



## POWERMASTER ALTERNATORS

Show chrome plated rebuilt GM alternators with internal regulator, heavy duty diodes and oversized bearings, chrome fan and v-belt pulley, proof of performance tag and gold battery post for better conductivity. 140 amp is recommended for EFI, A/C and electric fans.

<b>17294</b>	<b>GM 100 amp</b> (7" case) . . . . .	<b>\$149.99</b>
<b>378021</b>	<b>GM 140 amp</b> (7" case) . . . . .	<b>\$229.99</b>
<b>8-37100</b>	<b>Ford 100 amp</b> polished one-wire . . . . .	<b>\$194.99</b>

## S&P HI-TORQUE V-BELT PULLEY SETS

Small block Chevy with short water pump. Chrome plated with bolts. Polished aluminum also available.

<b>10109050</b>	<b>1-Groove Pulley Set</b> (Crank, W/P, and Alt) . . .	<b>261.95</b>
<b>10109051</b>	<b>2-Groove Pulley Set</b> (Crank, W/P, and Alt) . . .	<b>266.95</b>
<b>10109052</b>	<b>2-Groove Pulley Set</b> (3-Groove Crank, 2 Groove Water Pump and 1 Groove Alternator) . . . . .	<b>293.95</b>
<b>00000007</b>	<b>Aluminum GM Alternator Fan</b> (small) . . . . .	<b>43.95</b>
<b>00000008</b>	<b>Aluminum GM Alternator Fan</b> (large) . . . . .	<b>43.95</b>

## THE DETAIL ZONE -FUEL INJECTION WIRING

This system uses a junction panel as a link between the engine sensors and factory computer. The Telorvek panel allows the adjustment of wire lengths to create an exceptionally neat installation along with the advantages of superior troubleshooting plus you can mount the computer anywhere inside the vehicle.



Detail Zone fuel Injection systems include necessary connectors for that particular application, including single or dual fans when required. These systems are complete and operate the engine in closed loop, which allows the engine to RUN LIKE FACTORY. Diagnostic Scan Tool connections and Malfunction Indicator Lamp Circuits (MIL) are supplied for each application, allowing the system to be scanned at any OEM dealer or repair facility.

Typically no special prom changes, computer reprogramming or trick parts are necessary. Everything is available from your local dealership. Kits include new GM or Ford connectors with crosslink, fire resistant wire printed every 10 inches with the sensor and terminal it connects to. The kits come with 20 feet of wire for each sensor that is simply trimmed to length, terminals installed and connected to the Telorvek panel. Some panel models contain fuel pump and cooling fan relays in the panel cover as required.

**Kits are available for GM TPI, GM LT1, GM Ram Jet, Buick Turbo V6, GM Northstar/Aurora, Ford 5.0, Ford 4.6, 5.8, 7.5 3.8 V6 priced from . . . . . \$385.00**



## STREET & PERFORMANCE ALTERNATORS

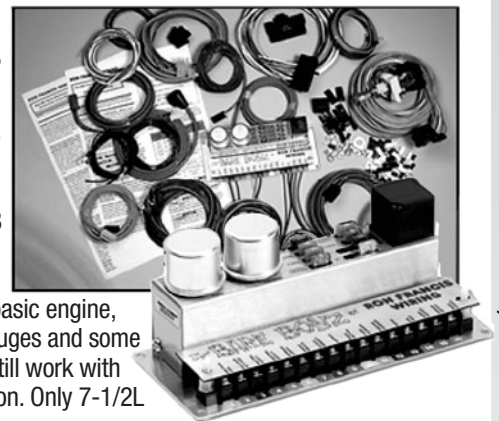
Street & Performance alternators are rebuilt in-house to the same standards as all S&P products. All are available, natural, polished and chrome. Prices below are for chrome. All are sold w/o fans and pulleys. Small late model GM are available clocked 10, 12 and 2.

<b>GM 65 Amp Internal Regulated</b> . . . . .	<b>\$134.95</b>
<b>GM 90 Amp Internal Regulated</b> . . . . .	<b>\$161.95</b>
<b>GM Small 95/105 Amp Internal Regulated</b> (core charge) . . . . .	<b>\$226.95</b>
<b>Ford New Style 90 Amp Internal Reg</b> (Internal Fan) . . . . .	<b>\$367.95</b>

## RON FRANCIS COMPONENT PANEL WIRING KITS

### RON FRANCIS BARE BONZ BASIC WIRING KITS

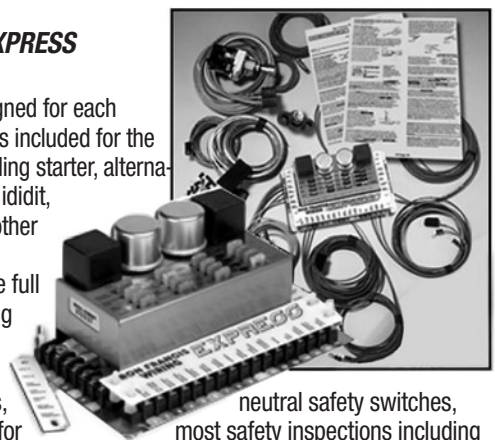
The Bare Bonz kit has everything you need for a basic electrical system. This kit has 8 fuses and 10 circuits and plenty of wire to take care of your basic engine, dash and lighting, gauges and some accessories yet will still work with electronic fuel injection. Only 7-1/2L x 3-1/8W x 2-7/8H!



<b>BB-99</b>	<b>BARE BONZ wiring Kit</b> GM engines . . . . .	<b>\$375.00</b>
<b>BB-78</b>	<b>BARE BONZ wiring Kit</b> Ford engines . . . . .	<b>\$325.00</b>
<b>BB-68</b>	<b>BARE BONZ wiring Kit</b> Mopar engines . . . . .	<b>\$325.00</b>

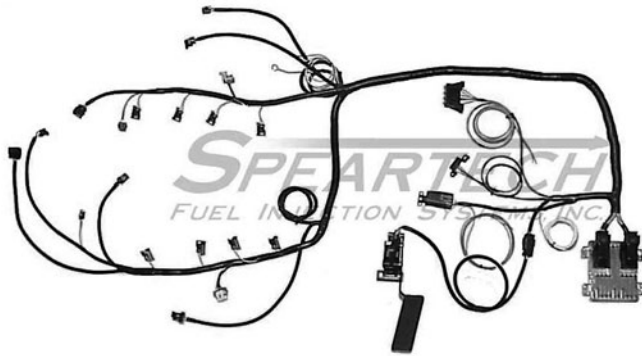
### RON FRANCIS EXPRESS WIRING KITS

These kits are designed for each application. Wiring is included for the complete car, including starter, alternator, most stock GM, ididit, Flaming River and other brands of steering columns. It will wire full gauge sets including tach; address HEI, points and after-market distributors, all lighting needed for high and low beams, indicator lights, parking, turn signal, brake and third brake light. The panel readily accepts fuel injection. A multi-connection battery junction block reduces the number of wires going to the starter. Kits use high temperature fire resistant, color-coded wire with the circuit clearly printed on each wire. Kits also include a headlight switch with wiring, a isolated cooling fan relay and color coded instructions.



<b>XP-66</b>	<b>EXPRESS wiring Kit</b> GM engines . . . . .	<b>\$449.95</b>
<b>XP-67</b>	<b>EXPRESS wiring Kit</b> Ford engines . . . . .	<b>\$449.95</b>
<b>XP-68</b>	<b>EXPRESS wiring Kit</b> Mopar engines . . . . .	<b>\$459.95</b>

Wiring and Electrical Components



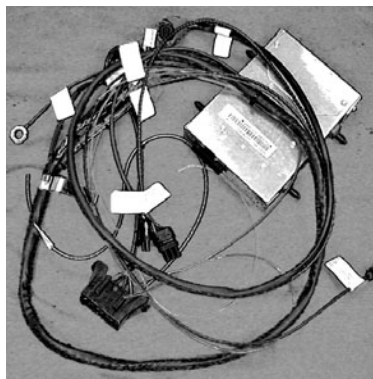
## SPEARTECH EFI WIRING HARNESSSES

Speartech offers custom stand alone wiring harness packages for all of the popular LS engines. Cable throttle, drive by wire, 4L60E, 4L80E, T56, whatever your combo, Speartech has you covered!

Speartech uses O.E.M. style Packard® terminals, connectors and wire in a smooth flowing, attractive layout. Harnesses are covered in black split loom tubing for a clean look.

Harnesses are built as full function, closed loop systems without the add-on emissions equipment. Custom harness lengths are available for your convenience. All harnesses include a fuse block to protect the engine/transmission circuits, a PCM controlled fuel pump relay, control wires for the cooling fan relay, and an OBD-2 diagnostic port/check engine light combo for future diagnostic troubleshooting should there ever be a problem. All harnesses are manufactured using OEM style Packard® XLP wire and connectors and feature a check engine light, diagnostic connector, fuel pump relay, and EASY hookup. All harness are test run on an engine before shipping.

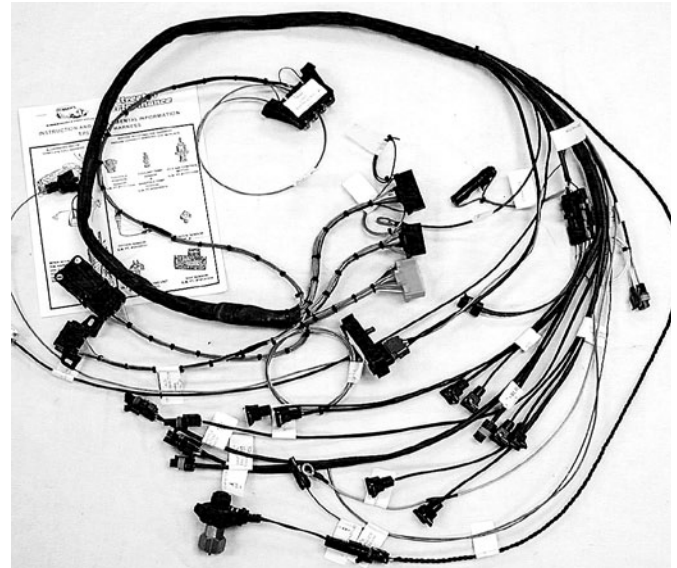
- TPI with 700R4 or T5** includes ECM and custom chip. . . . \$750.00
- LT1 with 4L60E or T56** (94-97 style). . . . . \$650.00
- 4.8, 5.3, 6.0 with 4L60E or 4L80E** . . . . . \$750.00
- LS1/LS6 with 4L60E or T56** . . . . . \$750.00
- LS1/LS6, 4.8, 5.3, 6.0 ETC** with electronic throttle control, includes pedal-to-module harness. . . . . \$800.00
- Vortec 8100 with 4L80E**. . . . . \$900.00
- LS2, LS3, LS7, LS9 and related truck engines (2006-present)**  
Includes custom-length wiring harness, fully programmed ECM, electronic throttle pedal and throttle pedal harness.
- Manual Transmission Harness Package** . . . . . \$1395.00
- Automatic transmission Harness Package**  
includes transmission control module . . . . . \$1695.00



## S&P 4L60E / 4L80E STAND ALONE TRANS HARNESS

This kit is used when adding 4L60E or 4L80E to non injected vehicles or earlier T.P.I., T.B.I systems to control shifting. Needs to have TPS / Distributor Signal.

- 4L60E or 4L80E Transmission Harness**. . . . . \$513.00
- Computer (16196395 or 16197427)** . . . . . \$165.95
- Custom Chip** . . . . . \$213.95
- Compu-Shift Harness w/Controller Complete Kit** . . . . . \$895.95



## STREET & PERFORMANCE EFI WIRING HARNESSSES

S&P custom EFI wiring harnesses use the original GM computer and OEM plugs to work with all the original sensors. Most can be emissions compliant. You must provide tire size and gear ratio so your factory computer can be reprogrammed for your application. Some need the anti-theft feature removed. S&P has a huge selection of harnesses for almost any application and can make up custom harness. All S&P harnesses include a check engine light, ALDL diagnostic plug, oil pressure backup system and fuel pump relay. Harnesses do not include factory computer, but they are available from S&P.

- TPI Speed Density Harness** . . . . . \$564.00
- TPI Speed Density Harness w/electric VSS & TCC**. \$615.00
- TBI Speed Density Harness w/manual VSS & TCC**. \$698.00
- TBI to TPI Integrator Harness '87 only w/manual VSS** . . \$698.00
- TBI to TPI Integrator Harness 88 - 92 w/manual trans** . . \$564.00
- TBI to TPI Integrator Harness**  
88 - 92 w/electric VSS multiplier . . . . . \$667.95
- Vortec V-6, S/B, B/B w/manual transmission**. . . . . \$724.00
- Vortec V-6, S/B, B/B w/4L60E transmission** . . . . . \$776.00
- Vortec V-8, S/B w/4L80E transmission** . . . . . \$822.00
- Vortec V-8, B/B w/4L80E transmission** . . . . . \$822.00
- Vortec 8.1 V-8 w/manual transmission** . . . . . \$853.00
- Vortec 8.1 V-8 w/4L80E transmission** . . . . . \$926.00
- TBI 93-95 SB/BB 4L60E / 4L80E transmission**. . . \$650.95
- TBI TO TP 93 - 95 w/4L60E transmission** . . . . . \$377.95
- LT-1 92-93 wiring harness** . . . . . \$650.00
- LT-1 94-95, 96-97 OBD-II wiring harness** . . . . . \$750.00
- LS-1 97-98 Vette/IROC/TA 6 speed or 4L60E**. . . . . \$795.00
- LS-1 99-up Vette/IROC/TA 6 speed or 4L60E**. . . . . \$895.00
- LS-1 99-up Truck 4L60E/4L80E** . . . . . \$895.00
- LS-1 97-up Drive-by-Wire, Manual or 4L60E/4L80E** \$950.00
- LS-2 Drive-by-Wire, Manual or 4L60E/4L80E**. . . . . \$950.00
- LS-7 Drive-by-Wire, Manual or 4L60E/4L80E**. . . . . \$950.00
- Ford 5.0 85-94, speed density harness** . . . . . \$740.00
- Ford 5.0 85-94, speed density harness w/E400 trans**. \$895.00
- Ford 4.6 94-98, manual trans (with harness core)**. . . . \$985.00
- Ford 4.6 94-98, w/E400 trans (with harness core)**. . . . \$950.00
- Ford 4.6 98-up, coil-on-plug manual trans (with core)** . \$950.00
- Ford 4.6 98-up, coil-on-plug w/E400 trans (with core)** . \$995.00

EFI Wiring Harnesses