12" length |
| 402-020 | 8-32 Plug Tap |
| 402-021 | 8-32 Combination Drill/Tap Drap |
| 402-100 | Drill bushing for PDO fixtures |
| 401-126 | 1.000 Oiler system jet |
| 401-226 | 1.250" Oiler system jet |
| 401-326 | 1.625" Oiler system jet |

BLP FITTINGS/TOOLS

PORT FITTINGS

BLP fittings are designed and manufactured in our Orlando FL facility.

Made to install into a fuel pump or dry sump pump and are sealed using an o-ring.



| Part Number. | 37° Outlet end | Port End |
|--------------|------------------------------------|----------|
| 7322 | -8AN | -6AN |
| 7323 | -8AN | -8AN |
| 7324 | -10AN | -8AN |
| 7325 | -12AN | -8AN |
| 7326 | -8AN | -10AN |
| 7327 | -10AN | -10AN |
| 7330 | -12AN | -12AN |
| 7331 | -16AN | -12AN |
| 43154 | -8AN Port plug | |
| 43153 | -8AN port plug w/ 1/8" female pipe | |



OIL INLET FILLING

| Part Number. | Fitting Size | Pipe Thread | Overall length | Material |
|--------------|--------------|-------------|----------------|----------|
| 9007-12A | 12AN | 1/2 | 3.150" | Aluminum |
| 9008-10S | 10AN | 3/8 | 2.190" | Steel |
| 9009-10S | 10AN | 3/8 | 4.380" | Steel |
| 9009-12S | 12AN | 3/8 | 4.420" | Steel |
| 9010-10A | 10AN | 1/2 | 4.380" | Aluminum |
| 9010-12A | 12AN | 1/2 | 4.420" | Aluminum |
| 9011-10S | 10AN | 1/2 | 4.380" | Steel |
| 9011-12S | 12AN | 1/2 | 4.420" | Steel |



FUEL SHUT OFF VALVE FITTING

BLP Shut off valve fitting is designed to install a BLP 7340 & 7341 Fuel shut off into the outlet side of a BLP belt driven fuel pump.

This bulkhead design allows for adjustment position of the valve.

| Part Number | 37° Outlet | Port End |
|-------------|------------|----------|
| 7329 | -8AN | -8AN |



HOLLEY® FUEL INLET FITTINGS

These fittings allow you to use a -8AN fuel line directly into a classic Holley® fuel bowl. Utilizing an 11/16" hex for easy installation and removal.

| Part Number | Description |
|-------------|-----------------------------------------------------------|
| 7319 | -8AN female to 3/8 n.p.t. |
| 7320 | -8AN female to 3/8 n.p.t. w/ 1/8" gage port. |
| 7321 | -8AN female to -8AN male w/ gage port. |
| 75301B-6 | -6AN male fitting w/ washer 7/8-20 Black |
| 75301B-8 | -8AN male fitting w/ washer 7/8-20 Black. |
| 75303 | -8AN AN female swivel for Classic fuel bowls 7/8-20 |
| 75304 | -8AN female swivel for Ultra® HP and Braswell fuel bowls. |
| 75305 | -8AN female swivel for Demon® fuel bowls |
| 75302 | 7/8 Aluminum seal washer. |



HOLLEY® FUEL BOWL INLET PLUGS

| Part Number | Description |
|-------------|-------------------------------------------------|
| 43151 | 7/8-20 Classic fuel bowl plug. |
| 43152 | 7/8-20 with 1/8 female pipe thread |
| 43153 | Ultra®HP and Braswell Bowls w/ 1/8" female pipe |
| 43154 | Ultra® HP and Braswell Bowls -8AN |

BLP FITTINGS/TOOLS

SPECIALIZED FITTINGS

| Part Number | Description |
|-------------|--------------------------------------------------------------------------|
| 7319 | Male 3/8NPT -8AN Female allows to attach 7491 regulator to BLP 75111 Log |
| 7320 | Same as above with 1/8 female NPT for pressure gage. |
| 7321 | -8 male to -8 female union w/ 1/8 NPT provision. |

PUMP NOZZLE SCREW REPAIR KIT

BLP has developed an easy way to repair main bodies that have the pump nozzle thread stripped. Simply ream the main body and installed the threaded sleeve with loctite. Spot face the top and you are ready to go. [Visit our web site help center for full written and video instructional material.](#)



| Part Number | Description |
|-------------|--------------------|
| 7882 | Repair sleeve kit |
| 7882-1 | Reamer |
| 7882-2 | Sleeve replacement |

VERTICAL MILL BOOSTER TOOL

BLP 78751 Booster installation system was designed to provide custom carburetor builders with the tools to properly install boosters in most all Holley® and BLP Billet main sections.



| Part Number | Description |
|-------------|-----------------------------------------------------------------|
| 78751 | BLP Mill Mount booster installation system. |
| 78751-1 | BLP Booster installation Main Bar. |
| 78751-2 | BLP Booster installation tool item (Anvil) |
| 78751-2BX4 | BLP Booster installation tool item (Anvil) for BX4 applications |
| 78751-3 | Booster Installation Upright |
| 78751-4 | Booster Installation Baseplate |
| 78751-5 | Booster spin rivet rod. |
| 78751-5BX4 | Booster spin rivet rod. For BX4 Billet bodies |

BOOSTER LEVELING TOOL

BLP simplifies booster installation, along with our booster installation system we offer a leveling system to ensure your booster installation is handled properly.



| Part Number | Description |
|-------------|-----------------------------------------------|
| 78751-6 | Std Holley® down leg boosters |
| 78751-7 | B Series Braswell boosters |
| 78751-8 | Holley® annular boosters |
| 78751-9 | Replacement Circular level for Leveling tools |

MANUAL BOOSTER INSTALLATION SYSTEM

This vise held system is designed to install boosters in Holley® 4150-2300 series carburetors. Optional annular booster adapter available.



| Part Number | Description |
|-------------|---------------------------|
| 7875 | Booster installation tool |
| 7876 | Annular booster adapter. |

MAIN BODY THREAD REPAIR



| Part Number | Description |
|-------------|--------------------------------------------|
| 7878K-12/24 | Heli-Coil repair kit for fuel bowl threads |
| 7878-12/24 | Heli-Coil inserts 12-24 |
| 7878K-8/32 | Heli Coil Repair kit |
| 7881-10/32 | 10-32 Air corrector tap |
| 7878-5/16 | Heli-Coil inserts 5/16 |
| 7878-7/16 | Heli-Coil inserts 7/16 |
| 7878-10/32 | Heli-Coil inserts 10-32 |

JET TOOLS AND COMPONENTS

| Part Number | Description |
|-------------|-------------|
| 7881-4/40 | 4/40 Tap |
| 7881-8/32 | 8/32 Tap |
| 7881-10/32 | 10/32 Tap |
| 7881-12/24 | 12/24 Tap |
| 7881-1/4 | 1/4 Tap |
| 7881-350 | 350-32 Tap |
| 7881-5/16 | 5/16 Tap |

PIN GAUGE SETS

| Part Number | Description |
|-------------|--------------|
| 7880-1 | .011"- .060" |
| 7880-2 | .061"- .250" |

BLP CARBURETOR INSPECTION GAUGE KITS

| Part Number | Carb Checked | Cfm Listed |
|-------------|--------------|------------|
| 7859 | 0-7448 | 350 |
| 7860 | 0-4412 | 500 |
| 7861 | 0-80507 | 390 |
| 7862 | 0-4776 | 600 |
| 7862HP | 0-80540-1 | 600 |
| 7863 | 0-4779 | 750 |
| 7863HP | 0-80528 | 750 |
| 7864 | 0-4777 | 650 |
| 7864HP | 0-80541 | 650 |
| 7866 | 0-3310 | 750 |

