

finest Quality
Chrome Components



Alternators • Starters • Water Pumps • [Power Steering Pumps](#)
Master Cylinders • Power Brake Boosters • A/C Compressors

NEW FROM TUFF STUFF



STEALTH BLACK

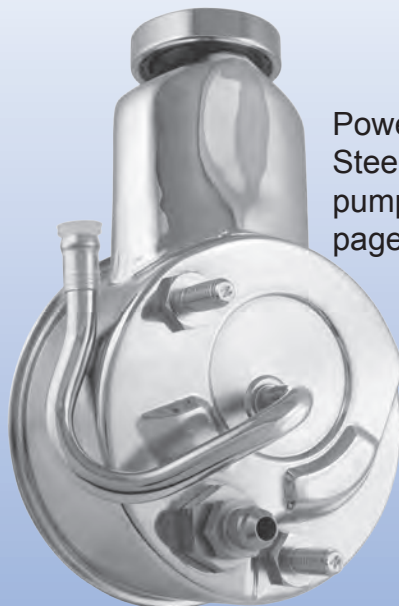


The stealth black powder coated finish is 20X more durable than ordinary paint and provides a consistent sheen for underhood accessories.

NOT SHINY, NOT FLAT ... JUST RIGHT!

All Tuff Stuff products are made from 100% new components that meet or exceeds OEM specifications. All items noted with a stealth black finish are powder coated except for A/C compressors and Type II power steering pumps which are painted with a stealth black acrylic paint.

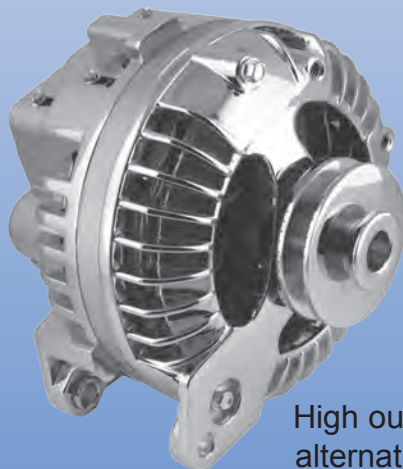
What's NEW!



Power Steering pumps, page 38-41

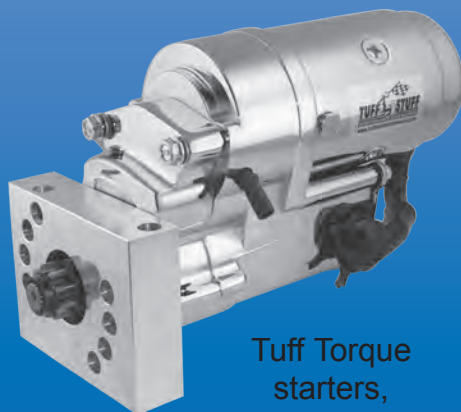
"We have been engineering high performance auto parts since we were 15 & 16 years old!"
Frank & Tom Hurst

"We use 100% new components manufactured to our specs in all of our assemblies!"
Rick Hurst



High output alternators, pages 2-12

Air pump eliminator kit page 28



Tuff Torque starters, pages 17-20

Aluminum water pumps, pages 22-28



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"From application information to installation instructions, everything you need is on our website including our factory tour video." Bud Riser, Tech Service Manager

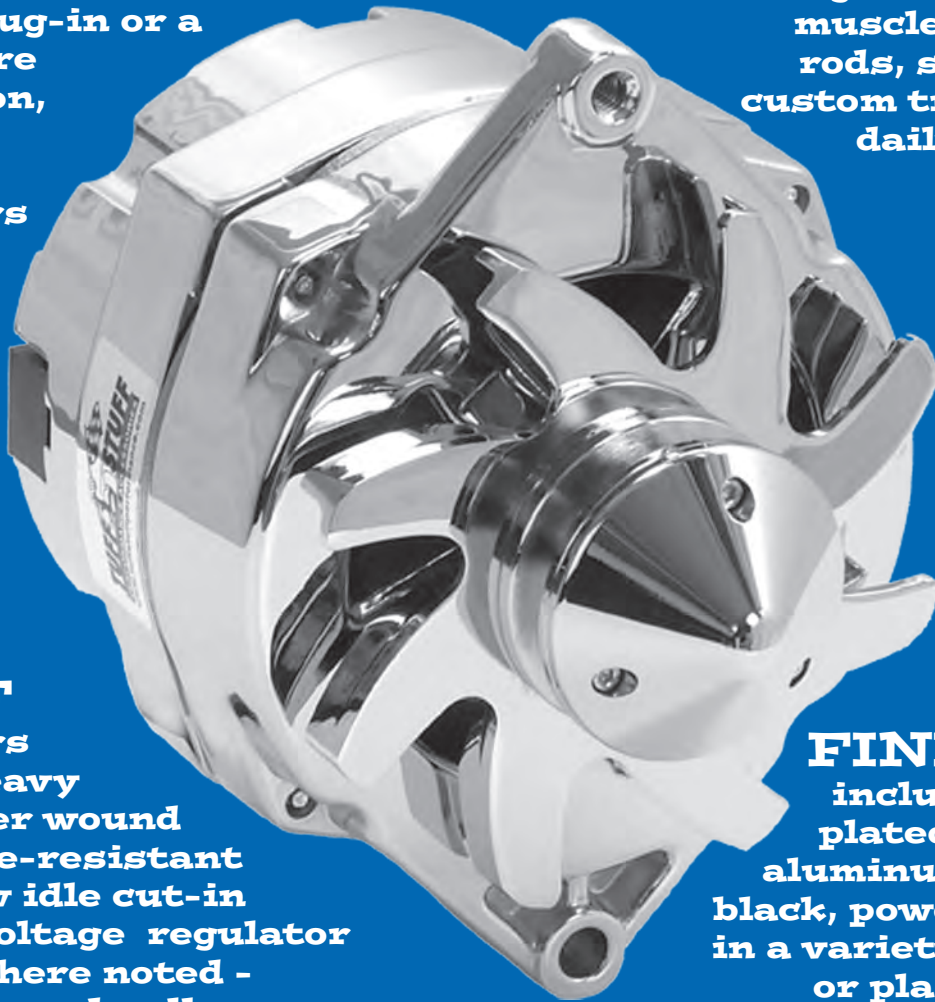
Alternators



OEM or 1-Wire

Whether you prefer an OEM plug-in or a clean 1-wire installation, most Tuff Stuff alternators are available in either configuration.

PERFECT
for high horsepower muscle cars, hot rods, show cars, custom trucks and daily drivers.



ALL TUFF STUFF

alternators feature heavy duty copper wound coils, spike-resistant diodes, low idle cut-in internal voltage regulator - except where noted - cooling fan and pulley.

FINISHES
include chrome plated, polished aluminum, stealth black, powder coated in a variety of colors or plain as cast.

Why Tuff Stuff Alternators?

All Tuff Stuff alternators are hand built in Cleveland, Ohio and are tested to meet or exceed OEM specifications. All Tuff Stuff alternators are made from 100% new components and carry a one year limited warranty. Tuff Stuff has alternator applications for virtually all muscle cars, hot rods, customs and light trucks in just about every finish imaginable. Many enthusiasts prefer the clean, simple 1-wire alternator which features a low idle cut-in internal regulator and provides plenty of charging at low RPM's.

**You can buy a cheaper alternator,
but you cannot buy a better alternator!**

**Premium
Quality**

GM Alternators

10SI & 12SI GM STYLE ALTERNATORS

7127

Most 1971-86 GM cars and light trucks

Finish	Pulley	65 AMP		80 AMP	100 AMP	140 AMP
		1-Wire or OEM		1-Wire or OEM	1-Wire or OEM	1-Wire or OEM
Chrome	V	7127NG*	7127NJ	7127NB	7127ND	7127NK
Chrome	6G			7127NB6G	7127ND6G	7127NK6G
Polished	V		7127NJP	7127NBP	7127NDP	7127NKP
Polished	6G			7127NBP6G	7127NDP6G	7127NKP6G
Stealth black	V	7127NH*		7127NE	7127NF	7127NKB
Stealth black	6G			7127NE6G	7127NF6G	7127NKB6G
Black wrinkle	6G				7127NFBW6G	
Black wrinkle	V				7127NFBW	7127NKBW
Black wrinkle	2V				7127NFBWDP	7127NKBWDP
Black wrinkle	6G					7127NKBW6G
Black primer	V				7127RATBLK	
Gray primer	V				7127RATGRAY	
Yellow	V				7127NFYELLOW	
Orange	V				7127NFORANGE	
Red	V				7127NFRED	
Red oxide	V				7127RATRED	
Blue	V				7127NFBLUE	
As cast	V			7127	7127D	7127K
As cast	6G				7127D6G	7127K6G

* 6 Volt negative ground



7127ND6G



7127RATBLK



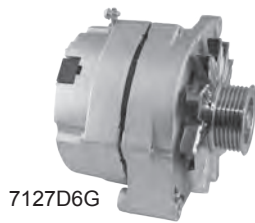
7127NKBW



7139ABULL



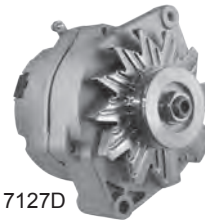
7139BBULL6G



7127D6G



7127NA

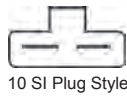


7127D

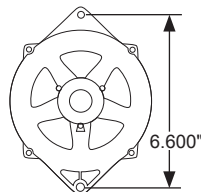
"Silver Bullet"

Finish	Pulley	100 AMP	140 AMP
		1-Wire or OEM	1-Wire or OEM
Chrome	V	7139ABULL	7140ABULL
Chrome	6G	7139ABULL6G	7140ABULL6G
Polished	V	7139BBULL	7140BBULL
Polished	6G	7139BBULL6G	7140BBULL6G
Stealth black	V	7139FBULL	7140FBULL
Stealth black	6G	7139FBULL6G	7140FBULL6G
Yellow	V	7139FBULLY	
Orange	V	7139FBULLOR	
Red	V	7139FBULLRED	
Blue	V	7139FBULLBLU	

Case depth: 4.85", lower mount boss: 2.00" long



10 SI Plug Style



7102, 7127, 7139, 7140



7139FBULL

10DN GM STYLE ALTERNATORS 7102

External regulator, OEM wiring hookup

Most 1963-70 GM cars and light trucks

Finish	Pulley	80 AMP	100 AMP	140 AMP
		Chrome	V	7102NA
Polished	V	7102NAP	7102NCP	
Stealth black	V	7102NF	7102NE	
Black wrinkle	V		7102NFBW	7102NKBW
Yellow	V		7102NFYELLOW	
Orange	V		7102NFORANGE	
Red	V		7102NFRED	
Blue	V		7102NFBLUE	
As cast	V	7102		



10DN Plug Style



7102



7102NE



7102NAP

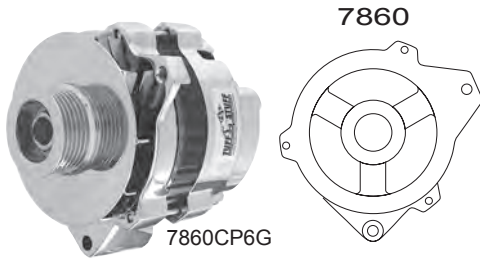
GM Alternators



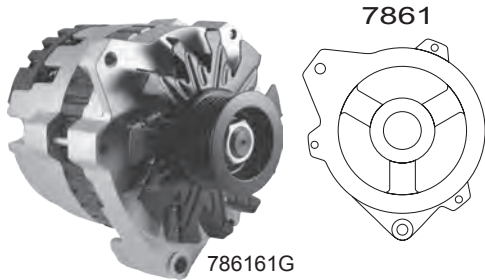
"Silver Bullet" Kool Charger

CS130 GM STYLE ALTERNATORS

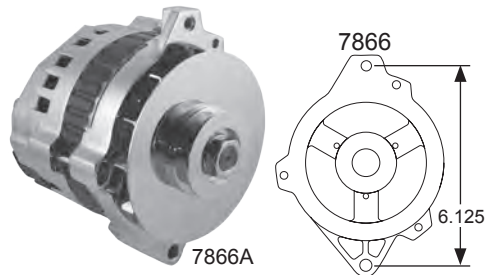
Most 1987-94 GM cars and light trucks



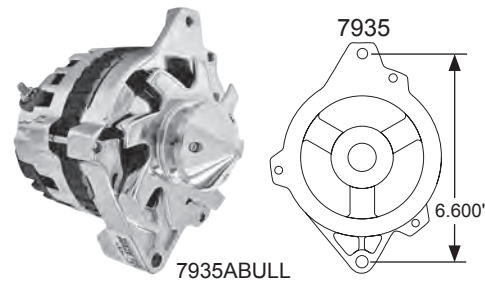
Finish	Pulley	105 AMP		140 AMP		160 AMP
		OEM	1-Wire	OEM	1-Wire	1-Wire S-Bullet
Chrome	V	7860A	7860D	7860C	7860F	7860ABULL
Chrome	6G	7860A6G	7860D6G	7860C6G	7860F6G	7860ABULL6G
Polished	V	7860AP	7860DP	7860CP	7860FP	7860BBULL
Polished	6G	7860AP6G	7860DP6G	7860CP6G	7860FP6G	7860BBULL6G
Stealth black	V		7860E	7860B	7860G	7860CBULL
Stealth black	6G		7860E6G	7860B6G	7860G6G	7860CBULL6G
As cast	V	78601G		7860K1G		<NEW
As cast	6G	78606G	7860-16G	7860K6G	7860K-16G	



Finish	Pulley	OEM	1-Wire	OEM	1-Wire	1-Wire S-Bullet
Chrome	V	7861A	7861D	7861C	7861F	7861ABULL
Chrome	6G	7861A6G	7861D6G	7861C6G	7861F6G	7861ABULL6G
Polished	V	7861AP	7861DP	7861CP	7861FP	7861BBULL
Polished	6G	7861AP6G		7861CP6G	7861FP6G	7861BBULL6G
Stealth black	V		7861E	7861B	7861G	7861CBULL
Stealth black	6G		7861E6G	7861B6G	7861G6G	7861CBULL6G
As cast	V	78611G		7861K1G		<NEW
As cast	6G	78616G	7861-16G	7861K6G	7861K-16G	



Finish	Pulley	OEM	1-Wire	OEM	1-Wire	1-Wire S-Bullet
Chrome	V	7866A	7866D	7866C	7866F	7866ABULL
Chrome	6G	7866A6G	7866D6G	7866C6G	7866F6G	7866ABULL6G
Polished	V	7866AP	7866DP	7866CP	7866FP	7866BBULL
Polished	6G	7866AP6G	7866DP6G	7866CP6G	7866FP6G	7866BBULL6G
Stealth black	V		7866E	7866B	7866G	
Stealth black	6G		7866E6G	7866B6G	7866G6G	
As cast	V	78661G		7866K1G		<NEW
As cast	6G	78666G	7866-16G	7866K6G	7866K-16G	



Finish	Pulley	OEM	1-Wire	OEM	1-Wire	1-Wire S-Bullet
Chrome	V	7935A	7935D	7935C	7935F	7935ABULL
Chrome	6G	7935A6G	7935D6G	7935C6G	7935F6G	7935ABULL6G
Polished	V	7935AP	7935DP	7935CP	7935FP	7935BBULL
Polished	6G	7935AP6G	7935DP6G	7935CP6G	7935FP6G	7935BBULL6G
Stealth black	V		7935E	7935B	7935G	7935CBULL
Stealth black	6G		7935E6G	7935B6G	7935G6G	7935CBULL6G
As cast	V	79351G	7935-11G	7935K1G	7935K-11G	
As cast	6V	79356G	7935-16G	7935K6G	7935K-16G	

MORE CLEARANCE!



Silver Bullet 160 amp 1-wire alternators have a smooth, flat back and a side post battery terminal for tight, against the block applications. Case depth is 4.36" and the lower mounting boss is 2.00" long.



CS130 Plug Style



**Premium
Quality**

GM Alternators

CS144 GM STYLE HIGH AMP ALTERNATORS

1984-90 GM Cars & light trucks, incl pigtail, OEM wiring

Finish	Pulley	140 AMP	200 AMP
Chrome	V	7290NA	7290NE
Chrome	6G	7290NA6G	7290NE6G
Polished	V	7290NAP	7290NEP
Polished	6G	7290NAP6G	7290NEP6G
Stealth black	V	7290NB	7290NF
Stealth black	6G	7290NB6G	7290NF6G

7290 Alternators include a universal wire harness that converts a CS connector to an SI connector

1990-95 Corvette ZR1 350, OEM wiring

Finish	Pulley	140 AMP	200 AMP
Chrome	6G	7864A	7864D
Polished	6G	7864AP	7864DP
Stealth black	6G	7864B	7864C

1994-96 Corvette 350 LT1, OEM wiring

Finish	Pulley	140 AMP	200 AMP
Chrome	6G	8173NA	8173NE
Polished	6G	8173NAP	8173NEP
Stealth black	6G	8173NB	8173NF

1994-96 Impala 350 LT1, OEM wiring

Finish	Pulley	140 AMP	200 AMP
Chrome	6G	8112NA	8112NE
Polished	6G	8112NAP	8112NEP
Stealth black	6G	8112NB	8112NF

1998-00 GM light trucks & SUV, OEM wiring

Finish	Pulley	140 AMP	200 AMP
Chrome	6G	8219NA	8219NE
Polished	6G	8219NAP	8219NEP
Stealth black	6G	8219NB	8219NF

Ideal replacement for worn or damaged plugs

Fits CS130 and CS144 alternators

Replacement alternator plug 7520C



CS144
Plug Style



7520C

TECH TIP
If your alternator plug is damaged or missing, Tuff Stuff offers new replacements, complete with color coded wire pigtails. See page 14 for details.



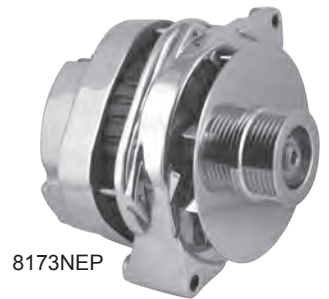
CONVERSION
PIGTAIL
SUPPLIED
WITH 7290



7290NA6G



7864A



8173NEP



8112NB



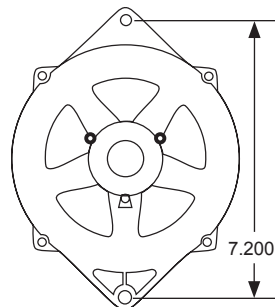
8173NB



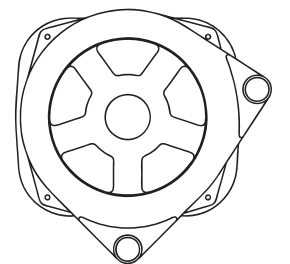
8219NF



8219NA



7.200"



8219

7290, 7864, 8173
Note that the 7864 top
hole is not threaded

GM Alternators



7721NA



7721NB

Clutch Style Pulley



7722NA & 7723NA



7724NA

CORVETTE LATE MODEL

Valeo style alternator, OEM wiring
1997-00 all, 2001 w/manual trans

Finish	Pulley	110 AMP
Chrome	6G	7721NA
Polished	6G	7721NAP
Stealth black	6G	7721NB
As cast	6G	7721

2001 w/auto trans, OEM wiring

Finish	Clutched pulley	110 AMP
Chrome	6GC	7723NA
Stealth black	6GC	7723NB
As cast	6GC	7723N

NEW ➤

2002-04 w/auto trans, 2005-09 all, OEM

Finish	Clutched pulley	150 Amp
Chrome	6GC	7722NA
Polished	6GC	7722NAP
Stealth black	6GC	7722NB
As cast	6GC	7722N

NEW ➤

2002-04 w/manual trans, OEM wiring

Finish	Pulley	150 AMP
Chrome	6G	7724NA
Stealth black	6G	7724NB

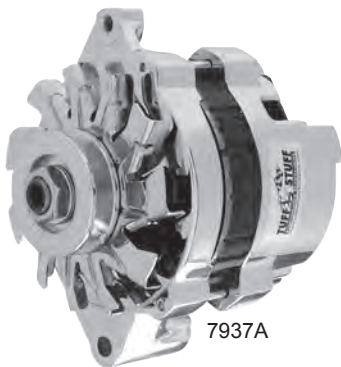
CS121 GM MINI ALTERNATOR

Designed for tight configurations such as high performance, street rods or race cars, OEM wiring

Finish	Pulley	12 Volt	16 Volt
Chrome	V	7937A	7937A16V
Chrome	6G	7937A6G	
Polished	V	7937AP	7937AP16V
Stealth black	V	7937B	7937B16V
Stealth black	6G	7937B6G	
As cast	V	7937	

A slightly larger CS130 alternator with an as cast finish, 16 volt regulator, 160 amp output, 1-wire with a single groove pulley is available, part number 7935H16V.

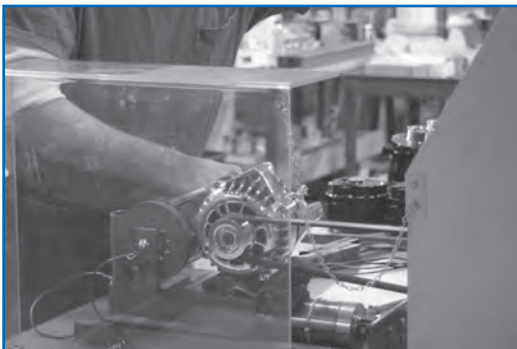
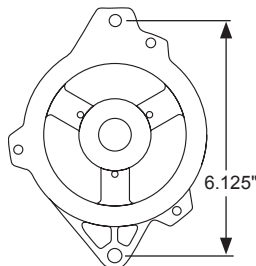
**16 VOLT VERSION
ALSO AVAILABLE!**



7937A



7937A6G



Every alternator is load tested to meet or exceed stated output!

TECH TIP

A 1-wire alternator requires a single wire to connect the alternator to the battery. It does away with the factory alternator wiring harness and cleans up under hood wiring.

**Premium
Quality**

GM Alternators

For trucks and SUV's, high performance street machines, street rods, show cars, extreme stereo and video, RV's and hydraulics

CS130D LATE MODEL GM STYLE

1996-02 GM pickup trucks & vans, OEM wiring

Finish	Pulley	105 AMP	140 AMP
Chrome	6G	8206NA	8206NC
Polished	6G	8206NAP	8206NCP
Stealth black	6G	8206NB	
As cast	6G	8206	

1998-02 Camaro & Firebird 350, OEM wiring

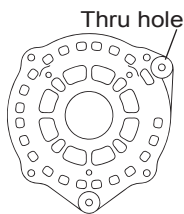
Finish	Pulley	105 AMP	140 AMP
Chrome	6G	8242NA	8242NC
Polished	6G	8242NAP	8242NCP
Stealth black	6G	8242NB	
As cast	6G	8242	

1998-03 GM pickup trucks & vans, OEM wiring

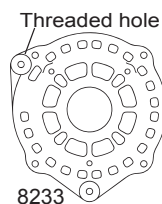
Finish	Pulley	105 AMP	140 AMP
Chrome	6G	8233NA	8233NC
Polished	6G	8233NAP	8233NCP
Stealth black	6G	8233NB	

2001-05 GM pickup trucks, OEM wiring

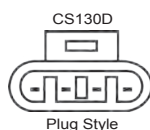
Finish	Pulley	105 AMP	140 AMP
Chrome	6G	8283NA	8283NC
Polished	6G	8283NAP	8283NCP
Stealth black	6G	8283NB	



8206, 8242, 8283



8233



AD230 & AD244 GM TRUCK & SUV

1999-04 GM Truck & SUV, OEM wiring

Finish	Pulley	145 AMP	200 AMP	225 AMP S-BULLET
Chrome	6G	8237A	8237C	8237CBULL
Polished	6G	8237AP	8237CP	8237CPBULL
Stealth black	6G		8237B	
As cast	6G	8237	8237D	

1999 Silverado, OEM wiring

Finish	Pulley	105 AMP
Chrome	6G	8238A
Polished	6G	8238AP
Stealth black	6G	8238B
As cast	6G	8238

←NEW

2004-05 GM SSR all, 2006 manual only, OEM wiring

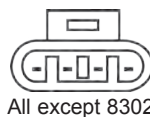
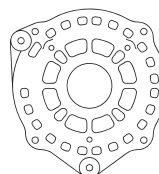
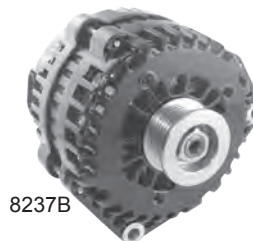
Finish	Pulley	145 AMP	200 AMP
Chrome	6G	8292A	8292D
Polished	6G	8292AP	8292DP
As cast	6G	8292B	8292C

2006 GM SSR w/automatic trans & clutch pulley, OEM wire

Finish	Pulley	145 AMP	200 AMP
Chrome	6GC	8299A	8299D
Polished	6GC	8299AP	8299DP
As cast	6GC	8299B	8299C

2005-07 GM Truck & SUV, OEM wiring

Finish	Pulley	145 AMP	200 AMP	225 AMP S-BULLET
Chrome	6G	8302A	8302C	8302CBULL6G
Polished	6G	8302AP	8302CP	
Stealth black	6G	8302B	8302D	



Ford Alternators



"Silver Bullet"

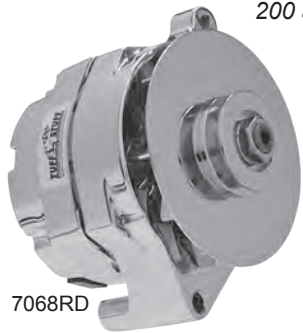


7068ABULL6G

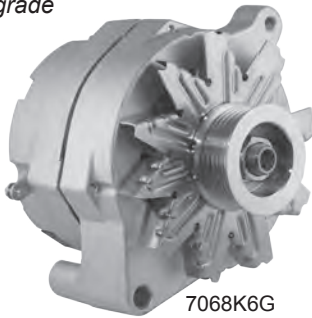


7069ABULL

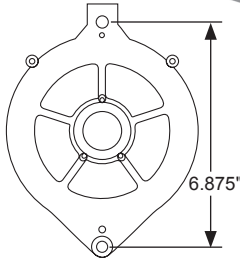
Use 7771 for 150 or 200 amp upgrade



7068RD



7068K6G



FORD "SMOOTH BACK" 1-WIRE HYBRID

Most 1961-85 small case applications

Finish	Pulley	100 AMP	140 AMP
Chrome	V	7068RD	
Chrome	V Bullet	7068ABULL	7069ABULL
Chrome	6G	7068RD6G	
Chrome	6G Bullet	7068ABULL6G	7069ABULL6G
Polished	V	7068RDP	
Polished	V Bullet	7068BBULL	7069BBULL
Polished	6G	7068RDP6G	
Polished	6G Bullet	7068BBULL6G	7069BBULL6G
Stealth black	V	7068RF	
Stealth black	V Bullet	7068FBULL	7069FBULL
Stealth black	6G	7068RF6G	
Stealth black	6G Bullet	7068FBULL6G	7069FBULL6G
Black wrinkle	V	7068NGBW	7068NKBW
Yellow	V	7068RDYELLOW	
Yellow	V Bullet	7068FBULLY	
Yellow	6G	7068RF6GY	
Yellow	6G Bullet	7068FBULL6GY	
Red	V	7068RFRED	
Red	V Bullet	7068FBULLRED	
Red	6G	7068RF6GRED	
Red	6G Bullet	7068FBULL6GR	
Blue	V	7068RDBLUE	
Blue	V Bullet	7068FBULLBLU	
Blue	6G	7068RF6GBLUE	
Blue	6G Bullet	7068FBULL6GB	
As cast	V	7068	7068K
As cast	6G	70686G	7068K6G

FORD 1G SMALL CASE

7078

Most 1961-85 small case alternators

Finish	Pulley	70 AMP		100 AMP		140 AMP
		OEM Wire	1-Wire	OEM Wire	1-Wire	OEM Wire
Chrome	V	7078NA	7078NB*	7078NC	7078ND*	7078NK*
Chrome	6G			7078NC6G		
Polished	V	7078NAP	7078NBP*	7078NCP	7078NDP*	7078NKP*
Stealth black	V	7078NH	7078NE*	7078NG	7078NF*	7078NKB*
Stealth black	6G				7078NF6G*	
Black wrinkle	V			7078NGBW		7078NKBW
Yellow	V	7078NHYELLOW				
Red	V	7078NHRED				
Blue	V	7078NHBLUE				
As cast	V	7078				7078NJ*

<NEW

<NEW

<NEW

<NEW

*Note that the 7078NB, NBP, ND, NDP, NE, NF, NK, NKP, NKB, NJ and NF6G alternators feature a hybrid case that is 1/4" longer than the stock Ford small OE case. Can substitute 7068 or 7069 for 1-wire applications.



7078NA

Use 7771 for 150 or 200 amp upgrade



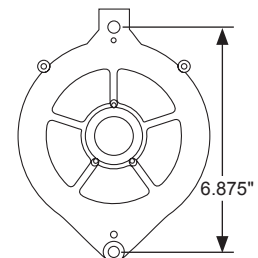
7078NC



7078NC6G



7078



**Premium
Quality**

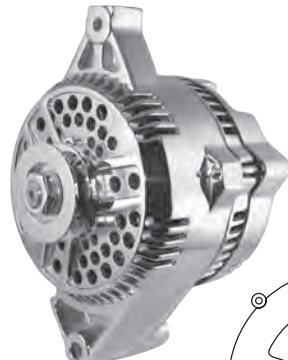
Ford Alternators

FORD 1G - 3G LARGE OE CASE 7074

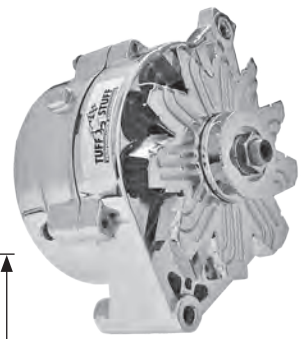
Most 1973-91 large case alternators

	Pulley	1G Series 100 AMP	3G Series 150 AMP	3G Series 200 AMP
Finish				
Chrome	V	7074RA		7074RD
Stealth black	V		7074NB*	

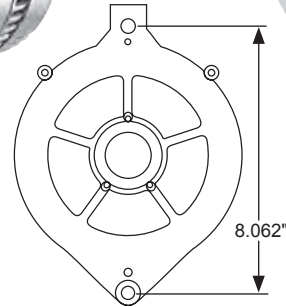
*Note that 7074NB is a 1-wire alternator and 7074RD has an OE wire hookup. Both utilize a 3G style case with the same 8.062" mounting hole dimensions.



7074RD



7074RA



FORD 2G INTERNAL REGULATOR

1987-95 5.0L, OEM wiring

Finish	Pulley	75 AMP	100 AMP
Chrome	6G Bullet	7716ABULL	
Chrome	6G	7716A	7716B
Polished	6G	7716AP	7716BP
Stealth black	6G		7716C
As cast	6G	7716	

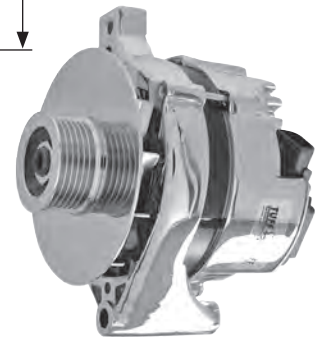
See 7771 for 150 or 200 amp upgrade - page 9

See 7068 or 7069 for 1 wire version - page 7

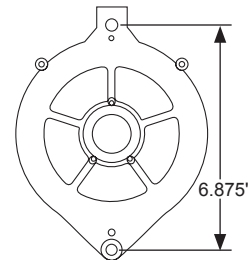
Use 7771 for 150 or
200 amp upgrade



7716C



7716B



Plug Style

A (+)
S (ST)
I (L/IG)

FORD 3G INTERNAL REGULATOR

7771

Most 1993-00 5.0L, OEM wiring

Finish	Pulley	150 AMP	200 AMP	225 AMP SILVER BULLET
Chrome	V	7771A	7771D	7771DBULL
Chrome	6G	7771A6G	7771D6G	7771DBULL6G
Polished	V	7771AP		7771DPBULL
Polished	6G	7771AP6G		7771DPBULL6G
Stealth black	V	7771B	7771C	7771CBULL
Stealth black	6G	7771B6G	7771C6G	7771CBULL6G
Stealth black	6G	7771BW*		
Yellow	V	7771AYELLOW	7771DYELLOW	
Yellow	6G	7771A6GY	7771D6GY	
Red	V	7771ARED	7771DRED	
Red	6G	7771A6GRED	7771D6GRED	
Blue	V	7771ABLUE	7771DBLUE	
Blue	6G	7771A6GBLUE	7771D6GBLUE	
As cast	V	7771		
As cast	6G	77716G		

* 1-wire



Plug Style

A (+)
S (ST)
I (L/IG)

"Silver Bullet"



7771DBULL6G



7771B6G



77716G

Ford Alternators



FORD 3G INTERNAL REGULATOR

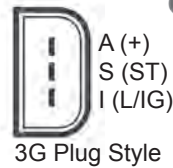
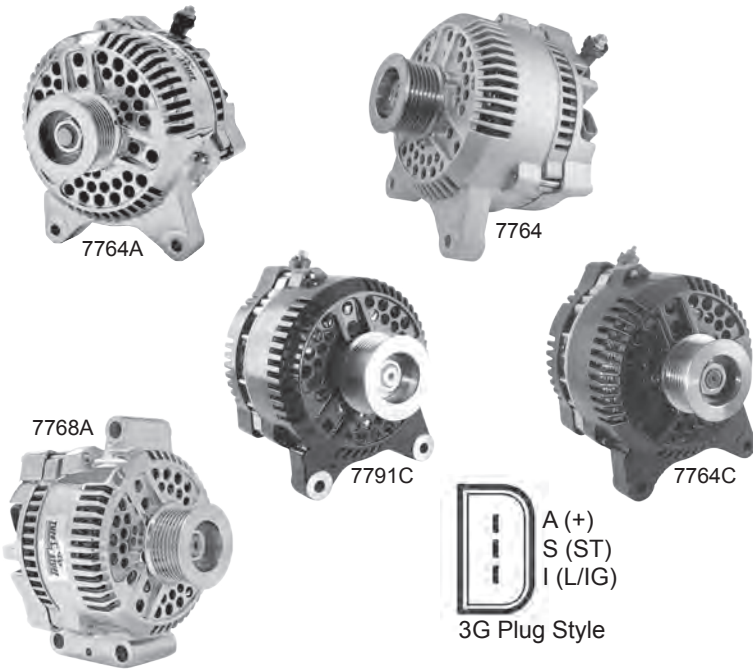
4.6L, 5.4L & 6.8L, OEM wiring

Finish	Pulley	150 AMP	200 AMP	225 AMP
Chrome	7G	7764A	7764D	7764DBULL
Polished	7G	7764AP	7764DP	7764DPBULL
Stealth black	7G	7764B	7764C	7764CBULL
As cast	7G	7764		

Chrome	8G	7791A	7791D	7791DBULL
Polished	8G	7791AP	7791DP	7791DPBULL
Stealth black	8G	7791B	7791C	7791CBULL

1992-04 Pick up trucks, vans & SUV's, OEM wiring

Chrome	8G	7768A	7768D	7768DBULL
Polished	8G	7768AP	7768DP	7768DPBULL
Stealth black	8G	7768B	7768C	7768CBULL



FORD 4G INTERNAL REGULATOR

1996-03 4.0 & 5.0L Explorer, OEM wiring

Finish	Pulley	130 AMP	200 AMP
Chrome	6G	7787A	7787D
Polished	6G	7787AP	7787DP
Stealth black	6G	7787B	7787C

1995-04 4.6L Full size cars & SUV's, OEM wiring

Finish	Pulley	150 AMP	200 AMP
Chrome	6G	7773A	7773D
Polished	6G	7773AP	
Stealth black	6G	7773B	7773C

1999-04 5.4L F-series Lightening only, OEM wiring

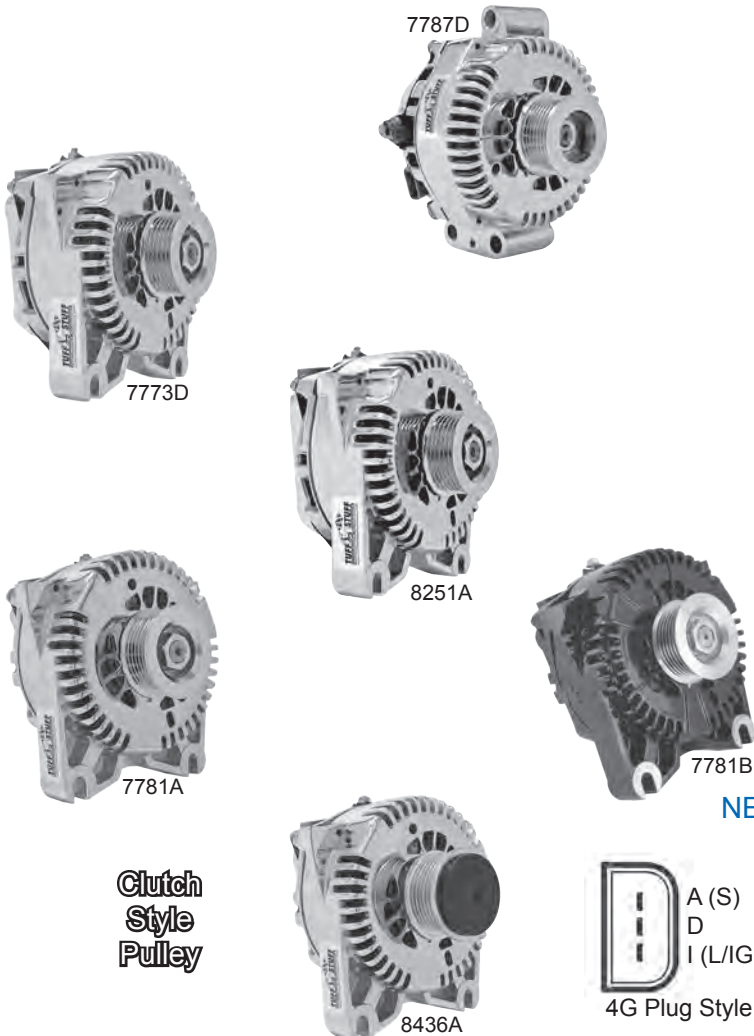
Finish	Pulley	130 AMP	200 AMP
Chrome	8G	8251A	8251D
Polished	8G	8251AP	8251DP
Stealth black	8G	8251B	8251C

1996-02 4.6L DOHC and Bullitt GT, OEM wiring

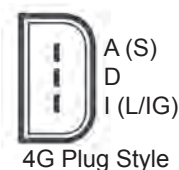
Finish	Pulley	150 AMP	200 AMP
Chrome	6G	7781A	7781D
Polished	6G	7781AP	7781DP
Stealth black	6G	7781B	7781C
Yellow	6G	7781AYELLOW	7781DYELLOW
Red	6G	7781ARED	7781DRED
Blue	6G	7781ABLUE	7781DBLUE
As cast	6G	7781	7781N

2003-04 Cobra & Mach 1 4.6L DOHC w/o supercharger, w/clutched pulley, OEM wiring

Finish	Pulley	135 AMP	200 AMP
Chrome	6GC	8436A	8436D
Polished	6GC	8436AP	8436DP
Stealth black	6GC	8436B	8436C



NEW



Clutch
Style
Pulley

FORD 6G INTERNAL REGULATOR

1999-02 Ford F series diesel w/single or dual alternators, top position

2000-03 Ford Excursion w/7.3L diesel, OEM wiring

Finish	Pulley	150 AMP	200 AMP
Chrome	8G	7796A	
Stealth black	8G	7796B	



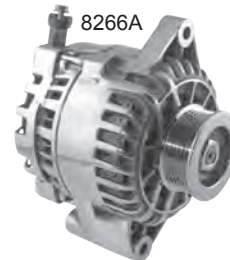
1999-04 4.6L SOHC, OEM wiring

Finish	Pulley	135 AMP	200 AMP
Chrome	6G	8252A	8252D
Polished	6G	8252AP	8252DP
Stealth black	6G	8252B	8252C
Yellow	6G	8252AYELLOW	8252DYELLOW
Red	6G	8252ARED	8252DRED
Blue	6G	8252ABLUE	8252DBLUE
As cast	6G	8252	



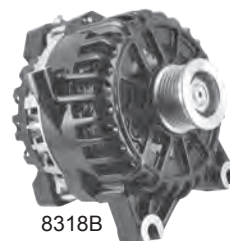
2001-04 Mustang 3.8L w/o supercharger, OEM wiring

Finish	Pulley	110 AMP	200 AMP
Chrome	6G	8266A	8266D
Polished	6G	8266AP	8266DP
Stealth black	6G	8266B	8266C



2003-04 Mustang 4.6L Cobra Supercharged DOHC, OEM wiring

Finish	Pulley	105 AMP	200 AMP
Chrome	8G	8266A8G	8266D8G
Polished	8G	8266AP8G	8266DP8G
Stealth black	8G	8266B8G	8266C8G



2004-06 F-series 4.6L, 5.4L & Lincoln 5.4L Mark Series, OEM wiring

Finish	Pulley	135 AMP	200 AMP
Chrome	6G	8318A	8318D
Polished	6G	8318AP	8318DP
Stealth black	6G	8318B	8318C

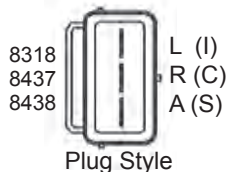
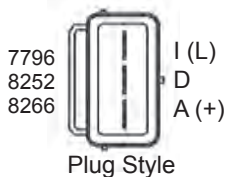
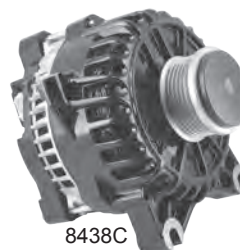


2005-08 Mustang 4.0L V6 and others, OEM wiring

Finish	Pulley	135 AMP	200 AMP
Chrome	6G	8437A	8437D
Polished	6G	8437AP	8437DP
Stealth black	6G	8437B	8437C
As cast	6G	8437	

2005-08 Mustang 4.6L V8 and others w/clutch pulley, OEM wiring

Finish	Pulley	135 AMP	200 AMP
Chrome	6GC	8438A	8438D
Chrome Roush SC	6GC	8438ASC	8438DSC
Polished	6GC	8438AP	8438DP
Stealth black	6GC	8438B	8438C
As cast	6GC	8438	



Chrysler Alternators



8509RDSP



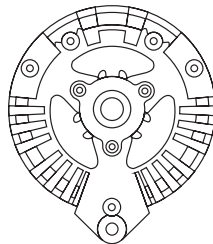
8509RADP



8509REDP



8509



CHRYSLER OEM STYLE

8509

Early 1960-88		60 AMP		100 AMP	
Finish	Pulley	OEM Wire	1-Wire	OEM Wire	1-Wire
Chrome	1G	8509RASP	8509RBSP	8509RCSP	8509RDSP
Chrome	2G	8509RADP	8509RBDP	8509RCDP	8509RDDP
Polished	1G	8509RAPSP	8509RBPSP	8509RCPSP	8509RDPSP
Polished	2G	8509RAPDP	8509RBPDP	8509RCPDP	8509RDPDP
Stealth black	1G	8509RJSP	8509RGSP	8509RFSP	8509RESP
Stealth black	2G	8509RJDP	8509RGDP	8509RFDP	8509REDP
As cast	1G	8509SP		8509CSP	8509DSP
As cast	2G	8509		8509DP	8509DDP



7510A



7510B

CHRYSLER INTERNAL REGULATOR

7510

1988-96 Dodge Dakota, Ram Charger, Ram pickup & B-series van
1991-98 Cherokee, Grand Cherokee & Grand Cherokee Limited
1991-96 Jeep Wrangler, Denso style, OEM wiring

Finish	Pulley	90 AMP	175 AMP
Chrome	7G	7510A	7510C
Polished	7G	7510AP	7510CP
As cast	7G	7510B	7510D



7511C



7511B

DODGE/JEEP INTERNAL REGULATOR

7511

1999-01 Dodge & Jeep, Denso style, OEM wiring

Finish	Pulley	90 AMP	175 AMP
Chrome	7G	7511A	7511C
As cast	7G	7511B	7511D

Jeep CJ w/2.2L, 3.7L, 3.8L, 4.2L, 5.0L, Hybrid style, 1-wire

Finish	Pulley	100 AMP	140 AMP
Black Wrinkle	1G	7091NFBW	7091NKBW



7512A



7512B

MINI ALTERNATOR

7512

Performance cars, street rods and show cars with low amp requirements

Denso style, compact design, 1-wire hookup

Finish	Pulley	45 AMP
Chrome	1G	7512A
Stealth black	1G	7512B

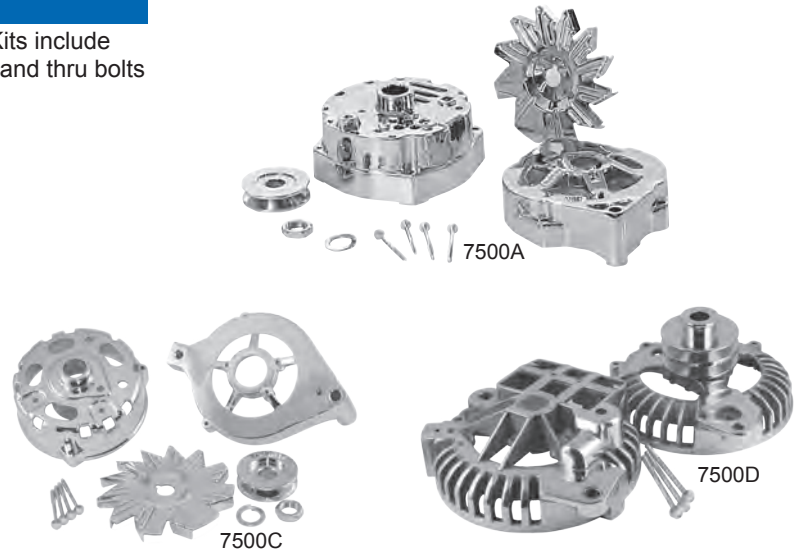
**Premium
Quality**

Alternator Parts

CHROME ALTERNATOR CASE KITS

Use our famous "Tuff Stuff" finish on your own alternator. Kits include both front and rear housings, fan, pulley, nut, lockwashers and thru bolts

<i>Applications</i>	<i>Item</i>
GM 10DN and Tuff Stuff 7102	7500B
GM 10SI and Tuff Stuff 7127	7500A
GM 12SI and Tuff Stuff 7294	7500J
GM CS130 w/6G pulley & TS 7860	7500 I
GM CS130 w/6G pulley & TS 7861	7500F
GM CS130 w/6G pulley & TS 7866	7500G
GM CS130 w/6G pulley & TS 7935	7500H
GM CS130D w/6G pulley & TS 8206	7500L
GM CS144 and Tuff Stuff 8219	7500M
GM CS144 and Tuff Stuff 8173	7500P
Ford 1GEN and Tuff Stuff 7078	7500C
Ford 2GEN and Tuff Stuff 7716	7500E
Ford 3GEN and Tuff Stuff 7771	7500K
Ford 3GEN and Tuff Stuff 8252	7500N
Chrysler - early w/2G pulley & TS 8509	7500D



CHROME ALTERNATOR FAN & PULLEY COMBOS

Includes chrome plated fan, pulley, lockwasher & nut

<i>Description</i>	<i>Item</i>
Single V groove	7600A
Double V groove	7600B
5 Groove serpentine	7600C
6 Groove serpentine	7600D



TURBO STYLE FAN DISC

Increases airflow through alternator to better cool the internal circuitry. 5.5" diameter with a .670" center hole. Fits Tuff Stuff alternators 7102, 7127, 7068 and 7078. Also works on many other alternator brands!

<i>Finish</i>	<i>Item</i>
Chrome plated	7601A
Brushed nickel	7601B



BILLET STYLE FAN & PULLEY COMBOS

Kits include a billet style aluminum fan and pulley, lockwasher & nut

<i>Description</i>	<i>Item</i>
Single V groove, chrome	7679A
Single V groove, polished	7679B
6 Groove serpentine, chrome	7679C
6 Groove serpentine, polished	7679D



BILLET STEEL BULLET NOSE KITS & PULLEYS

All kits include lockwasher and nut

<i>Bullet Nose & Pulley</i>	<i>Bullet Nose & Pulley</i>		<i>2.25" Pulley</i>
	<i>Chrome</i>	<i>Polished</i>	<i>Chrome</i>
Single V groove	7650A	7650B	7610E
Double V groove	7651A	7651B	7610F
5 Groove serpentine	7652A	7652B	7610B
6 Groove serpentine	7653A	7653B	7610A
6 Groove black pulley only, not chrome, for Corvette			7611
7 Groove serpentine	7654A	7654B	7610C
8 Groove serpentine	7655A	7655B	7610D



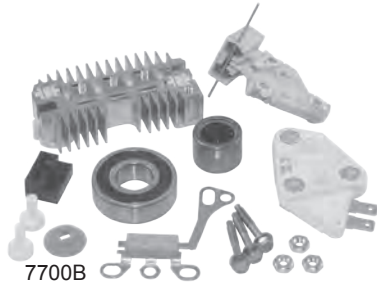
Alternator Parts



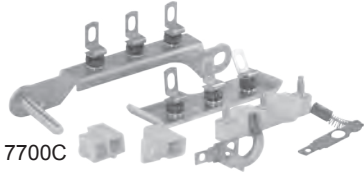
ALTERNATOR REPAIR KITS

Includes all of the small parts needed to rebuild an alternator including bearings

Application	Tuff Stuff Alternator	Item
GM 10SI - OE wiring	7127	7700A
GM 10SI - 1-wire	7127, 7068	7700B
Chrysler - early	7509	7700C
Ford 1GEN	7078, 7078NA	7700D
Ford 2GEN	7716	7700E



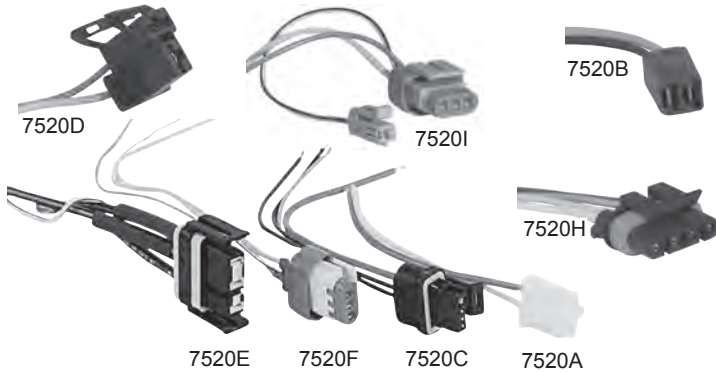
7700B



7700C



7700E



7520B

7520D

7520I

7520H

7520E

7520F

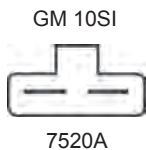
7520C

7520A

ALTERNATOR REPLACEMENT PIGTAILS

Replace worn or broken alternator connectors with Tuff Stuff's replacement pigtails to eliminate any electrical issues

Application	Tuff Stuff Alternator	Item
GM 10DN	7102	7520B
GM 10SI	7127, 7139, 7140	7520A
GM CS130, CS144	7860, 7861, 7866, 7935, 8173	7520C
GM CS130D, AD244	8206, 8237	7520H
Ford 1GEN	7074	7520D
Ford 2GEN	7716 spade side	7520E
Ford 2GEN & 3GEN	7716 pin side, 7771	7520F



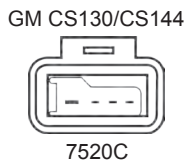
GM 10SI

7520A



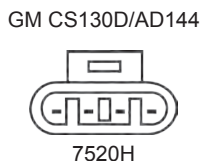
GM 10DN

7520B



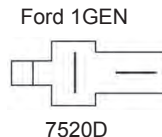
GM CS130/CS144

7520C



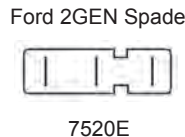
GM CS130D/AD144

7520H



Ford 1GEN

7520D



Ford 2GEN Spade

7520E



Ford 2/3GEN Pins

7520F

ALTERNATOR CONVERSION PIGTAILS

Allows the use of a GM CS style alternator on a GM SI style harness

Description	Item
Converts 7127 to 7935 with indicator lamp	7625A
Converts 7127 to 7935 without indicator lamp	7625B
Converts CS130D to a CS130	7520G



7625A

7625B

7520G

REPLACEMENT VOLTAGE REGULATORS

Heavy duty voltage regulator resists voltage spikes

Description	Item
Regulator for 7078 Ford 1-wire alternators	7530A
Regulator for 8509 Chrysler 1-wire alternators	7530B



**Premium
Quality**

A/C Compressors

- Small Peanut and Sanden style compressors utilize R12 or R134A refrigerant depending upon part number
- Dedicated-fit compressors replace factory OEM units
- Available finishes include chrome plated, polished aluminum, painted or as cast
- Compressors include a 2V-groove, 4-groove or 6-groove pulley
- Optional chrome plated, polished or as plain clutch cover and hard lines available below

PEANUT STYLE R-134A SD7

Finish	Series	2V-Groove	6-Groove
Chrome	Peanut	4517NADP	4517NA6G
Polished	Peanut	4517NBDP	4517NB6G
Stealth black	Peanut	N/A	4517NC6GBLA
As cast	Peanut	4517NCDP	4517NC6G



SANDEN STYLE SD508

Chrome	R12	4505NADP	4505NA6G
Polished	R12	4505NBDP	4505NB6G
As cast	R12	4505NCDP	4505NC6G



Chrome	R134A	4515NADP	4515NA6G
Polished	R134A	4515NBDP	4515NB6G
Orange	R134A	4515NCDPOR	N/A
Red	R134A	4515NCDPRED	NA
As cast	R134A	4515NCDP	4515NC6G



CAMARO FIREBIRD w/LS

1998-02 Camaro & Firebird w/LS1 engine

Finish	Series	Pulley	Item
Chrome	LS1	4-Groove	4510NA
Polished	LS1	4-Groove	4510NB
As cast	LS1	4-Groove	4510NC



CAMARO FIREBIRD CAPRICE w/LT

1993-97 Camaro & Firebird w/LT1 engine

1994-96 Caprice & Impala w/LT1 engine

Chrome	LT1	6-Groove	4511NA
Polished	LT1	6-Groove	4511NB
As cast	LT1	6-Groove	4511NC



DODGE RAM

1994-01 OE style R-134A w/3.9, 5.2, 5.9, & 8.0L

Chrome	Ram	6-Groove	4605NA
Polished	Ram	6-Groove	4605NB
As cast	Ram	6-Groove	4605NC



HARD LINES FOR 4517 PEANUT COMPRESSOR

Chrome	Peanut SD7	8417A
Polished	Peanut SD7	8417B
Plain	Peanut SD7	8417C

10mm suction port, 8MM discharge port



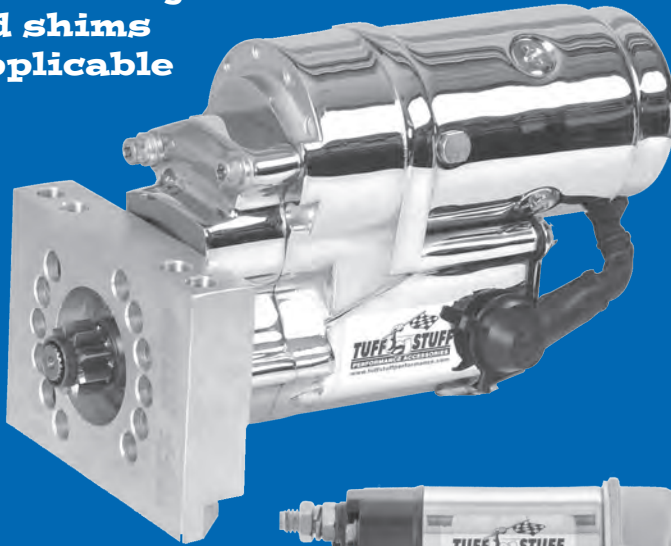
MACHINED ALUMINUM A/C CLUTCH COVER

Chrome	Sanden SD508	8490A
Polished	Sanden SD508	8490B
Plain	Sanden SD508	8490C



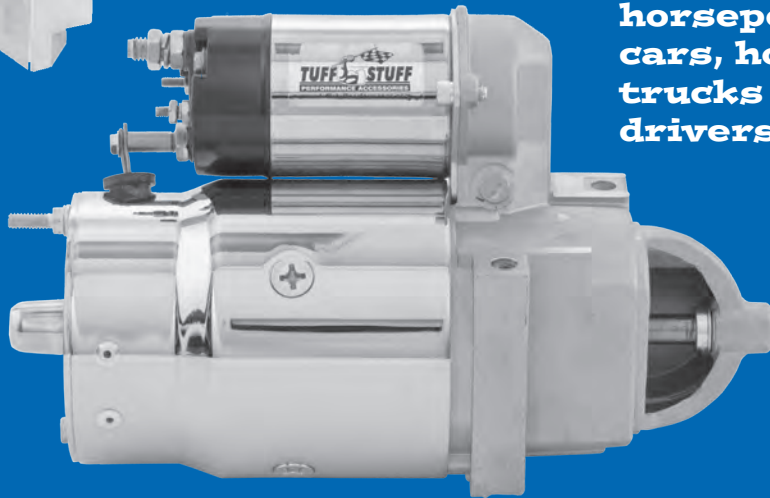
Mini Gear Reduction & Full Size Starters

All starters include mounting bolts and shims where applicable



Most gear reduction starters - which are considerably smaller than the OE starters - incorporate a mounting block that can be indexed to gain additional clearance

Finishes include chrome plated, zinc plated, stealth black and powder coated in a variety of colors



Ideal for high horsepower muscle cars, hot rods, trucks and daily drivers

SERIES INCLUDE

10MT

PMGR

HI-OSGR

4.5"

Mini Denso

Full size GM starter

Permanent Magnet & Gear Reduction

Hitachi gear reduction starter

Full size Ford starter

Tuff Torque Premium starter

Tuff Stuff starters are hand made from premium quality new components - not remanufactured - and are quality built in USA

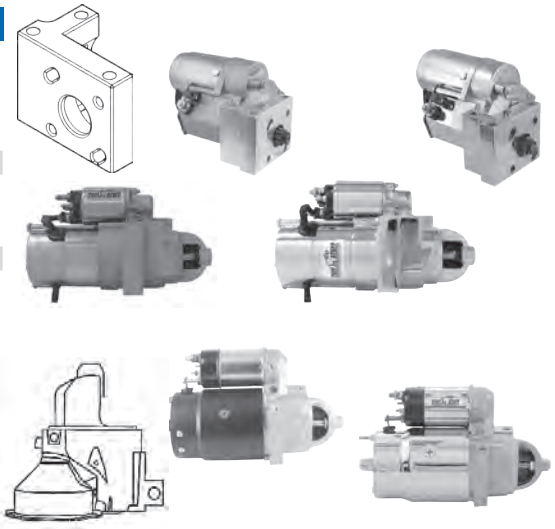
**Premium
Quality**

Chevrolet Starters

CHEVROLET SMALL & BIG BLOCK

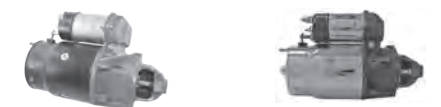
1955-2000 With OFFSET mounting block and 168 tooth flywheel

Finish	Style	Series	HP	Index	Item
Chrome	GR 18:1	Mini denso	3	Y	13510A
Zinc	GR 18:1	Mini denso	3	Y	13510
Chrome	GR 4.4:1	PMGR 1.7kw	2.3	N	6510NA
Zinc	GR 4.4:1	PMGR 1.7kw	2.3	N	6510NB
Chrome	OEM	10MT 1.4kw	1.9	N	3510A
Chrome	OEM	10MT 1.4kw	1.9	N	3510AC
Stealth black	OEM	10MT 1.4kw	1.9	N	3510B
Blue	OEM	10MT 1.4kw	1.9	N	3510BBLUE
Orange	OEM	10MT 1.4kw	1.9	N	3510BORANGE
Red	OEM	10MT 1.4kw	1.9	N	3510BRED
Yellow	OEM	10MT 1.4kw	1.9	N	3510BYELLOW



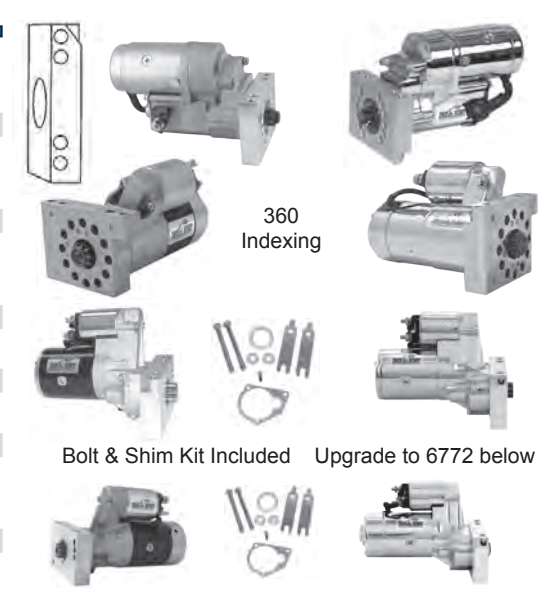
1957-81 With OFFSET mounting block for manual transmission, 168 tooth flywheel, cast iron nose

Chrome	OEM	10MT 1.4kw	1.9	N	3689A
Stealth black	OEM	10MT 1.4kw	1.9	N	3689B



1955-2000 w/STRAIGHT mounting block & 153 or 168 tooth flywheel

Chrome	GR 18:1	Mini denso	3	Y	3193NA
Zinc	GR 18:1	Mini denso	3	Y	3193NB
Chrome	GR 6.1:1	PMGR	1.6	Y	6550A
Zinc	GR 6.1:1	PMGR	1.6	Y	6550B
Chrome	GR 1.4KW	HI-OSGR	1.9	Y	6584A
Stealth black	GR 1.4KW	HI-OSGR	1.9	Y	6584B
Blue	GR 1.4KW	HI-OSGR	1.9	Y	6584BBLUE
Orange	GR 1.4KW	HI-OSGR	1.9	Y	6584BORANGE
Red	GR 1.4KW	HI-OSGR	1.9	Y	6584BRED
Yellow	GR 1.4KW	HI-OSGR	1.9	Y	6584BYELLOW
Chrome	GR 18:1	HI-OSGR	3	Y	6772A
Stealth black	GR 18:1	HI-OSGR	3	Y	6772B



CHEVROLET V8 & I-6

1957-63 V8 cars and 1962-82 I-6 & V8 trucks w/3 bolt mounting

Chrome	OEM	10MT 1.4kw	1.9	N	3686A
Stealth black	OEM	10MT 1.4kw	1.9	N	3686B



CAMARO & FIREBIRD

1993-95 w/5.7L, STRAIGHT mounting holes

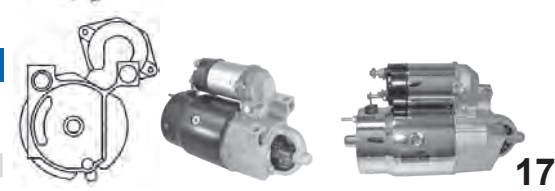
Chrome	GR 4.4:1	PMGR 1.4kw	1.9	N	6631NA
Zinc	GR 4.4:1	PMGR 1.4kw	1.9	N	6631NB



CHEVROLET & OLDSMOBILE

STRAIGHT mounting block, 1 long & 1 short bolt, 153 tooth flywheel

Chrome	OEM	10MT 1.4kw	1.9	N	3631A
Stealth black	OEM	10MT 1.4kw	1.9	N	3631B



GM-Chrysler Starters



CORVETTE, CAMARO & FIREBIRD

1998-01 Camaro & Firebird w/LS1, 168 tooth flywheel

1997-01 Corvette w/LS1 & LS6

Finish	Style	Series	HP	Index	Item
Chrome	GR	PMGR	1.9	N	6492A
Zinc	GR	PMGR	1.9	N	6492B

NEW >

Chrome	GR	Mini denso	3	Y	13310A
Zinc	GR	Mini denso	3	Y	13310

CHEVROLET BUICK OLDS PONTIAC

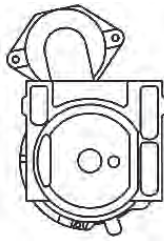
1995-07 With 3.4 or 3.8L V6, 1 long and 1 short bolt

Chrome	GR	PMGR	1.6kw	2.2	N	6431NA
Zinc	GR	PMGR	1.6kw	2.2	N	6431NB

OLDSMOBILE PONTIAC

1965-83 With straight mounting block w/2 long straight bolts, 168 tooth flywheel

Chrome	OEM	10MT	1.4kw	1.9	N	3570A
Stealth black	OEM	10MT	1.4kw	1.9	N	3570B



NEW > 330-455 w/stock ring gear, does not fit 6.6L

Chrome	GR	Mini denso	3	Y	13186A
Zinc	GR	Mini denso	3	Y	13186

AMC JEEP

1976-77 AMC Gremlin, Hornet 3.8L, 4.2L, 5.0L

1976-77 AMC Matador 4.2L, 5.0L, 5.9L

1976-77 AMC Pacer 3.8L, 4.2L

1974-75 Jeep Grand Wagoneer 5.9L, 6.6L

1974-77 Jeep CJ Series 3.8L, 4.2L, 5.0L

1974-77 Jeep J Series Pickup 4.2L, 5.9L, 6.6L

1974-77 Jeep Cherokee 4.2L, 5.9L, 6.6L

1976-77 Jeep Wagoneer 5.9L, 6.6L

Chrome	OEM	4.5"		N	3211NA
Stealth black	OEM	4.5"		N	3211NB

CHRYSLER

1965-83 225, 273, 318, 340, 360, 361, 383, 400, 426, 440

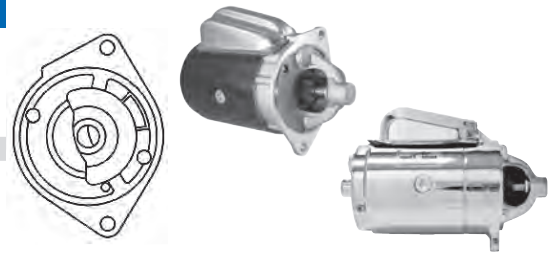
Chrome	GR	Mini denso	3	N	6084A
Gray	GR	Mini denso	3	N	6084B



FORD

1963-91 289, 302, 351 w/automatic transmission, 2 bolt mounting

Finish	Style	Series	HP	Index	Item
Chrome	OEM	4.5" 1.4kw	1.9	N	3124A
Stealth black	OEM	4.5" 1.4kw	1.9	N	3124B
Blue	OEM	4.5" 1.4kw	1.9	N	3124BBLUE
Yellow	OEM	4.5" 1.4kw	1.9	N	3124BYELLOW



1963-91 289, 302, 351 w/automatic transmission, 2 bolt mounting and Arias/Root 429 big block

Chrome	GR 3.75:1	HI-OSGR 1.4kw	1.9	Y	6585A
Stealth black	GR 3.75:1	HI-OSGR 1.4kw	1.9	Y	6585B
Blue	GR 3.75:1	HI-OSGR 1.4kw	1.9	Y	6585BBLUE
Red	GR 3.75:1	HI-OSGR 1.4kw	1.9	Y	6585BRED
Yellow	GR 3.75:1	HI-OSGR 1.4kw	1.9	Y	6585BYELLOW



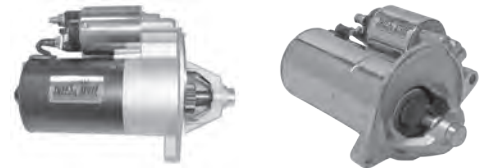
Chrome	GR 3.75:1	HI-OSGR 2.0kw	2.6	Y	6785A
Stealth black	GR 3.75:1	HI-OSGR 2.0kw	2.6	Y	6785B



**1963-91 289, 302, 351 w/automatic transmission, 2 bolt mounting
1991-93 Thunderbird 5.0L w/auto trans, 2 bolt mtg, 4.084" reg bore
1992-95 Mustang 5.0L w/automatic transmission, 2 bolt mounting**

Chrome	GR	PMGR 1.4kw	1.9	N	6124A
Stealth black	GR	PMGR 1.4kw	1.9	N	6124B

Upgrade to 6585 or 6785 - see above



1963-91 289, 302, 351 w/auto or manual transmission, 2 bolt mtg

Chrome	GR	Mini denso	3	Y	13124A
White zinc	GR	Mini denso	3	Y	13124

←NEW



1965-74 289, 302, 351 w/manual transmission, 2 bolt mounting

Chrome	OEM	4.5" 1.4kw	1.9	N	3132A
Stealth black	OEM	4.5" 1.4kw	1.9	N	3132B

Chrome	GR	Mini denso	3	Y	13132A
Zinc	GR	Mini denso	3	Y	13132

←NEW



Chrome	GR	PMGR 1.4kw	1.9	N	6132A
Stealth black	GR	PMGR 1.4kw	1.9	N	6132B



FORD MUSTANG

1966-81 255 V8 & 1992-93 2.3L Mustang, 3 bolt mounting

Chrome	GR	PMGR 1.4kw	1.9	N	6131A
Stealth black	GR	PMGR 1.4kw	1.9	N	6131B



Ford Starters



FORD

3 bolt mounting

1992-09 Ford Crown Victoria 4.6L

1994-97 Ford Thunderbird 4.6L

1996-04 Ford Mustang 4.6L

1997-98 Ford Expedition 4.6L, 5.4L

1997-98 Ford F Pickup 4.6L, 5.4L

1997-09 Ford E Van 4.6L, 5.4L, 6.8L

1993-98 Lincoln Mark VIII 4.6L

1998 Lincoln Navigator 5.4L

1992-09 Lincoln Town Car 4.6L

1994-97 Mercury Cougar 4.6L

1992-09 Mercury Grand Marquis 4.6L

2003-04 Mercury Marauder 4.6L

Finish	Style	Series	HP	Index	Item
Chrome	GR 3.75:1	PMGR 1.4kw	1.9	N	6221A
Zinc	GR 3.75:1	PMGR 1.4kw	1.9	N	6221B

Noseless

2005-09 Ford Mustang 4.6L

2007-09 Ford Mustang 5.4L

1999-04 Ford Expedition 4.6L

1999-09 Ford Expedition 5.4L

2000-05 Ford Excursion 5.4L, 6.8L

1999-08 Ford F Series Pickup 4.6L

1999-09 Ford F Series Pickup 5.4L, 6.8L

1999-09 Lincoln Navigator 5.4L

2002 Lincoln Blackwood 5.4L

2006-08 Lincoln Mark LT 5.4L

Chrome	GR	PMGR 1.4kw	1.9	N	6646A
Zinc	GR	PMGR 1.4kw	1.9	N	6646B

1978-80 L6 200 w/automatic transmission

Stealth black	OEM 4.5"	1.4kw	1.9	N	3160B
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1969-77 351, 400, 429, 460 w/2 hole mounting, one hole is threaded

Chrome	OEM 4.5"	1.4kw	1.9	N	3149A
Stealth black	OEM 4.5"	1.4kw	1.9	N	3149B

NEW		Chrome	GR	Mini denso	3	Y	13149A
NEW		Zinc	GR	Mini denso	3	Y	13149

1968-81 255, 352, 390, 427, 428 FE w/3 bolt mounting, automatic or manual

Chrome	OEM 4.5"	1.4kw	1.9	N	3131A
Stealth black	OEM 4.5"	1.4kw	1.9	N	3131B

NEW		Chrome	GR	Mini denso	3	Y	13131A
NEW		White zinc	GR	Mini denso	3	Y	13131

HOT START KIT

Give your starter an extra 12 volt boost
Eliminates slow cranking due to excessive engine heat
Ideal for GM full-size OEM starters

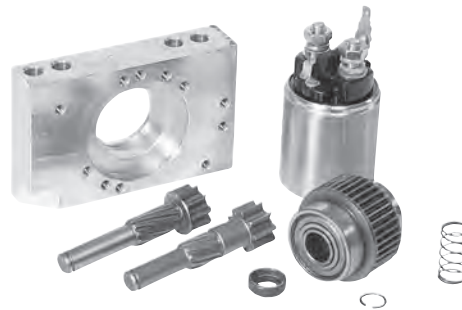
Description	Item
Complete hot start kit	7629
Hot start solenoid only	7629-1



STARTER REPAIR KIT

Rebuild parts kit for Tuff Stuff mini-starter 6584
Complete kit includes full-spline pinion

Description	Item
Complete rebuild kit, full spline	7584A
Full spline pinion	7584C
Clutch assembly	7584E
Mounting block	7584F
Solenoid	7584G
Chrome solenoid	7584GA



CHROME PLATED STARTER KIT

Chrome plate your original starter with that awesome Tuff Stuff chrome plated finish. Provides the look of a chrome plated starter without having to buy a new starter.

Fits most Chevy, Buick, Cadillac, Olds & Pontiac OEM starters and Tuff Stuff 3510, 3570, 3631 & 3689

Description	Item	
Chrome plated starter kit	7550A	
Chrome plated starter solenoid only	7550C	<NEW
Silver zinc (not chrome) starter solenoid	7310G	<NEW
Chrome plated solenoid cover only	7624	



REPLACEMENT STARTER BOLT KITS

Original style starter mounting bolts provides correct starter to engine alignment. Frequently eliminates chattering problems arising from worn-out bolts. 2 bolts per kit.

Fits most full size Chevy, Buick, Olds, Pontiac and Tuff Stuff 3510 & 3570 starters with 3/8-16" x 4-5/8" bolts.

Finish	Item
Chrome	7623A
Gold zinc	7623B



REPLACEMENT SHIM AND BOLT KIT

Same shim kit that is included with most Tuff Stuff mini starters
Ensures proper flywheel ring gear clearance on 6584 and 6772 starters. Includes 2 starter mounting bolts, 2 starter shims and 4 motor shims.

Description	Item
Shim and bolt kit	7633



Water Pumps



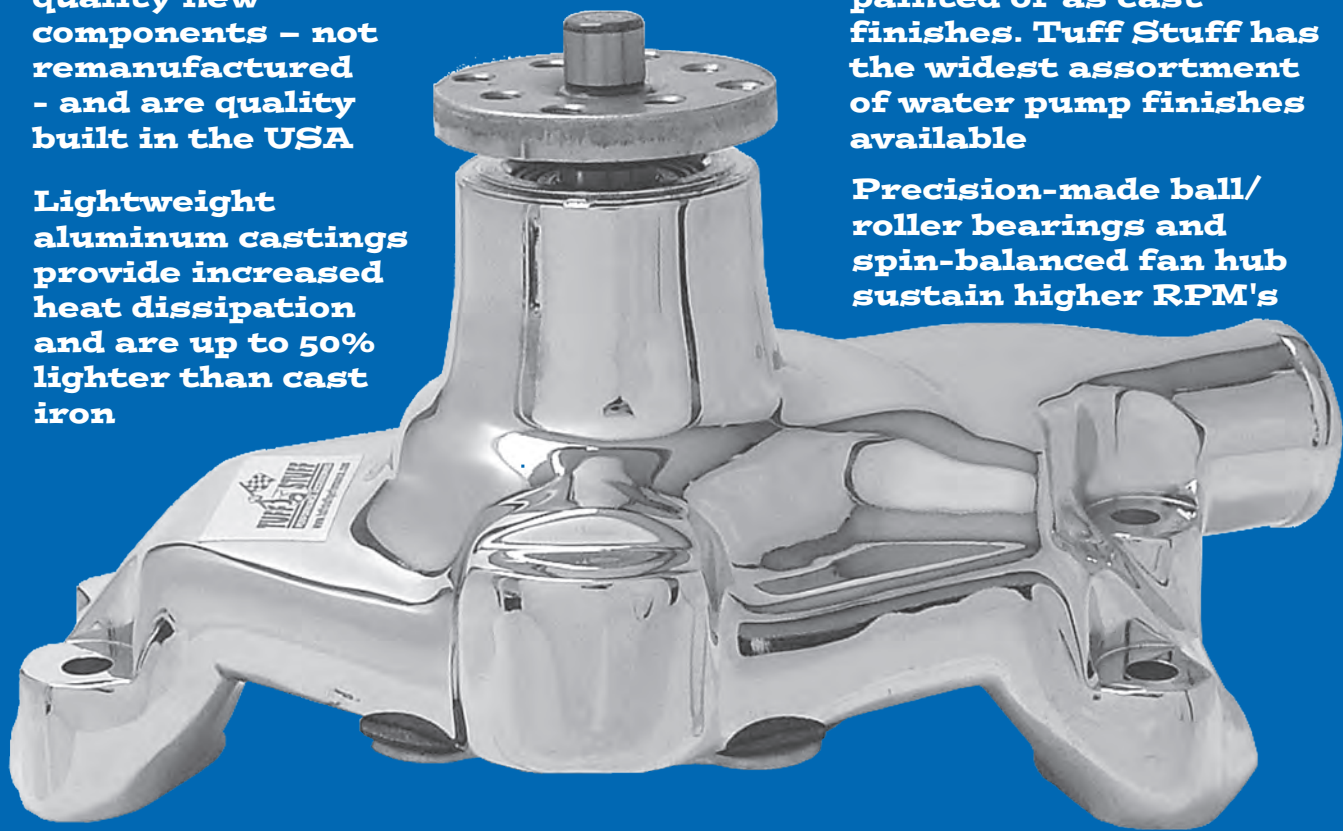
Every water pump is hand finished, assembled and individually tested to exceed OEM specifications

Tuff Stuff water pumps are hand made from premium quality new components – not remanufactured – and are quality built in the USA

Lightweight aluminum castings provide increased heat dissipation and are up to 50% lighter than cast iron

Available in chrome plated, polished aluminum, stealth black, powder coated, painted or as cast finishes. Tuff Stuff has the widest assortment of water pump finishes available

Precision-made ball/roller bearings and spin-balanced fan hub sustain higher RPM's



SuperCool option includes a custom water impeller that flows 30% more coolant to reduce water temperature by up to 20 degrees

From muscle cars and hot rods to custom trucks and daily drivers, these pumps provide great looks, long term dependability and are a terrific value

You can buy a cheaper pump-but you cannot buy a better pump!

**Premium
Quality**

Chevrolet Water Pumps

CHEVROLET SMALL BLOCK - SHORT STYLE PUMP

1955-1971 5.625" Hub Height, 5/8" Pilot

Finish	Casting	Rot	Flow	Style	Item #
Chrome	Alum	Std	SuperCool	Smoothie	1353NA
Polished	Alum	Std	SuperCool	Smoothie	1353NB
Stealth black	Alum	Std	SuperCool	Smoothie	1353NC
As cast	Alum	Std	SuperCool	Smoothie	1353

Chrome	Alum	Std	SuperCool	Platinum	1394NA
Chrome	Alum	Rev	SuperCool	Platinum	1394NAREV
Polished	Alum	Std	SuperCool	Platinum	1394NB
Polished	Alum	Rev	SuperCool	Platinum	1394NBREV
Blue	Alum	Std	SuperCool	Platinum	1394NCBLUE
Orange	Alum	Std	SuperCool	Platinum	1394NCORANGE
Red	Alum	Std	SuperCool	Platinum	1394NCRED
Yellow	Alum	Std	SuperCool	Platinum	1394NCYELLOW
As cast	Alum	Std	SuperCool	Platinum	1394NC
As cast	Alum	Rev	SuperCool	Platinum	1394NCREV

Polished	Alum	Std	Standard	Standard*	1635EB
As cast	Alum	Std	Standard	Standard*	1635E

Chrome	Iron	Std	SuperCool	Smoothie	1354NAS
Chrome	Iron	Std	SuperCool	Standard	1354NB
Chrome	Iron	Std	SuperCool	Smoothie	1354NBS
Chrome	Iron	Std	Standard	Standard	1354NA
Chrome	Iron	Rev	SuperCool	Smoothie	1354NASREV
Chrome	Iron	Rev	SuperCool	Smoothie	1354NBSREV
Chrome	Iron	Rev	SuperCool	Standard	1354NBREV
Chrome	Iron	Rev	Standard	Standard	1354NAREV
Stealth black	Iron	Std	SuperCool	Smoothie	1354NCS
Stealth black	Iron	Std	SuperCool	Standard	1354NC
Stealth black	Iron	Rev	SuperCool	Smoothie	1354NCSREV
Stealth black	Iron	Rev	SuperCool	Standard	1354NCREV
Blue	Iron	Std	SuperCool	Standard	1354NCBLUE
Orange	Iron	Std	SuperCool	Standard	1354NCORANGE
Red	Iron	Std	SuperCool	Standard	1354NCRED
Yellow	Iron	Std	SuperCool	Standard	1354NCYELLOW
As cast	Iron	Std	SuperCool	Smoothie	1354NS
As cast	Iron	Std	SuperCool	Standard	1354N

←NEW



Smoothie water pumps have a flat, smooth top and no top threaded water port



*1635 Pumps have a 3/8"-16 threaded hole



Standard water pumps have a threaded water port



CORVETTE SMALL BLOCK - SHORT STYLE PUMP

1984-91 5.812" Hub Height, 3/4" Pilot

Finish	Casting	Rot	Flow	Style	Item #
Chrome	Alum	Rev	SuperCool	Platinum	1394NG
Polished	Alum	Rev	SuperCool	Platinum	1394NH
As cast	Alum	Rev	SuperCool	Platinum	1394NI

Chrome	Alum	Rev	SuperCool	Standard*	1635NG
Chrome	Alum	Rev	Standard	Standard*	1635NE
Polished	Alum	Rev	SuperCool	Standard*	1635ND
Polished	Alum	Rev	Standard	Standard*	1635NB
As cast	Alum	Rev	SuperCool	Standard*	1635N
As cast	Alum	Rev	Standard	Standard*	1635NA

1971-82 5.843" Hub Height, 3/4" Pilot

Chrome	Alum	Std	SuperCool	Platinum	1394ND
Polished	Alum	Std	SuperCool	Platinum	1394NE
As cast	Alum	Std	SuperCool	Platinum	1394NF

1972-1982 5.843" Hub Height, 3/4" Pilot

Chrome	Iron	Std	SuperCool	Standard	1534NB
Chrome	Iron	Std	Standard	Standard	1534NA
Chrome	Iron	Rev	Standard	Standard	1534NAREV
Stealth black	Iron	Std	SuperCool	Standard	1534NC
As cast	Iron	Std	SuperCool	Standard	1534N



*1635 Pumps have a 3/8"-16 threaded hole



Chevrolet Water Pumps



CHEVROLET SMALL BLOCK - LONG STYLE PUMP

1969-94			6.937" Hub Height	5/8" Pilot	
Finish	Casting	Rot Flow	Style	Item	
Chrome	Alum	Std	SuperCool	Platinum	1511NA
Chrome	Alum	Rev	SuperCool	Platinum	1511NAREV
Polished	Alum	Std	SuperCool	Platinum	1511NB
Polished	Alum	Rev	SuperCool	Platinum	1511NBREV
Blue	Alum	Std	SuperCool	Platinum	1511NCBLUE
Orange	Alum	Std	SuperCool	Platinum	1511NCORANGE
Red	Alum	Std	SuperCool	Platinum	1511NCRED
Yellow	Alum	Std	SuperCool	Platinum	1511NCYELLOW
As cast	Alum	Std	SuperCool	Platinum	1511NC
As cast	Alum	Rev	SuperCool	Platinum	1511NCREV

1969-96			6.937" Hub Height	5/8" Pilot	
Finish	Casting	Rot Flow	Style	Item	
Chrome	Alum	Std	SuperCool	Smoothie	1448NA
Polished	Alum	Std	SuperCool	Smoothie	1448NB
As cast	Alum	Std	SuperCool	Smoothie	1448NC
Chrome	Iron	Std	Standard	Standard	1449NA
Chrome	Iron	Rev	Standard	Standard	1449NAREV
Chrome	Iron	Std	SuperCool	Standard	1449NB
Chrome	Iron	Rev	SuperCool	Standard	1449NBREV
Stealth black	Iron	Std	SuperCool	Standard	1449NC
Stealth black	Iron	Rev	SuperCool	Standard	1449NCREV
Blue	Iron	Std	SuperCool	Standard	1449NCBLUE
Orange	Iron	Std	SuperCool	Standard	1449NCORANGE
Red	Iron	Std	SuperCool	Standard	1449NCRED
Yellow	Iron	Std	SuperCool	Standard	1449NCYELLOW
As cast	Iron	Std	SuperCool	Standard	1449N

1987-95 Truck			V6-V8TBI, 6.937" Hub Height, 5/8" Pilot		
Finish	Casting	Rot Flow	Style	Item	
Chrome	Alum	Rev	SuperCool	Smoothie	1675AA
Polished	Alum	Rev	SuperCool	Smoothie	1675AB
Stealth black	Alum	Rev	SuperCool	Smoothie	1675AC
As cast	Alum	Rev	SuperCool	Smoothie	1675A
Chrome	Iron	Rev	Standard	Standard	1675NA
Chrome	Iron	Rev	SuperCool	Standard	1675NB
Stealth black	Iron	Rev	SuperCool	Standard	1675NC
As cast	Iron	Rev	SuperCool	Standard	1675N

CHEVROLET BIG BLOCK - SHORT STYLE PUMP

1965-72			5.750" Hub Height, 5/8" Pilot		
Finish	Casting	Rot Flow	Style	Item	
Chrome	Alum	Std	SuperCool	Smoothie	1496NA
Polished	Alum	Std	SuperCool	Smoothie	1496NB
Stealth black	Alum	Std	SuperCool	Smoothie	1496NC
As cast	Alum	Std	SuperCool	Smoothie	1496
Chrome	Alum	Std	SuperCool	Platinum	1495AA
Chrome	Alum	Rev	SuperCool	Platinum	1495AAREV
Polished	Alum	Std	SuperCool	Platinum	1495AB
Polished	Alum	Rev	SuperCool	Platinum	1495ABREV
Blue	Alum	Std	SuperCool	Platinum	1495ACBLUE
Orange	Alum	Std	SuperCool	Platinum	1495ACORANGE
Red	Alum	Std	SuperCool	Platinum	1495ACRED
Yellow	Alum	Std	SuperCool	Platinum	1495ACYELLOW
As cast	Alum	Std	SuperCool	Platinum	1495AC
As cast	Alum	Rev	SuperCool	Platinum	1495ACREV
Chrome	Iron	Std	Standard	Standard	1494NA
Chrome	Iron	Rev	Standard	Standard	1494NAREV
Chrome	Iron	Std	SuperCool	Standard	1494NB
Chrome	Iron	Rev	SuperCool	Standard	1494NBREV
Stealth black	Iron	Std	SuperCool	Standard	1494NC
Stealth black	Iron	Rev	SuperCool	Standard	1494NCREV
Blue	Iron	Std	SuperCool	Standard	1494NCBLUE
Orange	Iron	Std	SuperCool	Standard	1494NCORANGE
Red	Iron	Std	SuperCool	Standard	1494NCRED
Yellow	Iron	Std	SuperCool	Standard	1494NCYELLOW
As cast	Iron	Std	SuperCool	Standard	1494N



NEW

NEW

NEW

**Premium
Quality**

Chevrolet Water Pumps

CORVETTE BIG BLOCK - SHORT STYLE PUMP

		5.750" Hub Height			3/4" Pilot
Finish	Casting	Rot	Flow	Style	Item
Chrome	Iron	Std	Standard	Standard	1484NA
Chrome	Iron	Std	SuperCool	Standard	1484NB
Stealth black	Iron	Std	SuperCool	Standard	1484NC
As cast	Iron	Std	SuperCool	Standard	1484N
Chrome	Alum	Std	SuperCool	Platinum	1485AA
Polished	Alum	Std	SuperCool	Platinum	1485AB
As cast	Alum	Std	SuperCool	Platinum	1485AC



CHEVROLET BIG BLOCK - LONG STYLE PUMP

		Not Corvette, 7.281" Hub Height, 5/8" Pilot			
Finish	Casting	Rot	Flow	Style	Item
Chrome	Alum	Std	SuperCool	Platinum	1461AA
Polished	Alum	Std	SuperCool	Platinum	1461AB
As cast	Alum	Std	SuperCool	Platinum	1461AC
Chrome	Iron	Std	Standard	Standard	1461NA
Chrome	Iron	Rev	Standard	Standard	1461NAREV
Chrome	Iron	Std	SuperCool	Standard	1461NB
Chrome	Iron	Rev	SuperCool	Standard	1461NBREV
Stealth black	Iron	Std	SuperCool	Standard	1461NC
Stealth black	Iron	Rev	SuperCool	Standard	1461NCREV
Blue	Iron	Std	SuperCool	Standard	1461NCBLUE
Orange	Iron	Std	SuperCool	Standard	1461NCORANGE
Red	Iron	Std	SuperCool	Standard	1461NCRED
Yellow	Iron	Std	SuperCool	Standard	1461NCYELLOW
As cast	Iron	Std	SuperCool	Standard	1461N



		7.281" Hub Height, 5/8" Pilot			
Finish	Casting	Rot	Flow	Style	Item
Chrome	Alum	Std	SuperCool	Smoothie	1459NA
Polished	Alum	Std	SuperCool	Smoothie	1459NB
Stealth black	Alum	Std	SuperCool	Smoothie	1459NC
As cast	Alum	Std	SuperCool	Smoothie	1459



		1988-95 454 pick-up truck, 7.281" Hub Height, 5/8" Pilot			
Finish	Casting	Rot	Flow	Style	Item
Chrome	Alum	Rev	SuperCool	Smoothie	1493ANA
Polished	Alum	Rev	SuperCool	Smoothie	1493ANB
Stealth black	Alum	Rev	SuperCool	Smoothie	1493ANC
As cast	Alum	Rev	SuperCool	Smoothie	1493AN



Chrome	Iron	Rev	SuperCool	Smoothie	1493NB
Black	Iron	Rev	SuperCool	Smoothie	1493NC
As cast	Iron	Rev	SuperCool	Smoothie	1493N

CHEVROLET 194, 230, 250, 292 INLINE 6

		3.875" Hub Height, 5/8" Pilot			
Finish	Casting	Rot	Flow	Style	Item
Chrome	Iron	Std	Standard	Standard	1529A
Stealth black	Iron	Std	Standard	Standard	1529B
As cast	Iron	Std	Standard	Standard	1529N



GM Water Pumps



GM LS1 & LS6

1997-04 Corvette

1998-02 Camaro/Firebird

2004-06 GTO

Finish	Casting	Rot	Flow	Style	Item
Chrome	Alum	Std	Standard	Platinum	1310A
Polished	Alum	Std	Standard	Platinum	1310B
Stealth black	Alum	Std	Standard	Platinum	1310D
As cast	Alum	Std	Standard	Platinum	1310C



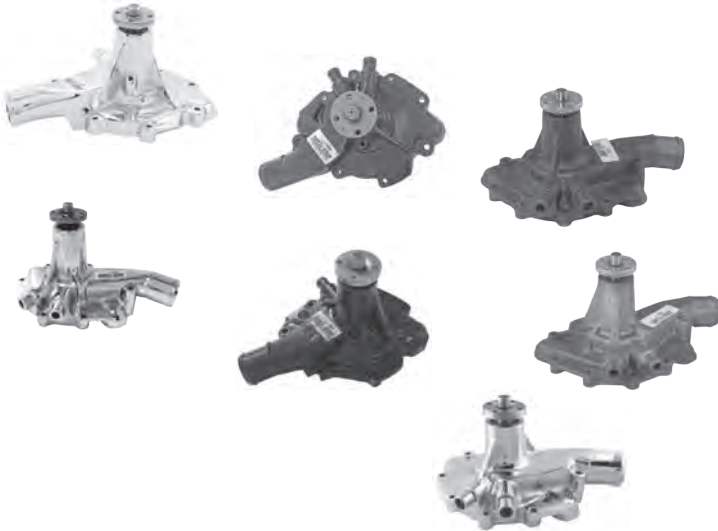
GM LT1 5.7L

1992-1996 Corvette

1993-97 Camaro/Firebird

1994-96 Caprice/Impala

Finish	Casting	Rot	Flow	Style	Item
Chrome	Alum	Std	Standard	Platinum	1362A
Polished	Alum	Std	Standard	Platinum	1362B
As cast	Alum	Std	Standard	Platinum	1362C



OLDSMOBILE

1968-70 w/air, 1971-85 w/o air 5.562" Hub Height, 5/8" Pilot

Finish	Casting	Rot	Flow	Style	Item
Chrome	Iron	Std	Standard	Standard	1444NA
Stealth black	Iron	Std	Standard	Standard	1444NB
As cast	Iron	Std	Standard	Standard	1444N

1971-90 4.3, 5.0, 6.6, 7.5L w/air 5.937" Hub Height, 5/8" Pilot

Chrome	Iron	Std	Standard	Standard	1504NA
Stealth black	Iron	Std	Standard	Standard	1504NB
As cast	Iron	Std	Standard	Standard	1504N

1968-69 350, 400, 455 w/o air 5.109" Hub Height, 5/8" Pilot

Chrome	Iron	Std	Standard	Standard	1504NA-2
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PONTIAC

1969-81 4.3, 5.7, 6.6L & 455, 11 bolt 4.468" Hub Ht, 5/8" Pilot

Finish	Casting	Rot	Flow	Style	Item
Chrome	Alum	Std	SuperCool	Platinum	1475AA
Polished	Alum	Std	SuperCool	Platinum	1475AB
Stealth black	Alum	Std	SuperCool	Platinum	1475AC
As cast	Alum	Std	SuperCool	Platinum	1475

Chrome	Iron	Std	Standard	Standard	1475NA
Stealth black	Iron	Std	Standard	Standard	1475NB
As cast	Iron	Std	Standard	Standard	1475N

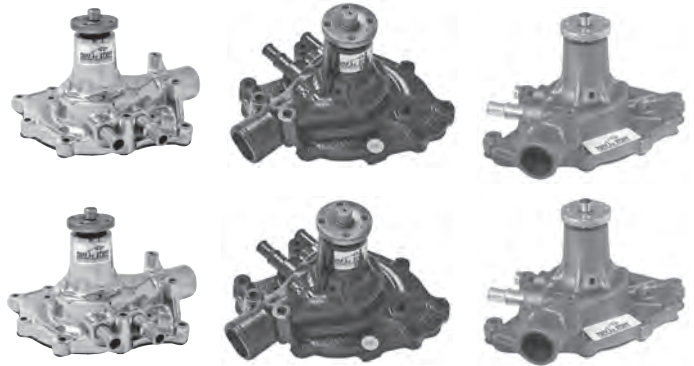
1966-69 5.7, 6.6L, 8 bolt 3.625" Hub Height, 5/8" Pilot

Chrome	Iron	Std	Standard	Standard	1445NA
Stealth black	Iron	Std	Standard	Standard	1445NB
As cast	Iron	Std	Standard	Standard	1445N

FORD

1965-73 289, 302, 351W w/pass side inlet 5.437" Hub Ht, 5/8" Pilot

Finish	Casting	Rot	Flow	Style	Item
Chrome	Alum	Std	SuperCool	Platinum	1432AA
Polished	Alum	Std	SuperCool	Platinum	1432AB
Stealth black	Alum	Std	SuperCool	Platinum	1432AC
As cast	Alum	Std	SuperCool	Platinum	1432
Chrome	Iron	Std	Standard	Standard	1432A
Chrome	Iron	Std	SuperCool	Standard	1432B
Chrome	Iron	Rev	Standard	Standard	1432AREV
Stealth black	Iron	Std	SuperCool	Standard	1432C
Stealth black	Iron	Rev	SuperCool	Standard	1432CREV
Blue	Iron	Std	SuperCool	Standard	1432CBLUE
Red	Iron	Std	SuperCool	Standard	1432CRED
Yellow	Iron	Std	SuperCool	Standard	1432CYELLOW
As cast	Iron	Std	SuperCool	Standard	1432N



1970-78 Windsor w/driver side inlet 5.687" Hub Height, 5/8" Pilot

Chrome	Iron	Std	Standard	Standard	1468A
Chrome	Iron	Std	SuperCool	Standard	1468B
Stealth black	Iron	Std	SuperCool	Standard	1468C
Blue	Iron	Std	SuperCool	Standard	1468CBLUE
Red	Iron	Std	SuperCool	Standard	1468CRED
Yellow	Iron	Std	SuperCool	Standard	1468CYELLOW
As cast	Iron	Std	SuperCool	Standard	1468N



1970-78 Cleveland w/driver side inlet, 5.687" Hub Height, 5/8" Pilot

Chrome	Iron	Std	Standard	Standard	1469A
Chrome	Iron	Std	SuperCool	Standard	1469B
Stealth black	Iron	Std	SuperCool	Standard	1469C
Blue	Iron	Std	SuperCool	Standard	1469CBLUE
Red	Iron	Std	SuperCool	Standard	1469CRED
Yellow	Iron	Std	SuperCool	Standard	1469CYELLOW
As cast	Iron	Std	SuperCool	Standard	1469N



1970-78 Windsor & Cleveland w/dvr side inlet 5.687" H Ht, 5/8" Pilot

Chrome	Alum	Std	SuperCool	Platinum	1467AA
Polished	Alum	Std	SuperCool	Platinum	1467AB
As cast	Alum	Std	SuperCool	Platinum	1467AC



1994-95 5.0L 4.125" Hub Height, 5/8" Pilot

Chrome	Alum	Std	Standard	Platinum	1548NA
As cast	Alum	Std	Standard	Platinum	1548

<NEW

MUSTANG 5.0L

1986-93 Mustang 5.0L 5.735" Hub Height, 5/8" Pilot, rev rotation

Chrome	Alum	Rev	SuperCool	Platinum	1594NA
Chrome	Alum	Rev	SuperCool	Platinum	1594ND
Polished	Alum	Rev	SuperCool	Platinum	1594NE
Stealth black	Alum	Rev	SuperCool	Platinum	1594NC
Stealth black	Alum	Rev	SuperCool	Platinum	1594NF
Blue	Alum	Rev	SuperCool	Platinum	1594NCBLUE
Red	Alum	Rev	SuperCool	Platinum	1594NCRED
Yellow	Alum	Rev	SuperCool	Platinum	1594NCYELLOW
As cast	Alum	Rev	SuperCool	Platinum	1594AC
As cast	Alum	Rev	SuperCool	Platinum	1594N



1979-85 Mustang 5.0L 5.750" Hub Height, 5/8" Pilot, std rotation

Chrome	Alum	Std	SuperCool	Platinum	1625NA
Chrome	Alum	Std	SuperCool	Platinum	1625ND
Polished	Alum	Std	SuperCool	Platinum	1625NE
Stealth black	Alum	Std	SuperCool	Platinum	1625NC
Stealth black	Alum	Std	SuperCool	Platinum	1625NF
Blue	Alum	Std	SuperCool	Platinum	1625NCBLUE
Red	Alum	Std	SuperCool	Platinum	1625NCRED
Yellow	Alum	Std	SuperCool	Platinum	1625NCYELLOW
As cast	Alum	Std	SuperCool	Platinum	1625AC
As cast	Alum	Std	SuperCool	Platinum	1625N



Ford Chrysler Water Pumps



NEW > FORD 5.0L 302 & 351 SHORTY

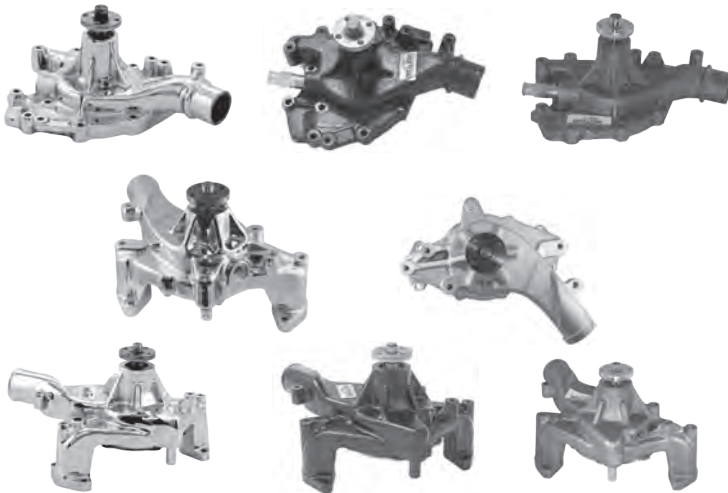


1979-93 Ford 5.0L, 302 & 351W, 4.312" Hub Height, 3/4" Pilot
 Replaces Ford Racing water pump M-8501-E351S. Must use with long style (3.950") 4-bolt crankshaft damper and requires custom pulleys - not included. Provides up to 1.5" of additional water pump clearance for tight engine compartments.

Finish	Casting	Rot	Flow	Style	Item
Chrome	Alum	Std	SuperCool	Platinum	1625NG
Polished	Alum	Std	SuperCool	Platinum	1625NH
Stealth black	Alum	Std	SuperCool	Platinum	1625NI
As cast	Alum	Std	SuperCool	Platinum	1625NJ

FORD

1970-77 429, 460 5.562" Hub Height, 5/8" Pilot



Finish	Casting	Rot	Flow	Style	Item
Chrome	Iron	Std	Standard	Standard	1470NA
Stealth black	Iron	Std	Standard	Standard	1470NC
Blue	Iron	Std	Standard	Standard	1470NCBLUE
Red	Iron	Std	Standard	Standard	1470NCRED
Yellow	Iron	Std	Standard	Standard	1470NCYELLOW
As cast	Iron	Std	Standard	Standard	1470N

1965-76 390, 427, 428 FE 7.578" Hub Height, 5/8" Pilot

Chrome	Alum	Std	SuperCool	Platinum	1421AA
Polished	Alum	Std	SuperCool	Platinum	1421AB
Stealth black	Alum	Std	SuperCool	Platinum	1421AC
As cast	Alum	Std	SuperCool	Platinum	1421
Chrome	Iron	Std	Standard	Standard	1421A
Chrome	Iron	Std	Supercool	Standard	1421B
Stealth black	Iron	Std	Supercool	Standard	1421C
As cast	Iron	Std	Supercool	Standard	1421N

CHRYSLER

1958-79 383, 440 3.078" Hub Height, 5/8" Pilot

Finish	Casting	Rot	Flow	Style	Item
Chrome	Iron	Std	Standard	Standard	1317NA
Chrome	Iron	Std	SuperCool	Standard	1317NB
Stealth black	Iron	Std	SuperCool	Standard	1317NC
As cast	Iron	Std	SuperCool	Standard	1317N

1970-88 318, 340, 360 5.562" Hub Height, 5/8" Pilot

As cast	Alum	Std	SuperCool	Platinum	1465NA
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2005-08 5.7L Hemi

2006-10 6.1L Hemi

As cast	Alum	Std	Standard	Platinum	1476MC
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NEW > FORD AIR PUMP ELIMINATOR KIT

This kit is a direct bolt-on replacement for the air (smog) pump found on 1979-93 Ford Mustangs with a 302 or 351 engine. Designed for use with the stock serpentine belt. Kit includes an as cast aluminum bracket, plastic idler pulley with bearing, pulley mounting bolt and special washer. May not be legal for sale or use in California on any pollution controlled motor vehicle.

Fits 1979-93 Ford Mustangs with 302 or 351 engine

Description	Item
Chrome	1700A
Polished	1700B
Stealth black	1700C
As cast	1700



HIGH FLOW THERMOSTATS

<NEW

Standard thermostats flow about 37 gallons of coolant per minute. With Tuff Stuff's High-Flow thermostat, that number jumps to 56 gallons per minute. That's almost a 50 percent increase in coolant flow! The increased coolant flow will reduce the delay in engine warm-up times, allows trapped air in the cooling system to escape and stabilizes the pressure of the cooling system overall.

These thermostats also have a bypass valve that allows a small amount of coolant to circulate before fully opening.

Application	Farenheight Temp	Item
1946-1995 GM, Ford, AMC, Jeep	160°	900160
	180°	900180
	195°	900195
1953-1980 Mopar	180°	910180



GM CHROME HOSE NIPPLES

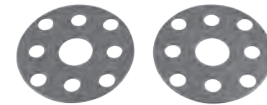
Description	Item
For 3/4" hose, 3" long, 1/2-14 NPT	4450A
For 3/4" hose, 1.5" long, 1/2-14 NPT	4450B
For 5/8" hose, 1.5" long, 1/2-14 NPT	4450C
3/4-14 NPT plug	4450D



WATER PUMP SHIMS

Helps with belt alignment issues. For use on 1449 and 1461 water pumps. 1/16" thick, two shims per kit.

Description	Item
Water pump shims	7620



SB CHEVY WATER PUMP EXTENSIONS

Changes a Chevy small block short pump such as a 1354 to the same height as a 1449 long pump hub height - from 5.625" to 6.937".

Kit includes 2 extensions and 2 gaskets.

Finish	Item
Chrome plated	2254A
Polished aluminum	2254B
Plain aluminum	2254C



CHEVY WATER PUMP BOLT KITS

Available in chrome plated or zinc finishes.

Kit includes one 3/8"-16 x 1-3/4", two 3/8"-16 x 2", one 3/8"-16 x 2-3/4" bolts, 4 lock and 4 flat washers.

Fits Chevrolet small block w/short water pump (1354, 1534, 1635)

Chrome Hex	Zinc Hex	Chrome Socket	Zinc Socket
7675A	7675B	7675C	7675D

Fits Chevrolet small block w/short water pump (1394)

Kit includes two 3/8"-16 x 1-3/4", one 3/8"-16 x 2", one 3/8"-16 x 2-1/2" bolts, 4 lock and 4 flat washers.

Chrome Hex	Zinc Hex	Chrome Socket	Zinc Socket
7677A	7677B	7677C	7677D

Fits Chevrolet small & big block w/long water pump (1449, 1461, 1511)

Kit includes four 3/8"-16 x 2-1/4" bolts, 4 lock and 4 flat washers.

Chrome Hex	Zinc Head	Chrome Socket	Zinc Socket
7678A	7678B	7678C	7678D

Fits Chevrolet big block w/short water pump (1484, 1494)

Kit includes four 3/8"-16 x 2" bolts, 4 lock and 4 flat washers.

Chrome Hex	Zinc Hex	Chrome Socket	Zinc Socket
7676A	7676B	7676C	7676D

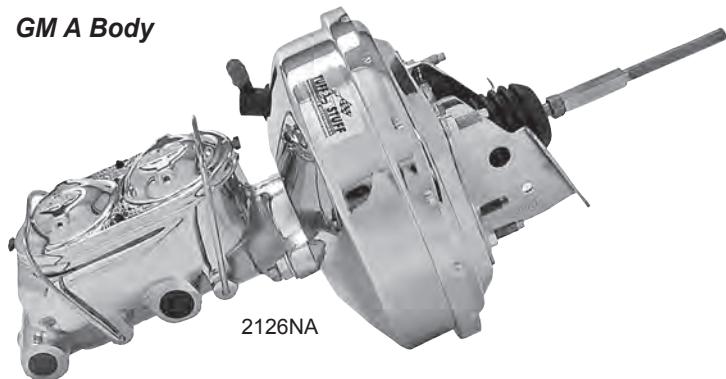


Booster w/Master Cylinder



Specific fit applications available in beautiful chrome plated, gold zinc or black powder coated finishes. 1" and 1-1/8" master cylinder bores work with disc/disc, disc/drum, and drum/drum brake set-ups. Single and dual diaphragm styles available in 7", 8", 9" and 11" diameters to fit virtually all hot rods, customs and muscle cars. 100% all new components - and every unit is vacuum tested to insure reliability. Works with many stock mounting bracket set-ups and with Tuff Stuff bracket kits on page 36.

GM A Body



2126NA

GM A BODY 1964 - 66 2126

9" Single Diaphragm Booster Combo, 3/8"-16 studs
7-1/8" long pedal rod, 1-1/2" vertical mount hole spacing

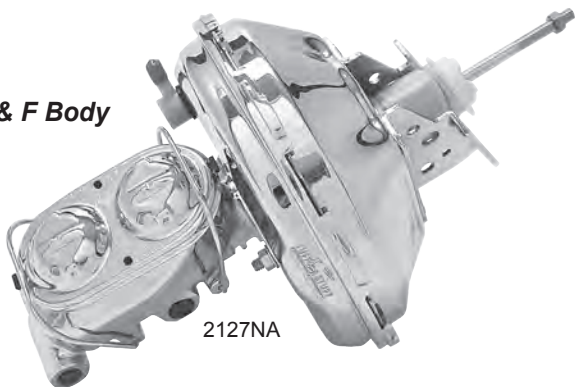
Master Cylinder	Bore	Chrome	Gold Zinc
2071 Dual reservoir	1-1/8"	2126NA	2126NB
2020 Dual reservoir	1"	2126NA-1	2126NB-1
2018 Dual reservoir	1"	2126NA-2	2126NB-2

GM A & F BODY 1966 - 72 2127

11" Single Diaphragm Booster Combo, 3/8"-16 studs

Master Cylinder	Bore	Chrome	Gold Zinc
2071 Dual reservoir	1-1/8"	2127NA	2127NB
2020 Dual reservoir	1"	2127NA-1	2127NB-1
2018 Dual reservoir	1"	2127NA-2	2127NB-2

GM A & F Body



2127NA

CHEVY NOVA 1962 - 67 2133

9" Single Diaphragm Booster Combo, three 3/8"-16 mounting studs

Master Cylinder	Bore	Chrome	Gold Zinc
2071 Dual reservoir	1-1/8"	2133NA	2133NB
2020 Dual reservoir	1"	2133NA-1	2133NB-1
2018 Dual reservoir	1"	2133NA-2	2133NB-2

GM TRUCK 1973 - 92 2132

11" Dual Diaphragm Combo, 10x1.5 metric studs, 3/8" -16 pedal rod threads

Master Cylinder	Bore	Chrome	Stealth black
2071 Dual reservoir	1"-1/8"	2132NA	2132NB
2020 Dual reservoir	1"	2132NA-1	2132NB-1
2018 Dual reservoir	1"	2132NA-2	2132NB-2

Nova



2133NA

GM Truck



2132NA

See page 47 for booster and master cylinder dimensions

**Premium
Quality**

Booster w/Master Cylinder

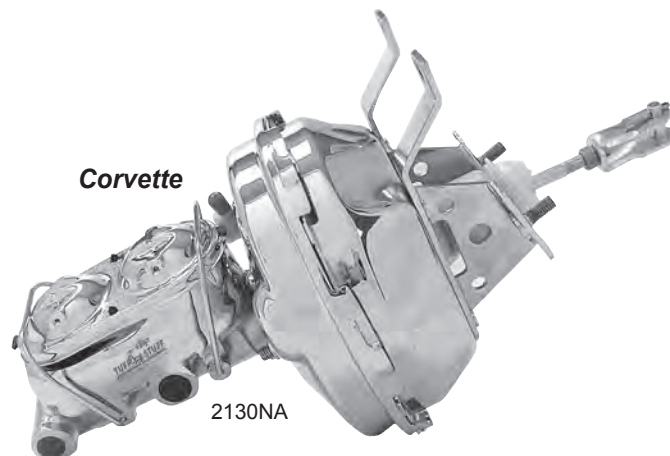
CORVETTE 1963 - 67 **2130**

9" Single Diaphragm Booster Combo, 3/8"-16 studs
Master Cylinder Bore Chrome Gold Zinc
2071 Dual reservoir* 1-1/8" 2130NA 2130NB
2020 Dual reservoir 1" 2130NA-1 2130NB-1
2018 Dual reservoir 1" 2130NA-2 2130NB-2
*With four wheel disc brakes

100% New Parts

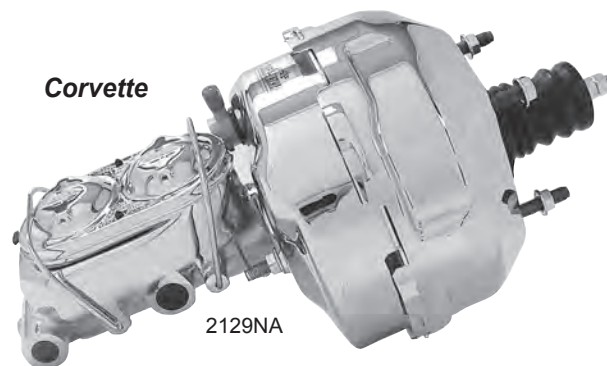
CORVETTE 1968 - 82 w/YZ ROD **2129**

9" Dual Diaphragm Booster Combo, 10x1.5 metric
Master Cylinder Bore Chrome Gold Zinc
2071 Dual reservoir 1-1/8" 2129NA 2129NB
2020 Dual reservoir 1" 2129NA-1 2129NB-1
2018 Dual reservoir 1" 2129NA-2 2129NB-2
With four wheel disc brakes, 3/8-24 pedal rod threads



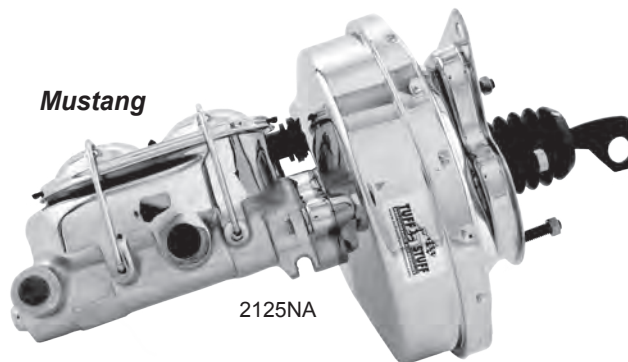
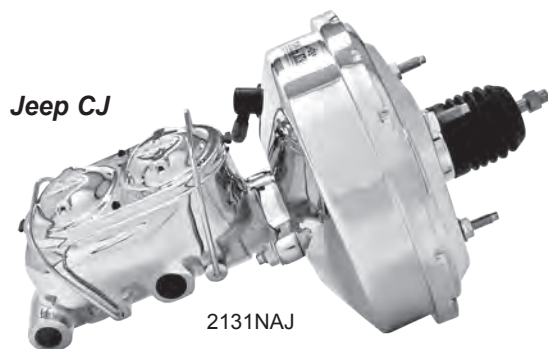
FORD MUSTANG 1967 - 70 **2125**

9" Single Diaphragm Booster Combo, 3/8"-16 studs
Master Cylinder Bore Chrome Gold Zinc
2071 Dual reservoir 1-1/8" 2125NA 2125NB
2020 Dual reservoir 1" 2125NA-1 2125NB-1
2018 Dual reservoir 1" 2125NA-2 2125NB-2
2017 Dual reservoir 1" 2125NA-3 2125NB-3
5 Mounting studs - one is offset



JEEP CJ 1974 - 86 **2131**

9" Single Slim Line Diaphragm Booster Combo
Master Cylinder Bore Chrome Gold Zinc
2071 Dual reservoir 1-1/8" 2131NAJ 2131NB
2020 Dual reservoir 1" 2131NAJ-1 2131NB-1
2018 Dual reservoir 1" 2131NAJ-2 2131NB-2
Includes mounting bracket



TECH TIP

A vacuum operated power brake booster requires at least 18" of vacuum to work properly. Big cam engines may not make enough vacuum to safely operate a vacuum power booster and could require a vacuum assist pump for safety.

Every power brake booster unit is hand assembled and tested to assure quality and long life dependability.



Booster w/Master Cylinder



Universal fit applications available in beautiful chrome plated or gold zinc finishes. 1" and 1-1/8" master cylinder bores work with disc/disc, disc/drum, and drum/drum brake set-ups. Single and dual diaphragm styles available in 7", 8", 9" and 11" diameters fit virtually all hot rods, customs and muscle cars. 100% all new components - and every unit is vacuum tested to insure reliability. Includes 3/8"-16 mounting studs and nuts. Works with many stock mounting bracket set-ups and with Tuff Stuff bracket kits on page 36.



2121NA

7" UNIVERSAL BOOSTER COMBO

Master Cylinder	Bore	Single Diaphragm		Dual Diaphragm	
		Chrome	Gold Zinc	Chrome	Gold Zinc
2071 Dual reservoir	1-1/8"	2121NA	2121NB	2122NA	2122NB
2020 Dual reservoir	1"	2121NA-1	2121NB-1	2122NA-1	2122NB-1
2018 Dual reservoir	1"	2121NA-2	2121NB-2	2122NA-2	2122NB-2
2017 Dual reservoir	1"		2121NB-3	2122NA-3	2122NB-3

8" UNIVERSAL BOOSTER COMBO

Master Cylinder	Bore	Dual Diaphragm	
		Chrome	Gold Zinc
2071 Dual reservoir	1-1/8"	2123NA	2123NB
2020 Dual reservoir	1"	2123NA-1	2123NB-1
2018 Dual reservoir	1"	2123NA-2	2123NB-2
2017 Dual reservoir	1"	2123NA-3	
2150 Single reservoir	1"	2123NA-4	

9" UNIVERSAL BOOSTER COMBO

Master Cylinder	Bore	Single Slim Diaphragm		Dual Diaphragm	
		Chrome	Gold Zinc	Chrome	Gold Zinc
2071 Dual reservoir	1-1/8"	2131NA	2131NB	2124NA	2124NB
2020 Dual reservoir	1"	2131NA-1	2131NB-1	2124NA-1	2124NB-1
2018 Dual reservoir	1"	2131NA-2	2131NB-2	2124NA-2	2124NB-2

11" UNIVERSAL BOOSTER COMBO

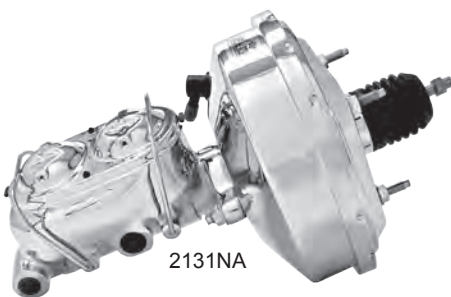
Master Cylinder	Bore	Single Diaphragm	
		Chrome	Gold Zinc
2071 Dual reservoir	1-1/8"	2128NA	2128NB
2020 Dual reservoir	1"	2128NA-1	2128NB-1
2018 Dual reservoir	1"	2128NA-2	2128NB-2



2122NA



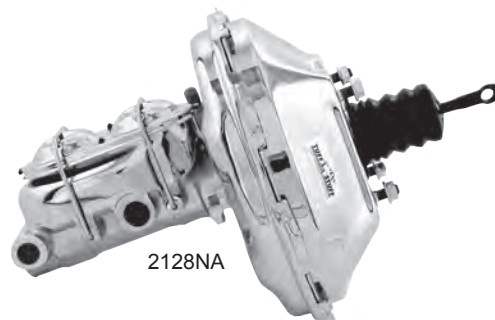
2123NA



2131NA



2124NA



2128NA

**Premium
Quality**

Power Brake Boosters

Available in beautiful chrome plated, gold zinc and a variety of colors. Single and dual diaphragm styles available in 7", 8", 9" and 11" diameters fit virtually all hot rods, customs and muscle cars. Includes 3/8"-16 mounting studs and nuts where applicable. Works with many stock mounting brackets and with Tuff Stuff bracket kits on page 36.

100% New Parts

7" & 8" UNIVERSAL

Finish	7" Single	7" Dual	8" Dual
Chrome	2221NA	2222NA	2223NA
Gold zinc	2221NB	2222NB	2223NB
Stealth black	2221NC	2222NC	2223NC
Yellow		2222NCYELLOW	2223NCYELLOW
Orange		2222NCORANGE	2223NCORANGE
Red		2222NCRED	2223NCRED
Blue		2222NCBLUE	2223NCBLUE

9" UNIVERSAL

Finish	Single	Slim Line	Dual	Dual w/YZ rod
Chrome	2226NA	2231NA	2224NA	2229NA
Gold zinc	2226NB	2231NB	2224NB	2229NB
Stealth black			2224NC	2229NC
Yellow	2226NBYELLOW		2224NCYELLOW	
Orange	2226NBORANGE		2224NCORANGE	
Red	2226NBRED		2224NCRED	
Blue	2226NBBLUE		2224NCBLUE	

11" UNIVERSAL

Finish	Single	Single w/studs
Chrome	2227NA	2228NA
Gold zinc	2227NB	2228NB
Yellow	2227NBYELLOW	
Orange	2227NBORANGE	
Red	2227NBRED	
Blue	2227NBBLUE	

2227N includes booster mounting bracket

9" CORVETTE 1963 - 67

Finish	Single
Chrome	2230NA
Gold zinc	2230NB

Includes booster mounting bracket

9" NOVA 1962 - 67

Finish	Single
Chrome	2233NA
Gold zinc	2233NB

Includes booster mounting bracket

9" MUSTANG 1967 - 70

Finish	Single
Chrome	2225NA
Gold zinc	2225NB

Includes booster mounting bracket

9" JEEP CJ 1974 - 86

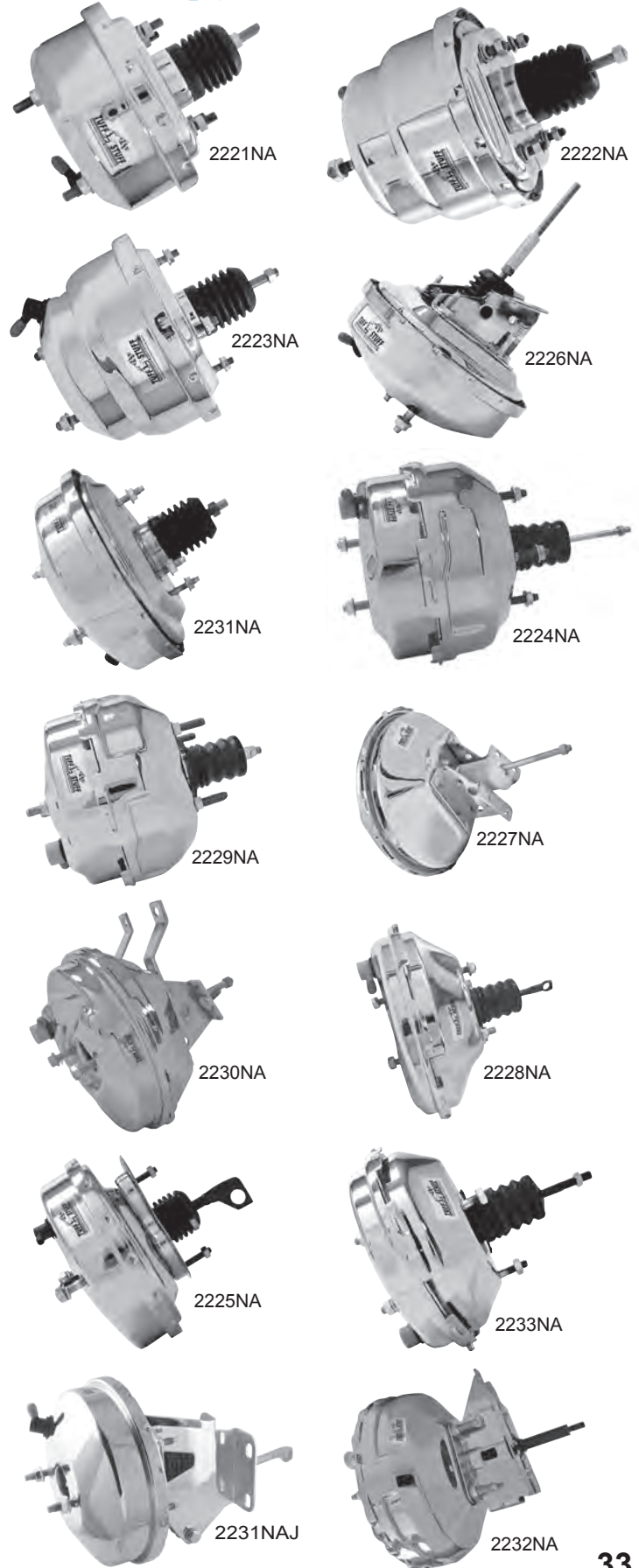
Finish	Single Slim
Chrome	2231NAJ
Gold zinc	2231NBj

Includes booster mounting bracket

11" GM TRUCK 1973 - 93

Finish	Dual
Chrome	2232NA
Stealth black	2232NB

Includes booster mounting bracket

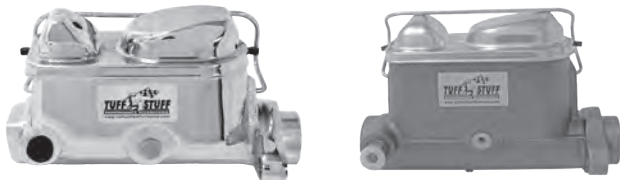
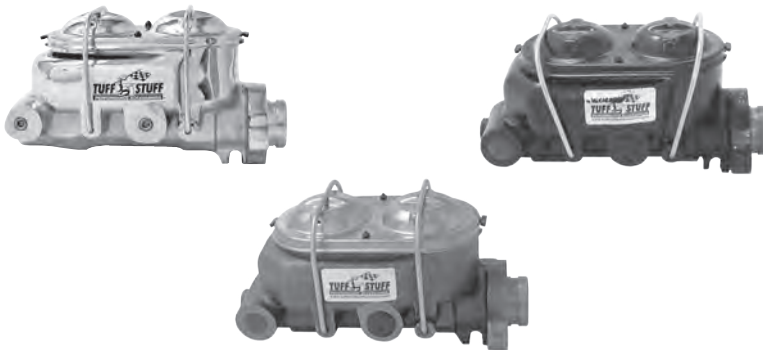
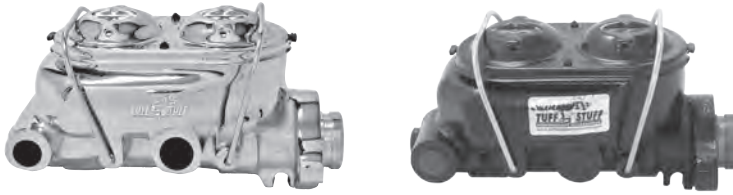


Master Cylinders



TECH TIP

1" Bore recommended for disc/drum and drum/drum brake set-ups
 1-1/8" Bore recommended for most disc/disc brake set-ups
 See pages 46-47 for master cylinder dimensions



UNIVERSAL DUAL RESERVOIR

Stock style cast iron master cylinders fit virtually all hot rods, customs & muscle cars. Available in a variety of finishes including chrome plated, powder coated or as cast. 100% new components – not remanufactured.

1" bore, 9/16" & 1/2" driver side ports

Finish	Shallow	Deep
Chrome	2018NA	2019NA
Stealth black	2018NC	2019NC
As cast	2018NB	2019NB

1-1/8" bore, 9/16" & 1/2" driver side ports

Chrome	2071NA	2072NA
Stealth black	2071NC	2072NC
Yellow	2071NCYELLOW	
Orange	2071NCORANGE	
Red	2071NCRED	
Blue	2071NCBLUE	
As cast	2071NB	2072NB

HEAVY DUTY CORVETTE

1" bore, two 3/8" ports on both sides

3-1/2" mounting hole spacing

Finish	Shallow	Deep
Chrome	2020NA	2021NA
Stealth black	2020NC	
Yellow	2020NCYELLOW	
Orange	2020NCORANGE	
Red	2020NCRED	
Blue	2020NCBLUE	
As cast	2020NB	2021NB

GM 1955 - 64

Single reservoir for drum/drum brakes, fruit jar style

1" bore, two 7/16"-24 ports

3-1/2" mounting hole spacing

Chrome	2150NA
As cast	2150NB

MUSTANG 1967 - 74

1" bore, 3/8"-24 & 1/2"-20 ports

3-1/8" mounting hole spacing

Chrome	2017NA
Yellow	2017NBYELLOW
Red	2017NBRED
Blue	2017NBBLUE
As cast	2017NB

MASTER CYLINDER REBUILD KITS

Includes all of the seals, springs and small parts needed to rebuild Tuff Stuff master cylinders

Bore	Item
1"	2020123
1-1/8"	2071123

**Premium
Quality**

Master Cylinders

SMOOTHIE MASTER CYLINDERS

Aluminum Smoothie master cylinders fit virtually all hot rods, customs & muscle cars. Beautiful chrome plated or polished aluminum finish. Dual reservoir with 3-1/2" mounting bolt spacing. 100% New components – not remanufactured.

1" bore, 9/16" & 1/2" driver side ports

Finish	Shallow hole	Deep hole
Chrome	2023NC	2024NC
Polished	2023NA	2024NA

1" bore, two 3/8" ports on both sides

Chrome	2025NC	2026NC
Polished	2025NA	2026NA

1-1/8" bore, 9/16" & 1/2" driver side ports

Chrome	2027NC	2028NC
Polished	2027NA	2028NA

100% New Parts



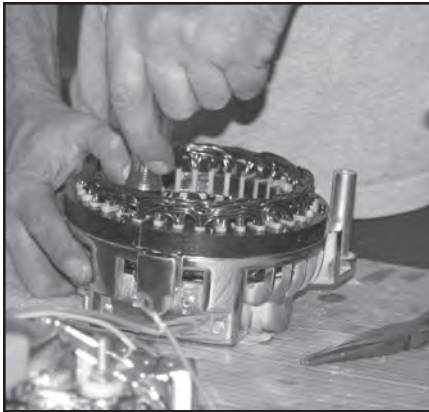
Aluminum Smoothie



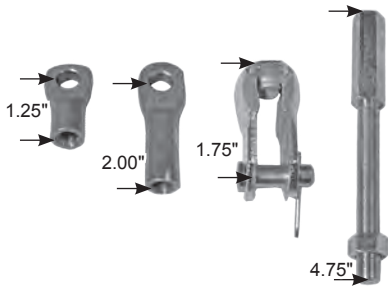
TECH TIP

A shallow hole master cylinder is usually used with a power brake booster and a deep hole master cylinder is usually used with non-power manual brakes

All polishing, chrome plating and powder coating are done in house by Matt Hurst and crew in Cleveland, Ohio, along with assembly and Tuff Testing of every unit!



Booster Brackets



BOOSTER EXTENSION ROD & CLEVIS KIT

Adapts most factory brake setups to Tuff Stuff boosters
Rod length is 4.75" and has 3/8"-24 fine threads

**Fits booster combos 2121, 2122, 2123 and
Power brake boosters 2221, 2222 & 2223**

Finish	Item
Plain finish	4750

GM 1967-72 BRAKE BOOSTER BRACKETS

Available in chrome plated, gold zinc and in a variety of colors
Made from heavy gauge steel. Includes left and right brackets

1967-72 GM booster combos 2121, 2122 & 2123

1967-72 GM power brake boosters 2221, 2222 & 2223

Finish	Item
Chrome	4650A
Gold zinc	4650B
Stealth black	4650C
Yellow	4650BYELLOW
Orange	4650BORANGE
Red	4650BRED
Blue	4650BBLUE

GM 1955-64 BRAKE BOOSTER BRACKETS

Available in chrome plated, gold zinc and in a variety of colors
Made from heavy gauge steel
Includes left and right brackets

1955-64 GM booster combos 2121, 2122 & 2123

1955-64 GM power brake boosters 2221, 2222 & 2223

Finish	Item
Chrome	4651A
Gold zinc	4651B
Stealth black	4651C
Yellow	4651BYELLOW
Orange	4651BORANGE
Red	4651BRED
Blue	4651BBLUE

GM 1955-58 BRAKE BOOSTER BRACKETS

Available in chrome plated, gold zinc and in a variety of colors
Made from heavy gauge steel
Includes left and right brackets

1955-58 GM booster combos 2121, 2122 & 2123

1955-58 GM power brake boosters 2221, 2222 & 2223

Finish	Item
Chrome	4652A
Gold zinc	4652B
Stealth black	4652C
Yellow	4652BYELLOW
Orange	4652BORANGE
Red	4652BRED
Blue	4652BBLUE

**Premium
Quality**

Booster Brackets

GM TRUCK 1960-72 BRAKE BOOSTER BRACKETS

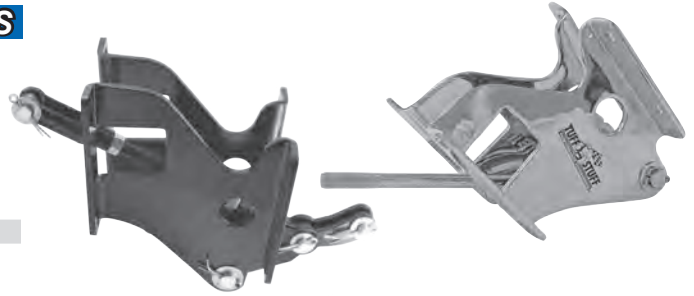
Works with 2 hole OEM bracket setups late 1967 through 72

Includes pedal rod

1960-72 GM truck booster combos 2122, 2123, 2124 & 2128

1960-72 GM truck power brake boosters 2222, 2223, 2224 & 2228

Finish	Item
Chrome	4653A
Stealth black	4653B



FORD MUSTANG BRAKE BOOSTER BRACKETS

Includes pedal rod assembly

Fits 1964 - 1966 Ford Mustang

Finish	Item
Chrome	4655A
Stealth black	4655B



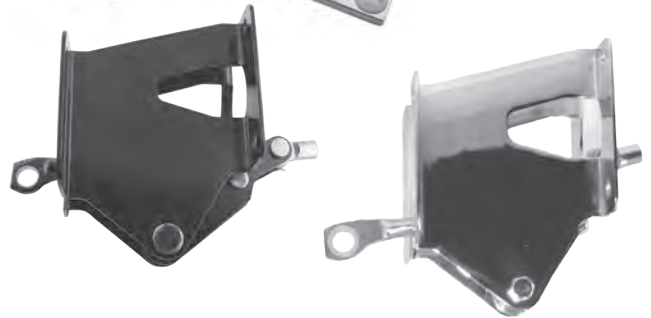
JEEP CJ 1974-86 BRAKE BOOSTER BRACKETS

Includes pedal rod assembly

1974-86 Jeep CJ booster combo 2131

1974-86 Jeep CJ power brake booster 2231

Finish	Item
Chrome	4656A
Stealth black	4656B



PROPORTIONING VALVE KITS

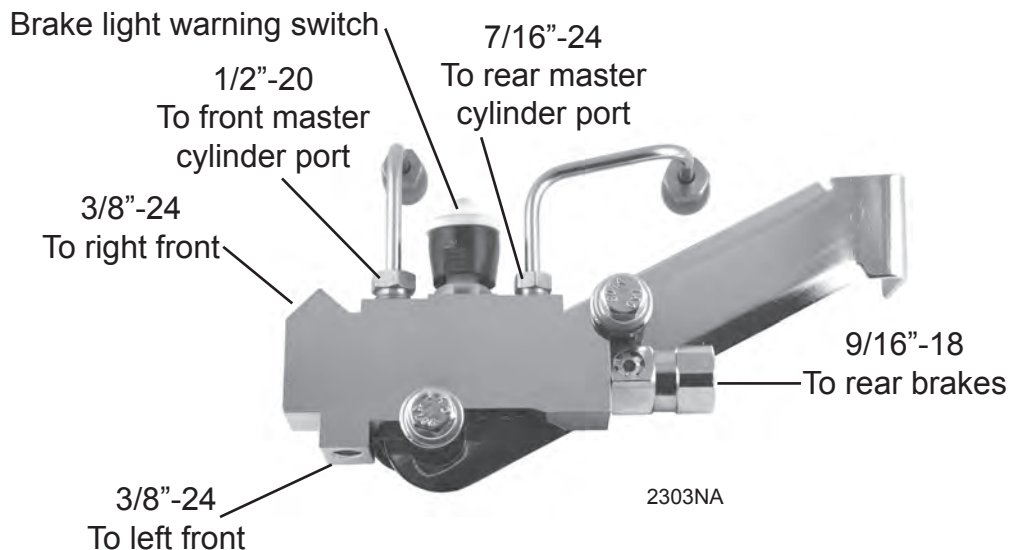
Includes OE style mounting bracket, two short brake lines, proportioning valve w/brake light switch with wire terminal and fasteners

Match your master cylinder number to the proportioning valve

	Master Cylinders		
	2020, 2021	2018, 2019	2027, 2028
	2025, 2026	2023, 2024	2071, 2072
Ports	3/8"	1/2" & 9/16"	1/2" & 9/16"
Finish	Disc/Drum	Disc/Drum	Disc/Disc
Chrome	2301NA	2302NA	2303NA
Brass	2301NB	2302NB	2303NB



Dimensions and Porting



Power Steering Pumps



TYPE II POWER STEERING PUMPS w/TOP PRESSURE PORT

Compact size pump is ideal for tight installations
 Available in chrome plated, polished aluminum, various colors and as cast finishes
 For use with factory or remote reservoir tank depending upon part number
 1200 PSI rating, 3 GPM; 850 PSI rating 2GPM available upon request, top facing pressure port
 Pumps have a 17mm (0.669") shaft - except those noted * which have a 19mm (0.748") shaft
 and threaded mounting holes
 Press fit pulley installation kit is included - requires a press on pulley, not included
 Perfect for street rods and custom vehicles with limited engine space
 100% New - not remanufactured



6175A

Finish	Housing	Ports - Fittings	Mounting	Item
Chrome plated	Cast iron	M16 & 5/8" OD return tube	M8 x 1.25 threaded holes	6175A
Chrome plated	Cast iron	M16 & 5/8" OD return tube	3/8" through holes	6175A-2
Polished	Aluminum	GM LS1 stock replacement	1998-02 Camaro & Firebird *	6175ALP-6
Polished	Aluminum	GM pressure slip	M8 x 1.25 threaded holes	6175ALP-1
Polished	Aluminum	GM pressure slip	3/8" through holes	6175ALP-7
Polished	Aluminum	AN-6 & AN-10	3/8" through holes	6175ALP
Polished	Aluminum	AN-6 & AN-10	M8 x 1.25 threaded holes	6175ALP-2
Polished	Aluminum	M16 & 5/8" OD return tube	3/8" through holes	6175ALP-3
Polished	Aluminum	M16 & 5/8" OD return tube	M8 x 1.25 threaded holes	6175ALP-4
Stealth black	Cast iron	M16 & 5/8" OD return tube	M8 x 1.25 threaded holes	6175B
Stealth black	Aluminum	GM LS1 stock replacement	1998-02 Camaro & Firebird *	6175ALB-6
Stealth black	Aluminum	GM pressure slip	M8 x 1.25 threaded holes	6175ALB-1
Stealth black	Aluminum	GM pressure slip	3/8" through holes	6175ALB-7
Stealth black	Aluminum	AN-6 & AN-10	3/8" through holes	6175ALB
Stealth black	Aluminum	AN-6 & AN-10	M8 x 1.25 threaded holes	6175ALB-2
Stealth black	Aluminum	M16 & 5/8" OD return tube	3/8" through holes	6175ALB-3
Stealth black	Aluminum	M16 & 5/8" OD return tube	M8 x 1.25 threaded holes	6175ALB-4
Blue	Aluminum	AN-6 & AN-10	3/8" through holes	6175ALBLUE
Orange	Aluminum	AN-6 & AN-10	3/8" through holes	6175ALORANGE
Red	Aluminum	AN-6 & AN-10	3/8" through holes	6175ALRED
Yellow	Aluminum	AN-6 & AN-10	3/8" through holes	6175ALYELLOW
As cast	Aluminum	GM LS1 stock replacement	1998-02 Camaro & Firebird *	6175AL-6
As cast	Aluminum	GM pressure slip	M8 x 1.25 threaded holes	6175AL-1
As cast	Aluminum	GM pressure slip	3/8" through holes	6175AL-7
As cast	Aluminum	AN-6 & AN-10	3/8" through holes	6175AL
As cast	Aluminum	AN-6 & AN-10	M8 x 1.25 threaded holes	6175AL-2
As cast	Aluminum	M16 & 5/8" OD return tube	3/8" through holes	6175AL-3
As cast	Aluminum	M16 & 5/8" OD return tube	M8 x 1.25 threaded holes	6175AL-4
As cast	Aluminum	M16 & 5/8" OD 90° return	M8 x 1.25 threaded holes	6175AL-5
As cast	Cast iron	M16 & 5/8" OD return tube	M8 x 1.25 threaded holes	6175C



6175ALP-2



6175ALB-2



6175AL-2



6175ARES



Reservoir shown mounted on Type II pump. Reservoir and pump are sold separately

TYPE II POWER STEERING PUMP RESERVOIR

OE Style plastic reservoir includes a twist cap with a built-in dipstick, two mounting clips and an O-ring for quick, easy attachment to most Type II power steering pumps that have the GM pressure slip port fitting. Return tube is 3/8" OD. Reservoir fits the following Tuff Stuff part numbers:

- 6175ALP-1 6175ALP-7
- 6175ALB-1 6175ALB-7
- 6175AL-1 6175AL-7

Type II power steering pump reservoir

6175ARES

**Premium
Quality**

Power Steering Pumps

TYPE II POWER STEERING PUMPS w/BOTTOM PRESSURE PORT

Same pump specifications as the Type II pumps on page 38 except that these pumps have a bottom pressure port.

Finish	Housing	Ports - Fittings	Mounting	Item
Polished	Aluminum	AN-6 & AN-10	3/8" through holes	6170ALP
Polished	Aluminum	AN-6 & AN-10	M8 x 1.25 threaded holes	6170ALP-2
Polished	Aluminum	M16 & 5/8" OD return tube	3/8" through holes	6170ALP-3
Polished	Aluminum	M16 & 5/8" OD return tube	M8 x 1.25 threaded holes	6170ALP-4
Polished	Aluminum	GM pressure slip	M8 x 1.25 threaded holes	6170ALP-1
Stealth black	Aluminum	AN-6 & AN-10	3/8" through holes	6170ALB
Stealth black	Aluminum	AN-6 & AN-10	M8 x 1.25 threaded holes	6170ALB-2
Stealth black	Aluminum	M16 & 5/8" OD return tube	3/8" through holes	6170ALB-3
Stealth black	Aluminum	M16 & 5/8" OD return tube	M8 x 1.25 threaded holes	6170ALB-4
Stealth black	Aluminum	GM pressure slip	M8 x 1.25 threaded holes	6170ALB-1
As cast	Aluminum	AN-6 & AN-10	3/8" through holes	6170AL
As cast	Aluminum	AN-6 & AN-10	M8 x 1.25 threaded holes	6170AL-2
As cast	Aluminum	M16 & 5/8" OD return tube	3/8" through holes	6170AL-3
As cast	Aluminum	M16 & 5/8" OD return tube	M8 x 1.25 threaded holes	6170AL-4
As cast	Aluminum	M16 & 5/8" OD 90° return	M8 x 1.25 threaded holes	6170AL-5
As cast	Aluminum	GM pressure slip	M8 x 1.25 threaded holes	6170AL-1



TYPE II PUMP COMPONENTS

Replacement AN fittings are CNC machined from billet aluminum and includes a washer with O-ring. Fittings sold individually. Low pressure valve for Type II pumps lowers the pressure to 850PSI for use with Mustang II style rack and pinion steering systems.

Description	Item
Pressure fitting, AN-6 x M16-1.5	5550P
Return fitting, AN-10 x 7/8"-14	5551P
850 PSI pressure valve for Type II pumps	5552



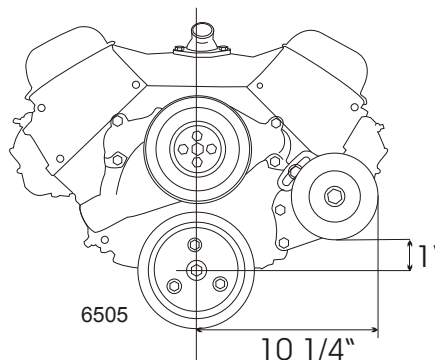
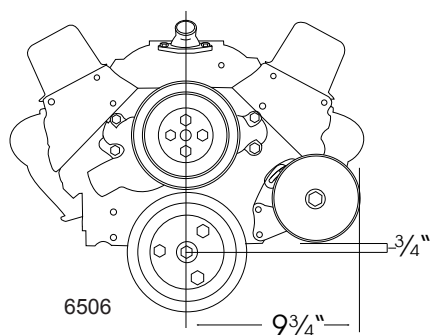
TYPE II PUMP BRACKETS

Fits all Tuff Stuff Type II power steering pumps. Eliminates the hassles of adapting stock mounting brackets. Laser cut from 1/4" plate steel. Pump not included with bracket kit.

Finish	Short SB Chevy	Short BB Chevy
Chrome	6506A	6505A
Stealth black	6506B	6505B
Yellow	6506BYELLOW	6505BYELLOW
Orange	6506BORANGE	6505BORANGE
Red	6506BRED	6505BRED
Blue	6506BBLUE	6505BBLUE



6505A, 6506A



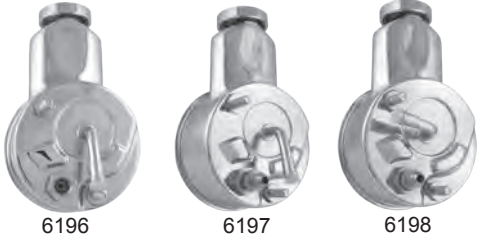
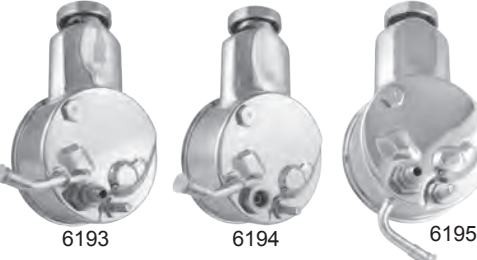
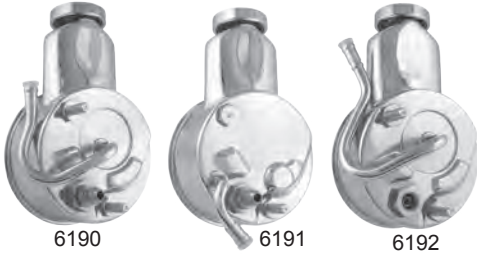
Power Steering Pumps



DIRECT FIT SAGINAW STYLE POWER STEERING PUMPS

GM Saginaw style pump features all new components including reservoir and pump assembly. Includes billet chrome cap, new dipstick and hardware. Specific pumps include an AN-6 fitting. Press fit shafts are 3/4" diameter and requires a press fit pulley. 5/8" keyed shafts require a bolt-on pulley; pulley not included. A pulley installation kit is included with 3/4" press-fit pumps. 1200 PSI rated to work with most gearbox systems, 850 PSI available for Mustang II rack and pinion upon request.

Application	Shaft	Mounting	Chrome	S Black
1968-74 AMC, 1972-74 Jeep	<NEW 5/8" keyed	3/8"-16	6196A	6196B
1961-66 Chevrolet V8 full size cars	<NEW 5/8" keyed	3/8"-16	6190A	6190B
1961-69 Chevrolet cars and light trucks	<NEW 5/8" keyed	3/8"-16	6198A	6198B
1966-74 Chevrolet Corvette	<NEW 5/8" keyed	3/8"-16	6196A	6196B
1968 Camaro V8 & 1967-68 V8 Chevy II	<NEW 5/8" keyed	3/8"-16	6197A	6197B
1969 Camaro & Nova V8	<NEW 5/8" keyed	3/8"-16	6191A	6191B
1969 Camaro, Chevelle & Nova V8	<NEW 5/8" keyed	3/8"-16	6195A	6195B
1969 Chevrolet V8	<NEW 5/8" keyed	3/8"-16	6194A	6194B
1970 Chevrolet V8	<NEW 5/8" keyed	3/8"-16	6193A	6193B
1970-74 Camaro, Chevelle, El Camino V8	5/8" keyed	3/8"-16	6183A	6183B
1970-74 Malibu, Monte Carlo V8	5/8" keyed	3/8"-16	6183A	6183B
1971-74 Vega and 1969-72 Buick	<NEW 5/8" keyed	3/8"-16	6192A	6192B
1975-79 Corvette	3/4" press fit	3/8"-16	6178A	6178B
1978-79 Chevelle, El Camino	3/4" press fit	3/8"-16	6181A	6181B
1978-79 Malibu, Monte Carlo V8	3/4" press fit	3/8"-16	6181A	6181B
1978-79 Grand Prix, 305, 350 only	3/4" press fit	3/8"-16	6181A	6181B
1979 Camaro, Firebird, TransAm, all V8	3/4" press fit	3/8"-16	6181A	6181B
1980-81 Camaro 267, 305 (VIN H), 350 (VIN L)	3/4" press fit	M10 x 1.5	6179A	6179B
1980-81 Firebird & TransAm 267 (VIN J), 305 (VIN H)	3/4" press fit	M10 x 1.5	6179A	6179B
1980-81 Grand Prix all V8s (1980-81 305,350 only)	3/4" press fit	M10 x 1.5	6180A	6180B
1980-81 Grand Prix all V8's (1980-81 305, 350 only)	3/4" press fit	3/8"-16	6182A	6182B
1980-82 Corvette	3/4" press fit	M10 x 1.5	6177A	6177B
1980-88 Chevelle, El Camino, Malibu, Monte Carlo	3/4" press fit	3/8"-16	6182A	6182B
1980-88 Chevelle, El Camino, Malibu, Monte Carlo	3/4" press fit	M10 x 1.5	6180A	6180B
1982-87 Camaro, Firebird, TransAm, all V8	3/4" press fit	M10 x 1.5	6179A	6179B
1988-92 Camaro, Firebird, TransAm, all V8	3/4" press fit	M10 x 1.5	6184A	6184B



UNIVERSAL FIT SAGINAW STYLE POWER STEERING PUMPS

Same features and benefits as the above pumps.

Pumps use 5/8-18 SAE pressure fittings and have 3/8"-16 mounting holes/studs. Pulley not included.

Pressure	1200 PSI	850 PSI	1200 PSI
Shaft	5/8" Keyed	5/8" Keyed	3/4" Press-fit
Chrome	6176A	6174A	6188A
Stealth black	6176B	6174B	6188B
Yellow	6176BYELLOW		
Orange	6176BORANGE		
Red	6176BRED		
Blue	6176BBLUE		
Pump only, does not include reservoir			6188



POWER STEERING PUMP CANS / RESERVOIRS

Replace your damaged Saginaw style Tuff Stuff reservoir instead of replacing the complete pump.

Fits Tuff Stuff 6174 & 6176 pumps w/tube on left, SAE

Chrome	6501A
Stealth black	6501B
Raw	6501C

Fits Tuff Stuff 6177 & 6178 pumps w/center tube

Chrome	6502A
Stealth black	6502B
Raw	6502C



**Premium
Quality**

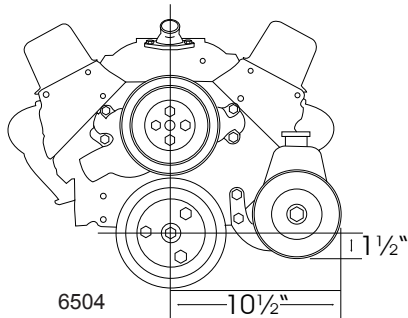
Power Steering Parts

POWER STEERING PUMP BRACKETS

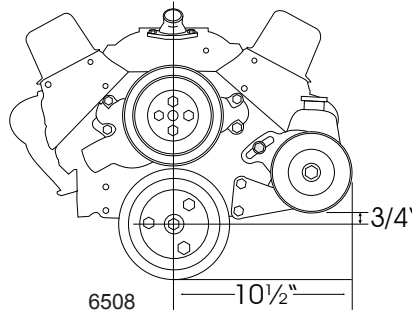
Bracket kits for Saginaw style pumps are laser cut from 1/4" plate steel. Eliminates the hassle of adapting stock mounting brackets. Chrome plated or 5 powder coated colors. Fits all Tuff Stuff Saginaw pumps except 6179, 6180 & 6181. Pump not included with bracket kit.

	Small Block Chevy		Big Block Chevy	
Water pump	Short	Long	Short	Long
Chrome	6504A	6508A	6503A	6507A
Stealth black	6504B	6508B	6503B	6507B
Yellow	6504BYELLOW	6508BYELLOW	6503BYELLOW	6507BYELLOW
Orange	6504BORANGE	6508BORANGE	6503BORANGE	6507BORANGE
Red	6504BRED	6508BRED	6503BRED	6507BRED
Blue	6504BBLUE	6508BBLUE	6503BBLUE	6507BBLUE

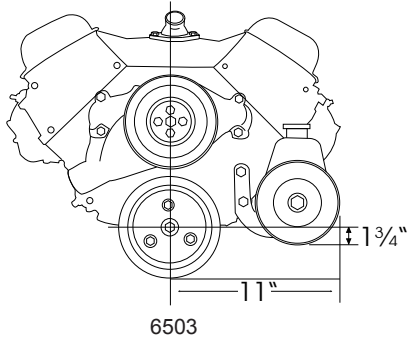
6504 Kits will NOT fit 1964-68 Chevelle, Malibu and El Camino due to steering linkage interference



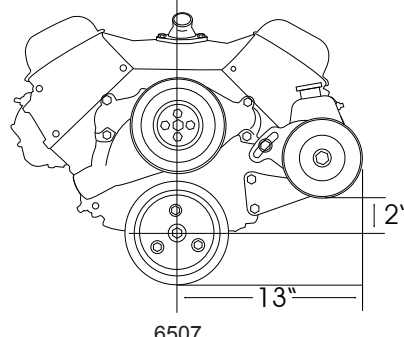
6504



6508



6503



6507

**Top Quality
100% New
Built in
USA!**



6503A



6504A



6507A, 6508A

ADAPTER FITTING FOR SAGINAW STYLE PUMPS

Adapts 5/8"-18 inverted flare to 9/16"-18 AN-6. This is the same fitting that is included in certain Saginaw style power steering pumps.

Fitting sold individually.

Finish	Item
Chrome	5553A
Plain	5553

←NEW



LOW PRESSURE VALVE FOR SAGINAW PUMPS 850PSI

Low pressure valve for Saginaw pumps lowers the pressure to 850PSI for use with Mustang II style rack and pinion steering systems

Fits Saginaw style power steering pumps

850PSI VALVE



POWER STEERING PUMP PULLEY - BOLT-ON

Fits Tuff Stuff 6174, 6176 and 6183 power steering pumps with keyed shaft. Includes flat washer.

Finish	Item
Chrome	8488A
Polished	8488B
Plain	8488C



BILLET STYLE ALUMINUM POWER STEERING CAP & DIPSTICK

Fits all Tuff Stuff Saginaw style power steering pumps. Will not fit Type II pumps

Finish	Item
Chrome	6500A
Polished	6500B





How do I hook up a one wire alternator?

Run a wire from the battery terminal on the alternator to the positive terminal on the battery. You may also consider running the wire to the starter solenoid (main lug). Your battery cable is connected to this lug. This may hide the charge wire for a cleaner look.

When to use a one wire alternator?

One wire alternators will simplify your build up. If you are starting a project from scratch, then there is no longer a need for the messy wiring harness from an externally mounted fender wall regulator. In many instances you can remove your existing external regulator and harness and replace it with a one wire. One wire alternators can be purchased for GM, Ford and Mopar applications. Please note: If your vehicle was originally equipped with a dash indicator lamp in some GM applications it will be necessary to remove the black rubber regulator cover and plug in your existing two spade plug. This procedure can be performed when installing our models 7127, 7139 and 7140.

Is it true that one wire alternators don't charge at idle?

Tuff Stuff's 40 years of experience have enabled us to develop alternator internal components that will keep your battery charged at a crawl. No other manufacturer in the industry has been able to produce more amps at low RPM's than us. There is no need to worry about the use of underdrive pulley systems or ignition regulator turn on with the use of a Tuff Stuff one wire alternator.

Does chrome plating on a alternator retain heat?

We have tested our alternators through the most rigorous conditions and there is no proven fact that we have been able to produce, that will support this rumor.

What is the largest amp alternator I can install in my vehicle?

The sky is the limit. The more amperage the better. As long as the alternator can fit into your brackets, you can put any size alternator on your vehicle. The voltage regulator will control the amount of amperage that the battery needs to run your accessories. Please Note: It is imperative that you increase the size of your charge wire if you are upgrading to a higher amp alternator. Insufficient wire gauge size can cause fire due to heat created by resistance.

Do I need to buy a reverse rotation alternator for a serpentine system?

No. Tuff Stuff alternators are bi-directional and will work properly if installed on the left or right side of the engine or with serpentine or "V" groove pulley systems.

How do I know if my alternator is charging?

If you have access to a multi meter, turn the dial to DCV. Hold the black probe on the negative battery terminal and the red probe on the right. With the vehicle's engine running, the battery voltage should read between 13.5 and 14 volts. Battery voltage without the engine running should read 12.6 volts.

I installed a new water pump in my car but it's still running hot.

Engines that have been modified for more horsepower generally run hotter than stock engines. SuperCool water pumps are designed to provide 30% more flow. If combined with the proper thermostat and radiator, your engine's overheating can be resolved.

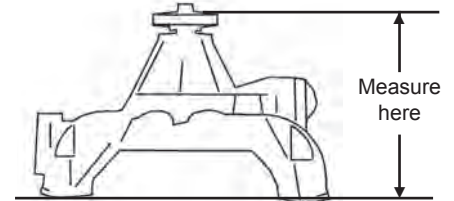
How do I know when I need a reverse rotation water pump?

If you are ordering a water pump by application, you will be certain that the water pump will be an exact replacement for your vehicle. In this case you need not worry about whether it is a reverse flow. If you are building an engine or upgrading from a "V" belt pulley to serpentine, you need to assess your situation. Most serpentine systems require a reverse water pump. You can determine this by how the belt travels around the water pump pulley. If the back of the serpentine belt travels around the water pump pulley you will require a reverse water pump. If the inside of the belt travels on the water pump pulley you will require a standard rotation water pump. Most pulley and bracket manufacturers can tell you what style of water pump you need for their system.

Why should I install an aluminum water pump? Some water pumps are available as aluminum rather than cast iron. Aluminum pumps are much lighter than cast iron and can be polished to a high luster without rusting.

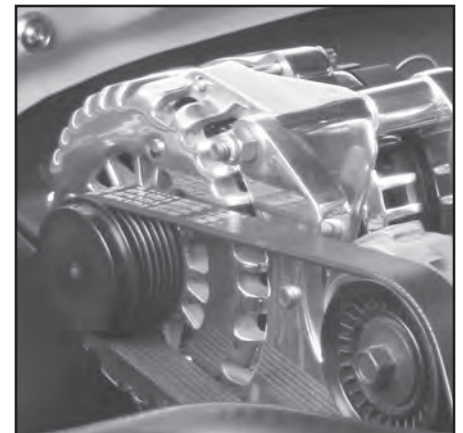
How do you measure the height of a water pump?

Measure from the top fan hub surface to the water pump mounting surface



The industry term for measuring a water pump height is the "hub height". The hub height is a critical belt alignment dimension determining where the water pump pulley belt groove(s) fall in relation to your crank, alternator, power steering pump and air conditioning pulley grooves. The dimension from the mounting gasket surface to the outside face of the hub (where the pulley is bolted) is the hub height. It is especially helpful to know what the hub height dimension is to determine if your Chevy water pump is a long or a short style. A long or short water pump may be used on any Chevy V8 (Gen I SB - Gen II BB) engine as long as the correct pulleys are used and the belts are in alignment. In the catalog "water pump" section you will find the the hub height next to each model. Never attempt to press or pull the hub to change its dimension. This may result in an unbalanced fan blade that can explode the pump causing serious injury! Waterpumps can be special ordered with a specified hub height or #7620 shims can be purchased to adjust the pulley outward in 1/16" increments.

The Custom Shop requests Tuff Stuff products by name for their project vehicles!



Photos courtesy of John and Kim Wargo, The Custom Shop

Why does my starter make a whining or grinding noise?

This could mean that your starter needs shimming. There are different methods of shimming a starter, depending on which direction the starter needs to be adjusted. If the starter to ring gear tolerance is too tight, you will need to shim the starter away from the ring gear. If the tolerance is loose, your ring gear may be worn or defective. Our industry has become familiar with brand new defective aftermarket flywheels. Don't rule this out as a possible cause. If the model #6584 or #6772 pinion is engaging in too far, the washer shim may need to be installed behind the mounting block. Refer to installation instructions (supplied with your new starter) for tolerances.

Why does the full size starter use the "R" terminal and the gear reduction does not? The "R" terminal sends 12V to the coil when a ballast resistor is part of your ignition system. In most cases the "R" terminal connection can be discarded. The gear reduction starter motor draws half the amperage of the full size starter, therefore it's not robbing the engine's spark. You may also want to consider upgrading to a modern ignition system that does not consist of a ballast resistor.

Why won't my starter crank when it's hot?

This is common with full size starters. Excessive heat against the starter solenoid builds resistance in the coil. There are a few solutions for this problem. (1) You can install our Model #7629 hot start kit. (2) Install a heat shield on the solenoid. (3) Replace your full size starter with a gear reduction. The smaller body and variable clocking provides more clearance between the exhaust and the starter solenoid.

Why do I keep cracking noses on my full size starters?

Refer to the first paragraph in this section. (whining and grinding noise) These can all be factors. If you are not installing the starter with original equipment bolts the starter will become loose causing misalignment. Install with Tuff Stuff #7623 knurled starter bolts. Backfire while starting causes backlash which creates sudden excessive impact to the aluminum casting. If your engine is not tuned properly do not continue to crank your engine until your timing is set. The Hitachi style gear reduction starters have a solid mounting block and pinion that will withstand backfire better than the full size starter. Full size starters are not recommended for high compression engines.

Power Steering Pump FAQ'S

Is the PSI the same in all pumps?

No, at Tuff Stuff we currently carry pumps that are valved at 1200-PSI and at 850-PSI. Most applications will accept the 1200-PSI pump, with exception of the Mustang II rack, which uses an 850 PSI valve. 850 PSI valves are sold separately or you can buy a Tuff Stuff #6174A or 6174B Saginaw style pump that is factory set to 850 PSI.

How do I mount the power steering pump when the bracketry is missing from my engine?

Tuff Stuff has a wide variety of power steering pump mounting bracket kits for both the Saginaw and Type II pumps. The brackets are laser cut from 1/4" steel plate and are available in either chrome plated or a variety of powder coated colors and are complete with fasteners.

What is the difference between keyed shaft power steering pumps and press on power steering pumps?

Most early vehicle pumps came with a keyed pulley which was nut retained. Most late vehicles were revised to a press fit pulley. The nut retained style pulley can be easily removed and reinstalled. Once the press fit pulley is installed, it is not recommended to remove it and reinstall it because the pulley I.D. becomes stretched and it may slide off the shaft. Car builders prefer the universal keyway fit #6176A because of its flexibility.

What is the difference between a metric pump and a SAE pump?

There are two differences between these pumps. The SAE pumps use a flared fitting for the pressure line and the mounting bolts are Standard American Equipment. The metric pumps use an O-ring.

What is the difference between a single and a dual diaphragm booster?

Dual diaphragm booster provide more power assist to the brakes.

Do I need a bracket to install the brake booster to the firewall?

Your original booster may have had a bracket already attached to it. If you wish to install one of our universal boosters (#2221, #2222, #2223, #2224, #2231), then you may need to install a bracket (#4650, #4651, #4652) to most closely match your original booster setup or needs.

Will I have to do any modifications when installing a universal brake booster?

There is always a chance that you will have to make some modifications when installing a universal brake booster. Normally the pedal rod length will have to be adjusted and that is why purchasing a pedal rod extension kit (Tuff Stuff #4750) is always a wise choice.

Do I need a proportioning valve if I am converting over to power brakes?

Yes, when converting to power brakes you must use a proportioning valve (#2301, #2302, #2303). They come complete with bracket and the lines from the master cylinder to the proportioning valve.

What if my engine has a radical cam?

In this case you will have to check that you are producing at least 18" of vacuum. Your system may require a vacuum assist pump if your vacuum is inadequate, causing a hard pedal.

Do I need a 1" bore or a 1-1/8" bore master cylinder?

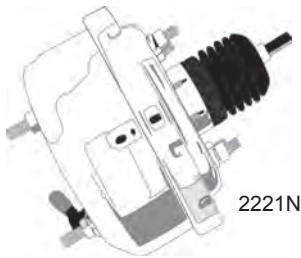
It all depends on the brakes you are running. If you are using a factory disc/disc application then you would use a 1-1/8" bore master cylinder, but if they are aftermarket calipers you would use a 1" bore master cylinder. Aftermarket calipers are bigger than original equipment and require more pressure to open. In most cases with disc/drum applications on earlier models you would use a 1" bore master cylinder. There are always exceptions when building a street rod. Tuff Stuff technicians can guide you through the process of ordering the proper brake booster and master cylinder to complete your project.

Why would I need a dual ported master cylinder?

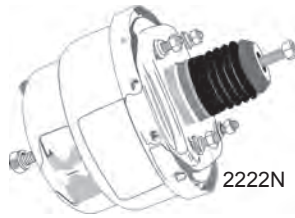
We build our dual ported master cylinder so you can redirect your brake lines from the opposite side of the master cylinder. The ports on the other side of the master cylinder are then plugged.



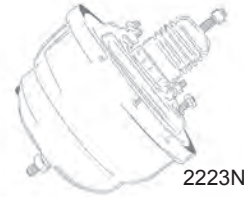
Booster Dimensions



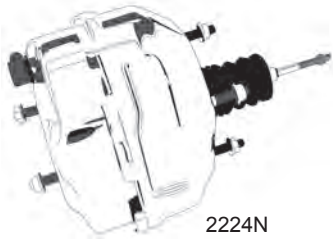
2221N



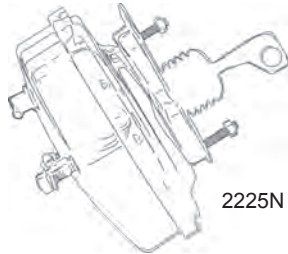
2222N



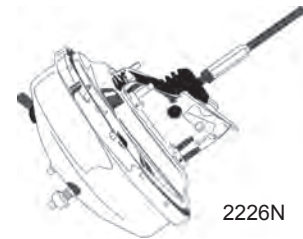
2223N



2224N



2225N



2226N



2227N



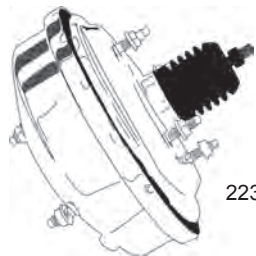
2228N



2229N



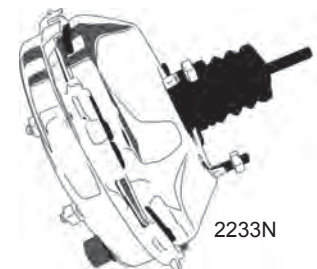
2230N



2231N



2232N



2233N

POWER BOOSTER DIMENSIONS

Item	Description	Booster			Rod	Mounting	Details
		Dia	Length	Length			
2221N	7" Single diaphragm	7"	3.50"	4.00"	4 studs		
2222N	7" Dual diaphragm	7"	5.25"	4.00"	4 studs		
2223N	8" Dual diaphragm	8"	5.25"	4.00"	4 studs		
2224N	9" Dual diaphragm	9"	6.00"	5.25"	4 studs	1-1/2" long studs	
2225N	Ford Mustang 67-70, 9" single diaphragm	9"	3.75"	3.12"	4 studs	Offset studs	
2226N	GM A & F body 64-66, 9" single diaphragm	9"	6.50"	1.50"	4 holes	1.5" past bracket	
2227N	GM A & F body 66-72, 11" single, w/bracket	11"	6.50"	7.12"	4 holes	Angle booster bracket	
2228N	11" Single diaphragm w/studs	11"	4.25"	4.62"	4 studs	4.62" from mounting surface to center of eyelet	
2229N	Corvette 68-82, 9" dual diaphragm, w/Y-7 rod	9"	6.00"	4.12"	4 studs	1-1/2" long studs	
2230N	Corvette 63-67, 9" single diaphragm	9"	6.25"	3.12"	2 studs	With bracket	
2231N	9" Single diaphragm Slim line	9"	4.00"	3.81"	4 studs		
2232N	GM Truck 73-92, 11" dual diaphragm	11"	8.50"	3.25"	4 holes	1-1/2" long studs	
2233N	Nova 62-67, 9" single diaphragm	9"	4.25"	5.25"	3 studs		

**Premium
Quality**

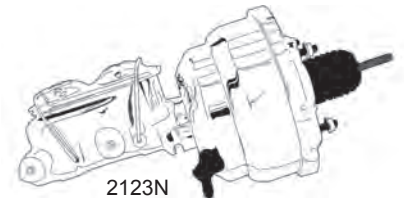
Booster / Master Dimensions



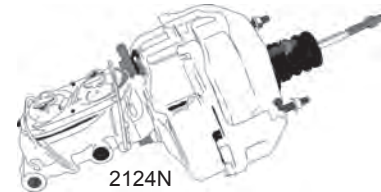
2121N



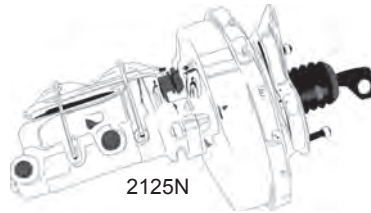
2122N



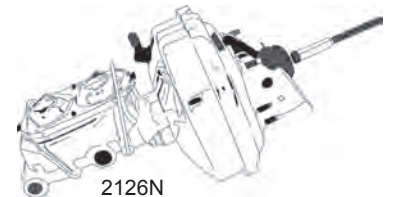
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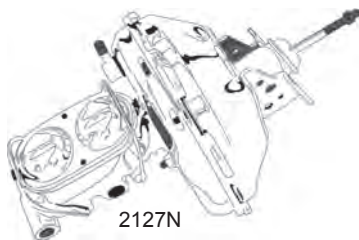
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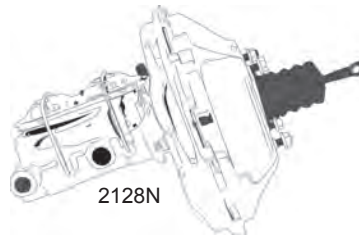
2125N



2126N



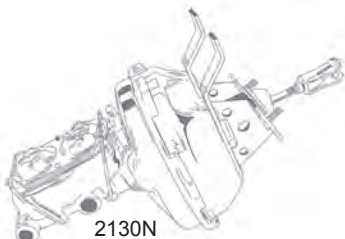
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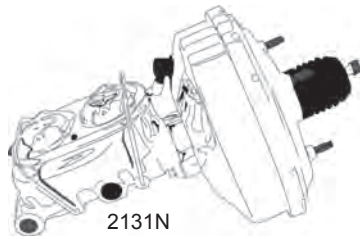
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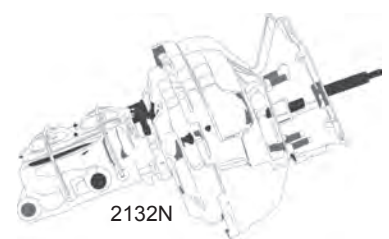
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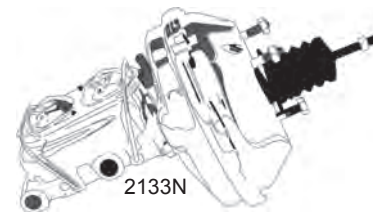
2130N



2131N



2132N



2133N

TECH TIP
All 4-stud booster and combo mounts feature a 3-3/8" square centerline mounting pattern

BOOSTER / MASTER COMBO DIMENSIONS

Universal master cylinder w/power brake booster combo

Item	Description	Dia	MC Length	Booster Length	Rod Length	Mounting	Details
2121N	7" Single diaphragm combo	7"	8.00"	3.50"	4.00"	4 studs	
2122N	7" Dual diaphragm combo	7"	8.00"	5.25"	4.00"	4 studs	
2123N	8" Dual diaphragm combo	8"	8.00"	5.25"	4.00"	4 studs	
2124N	9" Dual diaphragm combo	9"	8.00"	6.00"	5.25"	4 studs	1-1/2" long studs
2128N	11" Single w/studs diaphragm combo	11"	8.00"	4.25"	4.62"	4 studs	4.62" from mtg surface to center of eyelet
2131N	9" Single diaphragm Slim line w/studs combo	9"	8.00"	4.00"	3.81"	4 studs	

Dedicated master cylinder w/power brake booster combo

2125N	Mustang 67-70, 9" single diaphragm w/bracket combo	9"	7.50"	3.75"	3.12"	4 studs	Offset studs
2126N	GM A & F body 64-66, 9" single diaphragm w/bracket combo	9"	8.00"	6.50"	1.50"	4 holes	1.5" past bracket
2127N	GM A & F body 66-72, 11" single diaphragm w/bracket combo	11"	8.00"	6.50"	7.12"	4 holes	Angle booster bracket
2129N	Corvette 68-82, 9" dual diaphragm W/Y-7 rod combo	9"	8.00"	6.00"	4.12"	4 studs	1-1/2" long studs
2130N	Corvette 63-67, 9" single diaphragm w/bracket combo	9"	8.00"	6.25"	3.12"	bracket	With 2 studs
2132N	GM Truck 73-92, 11" dual diaphragm, 1-1/2" long studs	11"	8.00"	8.50"	3.25"	4 holes	Angled from 2.75" at top to 3.0" at bottom
2133N	Nova 62-67, 9" single diaphragm combo	9"	8.00"	4.25"	3.25"	4 holes	



T-SHIRTS

Premium quality white T-shirt features a large Tuff Stuff graphic on the back and a small logo and graphic on the left front. 100% cotton.

Size	Item
Large	99000
X Large	99001
XX Large	99002



BASEBALL CAPS

White cap and a black bill with the words Tuff Stuff printed around the front edge. Tuff Stuff logo is direct embroidered on the front and the web address and phone number is embroidered on the back. Cap features all cotton construction with an adjustable back strap.

One size fits all	99003
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BANNERS

Ideal for performance and custom shops, retailers and garages. Made from heavy gauge plastic material and measure 24" X 60". Banners have corner eyelets for easy mounting. Designed for indoor or outdoor usage.

Tuff Stuff Logo banner	99005
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DECALS

Tuff Stuff decals are four color self adhesive and stick to any clean, dry surface. Nominal decal size is 2-1/2" X 5".

Sold individually	99004
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Winners use Tuff Stuff products!



3rd in Points - 2014 Season

Sandusky Speedway
1/2 Mile asphalt oval
Rick Funnell - driver
Brian Matthei - owner



Alternators

- Up to 225 amp rating
- OEM or 1-wire hookup
- Features extra copper and steel for higher output and improved reliability



Water Pumps

- Available in standard or reverse rotation
- SuperCool models provide 30% more flow for improved cooling
- Pressure tested and built to exceed OEM specs



Starters

- Tuff Torque starters feature a high torque gear reduction motor and a multi position block for easy mounting
- Permanent magnet starters feature the latest technology in a powerful, lightweight design



Power Steering Pumps

- Universal and direct fit Saginaw pump applications
- Type II pumps are ideal for tight engine compartments
- Reduced pressure models available for use with Mustang II racks



Brake Booster Master Cylinder Combos

- Available in 7", 8", 9" and 11" diameter
- Applications include disc/disc, disc/drum and drum/drum with 1" or 1 1/8" master cylinder bore diameter
- Works with many stock bracket set ups



A/C Compressors

- "Peanut" compressors features a compact design used on many aftermarket bracket kits
- Universal and direct fit applications are available and use R-12 and R-134 refrigerants depending upon part number

BUILT IN USA

All Tuff Stuff products are made from new – not remanufactured - components. All polishing, chrome plating and powder coating is done in house, in Cleveland, Ohio, along with hand assembly and testing.

QUALITY

Tuff Stuff produces premium quality, built in USA, chrome plated, polished aluminum, powder coated and as cast alternators, starters, water pumps, power steering pumps, air conditioning compressors, master cylinders, power brake boosters and related accessories for the custom, hot rod, and muscle car markets.

"Our Chrome Will Get You Home" is more than just a tag line...

It is your assurance of premium quality and long term dependability that is built into every Tuff Stuff product