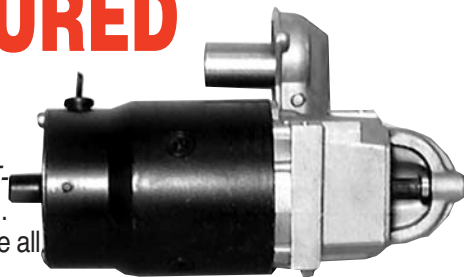


# STARTERS



## SPECIAL HI-TORQUE REMANUFACTURED STARTERS



FOR MAXIMUM CRANKING POWER WITH REMOTE MOUNTED BATTERIES – P.A.W. Starters produce up to 50% more torque than O.E.M. (Cases are used: internals – windings, HD field coils, HD starter drive – are all new.) No exh. required. \*Solenoids not included on GM models.

### BUICK V8 ENGINES\*

'64-'76 300, 340, 350, 400, 430, 455 PAE-3570HT \$89.95

### CHEVROLET V8 ENGINES\*

'64-'88 262, 283, 327, 350 A/T & M/T  
w/153 Tooth Ring Gear, Non-metric Starter, In-line Starter Mounting Holes PAE-3570HT \$89.95

'64-'88 V8 with A/Trans. 168 Tooth Ring Gear, Staggered Starter Mounting Holes, Non-metric PAE-3510HT \$89.95

'64-'76 V8 with M/Trans. 168 Tooth Ring Gear, Staggered Starter Mounting Holes, Cast Iron Nose PAE-3689HT \$89.95

### CHRYSLER V8 ENGINES

'62-'80 All V8 (Exc. 426 Hemi) PAE-3257HT \$89.95

### FORD ENGINES

'65-'80 289, 302, 351W, 351C, Man. Trans. PAE-3132HT \$89.95

'63-'80 289, 302, 351W, 351C, Auto Trans. PAE-3124HT \$89.95

'63-'80 352, 360, 390, 427, 428, All Trans. PAE-3131HT \$89.95

'63-'80 351M, 400, 429, 460, w/Starter Mount Solenoid PAE-3142HT<sup>①</sup> \$94.95

'63-'80 351M, 400, 429, 460 w/Firewall Mount Solenoid PAE-3149HT \$89.95

<sup>①</sup>Ford #3142HT includes solenoid.

### OLDSMOBILE ENGINES\*

'64-'79 All Olds V8 engines (Exc. 330) PAE-3696HT \$89.95

'78-'80 350R, 400, 403 (Olds eng.) PAE-3696HT \$89.95

### PONTIAC ENGINES\*

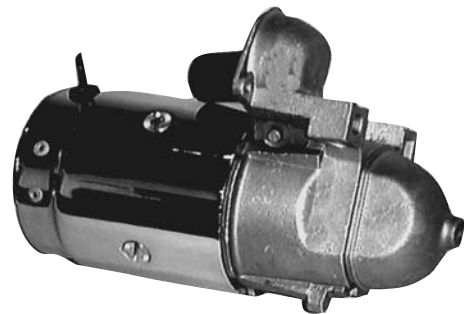
'65-'77 All Pont. V8 eng. PAE-3696HT \$89.95

Chrome HD. G.M. Solenoid  
ACC-40100C ..... \$36.95

Super Duty G.M. Solenoid, Gold Iridited Solenoid  
PAE-GM1SD ..... \$20.95



## Show Chrome STREET STARTERS



- Totally re-manufactured from select cores with premium components.
- Subjected to a complete series of pre-assembly quality assurance checks.
- 100% full-load tested or test equipment prior to final packaging.
- Fully chromed housing and complete with new Hi-Tork field coils and five-roller starter drive. GM starters do not include solenoids.

MAKE	YEAR	ENGINE	TRANS.	PART NO.	PRICE
Buick*	1964-1976	300-455	All	CHR-19250	\$139.95
Chevrolet*	1964-1980	262-400	153 tooth gear	CHR-19250	\$139.95
	1964-1980	262-400	168 tooth gear	CHR-19251	\$139.95
	1964-1980	396-454	168 tooth gear	CHR-19251	\$139.95

# STARTERS



## SPECIAL Mini Hi-Torque

### GEAR REDUCTION SYSTEM STARTER

- Compact, light-weight design.
- Improved ground and header clearance.
- Gear reduction design improves torque capacity.
- For inline bolt holes block mount.



P.A.E-3000

Our Mini Hi-Torque Gear Reduction Starters offer all the same benefits of those higher priced units plus one more . . . they save you money! These high quality starters feature new armatures, noses, solenoids, drives and clutch. The compact, lightweight design saves weight and greatly improves header and oil pan clearance. Comes complete with new bolts, shim kit and instructions. Fits Chevy L-6, 90° V6 and all V8's with 153 or 168 tooth flywheel.

P.A.E-3000 – Chevy V8.

Your Low Price

**\$124.95**



## CHRYSLER MINI HI-TORQUE GEAR REDUCTION STARTER

Chrysler Starter, 1965-87 Chrysler, Dodge, Plymouth V8 (Exc. Hemi)

HEM-5960

Your Price . . . . . **\$144.95**



## HD SOLENOIDS



P.A.W. GM Super Duty Solenoid – 100% Copper windings include plunger return spring and mounting hardware.

GM Cars 1957-1987, exc. metric (short) solenoid

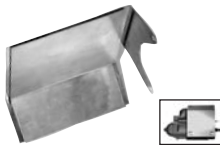
GM Trucks 1957-1988

PAE-GM1SD

Your Price . . . . . **\$20.95**

## P.A.W. Insulated STARTER HEAT SHIELD for Chevrolet V8

CHR-11-6077 – Heat insulating material is sandwiched between two pieces of satin finished aluminum. Fits snug to clear most headers and is held secure with 3-point mounting using existing hardware. Protects starter and solenoid from excessive heat.



Your Price . . . . . **\$17.95**

## STARTER/DISTRIBUTOR COVER HEAT SHIELD



- Perfect distributor wrap for 180° headers.
- Extends starter life on vehicles with headers.
- Heat treated woven fiberglass with heat reflective foil on one side.
- Easy installation and removal with Velcro fasteners.

TAY-2542

Your Price . . . . . **\$53.95**



## 302/351W/351C SUPER HI-TORQUE 1.4 KW STARTER

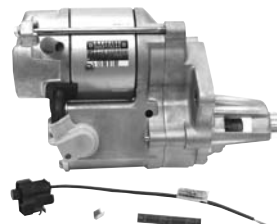
- Small diameter mini-starter – great for additional header clearance.
- Weighs approximately 5 pounds less than production starter, yet provides more cranking power.
- Comes with integral solenoid and cables. 1979 & newer stick & auto, 1978 & older automatic only.
- Fits most 289/302/351W/351C engines.



FOR-M-11000-B51 . . . . . **\$259.95**



## LIGHTWEIGHT STARTER



Put your car on a weight reduction program with Mopar Performance's extra lightweight starter. It's a specially designed starter motor with heavy duty features for V8 applications that needs no adapters. Coming in at 7 pounds complete, this new unit is 1-3/4 pounds lighter than Mopar's previous lightweight starter and half the weight of the original V8 production starter. One inch shorter than previous lightweight starter. May require header/exhaust modifications on some applications.

MPP-P5249644AC – Lightweight Starter.

Your Price . . . . . **\$189.95**



## ULTRA-TORK CHROME SOLENOID

- Initiates high contact impact for positive starter action under the most severe conditions.
- Continuous 100% copper windings to develop maximum magnetic force.
- Corrosion resistant high strength stainless steel plunger provides smooth starter engagement.
- Solid copper contact disc reduces voltage drop and battery drain.
- All-copper contact bolt ensures full plunger pull-in capability.



ACC-40100C – GM 1957-1988

Your Price . . . . . **\$36.95**

# STARTERS



## ADVANCED POWER SYSTEM STARTER



You can have MSD performance from start to finish with the APS Starter...

Even if you have the highest compression engine in the hottest spot, you can have the power for strong, consistent starts.

### Applications:

Chevy V8 (153- and 168-tooth flywheels)

### Highlights:

- 3-horsepower motor
- Cranks over the reduced 4.4:1 gear set to deliver high torque to the engine's ring gear
- Armature balanced during assembly and guided by two ball bearings for smooth engagement
- Downsized housing clears most headers and oil pans but, just in case, the billet mount can be clocked differently to assist tight fits
- Assembly is powdercoated MSD red for long-lasting good looks

**MSD-5095** – Advanced Power System (APS) Starter, Chevy/Chevrolet V8, 153 and 168 Tooth Flywheels . . . **\$288.60**



## CHRYSLER STARTER

This Chrysler starter is good for 160 ft/lbs. It features 4.4:1 gear reduction and is recommended for up to 10:1 compression engines. Weighing in at only 8.5 lbs, this starter clears most headers and works with most oversize kickout oil pans. It's a great choice for your everyday driver that has stock compression and timing.



**PWR-9300** – Mopar Starter, 1965-87 Chrysler, Dodge, Plymouth V8 (Exc. Hemi) . . . **\$173.95**



## STOCK STYLE PERFORMANCE

These new starters conform to the size and appearance of an OE starter. Some, not all, have OE markings on the case such as "Motorcraft". The looks may be OE, but the performance is modern Powermaster! Solenoids included on GM Cars & Trucks.



### CHRYSLER OE-STYLE STARTERS

**PWR-3257** – Chrysler 1965-87 OE-Style Performance Starter . . . **\$142.95**

### FORD OE-STYLE STARTERS

**PWR-3124** – Ford 289, 302, 351W, 351C OE-Style Performance Starter, 5-Speed and Automatic Transmissions, 3/4" Offset . . . **\$142.95**

**PWR-3131** – Ford 390, 427, 428 FE OE-Style Performance Starter . . . **\$142.95**

**PWR-3132** – Ford 289, 302, 351W, 351C OE-Style Performance Starter, 3-Speed and 4-Speed Manual Transmissions, 3/8" Offset . . . **\$142.95**

### GM OE-STYLE STARTERS

**PWR-3510** – Chevy OE-Style Performance Starter, 168-Tooth Flywheel, Staggered Mount . . . **\$134.95**

**PWR-3555** – Oldsmobile/Pontiac OE-Style Performance Starter . . . **\$134.95**

**PWR-3631** – Chevy, Buick, Cadillac OE-Style Performance Starter, 153-Tooth Flywheel . . . **\$134.95**

**PWR-9201** – Chevy/Pontiac LS1 5.7L, Chevy/GMC Truck 4.8L/5.3L/6.0L OE-Style Performance Starter . . . **\$174.95**



## ULTRA TORQUE STARTERS

### 250+ FT./LBS. OF TORQUE STARTERS!

Designed for cranking power for over 18:1 compression. Features 4.4:1 gear reduction and 2.5KW with 3.4 HP. Works with oversized kickout oil pans and is water and corrosion resistant. Machined aluminum, adjustable block brings the weight in at only 10.5 lbs. Redesigned and made in the USA!



### AMC/JEEP ULTRA STARTERS

**PWR-9415** – AMC Engines (Exc. 4.0L), Jeep Early Models Through 1987 (Exc. 4.0L) Ultra Starter . . . **\$276.95**

### CHEVY ULTRA STARTERS

**PWR-9400** – Chevy Ultra Starter, 153/168-Tooth Flywheel . . . **\$259.95**

## ULTRA TORQUE STARTERS Cont'd.

### CHEVY ULTRA STARTERS Cont'd.

**PWR-9426** – Chevy Ultra Starter, 168-Tooth Flywheel, Staggered Mount . . . **\$292.95**

### FORD ULTRA STARTERS

**PWR-9403** – Ford 289, 302, 351W, 351C Ultra Starter, 5-Speed Manual and Automatic Transmissions, 3/4" Offset . . . **\$266.95**

**PWR-9404** – Ford 289, 302, 351W, 351C Ultra Starter, 3-Speed and 4-Speed Manual Transmissions, 3/8" Offset . . . **\$278.95**

**PWR-9405** – Ford 351M, 400, 429, 460 . . . **\$268.95**

**PWR-9406** – Ford 390, 427, 428 FE . . . **\$289.95**

### OLDSMOBILE/PONTIAC ULTRA STARTERS

**PWR-9410** – Oldsmobile, Pontiac V8 Ultra Starter . . . **\$278.95**



## MASTER TORQUE STARTERS

The MasterTorque starter is an excellent choice for mild race or high performance street applications where heat soak is the main concern. 180 ft.-lbs of torque.



### Features:

- 4.4:1 Gear reduction
- Recommended for 12:1 Compression
- Weights 10.5 lbs.
- No heat soak problems
- Clears Most oil pans & headers
- Adjustable mounting block (excluding #PWR-9613 Chrysler starter)

### CHEVY

**PWR-9600** – SB-Chevy/BB-Chevy, Fits 153 or 168 Tooth Flywheel . . . **\$182.95**

**PWR-9612** – SB-Chevy/BB-Chevy, 2-Bolt Staggered Pattern . . . **\$193.95**

### CHRYSLER

**PWR-9613** – Chrysler Non Adjustable . . . **\$172.95**

### FORD

**PWR-9603** – Ford 289-302-351, Fits with Automatic & 5-Speed Manual Transmissions . . . **\$183.95**

**PWR-9604** – Ford 289-302-351, Fits with 3-Speed & 4-Speed Manual Transmissions . . . **\$193.95**

**PWR-9605** – Ford 351M-400-429-460 . . . **\$183.95**

**PWR-9606** – Ford FE - 390, 427, 428 . . . **\$183.95**

### OLDSMOBILE

**PWR-9610** – Oldsmobile V8 . . . **\$183.95**

### PONTIAC

**PWR-9636** – Pontiac V8 . . . **\$183.95**

# STARTERS

## BRAND NEW (Not Rebuilt) 100% Dynotested

# HITACHI

## PRO Racing Starters

- Custom made 6061/T6 Aluminum billet nose pieces used on every model.
- 3 different starter models available to meet your performance needs.
- **Pro-Super-lite:** is the lightest and smallest starter. It provides multiple clocking positions, a must where clearances are tight.
- **Pro Plus:** is the standard by which all others are measured.
- **Pro Extreme:** is the answer for those large high compression engines that need extra reliable cranking power.
- Both the Pro Plus and the Pro Extreme are off-set to provide added clearance for Oil Pan kick outs.



**PRO PLUS**



**PRO SUPER-LITE**



**PRO EXTREME**

	<b>PRO PLUS</b>	<b>PRO SUPER-LITE</b>	<b>PRO EXTREME</b>
<b>Weight</b>	• A 10.5 lbs. It's about 33% lighter than OE	• At 7.5 lbs. It's about 50% lighter than OE	• At 11.5 lbs. It's about 25% lighter than OE
<b>Horsepower</b>	• 1.9 Hp	• 1.61 Hp	• 2.68 Hp
<b>Gear Reduction</b>	• 3.73 to 1 reduction	• 6 to 1 reduction	• 3.73 to 1 reduction
<b>Applications (Compression)</b>	• up to 11.5 to 1	• up to 11.0 to 1	• 11.5 to 1 and higher • 450 cubic inches +
<b>Bearings</b>	• full ball bearing bearing	• heavy duty pinion construction	• full ball bearing construction
<b>Indexing</b>		• multiple clocking solenoid positions	
<b>Technology</b>		• latest technology in permanent magnets	

<b>APPLICATIONS</b>	<b>PRO PLUS</b>	<b>PRICE</b>	<b>PRO SUPERLITE</b>	<b>PRICE</b>	<b>PRO EXTREME</b>	<b>PRICE</b>
<b>CHEVROLET</b> – V8 Small/Big Block, V6, <b>Automatic &amp; Manual Transmission</b> with 153 or 168 tooth ring gear.	<b>HIT-PP106</b>	\$159.95	<b>HIT-PSL100</b>	\$124.95	<b>HIT-PE106</b>	\$177.95
<b>FORD</b> – V8, 221-351 Small Block, <b>Automatic Transmission</b> , FE 332 – 427 Big Block, Arias/Root 429, 460 Big Block. 6 cyl. 300 cid with Motorcraft SA737 starter, 4 cyl. 2.0 2.3L all. (Offset dimension: 0.740")	<b>HIT-PP101</b>	\$179.95	<b>HIT-PSL101</b>	\$154.95	<b>HIT-PE101</b>	\$209.95
<b>FORD</b> – V8, 221-351 Small Block, <b>Manual Transmission</b> , 6 cyl. 300 cid with Motorcraft SA738 starter. (Offset dimension: 0.370")	<b>HIT-PP102</b>	\$175.95	<b>HIT-PSL102</b>	\$154.95	<b>HIT-PE102</b>	\$209.95
<b>FORD</b> – V8, 429 boss – 460 Big Block (late model), <b>Manual &amp; Automatic Transmission</b> , "Threaded upper mounting hole." (Offset dimension: 0.740")	<b>HIT-PP103</b>	\$175.95	<b>HIT-PSL103</b>	\$154.95	<b>HIT-PE103</b>	\$209.95
<b>FORD</b> – Modular Engines, V8, 4.6L and 5.4L, and V10, 6.8L.	<b>N/A</b>	—	<b>HIT-PSL104</b>	\$154.95	<b>N/A</b>	—
<b>PONTIAC/OLDSMOBILE</b> – V8, all 330-445 engines using stock ring gear flywheel.	<b>HIT-PP105</b>	\$159.95	<b>N/A</b>	—	<b>HIT-PE105</b>	\$194.95

# MSD ALTERNATORS

## MSD IGNITION ADVANCED POWER SYSTEM ALTERNATORS



MSD engineers have spent thousands of hours testing different internal components, materials and windings. A special rectifier with 50 amp diodes improves control and reliability while a new surface mount regulator isolates and protects from high voltage spikes. Even the bearings were hand picked to withstand heavy axial loads and high rpm. Not only does the precision machined housing provide cool looks and great strength, but it also delivers a new universal mounting design called Slide-Loc. This technology allows one unit to be mounted to a variety of engines by selecting a bracket kit. The bracket installation kits are available separately for a growing number of different applications.

### Features:

- CNC machined billet aluminum housing features a universal Slide-Loc mounting arrangement so one unit can be installed on numerous applications.
- Windings are made from an elite material with greater strength and efficient current carrying capabilities than standard wiring.
- Regulator features surface mount technology for improved monitoring and high voltage protection.
- Unique rectifier assembly is designed for optimum control even through excessive heat cycles.
- Dual NTN bearing arrangement is capable of enduring loads over 20,000 rpm.
- MSD's revolutionary Slide-Loc assembly provides nearly universal mounting! Simply install the slide mounts into place then install the bracket kit for your application.



The Slide Loc mounts allow you to position the alternator in the best location for your application. The billet aluminum brackets produce a strong installation.

The new APS Alternator features a CNC machined billet aluminum housing that delivers great looks with precision and strength. The power producing components are just as impressive!

### Buying Made Easy

Choosing the right APS Alternator for your engine is easy! First, select an Alternator that will produce the right amount of current to meet the demands of all your vehicle's electronics. Next pick the appropriate Bracket Kit for your engine combination, then select a Pulley.

#### Step 1: Select an MSD Alternator

Select an MSD APS Alternator, Choose a alternator with a Plug in wire connector, or 1 wire connector. Choose a 105,130 or 160 amp Alternator. Then Pick Bracket Kit and Pulley. Direct Plug in Models require mounting kit with adapter harness and pulley. One wire models require mounting kit only along with pulley.



#### Step 2: Select a Bracket Kit

Each Bracket Kit is supplied with the necessary mounts to install your APS Alternator to your engine. The brackets are CNC machined to form a precise and strong foundation. If you are choosing a Plug-APS model, be sure to get the Bracket Kit with matching wiring harness for a direct plug-in connection. See the listing of Bracket Kits below available separately.



#### Step 3: Select A Pulley

Each Pulley is cut from a billet of aluminum and is supplied with a great looking MSD cap to cover the mounting nut. The Pulleys are designed to give you an approximate 3:1 ratio with a standard crankshaft pulley.



### Step 1 ALTERNATORS

**MSD-5100** – Advanced Power System Alternator, 105-Amp, Plug In Connection ..... **\$398.60**

**MSD-5101** – Advanced Power System Alternator, 105-Amp, One-Wire Connection ..... **\$398.60**

**MSD-5106**– Advanced Power System Alternator, 130-Amp, One-Wire Connection ..... **\$398.60**

### Step 1 ALTERNATORS Cont'd.

**MSD-5111** – Advanced Power System Alternator, 160-Amp, One-Wire Connection. .... **\$398.60**

### Step 2 BRACKETS

**MSD-5155** – GM Short Mount Alternator Bracket Kit, Plug-In Connection ..... **\$97.10**

**MSD-5156** – Ford Kits 1,2,3,6G Plug-in Connection, GM Short Mount Kit, Threaded Plug-in ..... **\$68.30**

**MSD-5158** – GM Short Mount Kit, Threaded one wire ..... **\$73.60**

**MSD-5159** – GM Short Mount Alternator Bracket Kit, One-Wire Connection ..... **\$64.10**

**MSD-5162** – GM & IHC Tall Mount Alternator Bracket Kit, One-Wire Connection ..... **\$74.30**

**MSD-5163** – GM 1988-91 V8 Alternator Bracket Kit ..... **\$97.10**

**MSD-5165** – GM & IHC Kits Tall Mount, Threaded one wire ..... **\$71.40**

**MSD-5166** – Ford 1, 2, 3, and 6G Alternator Bracket Kit, Plug-In Connection ..... **\$97.10**

**MSD-5168** – Ford 1, 2, 3, and 6G Alternator Bracket Kit, One-Wire Connection ..... **\$82.90**

**MSD-5170** – Chrysler/Dodge Mount Alternator Bracket Kit, with Threaded Mount ..... **\$111.40**

**MSD-5171** – GM 1987-93 Alternator Bracket Kit, With Threaded Mount ..... **\$91.40**

### Step 3 PULLEYS

**MSD-5190** – Pro-Billet Alternator Pulley, 6-Rib Serpentine Belt, 2.05" (52mm) Diameter ..... **\$45.70**

**MSD-51901** – Pro Billet Alternator Pulley, 1.65" Diameter, 6-Rib ..... **\$42.90**

**MSD-5191** – Pro-Billet Alternator Pulley, V-Belt Dual Groove ..... **\$52.10**

**MSD-5192** – Pro-Billet Alternator Pulley, V-Belt, Single Groove, 2.64" (67mm) Diameter ..... **\$45.70**

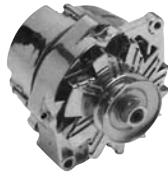
**MSD-51921** – Pro Billet Alternator Pulley, 2.10", Single Groove, V-Belt . . . **\$42.90**

# ALTERNATORS



## P.A.W. CHROME ALTERNATORS

Remanufactured chrome-plated GM, Ford, Chrysler alternators. These units are remanufactured using triple chrome-plated cases and hard polished for that show car look. Alternators feature new H.D. front and rear bearings. New brushes and springs, rewound stators, balanced rotors. Each unit is load and oscilloscope tested for performance and endurance. Sold outright.



- PAE-19276** – 1966-1972 GM with external regulator, 70 amp. . . . \$106.95
- PAE-19275** – 1973-1986 GM with internal regulator (non metric), 70 amp. \$106.95
- PAE-19277** – 1965-1986 Ford, 60 amp single pulley. . . . . \$106.95
- PWR-17509** – 1970-1980 Chrysler, 60 amp double pulley, dual field \$160.95



## FORD ULTRA TORK SOLENOID

**ACC-40200** – '56-'84 Ford Cars & Trucks  
Your Price  
**\$15.95**



## GM ONE WIRE ALTERNATORS

Remanufactured 12V alternator features a built-in voltage regulator that eliminates the need for an external voltage regulator. It only needs hot wire to make it work. Available in either chrome-plated case or non-chrome case. These units are completely remanufactured using new front and rear bearings, brushes, springs, rewound stators. Each unit is load and oscilloscope tested for performance and endurance. Sold outright.



### CHROME CASE

**PAE-19280** – 70 amp output alternator . . . . . \$109.95

**PAE-19281** – 100 amp output alternator . . . . . \$109.95

### STOCK FINISH CASE

**PAE-19295** – 70 amp output alternator . . . . . \$74.95

**PAE-19296** – 100 amp output alternator . . . . . \$89.95



## 100 AMP ALTERNATOR, 100% NEW, REGULAR

100% New 100 AMP GM 10si alternator. GM internal regulator. Available for about 1/2 the cost of competitive models, these reliable internal-fan units are compact and powerful. Use existing mounting brackets and electrical hook-up.



- PRF-66438** . . . . . \$144.95
- PRF-66439**  
Chrome Alternator. . . . . \$162.95



## 100% NEW CHROME ALTERNATORS, 60 AMP GM '73-'86 INTERNAL REGULATOR

A manufacturing breakthrough has enabled PROFORM to offer 100% NEW alternators with the same affordability as our popular re-built models! Each unit is supplied with its own individual Quality Assurance graph documenting its performance and is easily identified by the machined pulley. For a new level of quality and reliability, insist on 100% NEW!



**PRF-66445N** – . . . . . \$110.95



## 100% NEW CHROME ALTERNATOR, GM 1-WIRE

A manufacturing breakthrough has enabled PROFORM to offer 100% NEW alternators with the same affordability as our popular re-built models! Each unit is supplied with its own individual Quality Assurance graph documenting its performance and is easily identified by the machined pulley. For a new level of quality and reliability, insist on 100% NEW!



**PRF-66445.1N** –  
120 Amp Model . . . . . \$113.95



## QUICK DISCONNECT STARTER HARNESS

- No more burned wires – molded high temperature strap holds harness away from headers and manifolds.
- Saves time – makes starter removal and hookup easy.
- Designed for most GM applications and high torque starters.
- Made with high temperature wire and weatherproof connectors.



**MOR-74250** – Fits stock 3 wire GM Delco starters  
**MOR-74245** – Fits 2 wire high torque mini starters  
Your Choice . . . . . \$38.95