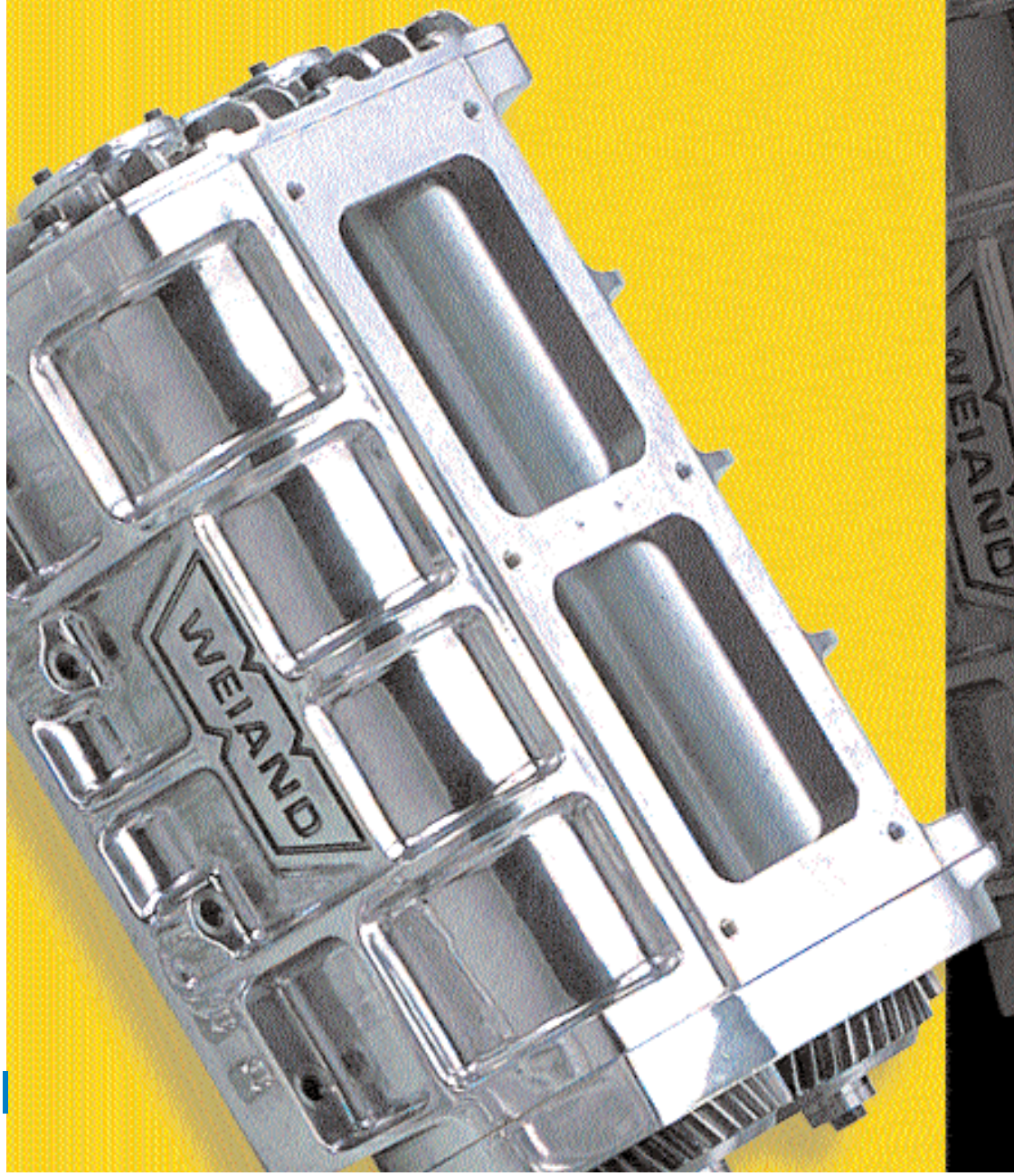
SUPERCHARGERS



HOW WEIAND BUILDS SUPERCHARGERS

1. Each rotor is made from 6061-T6 aluminum that is extruded in the shape of a rotor, and rough-cut to the approximate length required for each size blower.

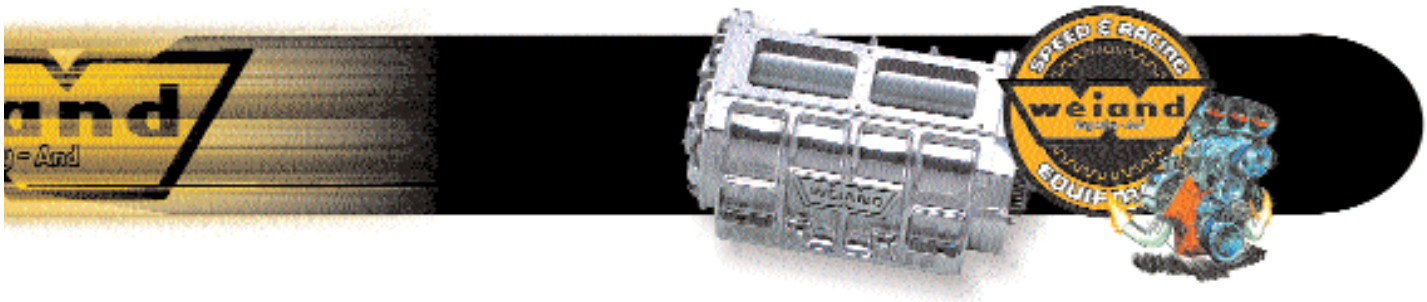
2. The rotors are then machined to the final profile to ensure a tight seal between each other and the supercharger case.

3. Rotor shaft orientation is checked for precision operation at Weiand's close rotor-to-rotor and rotor-to-case clearances.

4. Supercharger cases are machined on state-of-the-art CNC equipment - the only way to make the best blowers in the business.

5. Precision-machined blower cases are now ready for final assembly.

6. These marine supercharger cases are awaiting final assembly, and are destined for marine use.

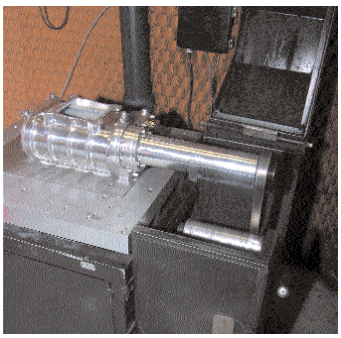


HOW WEIAND BUILDS SUPERCHARGERS

7. Skilled craftspeople assemble each blower. For Weiand blowers to make the best boost in the business, care is taken during assembly and set-up

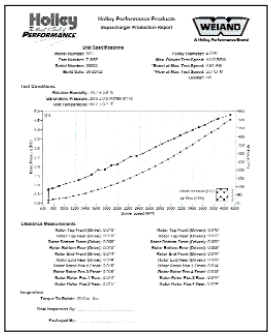
8. Rotor-to-rotor and rotor-to-case clearances are checked for smooth operation

9. Rotational torque is checked to ensure that every customer gets a smooth running supercharger



10. Every blower is set up and run in this test cell to break in the components and...

11. ... is automatically tested for boost pressure and air flow at varying speed points up to maximum RPM. No other supercharger company tests their superchargers this rigorously. This ensures that every supercharger is worthy of the Weiand name.



12. Test conditions and results are recorded and filed for future reference for the continuous improvement and refinement of Weiand superchargers.

13. Then, each blower is brought "hot off the dyno" to be cleaned and inspected.

14. Before shipping, each supercharger is carefully packaged using the same expandable-foam packing as Holley's famous carburetors.

15. Blowers, blowers, everywhere! These units are about to be shipped to eager customers...and then hit the street, track, or marina!

SUPERCHARGERS

Technical Information

Introduction

Weiand knows that quality, reliability, performance and value are of utmost importance to the high performance enthusiast. That's why extra steps are taken during the manufacturing and quality assurance processes to insure that only the best possible product will be produced. Weiand brand superchargers are built by Holley at its ISO 9001:2000 Certified facility in Bowling Green, KY to assure that the highest quality and closest manufacturing tolerances are observed.

A Roots-type supercharger is commonly referred to as a positive displacement design. This design can move a much larger volume of air at lower RPM than can a centrifugal-type supercharger. For example, the Weiand 144 supercharger moves 144 cubic inches of air per revolution.

One great thing about the Roots supercharger design is that it produces a very flat and wide torque curve and will begin to generate additional horsepower and torque as low as 1000 RPM. No turbocharger or centrifugal-style supercharger can produce this low RPM kick-in-the-pants feel! A great advantage of adding a supercharger is that you can build a mild and very smooth small block engine that will be capable of putting out 500+ horsepower. Big block motors can be built to easily produce 700+ horsepower.

A properly set up supercharger system is the most cost-effective way to increase your vehicles performance. No other type of horsepower enhancement can give you the four elements that all performance enthusiasts want:
(1) user-friendly, monster horsepower
(2) incredible torque at any RPM
(3) killer looks and
(4) that distinct whine of a Roots supercharger!

A Weiand supercharger-equipped motor will provide many hours of trouble-free performance, requiring no more specialized maintenance than any other engine.

The Weiand line offers superchargers in the 142, 144, 174, 177, 250, and 256 series and also covers 6-71 and 8-71 applications. These are high line and premium products in every sense of the word. Some models offer Teflon® tipped rotors for extra-close tolerances; Gilmer and/or ribbed drives are available. They all can be ordered with a standard satin or polished finish to meet your needs.

Supercharger Basics

There are currently three basic types of superchargers being sold in the performance market today: the roots type (all Weiand Superchargers are roots blowers), centrifugal, and "screw" type. (Note that throughout this tech manual the terms "supercharger" and "blower" are used interchangeably since they mean exactly the same thing.)

The centrifugal supercharger is very similar to a turbocharger, except the centrifugal supercharger is driven by a belt off the engine, while the turbocharger is driven by the force of the exhaust gases. These type of superchargers (or turbos) run at extremely high speeds. To achieve these high speeds in the centrifugal supercharger, there is an additional internal step-up drive inside the blower. Due to the design of these units, the faster the impeller spins, the more boost the blower makes. As a result, these units typically do not produce much power at low engine speeds because the impeller is not spinning fast enough to make much boost. If it were even possible to gear the blower so that it would spin fast at low engine speeds, it would then make too much boost at higher engine speeds. Turbos employ a device called a "wastegate," which bypasses exhaust gas past the turbo when a certain boost limit is reached.

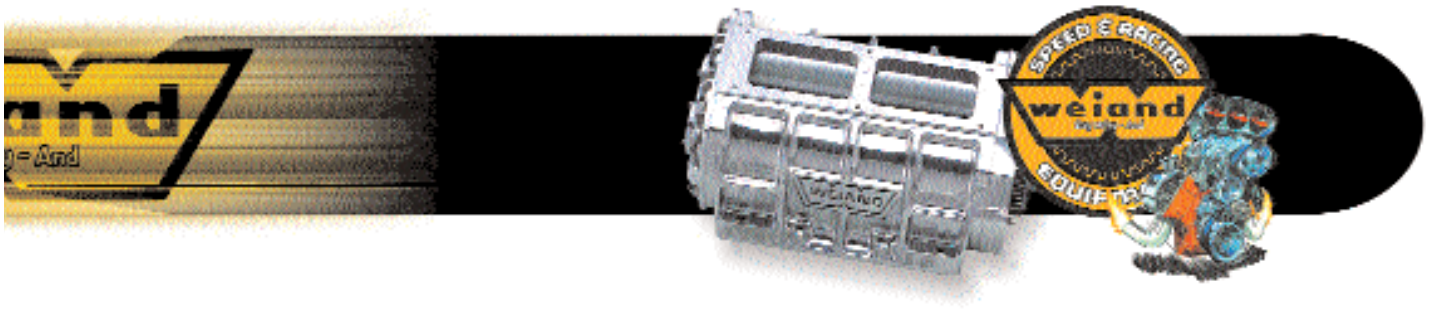
The screw type blower appears somewhat similar to a roots type blower from the outside, but the internal rotors are quite different. In a screw type blower, the rotors interlock one another and as the outside air is drawn into the blower the rotors progressively compress the air inside the blower as it passes along the rotors. These rotors require an extremely high degree of tolerance and, as a result, the screw type supercharger is more expensive than a roots.

The roots blower is the simplest of all blowers and therefore is also the least expensive. A roots blower does not compress the air inside the supercharger. It is actually an air pump. The compression of the inlet charge (creation of boost) actually takes place in the cylinders and the manifold.

Screw type superchargers are called "internal compression" blowers because the air compression takes place inside the supercharger. Roots superchargers are "external compression" blowers because the air compression takes place outside of the supercharger.

Roots type superchargers first appeared in automotive applications as far back as the 1930s. The basic design of a roots supercharger has been developed over many years and has resulted in a highly refined product offered by Holley under the Weiand brand.

Roots blowers have also been used on GMC diesel engines for many years. In the late 1950s, Phil Weiand was in the forefront of the development and adaptation of these superchargers for racing and performance applications. The company was active in producing manifolds and drive systems for adapting GMC diesel superchargers, such as the 4-71 and 6-71, followed by the development of its own superchargers that are completely manufactured by Weiand.



Expected Performance Increases

Installing a blower is one of the easiest ways to substantially improve a vehicle's overall performance. With one of Weiand's superchargers, here are some of the improvements you can expect:

1. **Improved starting.** A properly set up blown engine typically will fire instantly, usually before the engine has even made one revolution. This is because the blower immediately is pushing the inlet charge right into the cylinder, rather than waiting for the engine vacuum to draw the charge into the cylinder.

2. **Substantial increases in bottom-end performance.** While this is true with all Weiand blowers, it is particularly attributable to the smaller ones.

3. **Substantial horsepower increases.** Bolting one of Weiand's Pro-Street Superchargers on an otherwise stock small block Chevy will result in an increase of approximately 100 to 120 hp. Usually with a mild blower cam and a larger carburetor you can expect a typical small block to produce anywhere from 360 to 400 streetable horsepower. The addition of a set of good heads can boost this into the 440 to 470 hp range. Torque on an engine of this type typically will be in the 400 to 440 lb.-ft. range. All of these figures are based on a blower that is producing about 6 or 7 pounds of boost. A larger blower, such as Weiand's 6-71, on a similar engine to the one described above could push the top power output well over 500 hp.

NOTE: It is important to understand that for all practical purposes, an engine does not know what size supercharger is bolted to it. The amount of boost that is being produced by the blower is the critical factor. So our power output estimates above are somewhat typical of any Weiand blower, with the following exceptions: At very low engine speeds, the smaller blowers will typically produce more torque than the bigger blowers. At very high engine speeds, the larger blowers will produce substantially more power than the smaller blowers.

What a Supercharger Does

An internal combustion gasoline engine draws in air which is mixed with gasoline. This "fuel/air charge" is drawn into the cylinders as a result of the vacuum created when the piston travels down the cylinder. When the piston goes back up, this fuel/air charge is compressed to a fraction of its original volume. If an engine has a 9:1 compression ratio, the fuel/air charge will be compressed to 1/9th of its original volume. When the spark plug ignites this compressed fuel/air charge, the resulting combustion causes an expansion of the charge which forces the piston down.

As you pack more fuel and air into the cylinder, the combustion charge becomes more powerful and the engine produces more power and torque.

In an unblown engine, when the piston goes down on the intake stroke, atmospheric pressure tries to fill the void now present in the cylinder. If the cylinder filled completely with air, the engine would have a volumetric efficiency of 100%. Due to the restrictions in any engine created by the air cleaner, cylinder head and cam timing, all of the air that should get into the cylinder can't, so the typical engine's volumetric efficiency is less than 100%. By removing these restrictions, or at least reducing them by improving the cylinder heads and cam timing and using a larger carburetor, the volumetric efficiency of an unblown engine can be improved.

With a supercharger, the amount of air and fuel that can be packed into the cylinders greatly exceeds the 100% volumetric efficiency of a highly refined unblown engine. Since the air is now being forced into the engine, you can put a substantially denser fuel/air charge into the cylinders. On most street type blown applications running 6 to 7 pounds of boost, approximately 40 to 50% more fuel and air can be packed into the cylinders than in a comparable unblown engine.

The reason that larger displacement engines make more power and torque than smaller ones is that more fuel and air are available for combustion. As a result of supercharging, a small displacement supercharged engine can produce similar horsepower and torque to a naturally aspirated larger displacement engine.

With a roots blower, the carburetor functions basically the same as it would on an unblown engine, except it now sits on top of the supercharger. Although this is somewhat of a simplification, you can think of a roots supercharger installation as removing the carb and intake manifold from the engine and reinstalling the blower and blower manifold in its place and then bolting the carb on top of the blower. Then a belt is attached to pulleys on the blower and the crankshaft to turn the supercharger.

Roots blowers generally are used with carburetors or throttle body fuel injection systems. Roots blowers are designed to work with fuel passing through them and are not intended to be run "dry." Centrifugal superchargers typically run dry and are positioned in the inlet stream ahead of the carburetor or fuel injection system. This is why centrifugal superchargers are commonly found on late model engines which use port type injection systems. Roots blowers, as a result of the supercharger's configuration, are not practical for use on port injected engines.

Supercharger Rotors

Weiand uses two types of supercharger rotors. The 142 through 6-71 superchargers use new (not remanufactured) CAD/CAM designed two lobe rotors. These rotors were designed to hold their tolerances 360º for maximum boost pressure efficiency. Two lobe rotors feature thick walls and a solid shaft, which prevent flexing at higher boost levels. The supercharger case is smaller because the two lobe rotor design takes up less area in the case. This allows for a more compact package for easier underhood installation in many applications.

Weiand's 8-71 superchargers use remanufactured GM three lobe helix rotors. The helix style rotor was developed by General Motors for larger GMC superchargers. Helix rotors resist flex under extremely high boost situations. These superchargers use larger cases, allowing for a greater volume of air displacement per rotor revolution.

There is also a version of the three lobe helix rotor used in racing called the "hi-helix" rotor. This design has even more "twist" imparted into the blower rotor and does provide more power. These blowers were developed for Alcohol Dragster and Funny Car racing and are extremely expensive, making them impractical for anything but professional racing. The increase in performance is not justified by the increase in cost for street applications.

Weiand Supercharger Sizes

Weiand currently offers the following size blowers for four different types of engines:

Small Block Chevrolet V-8
Pro-Street 142
Pro-Street 144 (Low Profile with Teflon®)
Pro-Street 177
Pro-Street 250 (with Teflon®)
6-71 & 8-71

Big Block Chevrolet
Pro-Street 174 (Low Profile with Teflon®)
Pro-Street 177
Pro-Street 250 (with Teflon®)
Pro-Street 256
6-71 Street & 8-71 Street

Chrysler Hemi
6-71 Street (392)

Ford Small Block V-8 289-302
Pro-Street 174 (with Teflon®)

The numbers related to these blower sizes, such as 142, 177, and 256, relate to the amount of air in cubic inches that is pumped by the blower in one blower revolution. The 6-71 and 8-71 designations refer to the original GMC diesel engines. Table 1 displays how much air the various Weiand blowers pump per blower revolution.

Table 1: Supercharger Volumes

Supercharger Type	Approximate CID of Air Per Revolution
Pro-Street 142 / 144	142 to 144
Pro-Street 174 / 177	174 to 177
Pro-Street 250 / 256	250 to 256
Weiand 6-71	411
Weiand 8-71	436

In selecting the proper supercharger for your application, you also need to take into consideration how you plan to drive your vehicle and the approximate boost level desired. How you plan to drive your vehicle is important because you can set up your blower to be more efficient at high engine speeds or more efficient at low engine speeds, or you can arrange for the best compromise for the full engine rpm range.

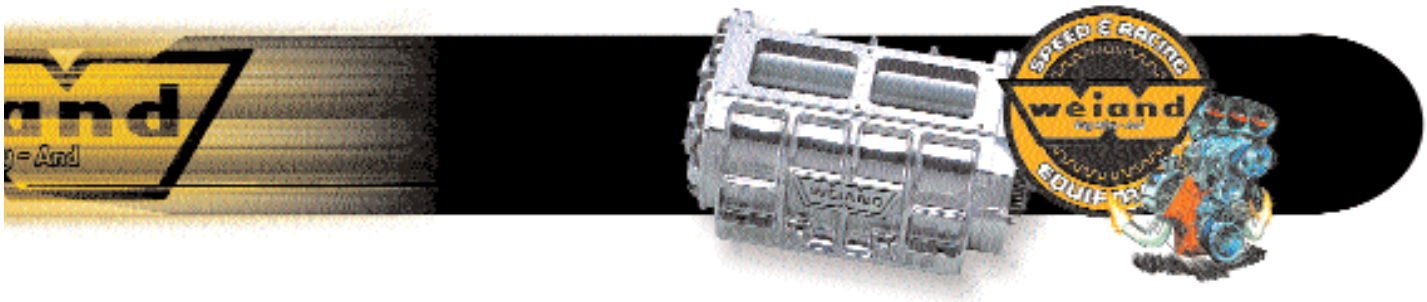
For example, if your vehicle typically will be driven at speeds under 4,500 rpm and will never, or infrequently, see high engine speeds, you may want to select one of Weiand's smaller blowers. A smaller blower can be driven at a higher speed, which will produce a substantial amount of boost, particularly at lower engine speeds. However, this high blower speed will be less effective at higher engine speeds due to the overheating of the inlet air as discussed earlier.

Conversely, if you choose a larger blower for this same application, in order to achieve the same boost level, the larger blower will have to be turned at a relatively slow speed. This combination will not produce the low end power that the faster turning small blower will, but will significantly outperform the small blower at high engine speeds. However, if you never drive your vehicle in the higher speed ranges, you may be giving up impressive improvements in the lower speed ranges. You may choose to do this anyway because you want the look of the larger blower and are willing to give up some bottom end performance.

To be more specific, the Pro-Street/Marine 142 makes an excellent low to midrange blower for a 350 Chevy. The 6-71 is best for mid to high rpm ranges. The 8-71 is for all-out competition style engines that will see high rpm usage. The Pro-Street 177 is a good all-around compromise that will perform well across the board, but it still won't deliver as much power as the 6-71 or 8-71 at extreme engine speeds. These recommendations are based on setting up all three blowers at a similar boost output.

For big blocks, Weiand offers the Pro-Street 174 / 177 for good low to midrange power, the 6-71 for strong mid to high-range power, and the 8-71 for large displacement, high boost/rpm engines. The Pro-Street 250 / 256 is a good all around compromise.

Again, the 6-71 and 8-71s will outperform the smaller blowers in the high rpm ranges.



Explaining Boost

Boost is the amount of air pressure created by the supercharger. Supercharger boost is largely misunderstood, even by some experienced performance enthusiasts.

One important thing to keep in mind with respect to Weiand roots superchargers is that throughout the rpm range, the air ratio of the supercharger is consistent with the engine displacement. Supercharger boost, however, is not totally constant.

This is because at lower blower speeds, the clearances between the blower case and the rotors allows for air "leakage" with some loss of boost efficiency. If your engine is not as free-breathing as it could be (because it has a stock or low performance cam, small valves, restricted ports, etc.) you will typically see the boost readings go up in the higher rpm ranges. This is because the boost the blower is making cannot fully get into the cylinders due to these restrictions, and the boost pressure starts building up in the manifold, which is typically where the boost readings are taken, therefore, artificially high readings will be observed. Interestingly, this means a supercharged engine can make more power with lower reading on the boost gauge.

Boost is a function of three things: the volumetric efficiency and displacement of the engine, the displacement of the blower, and the speed that the blower is turned in relationship to the engine speed. There are a few basics to remember. Assuming a constant speed ratio between the engine and the blower, a larger blower will make more boost than a smaller one on the same size engine. As engine size goes up, boost goes down if the blower speed and blower size remain constant. Conversely, as engine size goes down, boost goes up. On a given size blower and a given size engine, boost can be increased by running the blower faster in relation to the engine's speed (overdriving) or it can be decreased by running it slower (underdriving). As a very rough rule of thumb, you typically want to run larger blowers on larger, modified engines. However, there is no reason you can't run a larger blower on a small or stock engine, such as a 6-71 on a small block 327. (**Note:** Please verify that the blower / engine combination you have chosen will be compatible with the fuel type you intend to run. To run a 6-71 blower on a stock 327 / 350 small block, you may not be able to slow the blower down enough with available pulleys to achieve the 5-7 lbs of boost necessary for pump gas.)

Example for a 6-71 application:

Using available pulleys to achieve maximum underdrive:

39 tooth upper (largest available)

32 tooth lower (smallest available)

This 6-71 setup will yield approximately 11.5 PSI on a 327 cid engine (too high for pump gas)

This same setup will yield approximately 9.0 PSI on a 350 cid engine (also too high for pump gas).

Consult with a Tech Service representative to verify your application. Engine parameters such as camshaft design, cylinder head style and other factors can alter actual boost readings. Additional pulley sizes and belt lengths to accommodate most any need are available from specialty supercharger companies.

Conversely, it is not practical to run a small blower on a big engine, because you would have to turn the blower so fast to make a reasonable amount of boost that the blower would become very inefficient, particularly at higher engine speeds. When roots blowers are turned at very high speeds, they actually can heat up the inlet air to such an extent that the air expands substantially. This overheated expanded air loses so much density that even though your boost gauge says the blower is making boost, in reality you aren't putting any more air into the engine than an unblown engine would get.

Running the blower very slowly in relation to engine speed, such as would occur in our example above of a 6-71 on a 327, would result in inefficiencies at lower engine speeds. A slow turning blower, especially a larger one like a 6-71, would have a lot of low speed "leakage" of boost pressure past the clearances between the rotors and the blower case. This leakage reduces low speed boost pressure, with a resultant decrease in the amount of additional power produced. This is why it is important to have a blower that is sized in relationship to the engine displacement. In this instance, if the blower pulleys were selected to make decent boost at low engine speed, you would end up with excessive boost at higher engine speeds.

Additionally, keep in mind that the larger the blower, the more potential for low speed boost "leakage" to occur because the total clearance path is much longer on a larger blower.

Many people assume a blower is making boost 100% of the time. In actuality, the blower normally only goes into boost when the throttle is opened substantially or when the vehicle is under load, such as going up a steep hill or pulling a trailer. In order to make boost, the blower must get air, and during most driving you will only have the throttle open a slight amount. Interestingly enough, even when not making boost, the spinning rotors improve the volumetric efficiency of the engine to the point where you can maintain high cruising speeds at lesser throttle openings, and in normal driving around town, you will notice that the vehicle is much livelier even when not making boost. This phenomenon can improve gas mileage under certain circumstances, although typically on an overall basis fuel economy will decrease about 3%. This isn't much of a factor. If your car was getting 20 mpg before the blower, that means you will be getting 19.4 mpg after the blower installation but with a 40 to 50% increase in horsepower.

Weiand Pro-Street 6-71 and 8-71 supercharger kits come with drive ratios that will typically produce 5 to 7 pounds of boost on a big block Chevy and 11 to 12 pounds of boost on a stock type small block. These boost levels are based on 350 or 454 cid engines. See our additional drive ratio charts at the end of this section. If your engine is smaller than this, your boost will be higher. If your engine is larger, your boost will be lower. Additional pulley sizes are available in the aftermarket to tailor the underdrive ratio to meet your needs.

We state that your boost will fall within a particular range, such as from 5 to 8 pounds, because a lot of factors can cause boost to vary. Depending upon how well your engine breathes, the amount of observed boost on a gauge can vary substantially. If you install a Weiand blower and your observed boost comes up on the low end of our estimated range, it means you have a really good breathing engine. Another factor that can contribute to low boost is a restricted air inlet or too small of a carburetor. Remember that at full throttle your engine is going to need about 50% more air than it did before the blower was installed. Are your air cleaner and carburetor capable of letting in 50% more air? If not, you won't make the boost that the blower is capable of.

The amount of boost that can safely be run is primarily determined by the compression ratio of your engine and the gas that you are using. As a basic rule of thumb, the 5 to 8 pound boost range that is provided by the standard pulleys supplied in most of Weiand's supercharger kits are suitable for compression ratios in the 8 to 8.5:1 range when used with 92 octane gasoline. If your compression ratio is higher than this, you will have to run less boost. If it is lower than this, you can run more boost. The key to any supercharger installation is that detonation must be controlled. Detonation in a blown engine is more destructive than in an unblown engine, and damage to piston ring lands (or worse) will occur if you continue to drive a blown engine that is detonating.

Many enthusiasts will experiment with increasing the boost until detonation occurs and then back down to the last boost level achieved without detonation. This requires purchasing additional optional pulleys. Remember that rarely are any two modified engines similar in how they react to boost and compression ratio combinations, so don't expect to copy what someone else may have done and achieve a successful installation. Unfortunately, as in many aspects of dealing with modified engines, trial and error is about the only way to achieve your ideal combination.

Please consult the charts in this Technical Section and the replacement pulley section for help in determining the pulleys and blower sizes that will best suit your specific application. In most instances, this will provide you with enough information to provide a workable and safe combination that will provide substantial performance improvements. For those of you who would like to achieve the ultimate in performance from your particular setup, the data provided in our charts will give you an excellent starting point on which you may build to reach your goals.

Engine Recommendations and Guidelines

The following section will give you recommendations and suggestions for building a proper blower motor configuration that will provide long life and good performance.

Compression Ratio/Boost Pressure

The compression ratio of your engine has a direct relationship to how much boost you can run. If you have a high compression ratio, such 9.5 or 10:1, you will only be able to run a small amount of boost.

The compression ratio that is built into your engine is called "static compression." When you combine the boost you are running in conjunction with your compression ratio, the result is known as the "Effective Compression Ratio."

You can find your static compression ratio on the left side of the chart in table 2. Then read across to the right under the boost you want to run and the number in the box will be your "effective" compression ratio. Experience has shown that if you attempt to run more than about a 12:1 effective compression ratio on a street engine with 92 octane pump gas, you will have detonation problems. To some degree, this can be controlled with ignition retard devices, but we do not recommend that you set up your engine and supercharger to provide more than a 12:1 effective compression ratio.

Figure 1 shows the formula that converts your static compression and supercharger boost to the effective compression ratio.

Figure 1: Effective Compression Ratio Formula

Use this formula to calculate the effective compression ratio for your individual engine application.

Effective Compression Ratio (ECR) = [(Boost / 14.7) +1] x CR

Where: Boost = Maximum Supercharger Boost (PSI)
14.7 = Atmospheric Pressure @ Sea Level (PSI)
CR = Engine Compression Ratio

To compensate for altitude when computing desired "effective compression ratio" use the following equation:

Corrected Compression Ratio = ECR - [(Altitude / 1000) x 0.2]
Where: ECR = Derived from the above equation or Table 1
Altitude = Distance above Sea Level (in feet)

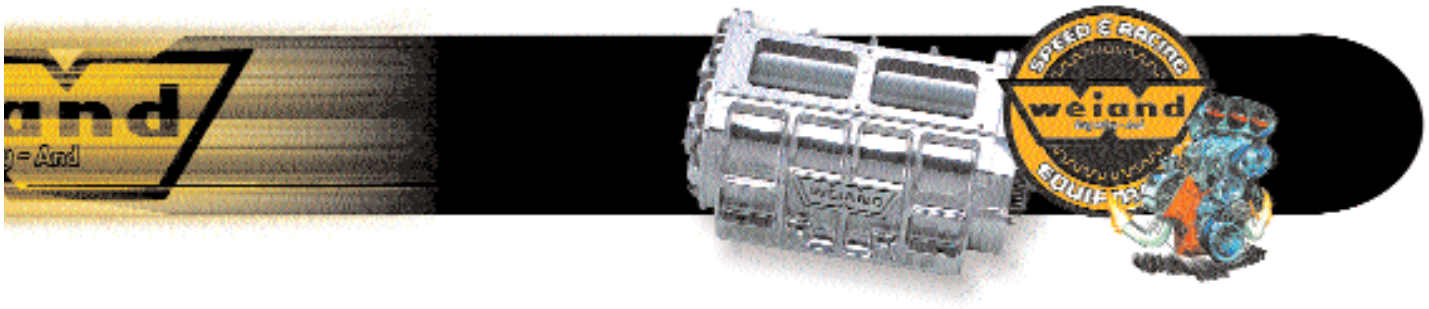


Table 2: Effective Compression Ratio Chart

Static Compression Ratio	Pump Gas Blower Boost Pressure (psi)							Race Gas Blower Boost Pressure (psi)					
	2	4	6	8	10	12	14	16	18	20	22	24	26
6.0:1	6.8:1	7.6:1	8.4:1	9.3:1	10.1:1	10.9:1	11.7:1	12.5:1	13.3:1	14.2:1	15.0:1	15.8:1	16.6:1
6.5:1	7.4:1	8.3:1	9.2:1	10.0:1	10.9:1	11.8:1	12.7:1	13.6:1	14.5:1	15.3:1	16.2:1	17.1:1	18.0:1
7.0:1	8.0:1	8.9:1	9.9:1	10.8:1	11.8:1	12.7:1	13.7:1	14.6:1	15.6:1	16.5:1	17.5:1	18.4:1	19.4:1
7.5:1	8.5:1	9.5:1	10.6:1	11.6:1	12.6:1	13.6:1	14.6:1	15.7:1	16.7:1	17.7:1	18.7:1	19.7:1	20.8:1
8.0:1	9.1:1	10.2:1	11.3:1	12.4:1	13.4:1	14.5:1	15.6:1	16.7:1	17.8:1	18.9:1	20.0:1	21.1:1	22.1:1
8.5:1	9.7:1	10.8:1	12.0:1	13.1:1	14.3:1	15.4:1	16.6:1	17.8:1	18.9:1	20.1:1	21.2:1	22.4:1	23.5:1
9.0:1	10.2:1	11.4:1	12.7:1	13.9:1	15.1:1	16.3:1	17.6:1	18.8:1	20.0:1	21.2:1	22.5:1	23.7:1	24.9:1
9.5:1	10.8:1	12.1:1	13.4:1	14.7:1	16.0:1	17.3:1	18.5:1	19.8:1	21.1:1	22.4:1	23.7:1	25.0:1	26.3:1
10.0:1	11.4:1	12.7:1	14.1:1	15.4:1	16.8:1	18.2:1	19.5:1	20.9:1	22.2:1	23.6:1	25.0:1	26.3:1	27.7:1
10.5:1	11.9:1	13.4:1	14.8:1	16.2:1	17.6:1	19.1:1	20.5:1	21.9:1	23.4:1	24.8:1	26.2:1	27.6:1	29.1:1
11.0:1	12.5:1	14.0:1	15.5:1	17.0:1	18.5:1	20.0:1	21.5:1	23.0:1	24.5:1	26.0:1	27.5:1	29.0:1	30.5:1

Please note that all engines differ in their tolerance to detonation. You can build what appear to be two identical engines and one will detonate and the other one won't, so the numbers given in this chart are not absolute hard and fast figures. However, if you follow this chart, you will be close enough that if you do experience some detonation, you should have no trouble controlling it with one of the aftermarket boost retard ignition systems.

Table 2 shows that you obviously can't try to run 10 pounds of boost on a 9.0:1 compression ratio engine and expect to use pump gas. This gives you an effective compression ratio of 15.1:1, way beyond our 12:1 figure.

If you are building your engine from scratch, it is a good idea to try to build it with a relatively low compression ratio, such as 7.5 or 8.0:1. It is fairly easy to change the boost to get the best combination of performance and power, but it is extremely difficult to change the compression ratio, especially if you want to lower it. Additionally, you will make more total power with a low compression, high boost engine than you will with a high compression, low boost engine.

Carburetion and Fuel System Recommendations

Choosing a carburetor is a very important step in building a blower motor. Under boost, the engine could need up to 40 to 50% more fuel and air, so it's key to pick a carburetor that is up to the task. If your carburetor can't provide enough fuel and air, you can't take full advantage of your supercharger and you won't be able to make maximum boost.

In addition to providing fuel for the motor, the carburetor also is the restriction through which air must pass to get into the blower and the motor.

Running too small a carburetor therefore means that you can't flow enough air to produce maximum boost.

It's very simple: If a supercharger can't draw the air and fuel into it, you can't get horsepower out.

The amount your carburetor needs to flow depends on engine characteristics and on the amount of boost your blower will be making. There's a formula for determining the required carburetor cfm:

Maximum CFM Required = [(Engine CID x Maximum RPM)/356] x [(Max Boost/14.7) + 1]

Where: Engine cid= cubic inches of motor
Maximum RPM=Max rpm motor will be turned
Max Boost = Max boost under wide open throttle

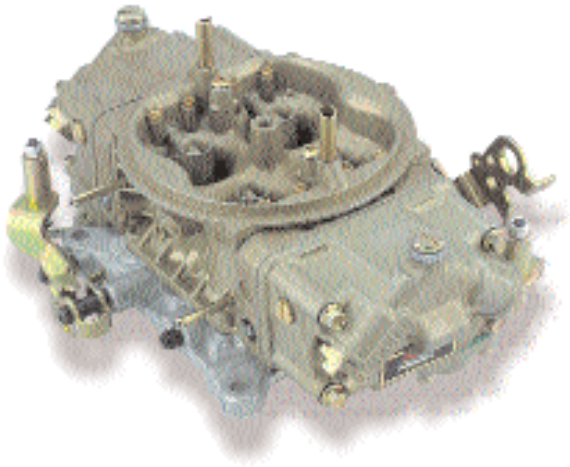
For those of you who don't want to do the math, Table 3 is a chart with guidelines for carburetor usage depending on the application:

Table 3: Supercharger Carburetor Selection

Blower Size	Engine	Approximate Required CFM*	Holley Carb P/N	Holley HP Carb P/N
142 / 144	Chevrolet Small Block 350	700	0-80572S	0-80576S
174	Ford Small Block 302	750	0-80573S	0-80576S
174 / 177	Chevrolet Big Block 454	750	0-80573S	0-80576S
250 / 256	Chevrolet Big Block 454	(2) 750	0-80573S	0-80576S
6-71	Chevrolet Small Block 350	(2) 600	0-80592S	0-80575S
6-71	Chevrolet Big Block 454	(2) 750	0-80573S	0-80576S
6-71	Chrysler HEMI 392	(2) 750	0-80573S	0-80576S
8-71	Chevrolet Small Block 350	(2) 750	0-80573S	0-80576S
8-71	Chevrolet Big Block 454	(2) 750	0-80573S	0-80576S
8-71	Chrysler HEMI 426	(2) 750	0-80573S	0-80576S

SUPERCHARGERS

Technical Information



Holley "Supercharger Carburetors" are specifically designed with a "boost referenced" power valve circuit. In addition, they also are 100% wet-flowed and calibrated for the special needs of a supercharged engine. See pages 106-107 for part numbers.

If your carburetor is too lean, it will cause detonation, which can destroy your motor. How do you know if it's too lean? You'll have several obvious indications, like glowing red headers, audible "lean pop," or engine surging. Even if you don't experience these conditions, you should still read your spark plugs for proper color. You want to see a medium to dark tan color.

If you run one or more Holley carburetors, be aware that they contain power valves. Power valves provide additional fuel when there is no vacuum at the base of the carburetor. However, in a blower application, there will always be some vacuum, so the power valves will not function properly. You will need carburetors that have a "boost referenced" power valve circuit. Holley "Supercharger Carburetors" are specifically designed with this feature. In addition, they also are 100% wet-flowed , equipped, and calibrated for the special needs of a supercharged engine.

Weiand offers several components for use on carbureted applications, including a stainless steel fuel line kit for side-mounted Holleys and high performance carburetor linkage kits for Holleys. To complete your supercharger installation, use a Weiand air scoop (Hilborn or Enderle style) or high flow chrome air cleaner to protect your investment. Be sure to select one that will properly support your horsepower requirements and hood clearance.

Ignition System Recommendations

Many street supercharger applications will work fine with the stock ignition system, because blown engines make so much low and mid-range power, it is not necessary to rev to high rpm's. High performance ignitions are primarily required to provide adequate spark at higher than normal rpm's. If most of your driving is going to be under 5,500 rpm, you probably won't need an aftermarket ignition. For optimum performance at higher engine rpm's, select an aftermarket performance ignition system.

It is usually a good idea to run spark plugs that are one to two ranges colder than normal with a blower. The more boost, the colder the plug required. Colder plugs will foul easier than hotter plugs, so in this instance a "hot" ignition may be advisable.

The main thing that needs to be addressed with a blower is to make sure that detonation is controlled. A handy device to have is an ignition system with a "boost retard control". With the use of this unit, you can run normal timing settings which will allow for easy starting and reasonable fuel economy under normal driving situations. However, when you step on the gas and the engine goes into boost, this timing setting may cause detonation. With the "boost retard control," the driver can dial in ignition retard with a dash-mounted knob. These devices usually operate on a "degrees of retard per pound of boost" and are typically adjustable from 1° to 3° of retard per pound of boost. As an example, if the unit is set to deliver 1° per pound of boost, that means that when your blower is putting out 4 pounds of boost the distributor will be automatically be retarded by 4°. When you reach 7 pounds of boost, it will be retarded by 7°. Best results are achieved by driving the vehicle under boost and adjusting the unit until any detonation is eliminated.

NOTE: We do not recommend using these devices in marine applications. Retarding the timing under boost increases the combustion temperatures. On a street vehicle, this typically occurs for short periods of time. In marine applications the engine is usually in full boost all of the time. As a result, these prolonged high combustion temperatures can burn pistons or valves.

Most blown engines operate best on 28° to 34° of total timing. Running more total advance will not provide any performance increase.

Your distributor should have a centrifugal advance mechanism that has been set up so that all of the advance is in by 2,500 rpm. The best way to set your timing is to put a permanent mark on your harmonic damper that represents 34° total advance. If your damper doesn't go this far, you can measure the timing marks on your damper and then, using your measuring tape, calculate where 34° would be. 34° is a very safe figure and should provide close to optimum performance.

After you mark off 34°, start your engine and rev it up to a speed where all the distributor's mechanical advance will be in. This should be somewhere over 2,500 rpm. Then read the new 34° mark like you would read TDC at idle speed. Adjust the distributor so that the new mark on the damper lines up with the "0" on your timing tab. This would provide 34° of total timing or if you wanted 32° of total timing, you could line up the mark on the damper with the 2° ATDC mark on the timing tab instead of "0."

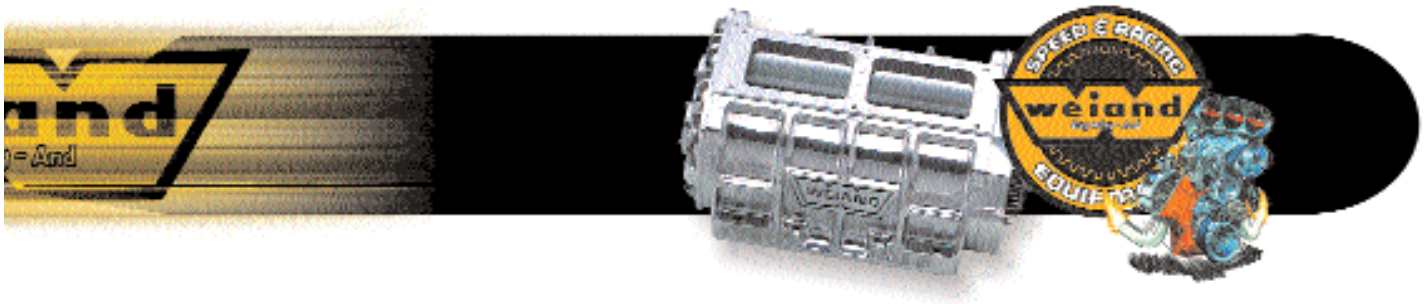


Table 4: Supercharger Camshaft Recommendations

Description	Cam P/N	Cam/Lifter P/N	Advertised Duration IN/EX	Duration @ .050" IN/EX	Gross Valve Lift IN/EX	Lobe Sep Angle/ Ctr Line	RPM Range
Chevrolet Small Block (1957 - Present) Weiand Supercharger Cams							
Hydraulic; Excellent cam for a truck with stock engine mounting a supercharger.	**01005**	01005LK	290/290	223/223	.447"/.447"	114/111	2000-5500
Hydraulic; Decent idle. Great cam for street rod with well built 350-400 cubic inch motors.	**01006**	N/A	303/313	234/244	.488"/.509"	112/107	2200-6000
Hydraulic; Lopey idle. Very good for a large cubic inch motor running a lot of boost pressure.	**01007**	N/A	313/328	244/254	.509"/.533"	112/107	2600-6500
Chevrolet Small Block (1957 - Present) Retro Fit Hydraulic Roller Cam for Weiand Superchargers							
Hydraulic Roller; Good idle and street performance. Improved mid range torque and horsepower.	**50155**	N/A	268/275	215/218	.489"/.503"	115/111	1500-5500
Hydraulic Roller; Fair idle. Good for high performance street use. Good increase in mid and upper RPM torque and horsepower.	**50161**	N/A	298/286	227/234	.478"/.480"	112/108	2000-6400
Chevrolet Big Block (1967 - Present) Weiand Supercharger Cams							
Hydraulic; Smooth idle. Excellent low end torque and horsepower with good fuel economy.	**02001**	02001LK	282/292	204/214	.483"/.509"	112/102.5	1500-4500
Hydraulic; Smooth idle. Good cam for oval port engines. Very strong low end and mid range torque and horsepower.	**02004**	N/A	310/325	222/235	.505"/.510"	115/111	2000-5500
Hydraulic; Lopey idle. Good cam for rectangular port engines. Excellent mid range torque and horsepower.	**02002**	N/A	300/306	224/234	.498"/.520"	112/107	1500-6000
Hydraulic; Good idle. Excellent cam for stock engine using a supercharger in a tow vehicle.	**02005**	N/A	302/308	224/234	.534"/.559"	114/110	2500-6500
Hydraulic; Fair idle. Good cam for high performance street applications. Very strong mid range and upper RPM torque and horsepower. Lunati's version of the mercury marine 525SC cam.	**02003**	N/A	309/309	230/230	.519"/.519"	110/106	2000-6000
Hydraulic; Rough idle. Excellent cam for high performance street and mild strip applications. Needs 2800-3200 RPM stall converter, headers and 3.73 gearing.	**02006**	N/A	283/293	236/246	.555"/.571"	114/112	2700-6700
Chevrolet Big Block (1967 - Present) Retro Fit Hydraulic Roller Cam for Weiand Superchargers							
Hydraulic Roller; Smooth idle. Good for daily driving, gas mileage and mild street performance. Improves low end torque and horsepower over stock cam.	**50246**	N/A	264/270	206/213	.468"/.485"	112/108	1000-4500
Hydraulic Roller; Good idle. Excellent low end and mid range torque and horsepower.	**50247LUN**	N/A	284/292	218/226	.534"/.544"	112/108	1500-5000
Hydraulic Roller; Fair idle. Excellent mid range torque and horsepower. Needs 2000 RPM stall converter, headers and 3.73 gearing.	**50249LUN**	N/A	290/300	232/242	.578"/.595"	112/110	2000-6000

Camshaft Recommendations

The choice of camshaft can make or break a blower motor. A legend in the industry, Lunati offers several camshafts specifically designed to work with Weiand blower kits. In addition, the following are a few basic guidelines for selecting the proper cam for your engine.

Obviously, the amount of boost your supercharger produces is going to be a factor in choosing a camshaft. Weiand offers three different levels of superchargers, and each requires a different type of cam.

The "mildest" of Weiand's blowers are the Pro-Street superchargers, which are set to produce from 5 to 7 pounds of boost. The company recommends a hydraulic cam for these applications - where the engine will not be spun past 6,500 rpm and has several grinds available. All of these cams are ground on a 112 to 114º lobe center line, which helps maintain cylinder pressure to maximize horsepower at these lower boost levels. Keeping the cylinder pressure up also gives you excellent throttle response.

The milder cams that Weiand offers are great for street performance enthusiasts who want to gain about 100 to 120 streetable horsepower. The company also offers slightly "bigger" cams for the next performance level up.

For 6-71 and 8-71 blowers, Weiand again recommends running a hydraulic cam, as long as you keep the boost level below 10 psi. Weiand also offers cams for these type of applications.

For your higher boost levels in gasoline burning engines, the company recommends running a flat tappet or roller cam with a 110º lobe center line. This cam design provides good overall power on pump gas and also aids in engine cooling. Plus, the 110º center line provides even sharper throttle response and helps lower initial cylinder pressure (you won't miss the cylinder pressure with these blowers, since they make plenty of boost).

In all supercharger applications, Weiand recommends running roller rockers and Chromoly push rods.

Table 4 displays a listing of supercharger camshafts for the Chevrolet small-block (flat tappet hydraulic). For more information on Lunati's line of blower cams, consult the Lunati catalog, or call Lunati and speak with one of their cam experts at 662-892-1500.

Cylinder Head and Valvetrain Recommendations

One advantage to superchargers is that they have the ability to overcome some deficiencies in cylinder head flow. Factory or stock cylinder heads will perform well in most street supercharger applications. Aftermarket or ported heads will increase performance substantially at a lower boost level (due to easier breathing) for high performance or racing use. Weiand recommends stainless steel valves for performance applications and the use of quality valvetrain components is recommended to avoid failures.

Exhaust System Recommendations

Airflow is power and getting the air out is as important as getting it in. Supercharging substantially increases the volume of exhaust gases produced thereby requiring larger, free flowing headers and exhaust systems. Superchargers don't rely on scavenging as heavily as a normally aspirated engine does so header size is less critical and it is wise to select a header that will handle what you engine can deliver. See the following engine modifications section for tube size recommendations. Look to Hooker Headers for quality exhaust products such as Comp / Super Comp headers and Aero chamber mufflers. Weiand does not recommend exhaust wraps since they will destroy headers in a short period of time.

Cooling System Recommendations

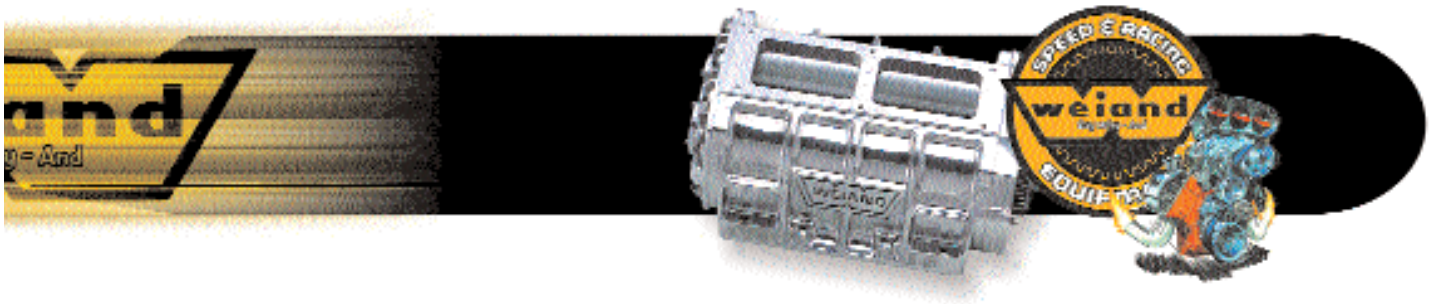
Weiand recommends using a high flow water pump (Weiand Action Plus series work best in these applications) combined with a properly ducted hi capacity radiator. Many low speed cooling issues are related to inadequate airflow across the radiator at idle and cruise speeds. Electric fans should be as large as possible (2 where necessary) or a mechanical fan with a full shroud should be used. Weiand recommends a 180 degree thermostat. Many heating issues are a result of improper ignition timing (retarded) which can also be identified by glowing headers.

Other Engine Modifications

One of the big advantages of a supercharger is that it can overcome many induction deficiencies in an engine, especially in the low to mid-range rpm area. Weiand Pro-Street superchargers can be installed on a stock engine, as long as the static compression ratio is 9:1 or less and engine speed is limited to 6,000 rpm. Most stock engines are equipped with cast pistons, cast crankshaft, two bolt main caps, and a small camshaft, requiring you to run very low boost pressure of 3 to 5 pounds maximum. Higher boost levels will cause detonation and engine failure.

To run boost levels from 6 to 10 pounds we recommend the following:

- Forged blower pistons with a static compression ratio of 7.5:1
- Steel crankshaft
- Four bolt main caps
- Steel harmonic dampener
- Stainless steel valves
- Three angle valve job w/ wider seat widths to aid valve cooling
- More aggressive camshaft (see our supercharger cam kits, page 10)
- Roller rockers
- Ported and polished or aftermarket heads
- Steel rods with good rod bolts
- Chromoly push rods
- High output ignition
- Weiand high flow water pump (cast iron or aluminum available - see our complete catalog for applications)
- Minimum of a 2-1/2" diameter dual exhaust with headers. Recommended primary tube diameters and collector sizes are: Small Blocks: 1-5/8" to 1-3/4" with 3" collectors Big Blocks: 1-7/8" to 2' with 3-1/2" collectors



For maximum boost and horsepower applications (12 pounds or more), we recommend the following engine specifications:

- High quality forged or billet crankshaft with double keyways
- Four bolt main caps with quality bolts or studs
- Steel harmonic balancer (SFI approved) or crank hub with double keyways
- High quality steel rods (H or I beam)
- Forged blower pistons
- O-ringing the block (mandatory)
- Severe duty stainless steel valves or iconel
- Fully ported and polished heads
- Solid or roller cam designed for high boost
- Roller rockers
- Chromoly push rods
- High output ignition management system
- High octane race fuel (112+ rating)
- Minimum of a 3" diameter dual exhaust with free flowing street/race mufflers and large tube headers.
- Recommended primary tube diameters and collector sizes are: Small Blocks: 1-7/8" to 2" with 3-1/2" collectors Big Blocks: 2-1/8" to 2-1/4", with 4" collectors
- Maximum effective compression ratio on gas not to exceed 20:1 (consult gas manufacturer)

It's important to realize that there are no hard and fast rules and the suggestions made here are general in nature.

Maintenance

Weiand superchargers require little in the way of maintenance. They are machined and set up to operate with tight clearances, with no rotor-to-case contact. Make sure the rotors always turn freely and check immediately if the engine backfires. Monitoring lubricant levels is also important; lubricant should be changed every 100 hours of operation. If boost pressure drops dramatically, the unit should be overhauled. Call Weiand technical service for details regarding supercharger rebuilding.

Frequently Asked Questions

QUESTION: Can I run a supercharger on a stock engine?

ANSWER: In most cases you can depending on the size of the blower. If you use a smaller blower you can get away with 5-6 psi of boost on a stock engine and premium pump gas. If you are looking to utilize a larger blower such as a 6-71 or bigger, you NEED a specifically built engine for the blower. In most cases with a bigger blower you can't get the boost level down low enough to run pump gas on a stock engine.

QUESTION: My engine has 9.5-1 compression. Can I run a blower and still use pump gas?

ANSWER: We do not recommend it. The higher the static compression ratio of the engine the less boost you can run and still use 93-94 octane pump fuel. Usually on a 9.5-1 engine the most boost you can run is about 2 psi before you get above the octane rating of pump gas. That level of boost will usually not make enough additional horsepower increase to offset the cost of the blower kit. Remember, it takes horsepower to make horsepower with a roots type blower.

QUESTION: My supercharger uses a serpentine style drive belt. Do I need a "pop" off plate if it backfires?

ANSWER: No. The serpentine style drives do not require a "pop" off plate. If the engine backfires it will slip the belt on the pulleys. If the blower is running a Gilmer (tooth) style drive setup then it does require a "pop" off plate. If a backfire occurs on a Gilmer drive setup the belt will NOT slip and it may lift the blower off of the intake manifold.

QUESTION: I have installed one of your superchargers and my engine seems to run hot and my headers glow at idle. What could cause this?

ANSWER: Usually an issue with glowing headers and a hot running engine are caused by two basic things. Either incorrect timing or the engine is extremely lean. There are others, but these two are the main cause. Blower engines like timing advance. If the initial timing advance is not enough it will cause these issues. Most blower engines will run between 12-20 degrees of initial timing and a total of 30-32 degrees. You do want a fairly fast timing curve. All the timing should be in by 2500-2800RPM. This is just a guideline. All engines are different. The other main cause is a lean running engine. Make sure the carbs are tuned correctly for the setup and there are no vacuum leaks. Remember the blower moves a lot more air through the engine so it needs more fuel as well!

QUESTION: Do I need to run a blower calibrated carb with a supercharger?

ANSWER: A lot is going to depend on what the setup is and what you are going to do with it. If it is strictly a race setup with no street use then usually you can get away with a standard carb with the power valves plugged and the carb jetted up to compensate. This does not work well on an application that will get mostly street time. For those applications we do offer out of the box Holley carbs with Manifold Referenced Power Valves which will work correctly on the blower. These carbs will allow the use of the power valves which will give better idle quality and street driveability with a blower.

QUESTION: What is a Manifold Referenced Power Valve?

ANSWER: Nothing will kill a blower or Nitrous engine quicker that a lean condition. You want plenty of fuel available for the engine to use. There is a thing you need to know about the power valves on a roots style blower engine. The power valve is installed to keep the engine from loading up and running rich at an idle. On a normally aspirated engine the engine vacuum at idle will hold the power valve closed. When you step on the gas the throttle plates open and the engine vacuum drops as you accelerate. When the vacuum drops below the rating of the power valve , it snaps open and richens up the main system. On a blower with the carb mounted above the rotors there is constant vacuum all the time even under wide open throttle. The power valve will never open and you will have a lean condition. To remedy this there is a modification you can have done that is called manifold referencing the power valve. You plug the vacuum feed hole in the baseplate for the power valve. Then you drill a hole in the side of the main body into the hollowed out vacuum chamber for the power valve. You then insert a vacuum nipple in this hole. You will run a vacuum line to the lower intake manifold from the new vacuum nipple. Now you will have vacuum on the power valve at an idle, and when you hit the gas as the boost builds, it will force the power valve to open and richen up the main system. This can be done by most carb modifiers or even yourself. We offer quite a few different size blower carbs with this already done. Consult you local Holley dealer or our Techline for the correct application.

QUESTION: I have a serpentine drive system for all of my accessories on my car. Can I use one of your supercharger kits?

ANSWER: At this time all of our supercharger kits are designed to be run with "V" type belts and will not work on most serpentine style accessory drives without modifications. Usually our "long" nosed blowers will work with both short and long water pumps with up to 3 "V" belts. The "short" nose blower kits along with the 250 Powercharger and larger (6-71& 8-71) blower kits will only work with a short water pump and 2 "V" belts max.

QUESTION: I have a 6-71 blower on a small block Chevy and keep having trouble breaking the harmonic balancer. What can I do to keep this from happening again?

ANSWER: When you go to a large blower like a 6-71 or larger it is a MUST to have the crankshaft cut with a double keyway and run a steel SFI double keyed harmonic balancer (not a fluid filled balancer).The stock cast balancer with the combination of the small single key in the crank will not hold up to the torsional load applied to the nose of the crankshaft from the supercharger. The engine should be built for a blower this large any way and should already have a steel crankshaft.

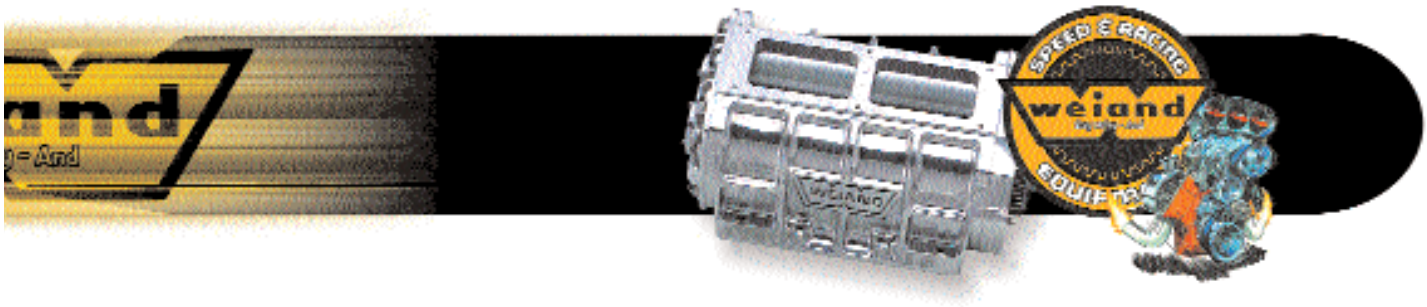
QUESTION: I have installed one of your supercharger kits and it does not feel like I have gained much horsepower. What should I look for?

ANSWER: We recommend using a boost gauge. This will tell you what the blower is doing on your combination. There are a lot of variables that will determine boost output on one combination to the next. Carburetor size, air cleaner flow, camshaft size and lobe separation, engine load, exhaust size, and blower drive ratio are just a few. If the carbs are too small or you are running a restrictive air cleaner this can cause a lower boost. If enough air can't pass through the blower it will not make boost. If the camshaft has less than a 110 lobe separation it can cause the boost pressure to bleed out of the exhaust instead of building cylinder pressure. If you do not have the correct drive ratio for the blower it may also build less boost. The blower WILL NOT make any boost on a free engine rev. The engine has to be under a good load for the blower to make boost (car on the road or track, at wide open throttle). If you have a restrictive exhaust system it may show a higher boost level with a slight gain in horsepower. The blower moves quite a bit more air through the engine and if the exhaust is restrictive it will back up the pressure into the cylinders and show a higher boost reading with no gain. There are other reasons as well so feel free to contact our Technical Service department for further help.

SPECIAL CONSIDERATIONS FOR MARINE APPLICATIONS

WARNING: Those Weiand superchargers that utilize a toothed belt (Gilmer drive) incorporate a "pop-off" valve, allowing pressure to escape from the manifold in case of a backfire. This prevents stripping the teeth off the drive belt or twisting the input shaft on the blower. However, the pop-off valve cannot be used in an enclosed engine compartment due to fire or explosion hazard. Do not use any Weiand supercharger with a toothed drive belt or a pop-off valve in any enclosed marine engine compartment! Weiand offers a complete line of blowers with 10-rib and 16-rib drive belts which do not require pop-off valves. These are designed for use in an enclosed engine compartment. In the event of backfire, this type of belt just slips on the pulley. Always use a marine-type Coast Guard approved flame arrestor on the carburetor(s) of any marine installation.

This marine supercharger technical section has been prepared to provide as much information as possible about superchargers for marine applications. Many people have the impression that a supercharger is an exotic performance part found on high dollar race boats. There is also the impression that a vessel with a supercharged engine(s) is difficult to drive and maintain on a daily basis. Nothing could be further from the truth on both counts. First, a supercharger is nothing more than a large air pump that can provide greater than atmospheric pressure (boost) to an engine. Second, when building an engine for supercharging (other than a racing application), it is generally built for low- to mid-range torque and power, just as a stock engine would. As a result, the engine would be no more difficult to operate or maintain than prior to being supercharged.



The important thing to understand is that gasoline engines used in marine applications are subjected to much greater loads than when the same or similar engine is used in a vehicle on the street. The same thing is true of a supercharged gasoline marine engine that's running under boost most of the time, as opposed to a naturally aspirated marine engine. Factoring a supercharger into the engine equation results in a whole new list of concerns that must be dealt with due to the increased stress that's placed on the complete engine system. Everything must be up to snuff, and in some cases modified to accommodate going the supercharging route. Supercharging has its unbeatable performance rewards. One should know and understand up front what engine and system preparation or modifications may be required before installation is attempted. This will only add to the ultimate satisfaction and enjoyment of the completed project.

As a result of being in a full load/boost condition most of the time, the marine engine has a number of requirements not needed in a street machine. Even if you have a lot of supercharger experience with cars you must forget everything you learned and start over if you plan on performing a successful installation on a marine engine!

Main Points to remember:

1. Up to 100% more fuel delivery capability may be required. Depending upon how much total additional horsepower you are producing, you will need to be able to deliver more fuel to the engine. If the horsepower is doubled, twice the amount of fuel will be required. That's a 100% increase. This may mean larger fuel lines, less restrictive and larger fuel/water separators, larger flow fuel regulators, bigger carburetor or carburetors and a higher flow fuel pump.
2. Lower compression ratio. Depending upon how much total power you want to produce, you may need to lower the compression ratio in order to raise the blower boost.
3. Depending upon the total power desired, you may need to change the camshaft.
4. A different ignition system is required in most installations.
5. A different exhaust system may be required in some installations.
6. A prop change is almost always required to take advantage of the additional power available.

Marine Engine Preparation:

The extent of engine preparation will depend entirely on how the engine is to be used. A supercharger can even be installed on a stock engine with cast pistons and a cast crankshaft as long as moderate boost (below 5 pounds) is maintained and any detonation is strictly controlled. Engine speed should also be limited to 5000 RPM. Detonation on cast pistons can easily break ring lands. Too much boost and/or detonation on a stock or worn engine can cause piston damage or burned valves.

Supercharged Marine Engine Guidelines:

1. Compression ratios in the area of 7.0:1 to 9.0:1 (about 8.0:1 is optimum) work out best for normal boost pressures.
2. Boost pressures in the range of 4 - 7 PSI have proven to be the best overall compromise for power and reliability.
3. Maximum of 4500 - 5000 RPM when using stock cast pistons. Engine "blueprinting" and using proper components will increase high RPM reliability and allow you to realize the full potential of the supercharged engine.
4. Detonation (pinging) is the single most destructive force in a super charged engine and steps must be taken to eliminate it. This may include lowering boost pressure, running lower total timing and increasing the fuel flow to prevent leanout. The cooling system also needs to be in good condition, and possibly modified to prevent overheating, which can lead to detonation.

If an engine is to be driven hard or under load, as in a boat, a thorough blueprinting should be considered. Forged pistons, with their inherent strength and ability to withstand higher temperatures, are recommended. Follow the piston manufacturer's recommendations for piston-to-cylinder clearances. A compression ratio exceeding 8.0:1 is not recommended, nor is it usually necessary to achieve the level of performance that's desired. If compression ratio is raised above 8.0:1 fuel, ignition timing and total boost become critical factors. Detonation may occur and steps must be taken to control it. Piston rings take as much abuse as any other component in an engine. "Moly" or "Double Moly" piston rings (iron piston rings coated with Molybdenum Disulfide) are an excellent choice for supercharged pleasure boat engines. They seat quickly and wear well. For competition, where higher boost pressure and engine RPM will be the norm, chrome or stainless steel pistons rings should be considered. Consideration should also be given to using heavy duty fasteners, especially on the connecting rods and main bearing caps, for added durability and strength. Unless the engine will be run with a high boost level (12 PSI or more), it is not necessary to O-ring the block. Fel- Pro's high performance head gasket with built-in stainless steel O-ring is recommended because it can withstand the higher combustion pressure and temperatures encountered in a supercharged engine.

Cylinder Head and Valve Train Preparation for Marine Use:

Weak valve springs or burned valves can lead to backfires. When an engine has been run more than 500 hours, the entire valve train should be inspected. If the valve springs require replacement, factory heavy duty or equivalent springs should be used. If a new camshaft is to be used, follow the camshaft manufacturer's recommendation for valve springs. Intake valves should be treated to a three-angle grind to provide better sealing. Exhaust valve edges should be as thick as possible to avoid burning and the exhaust valve seat could be treated to a one- or two-angle valve job. Thin valve edges are extremely susceptible to burning and have no place in a high performance marine supercharged engine that operates for extended periods at full load, full boost and high RPM. Wide valve seats should be used because they will provide a much greater contact area between the valve and the valve seat for maximum heat transfer. If porting work is contemplated, effort should be directed to the exhaust ports. The supercharger will overcome most minor restriction on the intake side of the cylinder head.

Marine Camshaft Selection:

A supercharger can overcome inadequacies in a stock cam up to about 4500 - 5000 RPM. You will typically find that performance with a blower will not be significantly enhanced below these speeds with a camshaft change. However, for optimum performance at high RPM, a more aggressive camshaft profile will provide a substantial power increase. Select a cam that has higher lift and longer duration on the exhaust side for the best performance. Non-race performance will usually be best with a camshaft that is ground on 112 - 114 degree lobe centers. Supercharger cams can typically be run "straight up". Note that a supercharger does have the tendency to lessen the rough idle characteristics of radical cams.

NOTE: Call the Lunati Tech Line for professional help in selecting a camshaft to suit your marine application at **662-892-1500**

Other Preparation:

Flame Arrestors:
A good quality flame arrestor must always be used, especially if the engine sits in an enclosed bilge. Always use the largest flame arrestor that you can. A flame arrestor that's too small will hurt top end power because it will be too restrictive.

Marine Exhaust Systems:

The more horsepower an engine develops the better the exhaust system has to be. The stock cast iron exhaust that is supplied on MerCruiser 330 and 365 horsepower engines (both based on the 454 CID block), and the 420 horsepower engine (based on the 502 CID block) are adequate only up to about 500 horsepower. The Horsepower series of MerCruiser engines utilize a high performance exhaust system that flows well and can handle the higher horsepower levels. High performance marine aftermarket exhaust systems are expensive, but if you want serious horsepower this is mandatory.

A supercharged marine engine should never be set up with a through-the-prop exhaust system. This is overly restrictive and can substantially reduce power and could cause engine damage due to excessive back pressure.

Marine Cooling System:

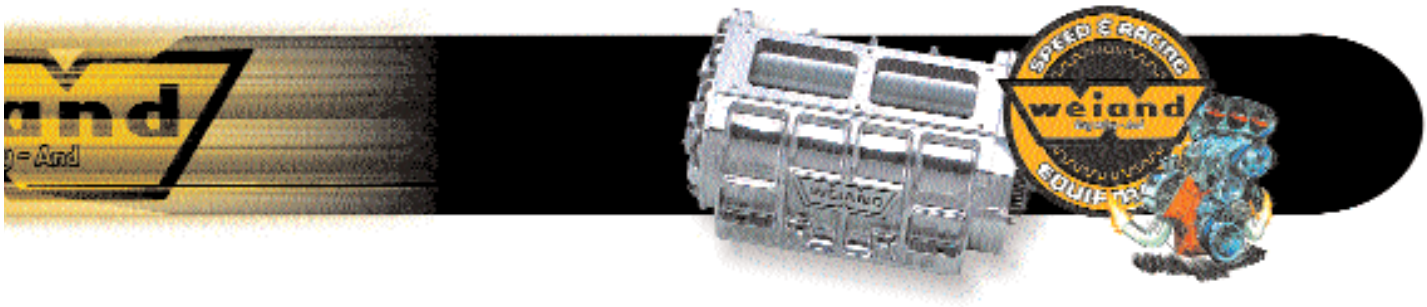
Superchargers, particularly when run at higher boost pressures, produce a lot more heat in the combustion chamber. This heat must be transferred from the cylinder head to the coolant that passes through it in a quick and efficient manner. In many cases the standard marine cooling system is not capable of pulling this heat out of the cylinder heads fast enough. The stock cooling system, however, can be modified to substantially improve cylinder head cooling. This is accomplished by replacing the O.E. recirculating water pump with a Holley universal crossover adaptor. The stock thermostat housing must also be replaced with a Holley water distribution block. These parts are listed elsewhere in the catalog.

Marine Carburetion:

At full throttle a supercharged engine can require 50% more air than a naturally-aspirated motor. This means a larger carburetor(s) will be required to produce maximum power. Typical non-supercharger calibrated carburetor(s) will need to be enriched by 5 - 10% on the primaries and 10 - 20% on the secondaries. The idle mixture screws may need to be enriched by 1 - 2 turns. In either case, the carburetor(s) need to be properly jetted to prevent a lean condition. For initial start up, it is better to have a slightly rich condition to help prevent the engine from overheating. After initial start up, check the spark plugs for proper reading (color) and adjust the carburetor(s) accordingly. You want to see a medium to dark tan color. While Holley offers specific supercharger carburetors, they are not suited for marine use unless modified by appropriate professionals.

Marine Fuel Systems:

An inadequate supply of fuel can cause a lean condition which could lead to detonation and overheating. An excessive supply of fuel can cause puddling of fuel in the manifold, which could lead to backfiring. Upgrading the stock fuel system should be considered, especially if the engine(s) will be run hard on occasion. To upgrade, a high volume mechanical or electric marine fuel pump used in conjunction with a fuel pressure regulator, is recommended. The electric fuel pump should be mounted near the fuel tank. Holley offers a variety of high flow mechanical and electric marine fuel pumps. For example, a 120 GPH electric fuel pump under P/N 712-815-1. Larger diameter marine fuel lines may also be necessary, especially on high-horsepower engines. Use a good quality, high flow filter.



Marine Ignition Systems:

Most MerCruiser engines utilize a Thunderbolt ignition module. While this can vary based on the engine's horsepower rating, most of the modules are set up with 24 degrees of ignition advance. The typical module also has 10 degrees of initial timing for a total advance of 34 degrees. For the average supercharged marine engine this is too much. Total advance from 26 to 30 degrees is recommended, depending upon application. The higher the compression ratio or the higher the boost, the less total timing you want to run. It is not recommended to retard distributor timing to achieve a lower total advance since this will make the engine difficult to start, provide a poor idle and contribute to excessive backfire. It will also cause the engine to run hotter and will contribute to exhaust valve failure. The easiest fix is to utilize a MerCruiser V6 module. This can replace the V8 module and allow you to set the total advance at 28 degrees while still providing 17 degrees of initial timing.

NOTE: We do not recommend using boost timing retard devices in marine applications. Retarding the timing under boost increases the combustion temperatures. On a street vehicle, this typically occurs for short periods of time. In marine applications the engine is usually in full boost all of the time. As a result, these prolonged high combustion temperatures can burn pistons or valves.

Supercharger Drive Ratios:

Supercharger boost pressure is affected by three factors: engine volumetric efficiency, size, supercharger size and the speed that the supercharger is driven in relationship to the engine speed.

Bigger blowers that are driven at the same speed as a smaller blower will produce more boost. Smaller superchargers (up to 177 sizes) are usually operated at higher drive ratios than the larger (250 and larger) blowers. These faster blower speeds are more efficient at lower engine speeds and less so at higher engine speeds, compared to the larger blowers. For example, the Weiand 142 Pro-Marine supercharger for the small block Chevrolet is supplied with a 1.95:1 ratio. The Weiand 177 Pro-Marine is supplied with a 1.71:1 drive ratio. These drive ratios will provide about 5 - 7 pounds of boost, a good all-around boost pressure for most typical marine cruising situations. Likewise, the Weiand 256 Pro-Marine supercharger is equipped with a 1.40:1 drive ratio to provide approximately 5 - 7 pounds of boost. The 256 blower is around 50% larger than the 177 and does not have to be spun as fast to achieve the same boost pressure. A wide range of pulleys is available for both the Holley and Weiand superchargers to help you tailor the boost pressure you want to achieve for your engine.

Prop Changes:

Supercharging will greatly increase an engine's power output and a prop change will be required to fully utilize this additional power. As a rough rule of thumb, propeller pitch can be increased one inch for each additional 300 RPM the engine will turn at full throttle. For example, if the stock engine topped out at 5,000 RPM but can now turn 6000 RPM with the supercharger, an additional three inches of pitch could be added to the propeller(s). Additionally, if the boat is currently equipped with threeblade props it may now have the tendency to cavitate with the extra power that's now available. A switch to four blades can eliminate or reduce this tendency to cavitate.

Maintenance:

Weiand superchargers require little in the way of maintenance. They are machined and set up to operate with tight clearances, with no rotor-to-case contact. Make sure the rotors always turn freely and check immediately if the engine backfires. Monitoring lubricant levels is also important; lubricant should be changed every 100 hours of operation. If boost pressure drops dramatically, the unit should be overhauled. Call Weiand technical service for details regarding superchargers.

NOTE: The use of a boost retard device is not recommended in a marine application since a boat engine is in boost almost all of the time. Because of this, there is simply no advantage to optimizing the ignition system for a non-boost condition. It is much better to optimize the ignition for boost conditions, where the engine will be operated most of the time.

Conclusion

Supercharging is an extremely effective way to reliably increase horsepower and torque, particularly in the low to mid rpm ranges where most street machines are operated. Unfortunately, due to the wide use of superchargers in drag racing, many people think a supercharger is an exotic race component and is not truly suitable for the street.

Now that supercharging is becoming quite common on stock factory vehicles, more people are realizing that a supercharger is a safe, practical source of performance increases.

If you have additional questions regarding Weiand Supercharger applications, please refer to the Weiand Catalog or contact the Weiand / Holley Tech Department at **270-781-9741**.

Supercharger Drive Ratios vs Boost Charts

Weiand 142 / 144 Drive Ratio/Estimated Boost Chart (psi)

	Drive Ratio (Overdriven)									
Engine	2.44:1 144%	2.28:1 128%	2.15:1 115%	2.11:1 111%	2.00:1 100%	1.95:1 95%	1.87:1 87%	1.85:1 85%	1.71:1 71%	1.60:1 60%
327	12.4	10.6	9.2	8.7	7.5	7.0	6.1	5.9	4.3	3.1
350	10.6	9.0	7.6	7.2	6.1	5.5	4.7	4.5	3.0	
383	8.4	6.9	5.7	5.3	4.3	3.8	3.0			
400	7.5	6.0	4.8	4.5	3.5	3.0	2.3			

Weiand 174 / 177 Drive Ratio/Estimated Boost Chart (psi)

	Drive Ratio (Overdriven)											
Engine	2.44:1 144%	2.28:1 128%	2.15:1 115%	2.11:1 111%	2.00:1 100%	1.95:1 95%	1.87:1 87%	1.85:1 85%	1.71:1 71%	1.60:1 60%	1.50:1 50%	1.41:1 41%
350	16.9	14.8	13.1	12.6	11.2	10.5	9.5	9.2	7.4	6.0	4.7	3.5
383	14.1	12.3	10.7	10.2	8.9	8.4	7.4	7.2	5.5	4.2	3.0	
400	12.9	11.1	9.6	9.2	7.9	7.4	6.5	6.2	4.7	3.4		
427	11.2	9.5	8.1	7.7	6.5	6.0	5.1	4.9	3.4			
454	9.6	8.0	6.7	6.3	5.2	4.7	3.9	3.7				
502	7.3	5.9	4.7	4.3	3.3							

Weiand 250 / 256 Drive Ratio/Estimated Boost Chart (psi)

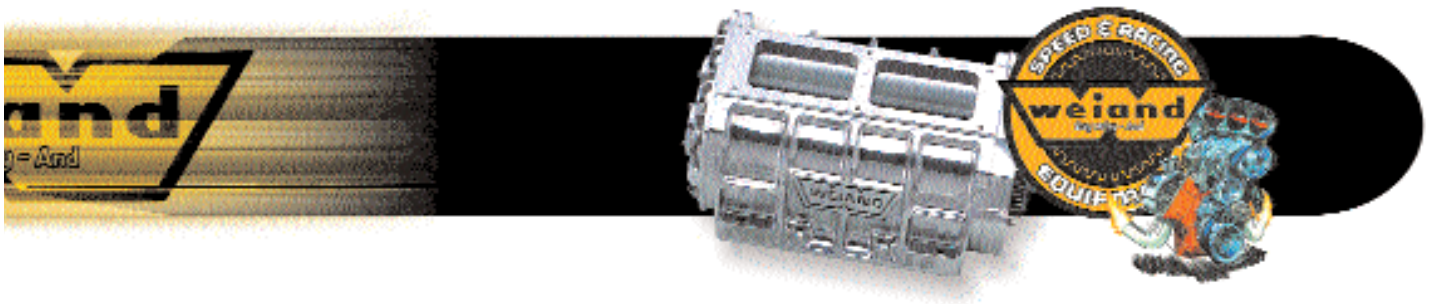
	Drive Ratio (Overdriven)					
Engine	2.12:1 112%	2.00:1 100%	1.86:1 86%	1.73:1 73%	1.63:1 63%	1.53:1 53%
427	17.8	16.0	13.8	11.8	10.3	8.8
454	15.9	14.1	12.1	10.3	8.8	7.4
502	13.0	11.4	9.6	7.9	6.6	5.3
540	11.0	9.6	7.9	6.3	5.1	3.9

Weiand 6-71 Drive Ratio/Estimated Boost Chart (psi)

	Drive Ratio											
Engine	1.30:1 30%	1.25:1 25%	1.20:1 20%	1.15:1 15%	1.10:1 10%	1.05:1 5%	1:1 0%	0.95:1 -5%	0.90:1 -10%	0.85:1 -15%	0.80:1 -20%	0.75:1 -25%	0.70:1 -30%
327	27.1	25.5	23.9	22.3	20.7	19.1	17.5	15.8	14.2	12.6	11.0	9.4	7.8
350	24.3	22.8	21.3	19.8	18.3	16.8	15.3	13.8	12.3	10.8	9.3	7.8	6.3
383	21.0	19.6	18.2	16.9	15.5	14.1	12.8	11.4	10.0	8.6	7.3	5.9	4.5
392	20.2	18.8	17.5	16.1	14.8	13.5	12.1	10.8	9.4	8.1	6.8	5.4	4.1
400	19.5	18.2	16.8	15.5	14.2	12.9	11.6	10.3	9.0	7.6	6.3	5.0	3.7
454	15.4	14.2	13.1	11.9	10.8	9.6	8.5	7.3	6.1	5.0	3.8		
502	12.5	11.5	10.4	9.4	8.3	7.3	6.2	5.2	4.1	3.1			
540	10.6	9.6	8.7	7.7	6.7	5.7	4.8	3.8					

Weiand 8-71 Drive Ratio/Estimated Boost Chart (psi)

	Drive Ratio											
Engine	1.30:1 30%	1.25:1 25%	1.20:1 20%	1.15:1 15%	1.10:1 10%	1.05:1 5%	1:1 0%	0.95:1 -5%	0.90:1 -10%	0.85:1 -15%	0.80:1 -20%	0.75:1 -25%	0.70:1 -30%
327	29.6	27.9	26.2	24.5	22.8	21.1	19.4	17.7	16.0	14.3	12.6	10.9	9.2
350	26.7	25.1	23.5	21.9	20.4	18.8	17.2	15.6	14.0	12.4	10.8	9.2	7.6
383	23.2	21.7	20.2	18.8	17.3	15.9	14.4	13.0	11.5	10.1	8.6	7.1	5.7
400	21.5	20.2	18.8	17.4	16.0	14.6	13.2	11.8	10.4	9.0	7.6	6.2	4.8
426	19.3	18.0	16.7	15.4	14.1	12.8	11.5	10.2	8.9	7.6	6.2	4.9	3.6
454	17.2	16.0	14.8	13.6	12.3	11.1	9.9	8.6	7.4	6.2	5.0	3.7	
502	14.2	13.1	12.0	10.8	9.7	8.6	7.5	6.4	5.3	4.2	3.1		
540	12.1	11.1	10.1	9.1	8.0	7.0	6.0	4.9	3.9				



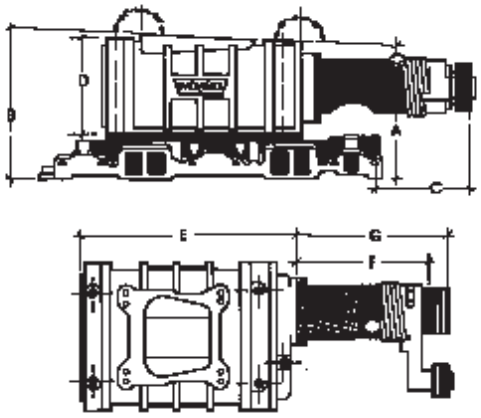


Figure 1 - 174 and 177 Types

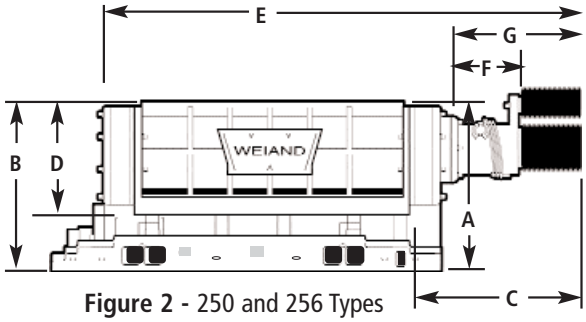


Figure 2 - 250 and 256 Types

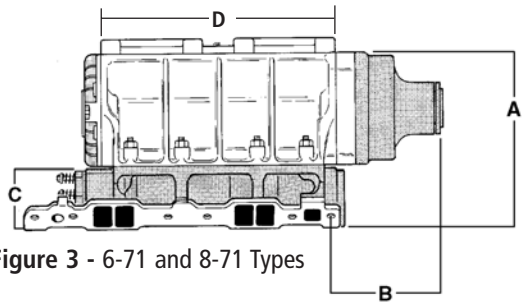


Figure 3 - 6-71 and 8-71 Types

SUPERCHARGER-DIMENSIONS

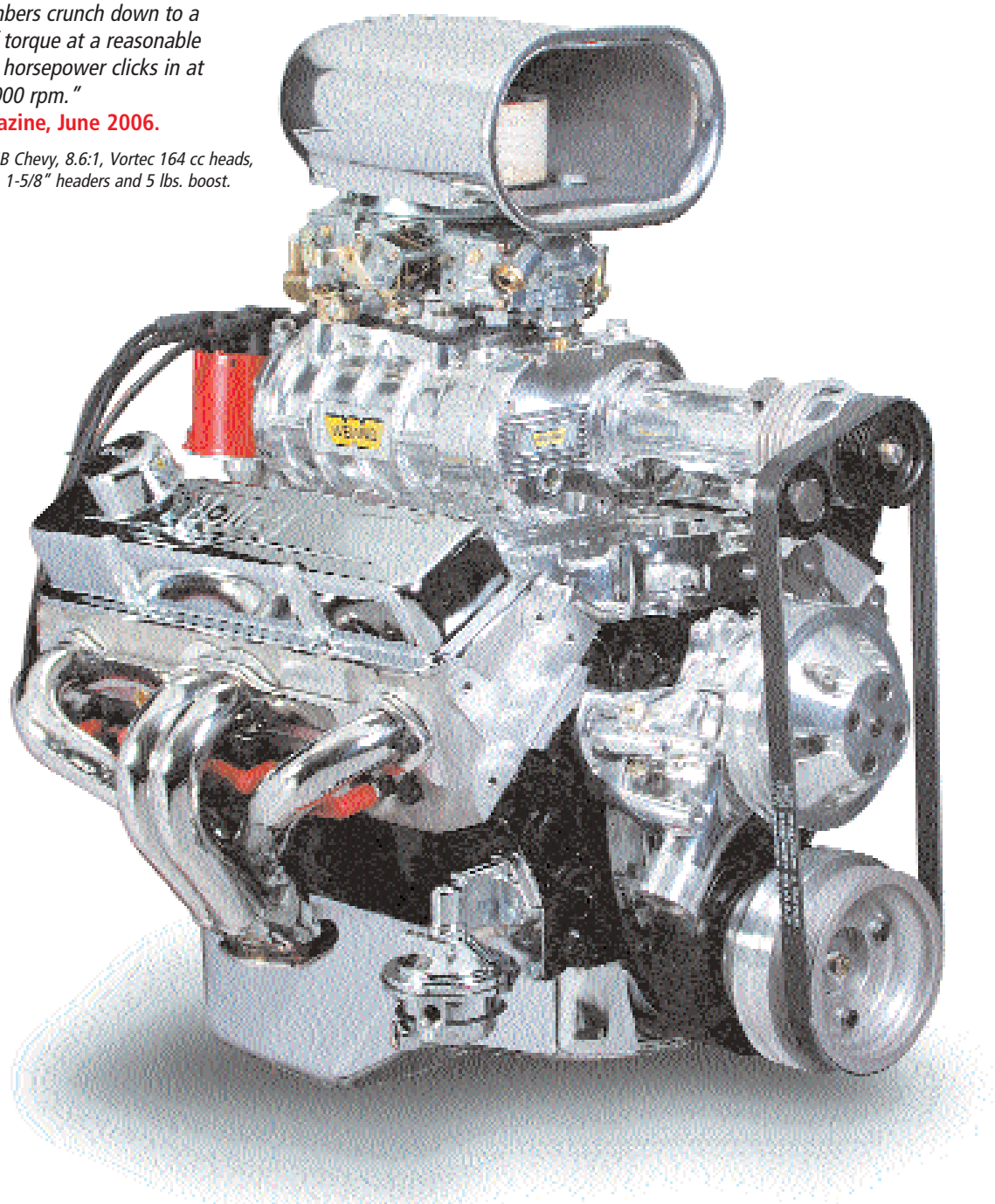
SIZE	APPLICATION	Figure	A	B	C	D	E	F	G
142*	Chevy S/B, Long Nose, '86 only	1	7-5/8"	8-15/16"	9-1/4"	5-5/8"	12-15/16"	10-1/16"	11-1/8"
142*	Chevrolet S/B, Long Nose	1	7-5/8"	8-15/16"	8-1/4"	5-5/8"	12-15/16"	9-1/16"	10-1/8"
142*	Chevrolet S/B, Short Nose	1	7-5/8"	8-15/16"	7"	5-5/8"	12-15/16"	7-13/16"	8-7/8"
144	Chevrolet S/B, Low Profile	1	7-5/16"	7-3/4"	8-3/4"	5-5/8"	12-13/16"	8-15/16"	10-5/8"
144	Chevrolet/GMC Trucks S/B TBI	1	7-5/16"	7-3/4"	8-15/16"	5-5/8"	12-13/16"	9-3/4"	10-13/16"
174	Ford S/B 289-302	1	7-1/2"	8"	10"	5-5/8"	14-5/8"	11-1/2"	13-3/16"
174	Chevrolet B/B	1	7-3/4"	8-1/4"	8-3/4"	5-5/8"	14-5/8"	9-3/4"	11-7/16"
177**	Chevrolet S/B, Long Nose	1	9-9/16"	10-15/16"	8-9/16"	5-15/16"	14-13/16"	7-1/16"	8-11/16"
177**	Chevrolet S/B, Short Nose	1	9-9/16"	10-15/16"	7-5/16"	5-15/16"	14-13/16"	5-13/16"	7-7/16"
177*	Chevrolet B/B, Long Nose	1	9-1/4"	10-5/8"	7-7/8"	5-15/16"	14-13/16"	9-1/16"	10-1/8"
177*	Chevrolet B/B, Short Nose	1	9-1/4"	10-5/8"	6-5/8"	5-15/16"	14-13/16"	7-13/16"	8-7/8"
250	Chevrolet S/B	2	9-1/2"	9-5/8"	8"	5-5/8"	23-3/4"	2-1/4"	4-5/8"
250	Chevrolet B/B	2	9-1/2"	9-5/8"	8"	5-5/8"	24-7/8"	3-3/8"	5-3/4"
256***	Chevrolet B/B, 256	2	10-1/2"	10-1/2"	9-1/4"	6-1/8"	19-1/2"	5"	7-1/2"
6-71	Chevrolet S/B	3	11-3/16"	8-3/8"	3-11/16"	15"	-	-	-
	Chevrolet B/B, standard deck	3	11-15/16"	6-3/16"	4-7/16"	15"	-	-	-
	Chevrolet B/B, tall deck	3	12-5/16"	6-3/16"	4-13/16"	15"	-	-	-
	Chrysler 392 Hemi	3	11-1/4"	10-3/16"	3-11/16"	15"	-	-	-
8-71	Chevrolet S/B	3	11-9/16"	8-3/8"	3-11/16"	16"	-	-	-
	Chevrolet B/B, standard deck	3	12-1/8"	7-3/16"	4-7/16"	16"	-	-	-
	Chevrolet B/B, tall deck	3	12-1/2"	7-3/16"	4-13/16"	16"	-	-	-

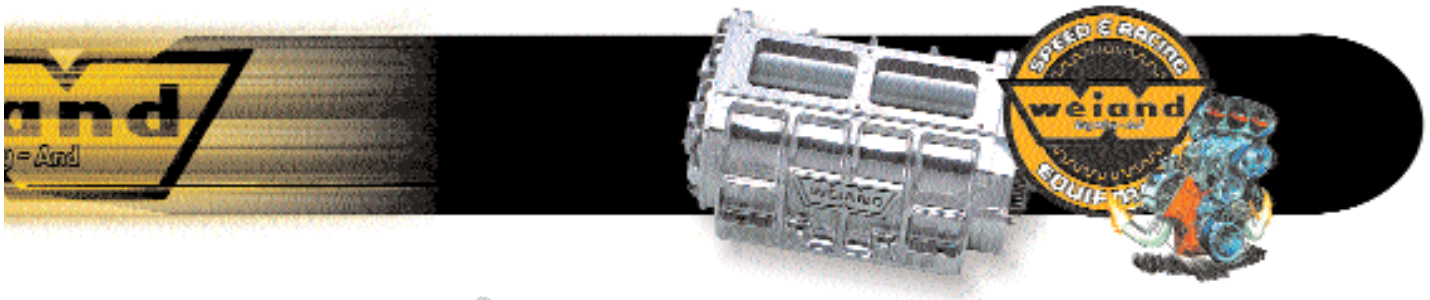
*142 and 177 BB dimensions are with 6-rib pulley. For 10 rib add .600" to dimension "C" And "G"
**177 SB dimensions are with 10-rib pulley
***256 dimensions are with 16-rib pulley
Note: Dimensions "A" and "B" listed for the 256 are less the carb adapter. Add 1" for the carb adapter.
Note: Dimension "A" for the 6-71 and 8-71 are less carb adapter. Add 1" for all carb adapters except part number 7166 which is 2-3/4"

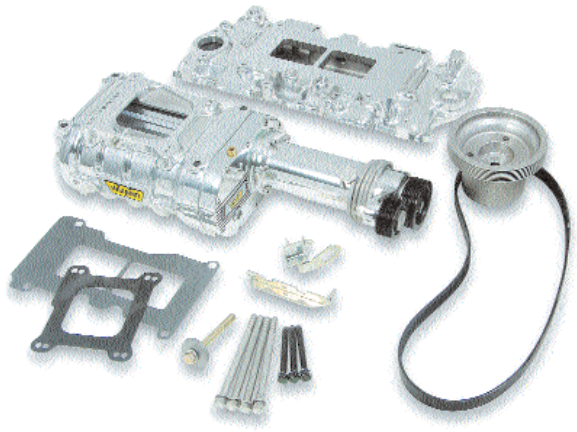
142/144 SERIES WEIAND SUPERCHARGER KITS - CHEVROLET SMALL BLOCK V8

"The star of the show is clearly the Weiand blower…the numbers crunch down to a stout 455 lb-ft of torque at a reasonable 3,900 rpm, while horsepower clicks in at 445 ponies at 6,000 rpm."
- Car Craft magazine, June 2006.

Weiand 142 on a 350 SB Chevy, 8.6:1, Vortec 164 cc heads, 288 cam, 750 cfm carb, 1-5/8" headers and 5 lbs. boost.







Want the power associated with a supercharger, but don't want it sticking out of the hood? Weiand's Pro-Street supercharger kits are engineered to give SB Chevys 25% to 40% more power while maintaining outstanding street-ability! Kits are now also available for Vortec/Fastburn (L31) cylinder heads for easy installation on GM crate engines or custom built applications using these affordable heads.

In addition to the 142s already being the most hood-conscious of Weiand's supercharger line, a specific 144 low-profile design is offered to provide even more added hood clearance in tight engine compartments. This 144 system is a practical addition to any performance or tow vehicle where hood clearance and/or the use of a long water pump and three v-belts are required. It features Teflon® tipped rotors for tight rotor to case tolerances and will fit under most stock hoods on trucks and muscle cars (may require a small cowl induction hood for some applications).

All Weiand 142/144 blowers feature 100% new CNC machined parts (no remanufactured components), including new thick-wall cases & rotors to eliminate high-RPM flex and provide maximum reliability. All superchargers are built in Weiand's state-of-the-art supercharger manufacturing cell and each supercharger is 100% boost tested to help you squeeze the maximum power and efficiency out of your supercharger!

Features / Benefits:
- Develop 400 to 450+ horsepower out of a mild 350 Chevy
- Low profile design for hood-conscious rodders
- Available for standard & aftermarket heads
- Kits available for Vortec/Fastburn & aftermarket heads with Vortec IM flange - Edelbrock E-TEC
- Increases torque for heavy cars and towing applications
- Great power adder for low compression crate motors
- Available polished or unpolished
- Various snout lengths available for different v-belt arrangements
- Full-time power every time you hit the gas with no lag

Recommended Accessories:
- Boost Gauge PN **90520**
- Holley Supercharger Carbs (See Pgs. 106,107)
- Weiand Scoops and Air Filter Accessories (See Pgs. 109,110)
- Weiand Water Pumps (See Pgs. 49-60)
- Lunati Supercharger Cams (See Pg. 71)

Installation Notes:
- Superchargers are perfectly suited for stock or modified engines with 7.5:1 to 9:1 compression ratios.
- Kits include manifold, blower assembly, drive snout, pulleys, belt and hardware.
- Kits designed for stamped steel v-belt accessories. Use of billet pulleys may require custom machine work and/or spacers.
- Superchargers mount to manifold using 4 bolts through the bearing plates.

142 Pro-Street Supercharger Kits

Application	Nose Style	Pulley Width	Satin Part #	Polished Part #	Drive Ratio w/ Included Pulley Set
Chevrolet Small Block (Universal)[1,2,3,5,6]	Long	6-Rib	**6500-1**	**6510-1**	1.95:1
Chevrolet Small Block (1969-85)[1,3,5,6]	Long	6-Rib	**6502-1**	**6507-1**	1.95:1
Chevrolet Small Block (1962-68)[1,3,5,6]	Short	6-Rib	**6503-1**	**6508-1**	1.95:1
Chevrolet Small Block (1986)[1,3,4,5]	X-Long	6-Rib	**6504-1**	**6509-1**	1.95:1
Chevrolet Small Block (w/ Vortec L31 Fastburn Heads)[1,3,5]	Long	6-Rib	**6542-1**	**6543-1**	1.95:1

144 Low Profile Pro-Street Supercharger Kits w/ Teflon

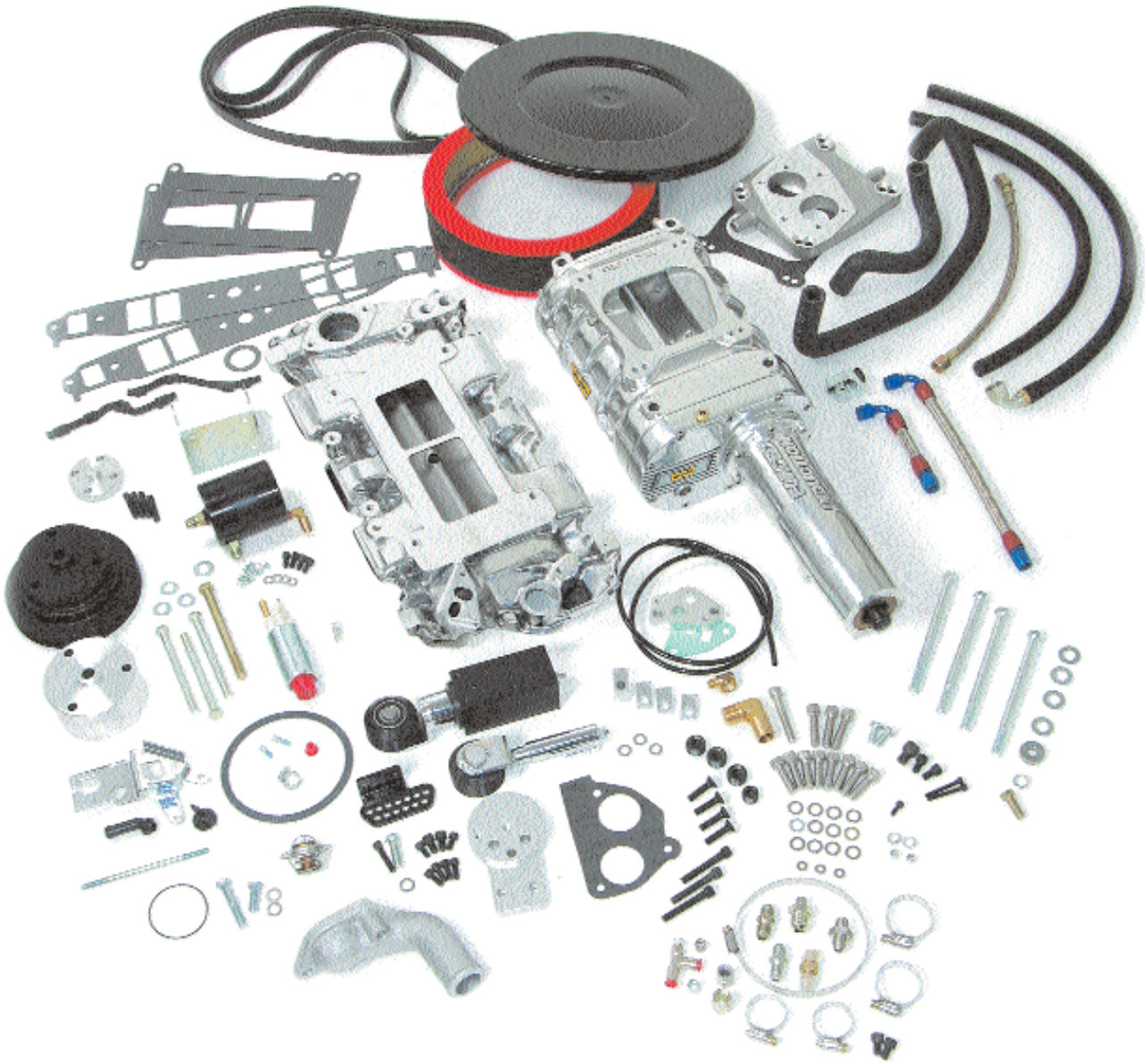
Application	Pulley Width	Satin Part #	Polished Part #	Drive Ratio w/ Included Pulley Set
Chevrolet Small Block (Low Profile)[7]	10-Rib	**7740-1**	**7750-1**	1.95:1

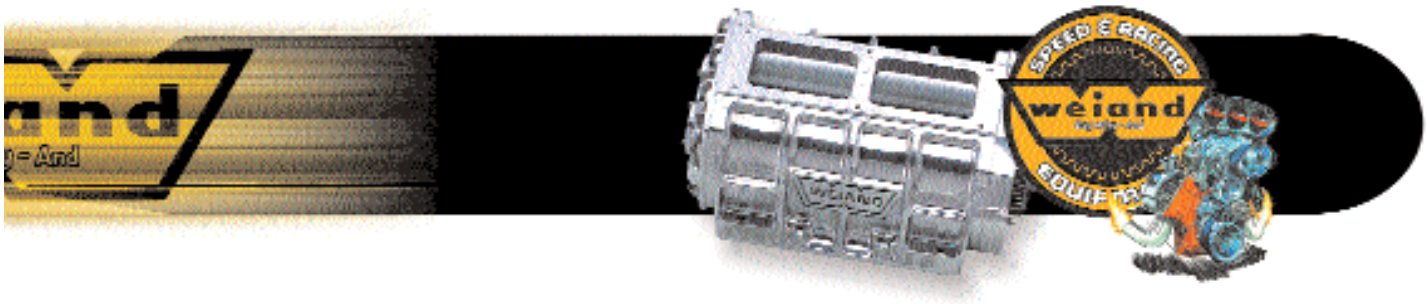
1. If the crankshaft has a one- or a two-V-belt accessory pulley, use a "short-nose" kit. If the crankshaft has a three-V-belt accessory drive pulley, use a "long-nose" kit. "Long nose" kits fit a majority of short and long water pump applications, excluding late model applications with a serpentine accessory drive system. Select a "short nose" kit for tight clearance situations (such as street rods). "Short nose" kits do not fit long water pump accessory setups.
2. Slight elongation of four center bolt holes may be required to install on 1987-later cast-iron heads
3. Does not fit 1984-96 Corvettes
4. Fits vehicles with both serpentine and V-belts
5. Does not fit 1993-later LT-1 heads
6. Does not fit engines originally equipped with four v-belts; use kits **6504-1** and **6509-1**
7. Low profile design; P/N **7740-1** is 0.720" lower overall than P/N **6500-1**

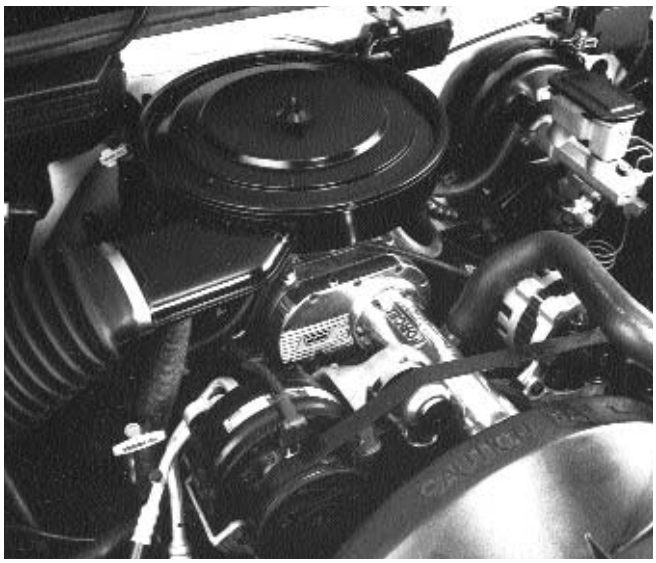
144 SERIES WEIAND SUPERCHARGER KITS - 1993-1995 GM TBI TRUCKS

" The throttle response was like a motorcycle and we left almost 90 feet of rubber on the pavement! "
– Sport Truck magazine, December 2001

Weiand 144 supercharger on a 92 Chevy pick up with 200,000 miles







Looking for a way to breathe some new life into your truck? Get Weiand's 144 Supercharger kit made specifically for the 1993 to 1995 small block Chevy and GMC trucks! They are engineered to fit under stock hoods and nothing says horsepower like a blower!

Designed to be a complete kit that will bolt on and add an extra 100 horsepower to your ride, the kit includes every thing you need from manifold to air cleaner, including a custom designed PROM chip calibrated to extract maximum performance from your engine. The blowers feature Teflon-tipped rotors and are engineered to produce 4-6 lbs of boost. You will love the power and aggressive sound every time you hammer the pedal while still enjoying smooth drivability.

Perfect for towing applications, all Weiand 144 blowers feature 100% new parts (no remanufactured components), including new thick-wall cases and rotors to eliminate high-RPM flex for added durability and extended life.

All superchargers are built in Weiand's state-of-the-art supercharger manufacturing cell and each supercharger is 100% boost tested to help you squeeze the maximum power and efficiency out of your supercharger.

The latest CNC machining techniques and quality control are used to maintain the tightest tolerances for smooth operation and maximum reliability.

Features / Benefits:

- 100 Horsepower increases on most stock applications
- EO Legal for all 50 States
- Includes everything you need to bolt it on and go (see first installation note)
- 100% new construction
- Available polished for the show-and-go crowd
- Adds low-end torque for towing
- Full-time power every time you hit the gas with no lag

Installation Notes:

- Chip and upper pulley is shipped direct from Weiand once the customer calls in with the vehicle axle and transmission codes from the glove box (necessary for the correct program in the chip)
- Retains stock power steering, air conditioning, cruise control and other options
- Includes low profile air cleaner element and lid for hood clearance
- Includes boost compensated auxiliary regulator to increase fuel pressure under boost. New fuel pump also supplied
- Can be installed on 1988 to 1992 trucks with aluminum accessory brackets, but requires a custom calibrated chip or auxiliary EFI controller. Not EO legal for these applications
- Supercharger mounts to manifold using 4 bolts through bearing plates

Recommended Accessories:

- Boost Gauge PN **90520**

100 HP BOLT-ON!

144 Pro-Street Supercharger Kits for 1993-95 GM TBI Trucks

Application	Pulley Width	Satin Part #	Polished Part #	Drive Ratio w/ Included Pulley Set
Chevrolet/GMC Truck, Automatic Transmission, TBI[13]	6-Rib	**77-144CSBE-1**	**77-144CSBEP-1**	N/A[14]

13. Kit retains factory air cleaner, throttle body, and all accessories; includes computer chip for proper operation on stock 1993-95 Chevrolet/GMC trucks

14. Supercharger kit is supplied with various drive ratios per application

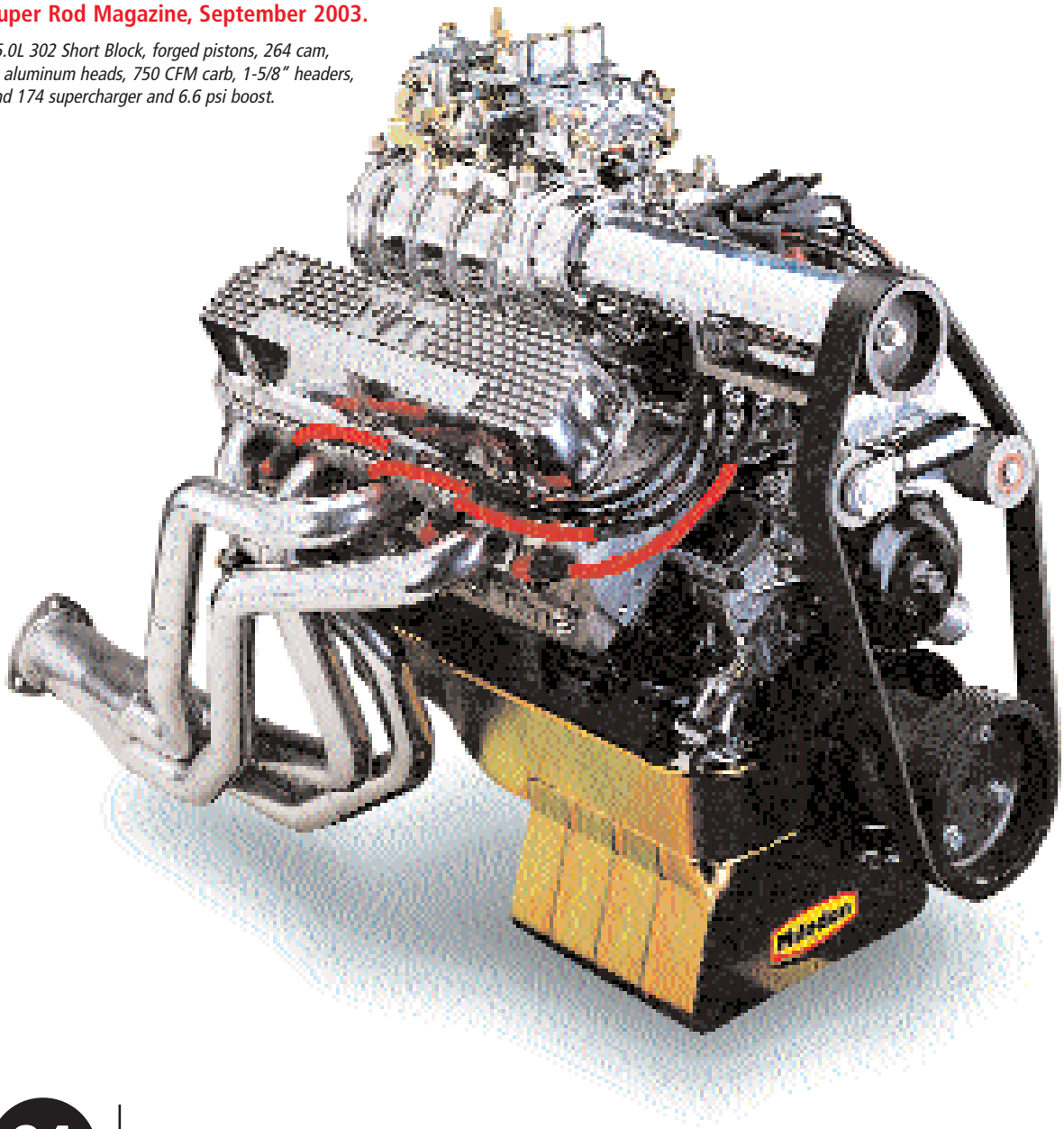
174 SERIES WEIAND SUPERCHARGER KITS - SMALL BLOCK FORD

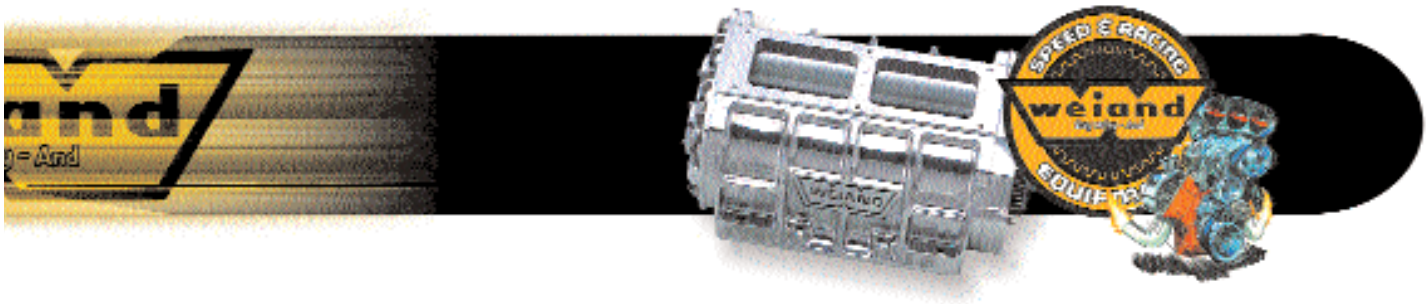
"Once you experience the power gains of forced induction, you'll never want to go back to normally aspirated power again. The effects of a roots-style supercharger can be felt as soon as you put your foot on it. Peak power increased to 491 hp at 6,000rpm, while the torque output jumped to 461.6 lb-ft at 4,700 rpm."
- Super Rod Magazine, September 2003.

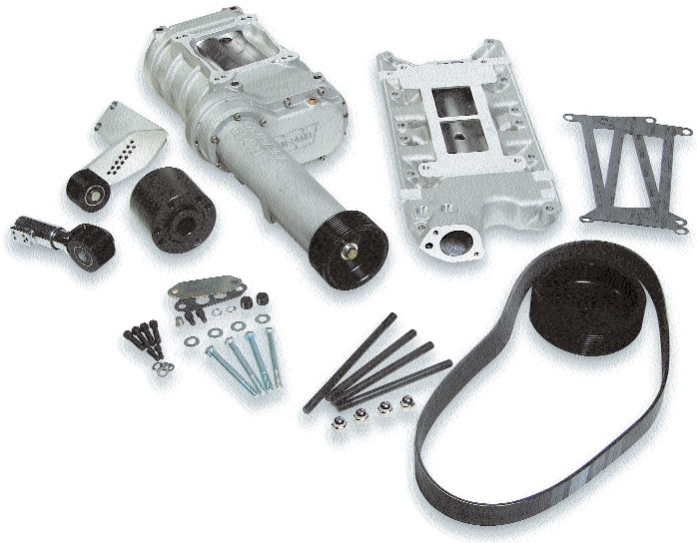
Ford 5.0L 302 Short Block, forged pistons, 264 cam, 170cc aluminum heads, 750 CFM carb, 1-5/8" headers, Weiand 174 supercharger and 6.6 psi boost.

"At a boost pressure of 8 psi, the 174 produced 535 hp and 513 lb-ft of torque."
– Hot Rod magazine, August 2003.

Testing of a 327ci stroker SB Ford, 60cc aluminum heads, 266 cam, 950 HP carb, 1 5/8" headers, 174 Weiand supercharger.







Want instant, full-time POWER for your Mustang or Ford powered street machine? Weiand's Pro-Street supercharger kits are engineered to give you 25% to 40% more power every time you hit the gas while maintaining outstanding street-ability!

Engineered to fit the 289/302 fords (or stroker versions based on the 8.200 deck height), this kit will transform your mellow street motor into a monster with incredible torque and top end horsepower. It is designed to work in conjunction with stock type accessory drives and is available in satin or polished finishes.

This 174 low-profile blower features Teflon® tipped rotors for tight rotor to case tolerances and only requires a small cowl induction hood for most applications.

All Weiand 174 blowers feature 100% new CNC machined parts (no remanufactured components), including new thick-wall cases & rotors to eliminate high-RPM flex and provide maximum reliability. All superchargers are built in Weiand's state-of-the-art manufacturing cell and each supercharger is 100% boost tested to help you squeeze out maximum power & efficiency.

Features / Benefits:

- Develop 400 to 450+ horsepower out of a mild 302 Ford
- Fits all small block Fords with 8.200" deck height
- Substantial increase in torque unmatched by centrifugal superchargers
- Available polished or unpolished
- Full-time power every time you hit the gas with no lag

Installation Notes:

- Superchargers are perfectly suited for stock or modified engines with 7.5:1 to 9:1 compression ratios.
- 1969 and earlier models require a crank spacer kit PN 90683
- Will fit 351W or 351C using PME adapter plates (www.pricemotorsport.com or call tech line for details)
- Kits include manifold, blower assembly, drive snout, pulleys, belt and hardware.
- Kits designed for stamped steel v-belt accessories and will work with 5.0L serpentine drive. Must use manual adjustment tensioner and brackets from '83 to '85 3.8L Ford V-6 engine. Use of billet pulleys may require custom machine work and/or spacers.
- Supercharger mounts to manifold using 4 bolts through bearing plates

Recommended Accessories:

- Serpentine Belt Installation Kit (See Pg. 112)
- Boost Gauge PN **90520**
- Crank spacer kit for 69 and earlier engines PN **90683**
- Holley Supercharger Carbs (See Pgs. 106,107)
- Weiand Scoops and Air Filter Accessories (See Pgs. 109,110)
- Weiand Water Pumps (See Pgs. 49-60)

174 Pro-Street Supercharger Kits w/ Teflon

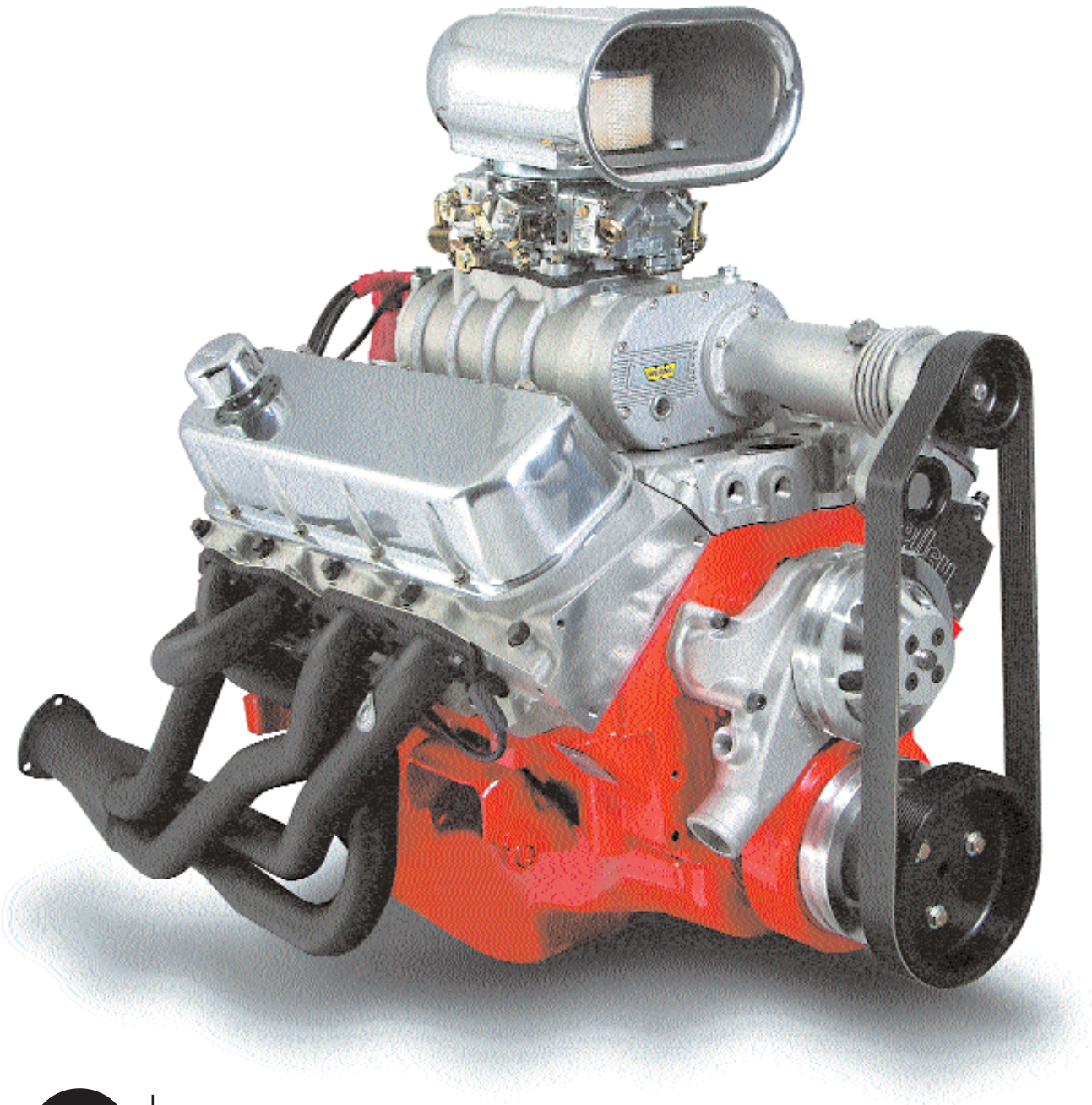
Application	Pulley Width	Satin Part #	Polished Part #	Drive Ratio w/ Included Pulley Set
Ford Small Block, (289-302)[9]	10-Rib	**77-174FSB-1**	**77-174FSBP-1**	1.60:1

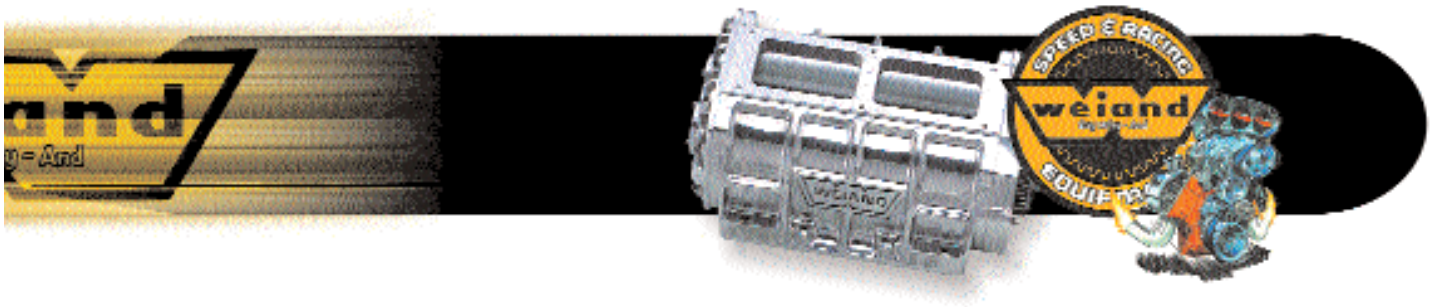
9. 1969 and earlier models require the use of crank spacer (P/N **90683**)

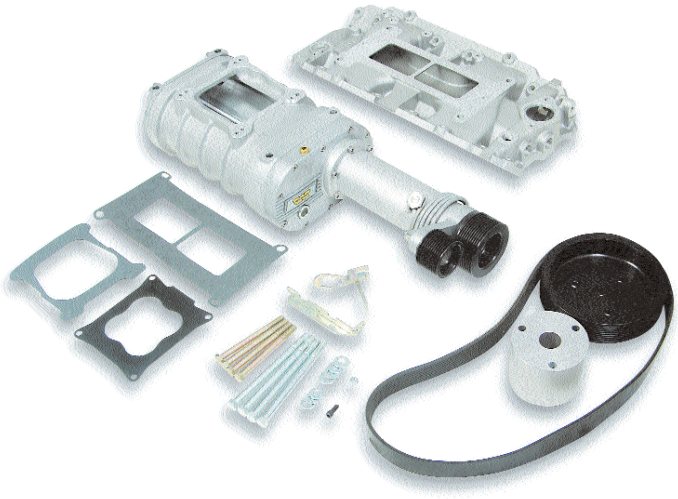
174 SERIES LOW-PROFILE WEIAND SUPERCHARGER KITS - BIG BLOCK CHEVROLET

"Running just 3.5 psi, the 461 thumped out nearly 560 lb-ft and (surprisingly enough) 480 hp."
– Truck Builder Magazine, January 2002.

461 BB Chevy, stock short block, modified early oval port iron heads, 800 CFM carb, 1-3/4" headers, pump gas.







Looking to add supercharger power to your big block, but have limited hood clearance? Look to the Weiand 174 Low-Profile blower kit for the answer. Engineered with a lower overall height of just 8.25", it's only slightly taller than a high rise single plane intake. It's great for tight engine compartments and allows you to retain your factory exterior appearance for a more traditional look.

Weiand's Pro-Street supercharger kits are engineered to give you 25% to 40% more power while maintaining outstanding street-ability. Bolt this kit on your engine and you will have the looks and horsepower to back up the bad boy image of your ride no matter where you cruise.

This system is a practical addition to any performance or tow vehicle where hood clearance and/or the use of a long water pump and three v-belts are required. They feature Teflon® tipped rotors for tight rotor to case tolerances. They will fit under many stock hoods on trucks and muscle cars (may require a small cowl induction hood for some applications).

All Weiand 174 blowers feature 100% new CNC machined parts (no remanufactured components), including new thick-wall cases & rotors to eliminate high-RPM flex and provide maximum reliability. All superchargers are built in Weiand's state-of-the-art manufacturing cell and each supercharger is 100% boost tested to help you squeeze out maximum power & efficiency.

Features / Benefits:

- Develop 500 to 550+ horsepower out of a mild 454 Chevy
- Incredible torque gains for heavy cars and towing applications
- Low-Profile design for a clean, simple installation
- Teflon tipped rotors for excellent sealing efficiency
- Full-time power every time you hit the gas with no lag

Installation Notes:

- Superchargers are perfectly suited for stock or modified engines with 7.5:1 to 9:1 compression ratios.
- Kits include manifold, blower assembly, drive snout, pulleys, belt and hardware.
- Kits designed for stamped steel v-belt accessories. Use of billet pulleys may require custom machine work and/or spacers.
- Fits with Short or Long style water pumps
- Supercharger mounts to manifold using 4 bolts through bearing plates

Recommended Accessories:

- Boost Gauge PN **90520**
- Holley Supercharger Carbs (See Pgs. 106,107)
- Weiand Scoops and Air Filter Accessories (See Pgs. 109,110)
- Weiand Water Pumps (See Pgs. 49-60)
- Lunati Supercharger Cams (See Pg. 71)

174 Pro-Street Supercharger Kits w/ Teflon

Application	Pulley Width	Satin Part #	Polished Part #	Drive Ratio w/ Included Pulley Set
Chevrolet Big Block (Standard Deck; Low Profile)[7,8,11]	10-Rib	**7741-1**	**7751-1**	1.95:1

7. Low profile design; P/N **7741-1** is 2" lower overall than P/N **6521-1**
8. Manifold will fit rectangular port, and oval port with "trim-to-fit" gasket
11. Will work with up to 3 accessory V-belts, with a short or long water pump

177 SERIES WEIAND SUPERCHARGER KITS - SMALL & BIG BLOCK CHEVROLET

" The installation was a simple as an intake manifold swap. Very impressive – and even more so once we checked out the power…it never dropped below 550 lb-ft from 2,500 to 4,600 rpm and peaked with 566 at – get this 3,000 rpm! Talk about tire smoke when you need it!"

– Hot Rod magazine, October 2001

0.060-over 454 truck block, 7.71 compression, oval port aluminum heads, 2" headers, 286 cam, 870 CM carb, Weiand 177 supercharger

" We love these tiny little street blowers for a kick in the torque curve. We settled for the 3-psi setup – as if 660 hp and 700 lb-ft is settling! Race power with daily driver character"

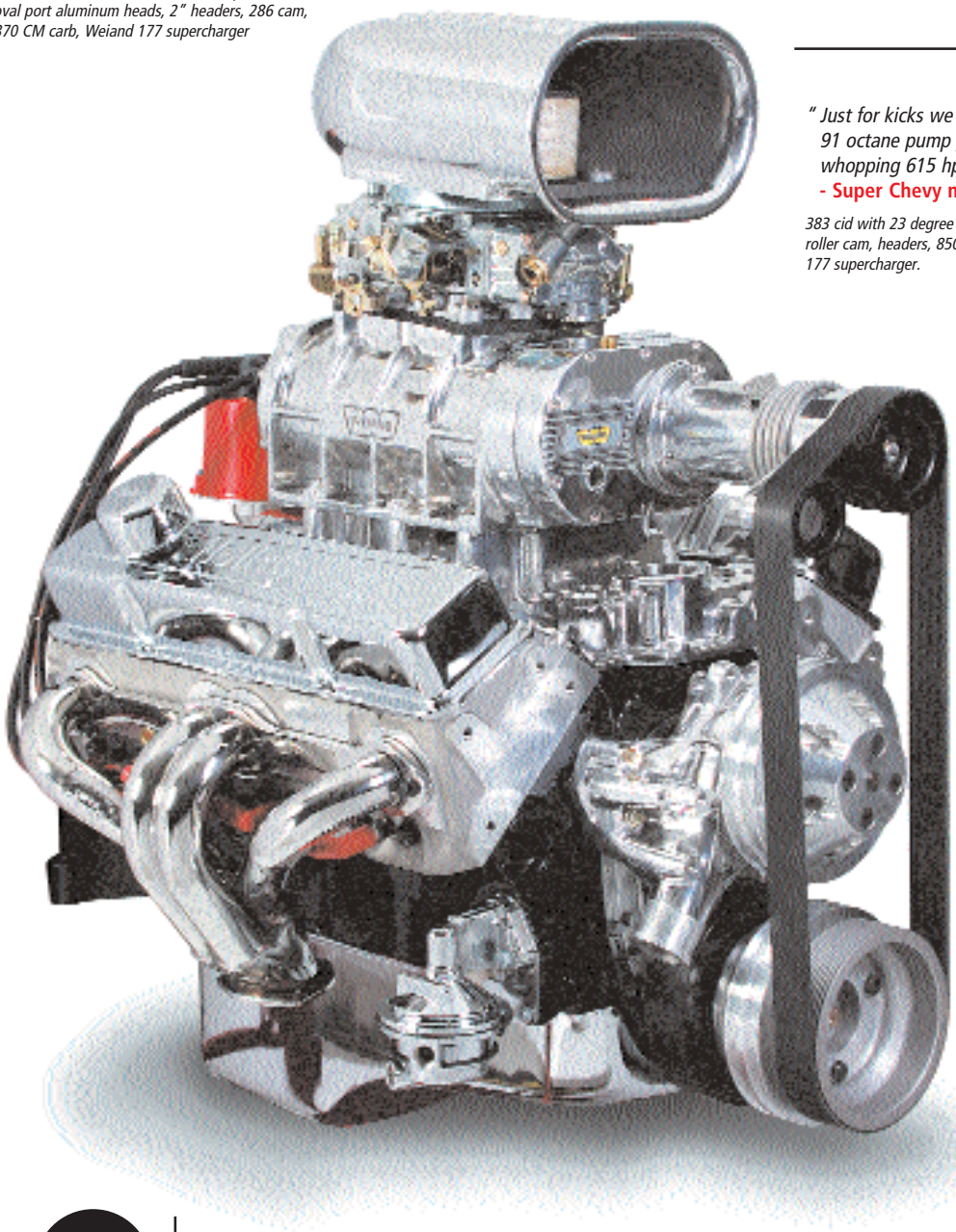
- Hot Rod magazine, June 2003.

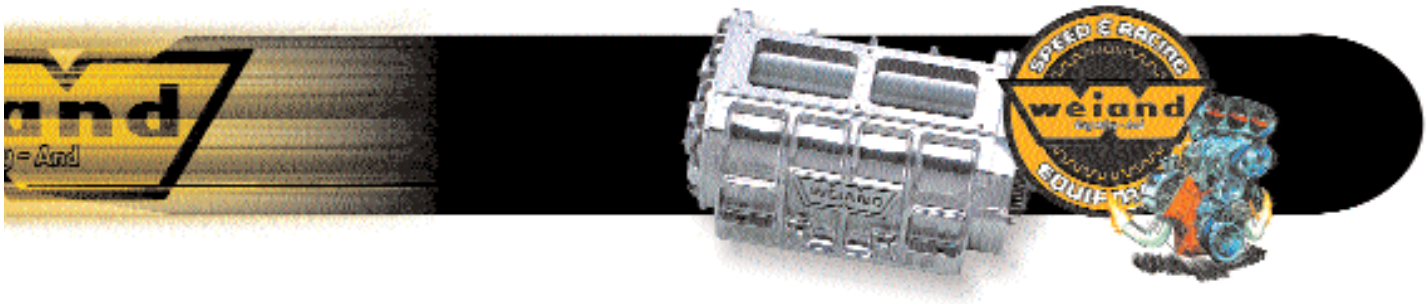
489 BB Chevy, 8.95:1 compression, 236/246 @ .050 cam, 800 CFM carb, 2" headers, Weiand 177 supercharger, 91 octane.

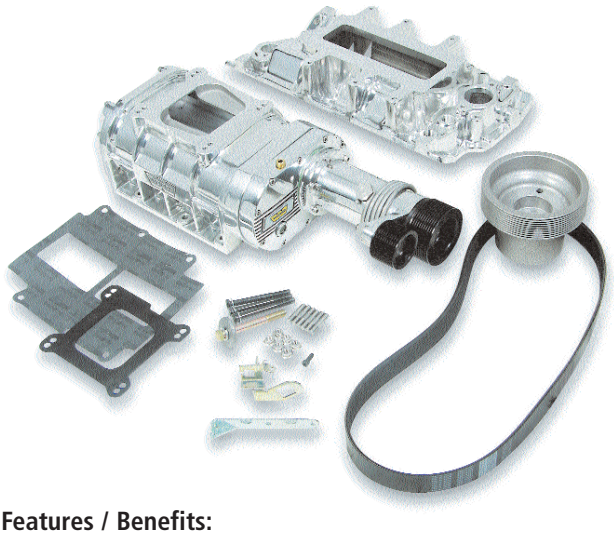
" Just for kicks we also ran the engine on 91 octane pump gas and still managed a whopping 615 hp and 556 lb-ft at 6-psi boost!"

- Super Chevy magazine, March 2006

383 cid with 23 degree aftermarket heads, custom hydraulic roller cam, headers, 850 CFM Holley carb and Weiand 177 supercharger.







If you're searching for 6-71 styling in a compact, powerful package, the Weiand 177 series superchargers have you covered. The traditional flange mounting style gives these blowers the tough looks you want, without the headaches of cutting a hole in your hood. Depending on the application, most will fit under a medium cowl hood on trucks and muscle cars. Applications are available for small and big block Chevrolet, in various port and snout configurations.

Weiand's 177 Pro-Street supercharger kits are engineered to give you 25% to 40% more power while maintaining outstanding drivability! Typical small blocks will make 500HP and big block versions will easily generate 600+ HP!

All Weiand 177 blowers feature 100% new CNC machined parts (no remanufactured components), including new thick-wall cases & rotors to eliminate high-RPM flex and provide maximum reliability. All superchargers are built in Weiand's state-of-the-art manufacturing cell and each supercharger is 100% boost tested to help you squeeze out maximum ower & efficiency.

Features / Benefits:

- Gain 100 to 175 + horsepower (depending on application)
- Full-time power every time you hit the gas with no lag
- Increases torque for heavy cars and towing applications
- Available for Big Block (Oval and Rectangular port) and Small Block Chevrolet
- Available polished or satin
- Various snout lengths available for different v-belt arrangements

Installation Notes:

- Superchargers are perfectly suited for stock or modified engines with 7.5:1 to 9:1 compression ratios.
- Kits include manifold, blower assembly, drive snout, pulleys, belt and hardware.
- Kits designed for stamped steel v-belt accessories. Use of billet pulleys may require custom machine work and/or spacers.
- Supercharger mounts to manifold using 6 bolts along perimeter of blower
- Great power adders for low compression crate motors

Recommended Accessories:

- Boost Gauge PN **90520**
- Holley Supercharger Carbs (See Pgs. 106,107)
- Weiand Scoops and Air Filter Accessories (See Pgs. 109,110)
- Weiand Water Pumps (See Pgs. 49-60)
- Lunati Supercharger Cams (See Pg. 71)

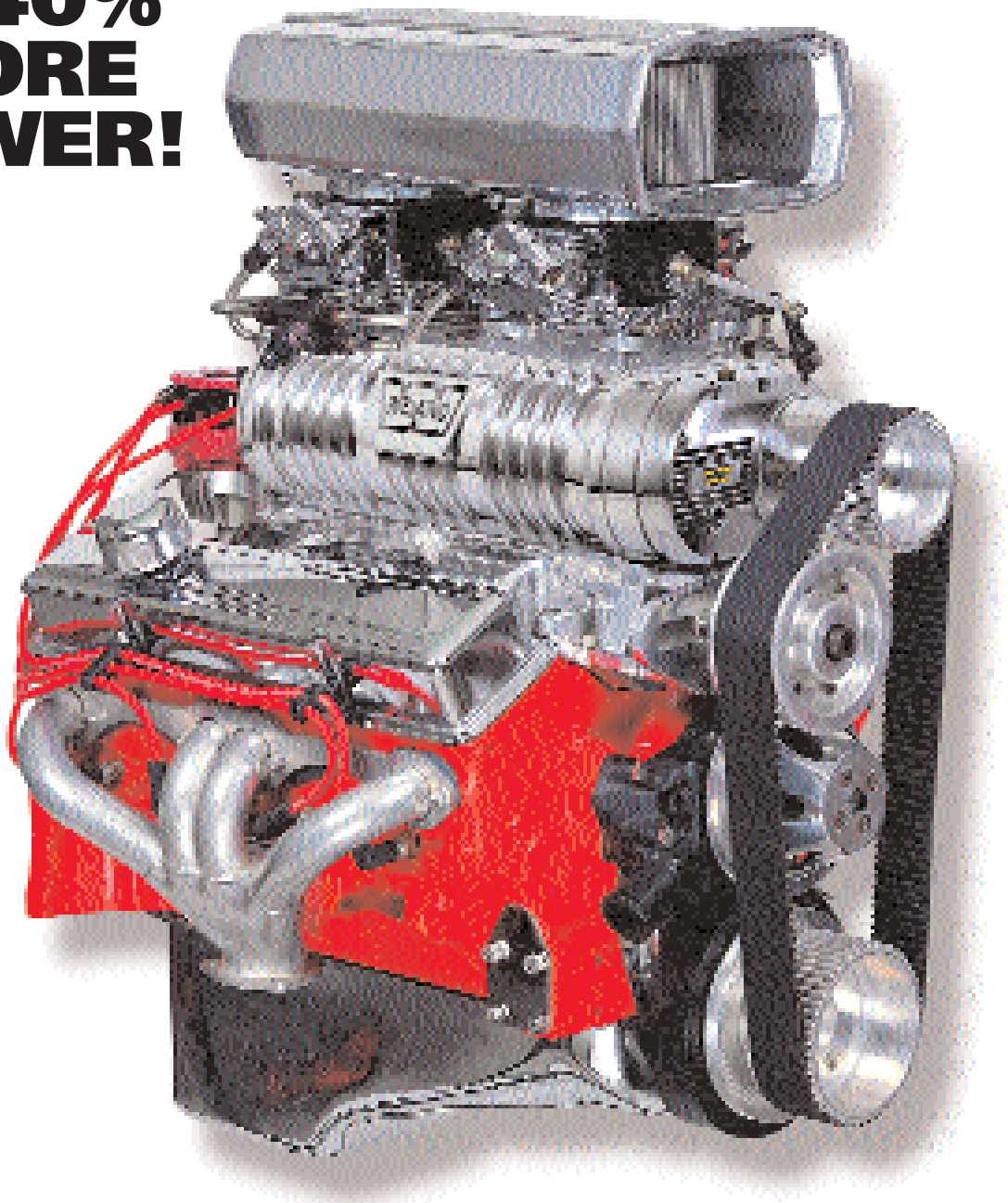
177 Pro-Street Supercharger Kits

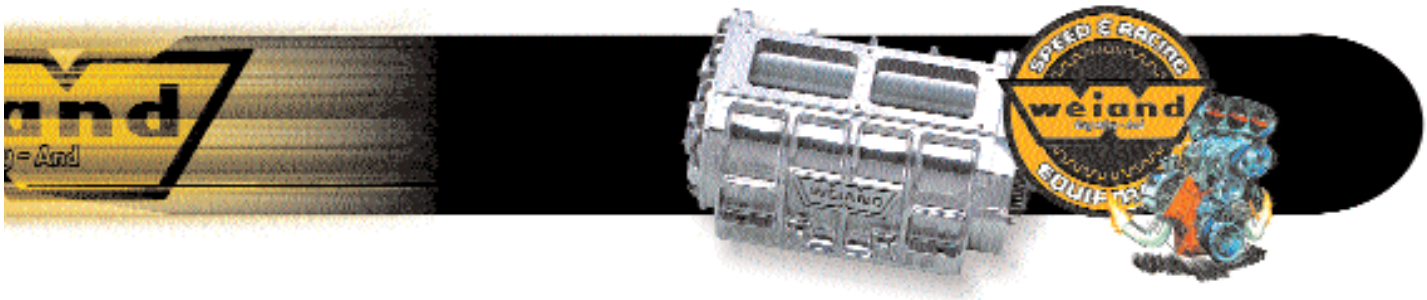
Application	Nose Style	Pulley Width	Satin Part #	Polished Part #	Drive Ratio w/ Included Pulley Set
Chevrolet Small Block (1969-86)[1,2,3,5,6,7]	Long	10-Rib	**6512-1**	**6513-1**	1.71:1
Chevrolet Small Block (1962-68)[1,2,3,5,6,7]	Short	10-Rib	**6505-1**	**6506-1**	1.71:1
Chevrolet Big Block (Standard Deck, Oval Port)[1]	Long	6-Rib	**6521-1**	**6520-1**	1.95:1
Chevrolet Big Block (Standard Deck, Oval Port)[1]	Short	6-Rib	**6522-1**	**6523-1**	1.95:1
Chevrolet Big Block (Standard Deck, Rectangular Port)[1]	Long	6-Rib	**6530-1**	**6531-1**	1.95:1
Chevrolet Big Block (Standard Deck, Rectangular Port)[1]	Short	6-Rib	**6532-1**	**6533-1**	1.95:1

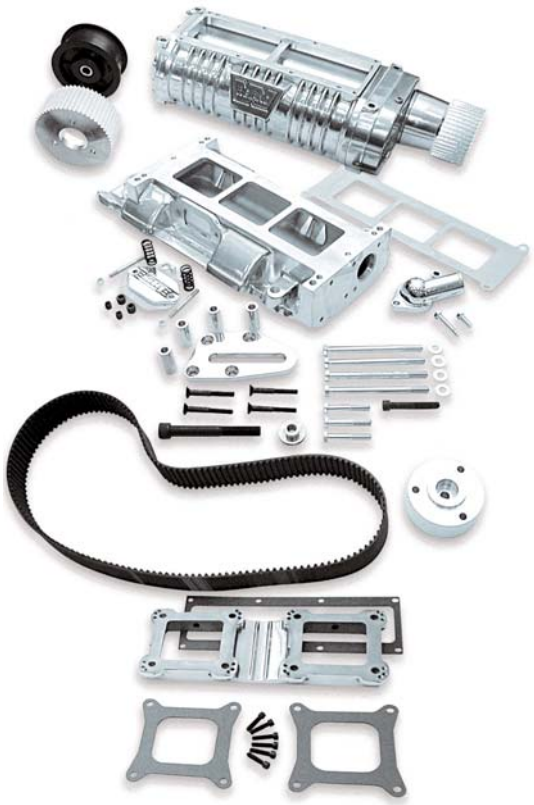
1. If the crankshaft has a one- or a two-V-belt accessory pulley, use a "short-nose" kit. If the crankshaft has a three-V-belt accessory drive pulley, use a "long-nose" kit. "Long nose" kits fit a majority of short and long water pump applications, excluding late model applications with a serpentine accessory drive system. Select a "short nose" kit for tight clearance situations (such as street rods). "Short nose" kits do not fit long water pump accessory setups.
2. Slight elongation of four center bolt holes may be required to install on 1987-later cast-iron heads
3. Does not fit 1984-96 Corvettes
5. Does not fit 1993-later LT-1 heads
6. Does not fit engines originally equipped with four v-belts; use kits **6504-1** and **6509-1**
7. Does not fit Vortec / Fastburn L31 cylinder heads

250 SERIES WEIAND SUPERCHARGER KITS
- SMALL & BIG BLOCK CHEVROLET

BOLT-ON 25-40% MORE POWER!







Looking for the BIG power and cool looks of a 6-71 in a low profile package? Weiand's 250 series superchargers for Small and Big Block Chevrolets have you covered. Engineered to be 2" shorter than the big blowers while still maintaining the option to run single or dual carbs makes it a perfect choice for a daily driver or street/strip applications.

This kit is designed for use with short water pumps and two accessory V-belts. It comes equipped with a robust gilmer drive belt for that traditional "blower whine" that tells everyone something serious is coming! These blowers feature Teflon® tipped rotors for tight rotor to case tolerances and are engineered to give you 25% to 40% more power while maintaining outstanding street-ability!

All Weiand 250 blowers feature 100% new CNC machined parts (no remanufactured components), including new thick-wall cases & rotors to eliminate high-RPM flex and provide maximum reliability. All superchargers are built in Weiand's state-of-the-art manufacturing cell and each supercharger is 100% boost tested to help you squeeze out maximum power & efficiency.

Features / Benefits:

- Horsepower gains of 100 to 250+ HP
- Full-time power every time you hit the gas with no lag
- Substantial torque increase for heavy cars and towing applications
- 2" wide Gilmer toothed belt for aggressive looks and slip-free performance
- Available for Small and Big Block Chevrolet
- Available polished or satin

Installation Notes:

- Superchargers are perfectly suited for stock or modified engines with 7.5:1 to 9:1 compression ratios.
- Kits include manifold, blower assembly, drive snout, pulleys, belt and hardware.
- Kits designed for stamped steel v-belt accessories. Use of billet pulleys may require custom machine work and / or spacers.
- Fits short water pump with 2 "V" belts only

Recommended Accessories:

- Boost Gauge PN **90520**
- Carburetor Linkage Kit (See Pg. 108)
- Holley Supercharger Carbs (See Pgs. 106,107)
- Weiand Scoops and Air Filter Accessories (See Pgs. 109,110)
- Weiand Water Pumps (See Pgs. 49-60)
- Lunati Supercharger Cams (See Pg. 71)

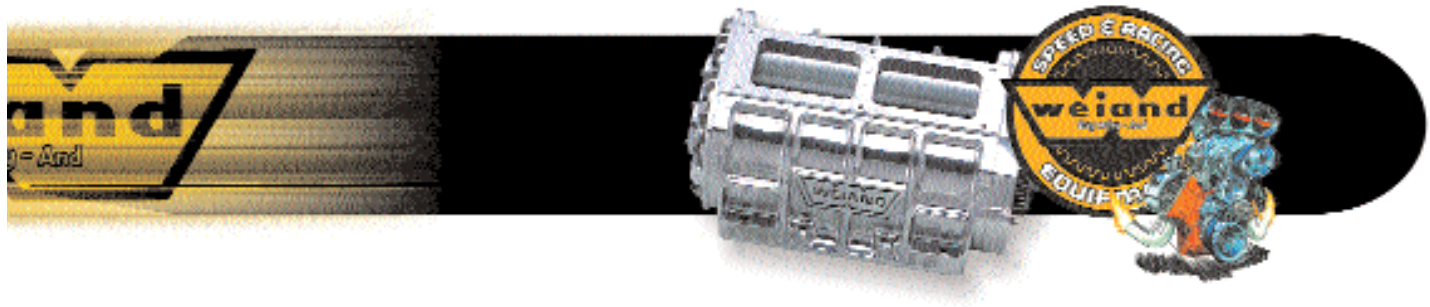
250 Pro-Street Supercharger Kits w/ Teflon

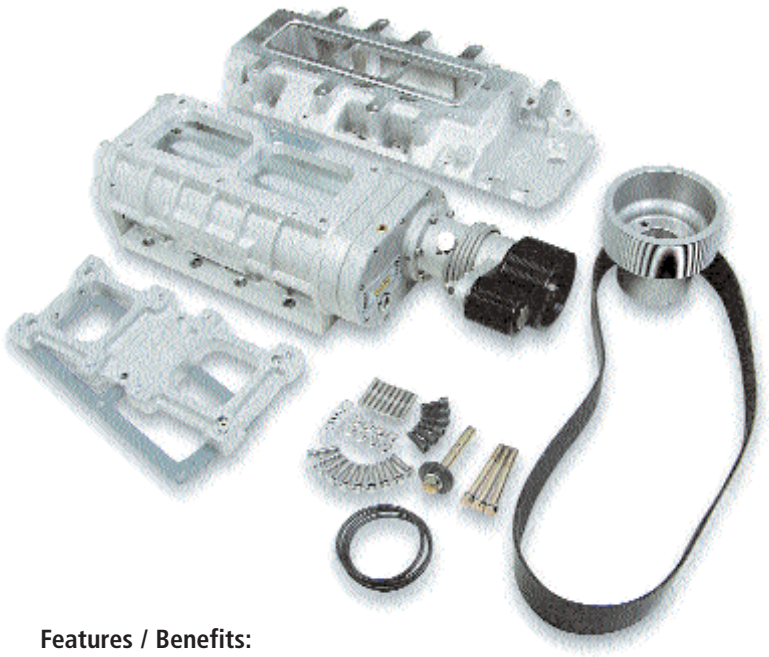
Application	Pulley Style	Satin Part #	Polished Part #	Drive Ratio w/ Included Pulley Set
Chevrolet Small Block[10]	Gilmer	**77-250CSB-1**	**77-250CSBP-1**	1.33:1
Chevrolet Big Block[10,12]	Gilmer	**N/A**	**77-250CBBP-1**	1.71:1

10. Will not fit with long water pump
12. GM HEI distributor cap must be trimmed slightly to clear rear of blower housing

256 SERIES WEIAND SUPERCHARGER KITS - BIG BLOCK CHEVROLET

BOLT-ON 40% MORE POWER INSTANTLY!





Weiand's 256 series superchargers are ideal for the big block enthusiast looking for big power and visual impact. Engineered to be 1.5" shorter than the big blowers the 256 series has the traditional look of a 6-71 and the option to run single or dual carbs. Bolt one of these kits onto your engine and feel 30% to 50% more power while maintaining outstanding street drivability.

This kit is engineered with Weiand's automatic belt tensioner and a 16 rib drive system for reliability and quiet operation. Compatibility with short or long water pumps and up to three accessory V-belts makes it perfect for hard-core street/strip duty.

All Weiand 256 blowers feature 100% new CNC machined parts (no remanufactured components) including new thick-wall cases & rotors to eliminate high-RPM flex and provide maximum reliability. All superchargers are built in Weiand's state-of-the-art manufacturing cell and each supercharger is 100% boost tested to help you squeeze out maximum power and efficiency.

Features / Benefits:

- Horsepower gains of 100 to 250+
- Traditional styling similar to the 6-71 blowers
- Substantial torque increase for heavy cars and towing applications
- 16 rib serpentine belt for aggressive looks and slip-free performance
- Automatic spring loaded belt tensioner
- Available for Big Block Chevrolet
- Available polished or satin
- Full-time power every time you hit the gas with no lag

Installation Notes:

- Superchargers are perfectly suited for stock or modified engines with 7.5:1 to 9:1 compression ratios.
- Kits include manifold, blower assembly, drive snout, pulleys, belt and hardware.
- Kits designed for stamped steel v-belt accessories. Use of billet pulleys may require custom machine work and/or spacers.
- Will work with long or short water pumps with up to 3 "V" belts

Recommended Accessories:

- Boost Gauge PN **90520**
- Carburetor Linkage Kit (See Pg. 108)
- Holley Supercharger Carbs (See Pgs. 106,107)
- Weiand Scoops and Air Filter Accessories (See Pgs. 109,110)
- Weiand Water Pumps (See Pgs. 49-60)
- Lunati Supercharger Cams (See Pg. 71)

256 Pro Street Supercharger Kits

Application	Nose Style	Pulley Width	Satin Part #	Polished Part #	Drive Ratio w/ Included Pulley Set
Chevrolet Big Block (Standard Deck, Rectangular Port)[1]	Long	16-Rib	**6540-1**	**6541-1**	1.40:1

1. "Long nose" kits fit a majority of short and long water pump applications, excluding late model applications with a serpentine accessory drive system.

6-71 SERIES WEIAND SUPERCHARGER KITS - SMALL & BIG BLOCK CHEVROLET & CHRYSLER HEMI

"659 lb-ft of torque at 4,500 rpm and 651 hp at 5,600. What made these figures so cool was that they were accomplished with only 9.8 pounds of boost on 91 octane!"
- June 2004 Chevy High Performance magazine

Weiand 6-71 on a 406ci 9.5:1 SB, .230 @.050/.480 lift cam, 1-3/4" headers, (2)750 CFM carbs.

Photo courtesy of Brian Brennan - Street Rodder Magazine (Primedia Publications)

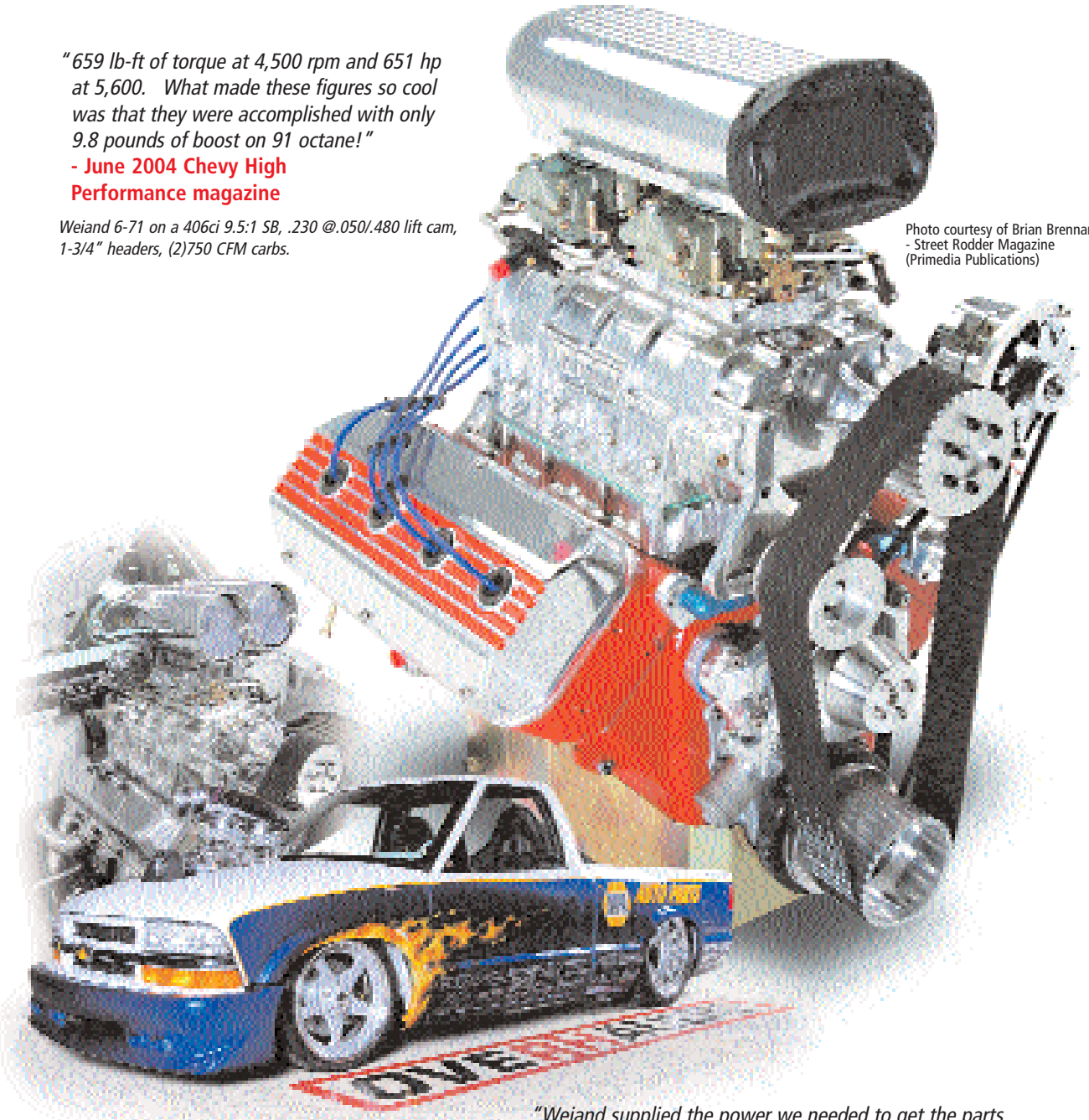
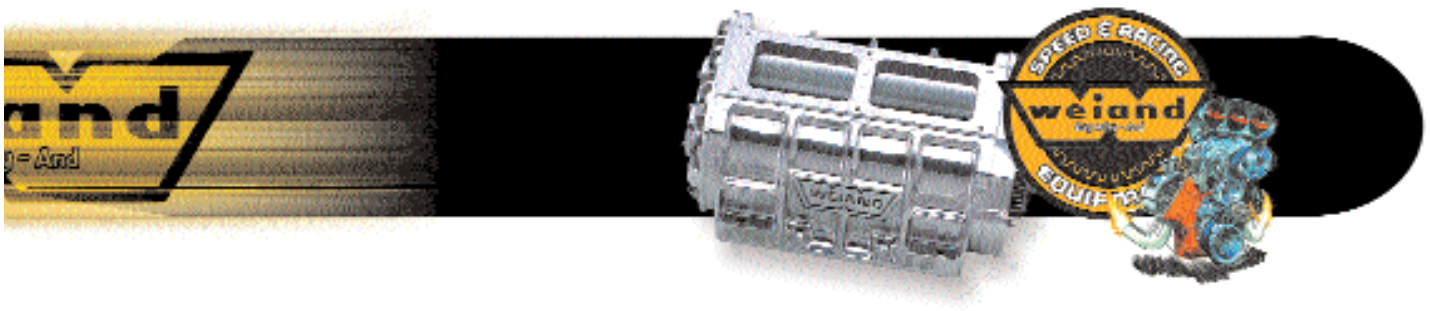
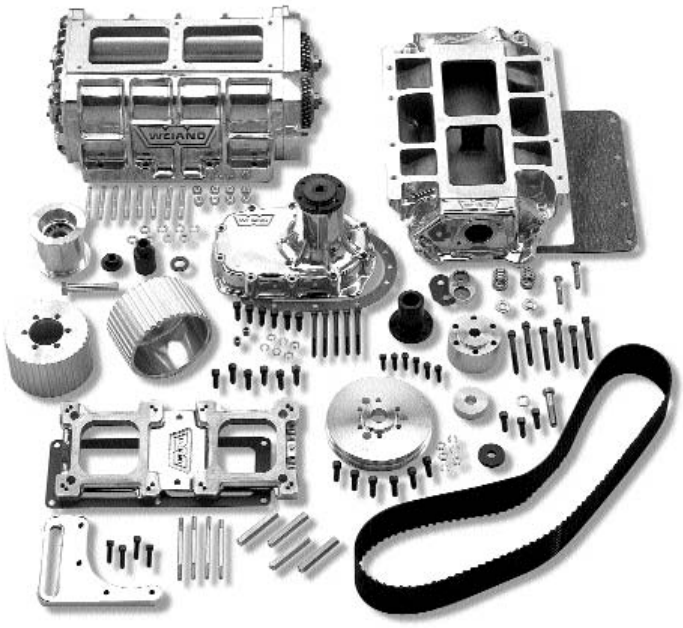


Photo courtesy of Kevin Aguilar - Sport Truck Magazine (Primedia Publications)

"Weiand supplied the power we needed to get the parts delivered on time. With the cool blower whine, there's no need for a stereo!"
- Chip Foose (on the Weiand blower installed on the NAPA-Overhaulin' project truck)





HORSEPOWER! - Weiand's 6-71 kits are the ultimate statement of power and looks. Pull into the local cruise-in or dragstrip with one of these sticking through the hood and you will get noticed. They're not for the meek however - these supercharger kits are designed to generate 50%+ more horsepower and torque across the rpm range!

Weiand's 6-71 blower kits are equipped with exclusive two lobe rotors for maximum boost at lower RPMs and feature all new construction including rotors, case, end-plates, manifold and snout. Billet belt tensioner components and V-belt pulleys round out the package to give you everything necessary for installation. Kits are engineered to produce 10-12 lbs of boost on small blocks and 5-7 lbs of boost on big blocks but are a simple pulley change away from pump gas or hard core racing.

Got a HEMI? Weiand's 6-71 nostalgic Hemi kit fits any of the early Chrysler Hemis (331, 354, or 392) and is a natural addition to any rod, truck or race car. Equipped with a 1/2" pitch drive and early one-piece snout, it doesn't get any better than this. Quit scouring the swap meets looking for old junk blowers and get a complete package from Weiand.

All 6-71 kits are available with either the traditional 1/2" pitch (one piece snout) or the extra tough 8mm (two piece billet snout) belt configurations to suit your needs. Satin or polished finishes are available to match the "hard-core" or "show and go" look you're after.

All superchargers are built in Weiand's state-of-the-art manufacturing cell and each supercharger is 100% boost tested to help you squeeze out maximum power and efficiency.

Features / Benefits:

- 175-275+ Horsepower increases
- Maximum visual appeal
- Available for Small and Big Block Chevrolet and 392 Hemi
- Available polished or unpolished
- Available with traditional 1/2" pitch or 8mm belt drive
- Full-time power every time you hit the gas with no lag

Recommended Accessories:

- Boost Gauge PN **90520**
- Carb Linkage Kits (See Pg. 108)
- Fuel Line Kits (See Pg. 108)
- Holley Supercharger Carbs (See Pgs. 106,107)
- Weiand Scoops and Air Filter Accessories (See Pgs. 109,110)
- Weiand Water Pumps (See Pgs. 49-60)
- Lunati Supercharger Cams (See Pg. 71)

Installation Notes:

- 6-71 superchargers are perfectly suited for modified engines with 7.5:1 to 8:1 compression ratios, but may require race gas unless pulley ratios are altered to reduce effective compression ratio below 12:1 (see page 116 for pulley ratio chart)
- Kits include manifold, blower assembly, drive snout, pulleys, belt and hardware.
- Kits designed for stamped steel v-belt accessories. Use of billet pulleys may require custom machine work and/or spacers.
- Chevy kits must use short water pumps with maximum 2 "V" pulley
- Weiand recommends that all kits use double keyed crankshaft and double keyed, steel, SFI approved balancer.

6-71 Series Supercharger Kits

Application	Drive Pitch	Satin Part #	Polished Part #	Drive Ratio w/ Included Pulley Set
Chevrolet Small Block (1955-86)[1]	1/2"	**7482**	**7482P**	10.5% underdriven
	8mm	**7487**	**7487P**	11.5% underdriven
Chevrolet Big Block (Standard Deck)[1]	1/2"	**7483**	**7483P**	7.9% underdriven
	8mm	**7488**	**7488P**	8.5% underdriven
Chrysler 392 HEMI [2,3]	1/2"	**7481**	**7481P**	10.5% underdriven

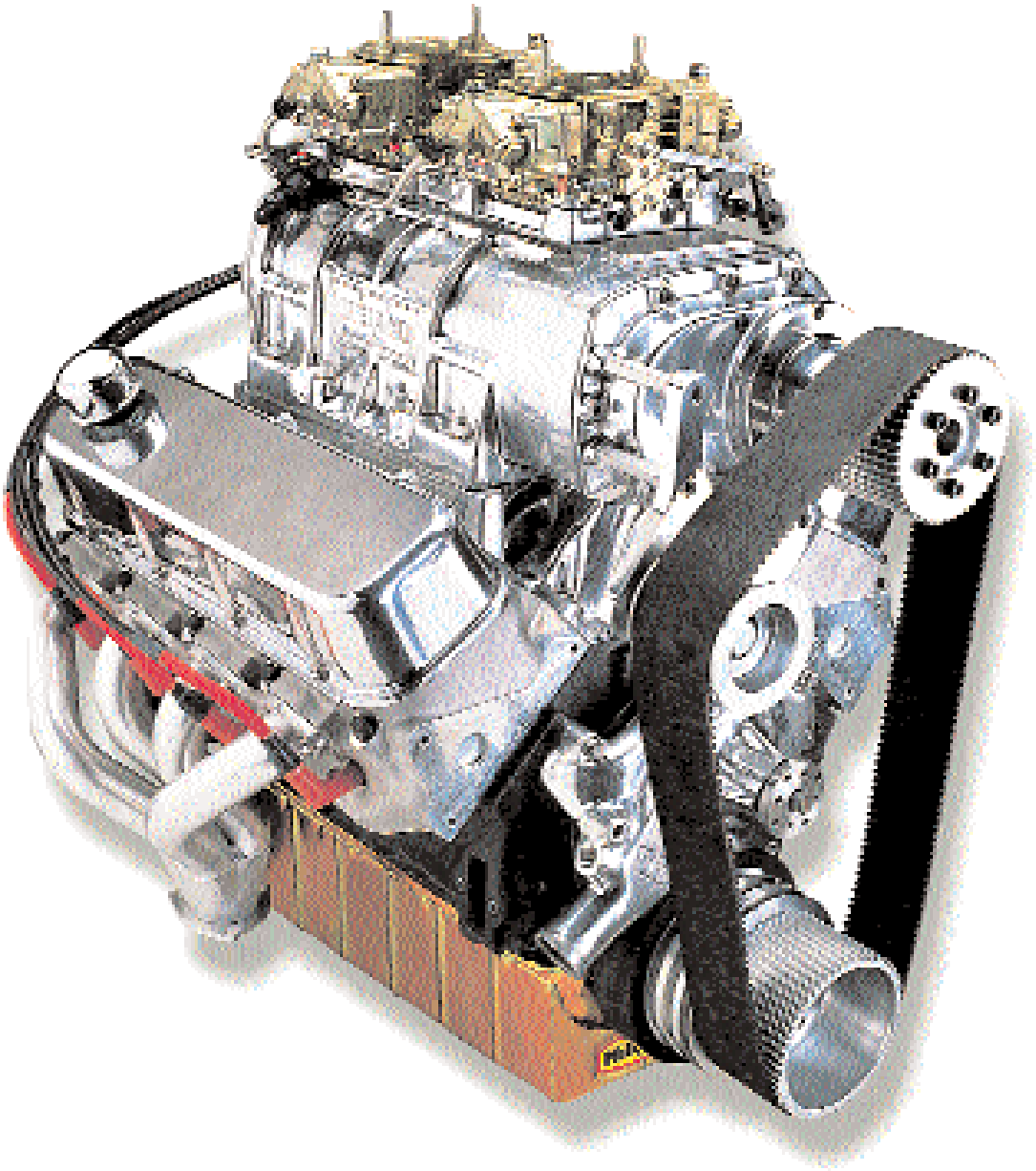
1. Requires "small cap" distributor to clear blower housing
2. Requires stock or aftermarket harmonic damper for correct pulley alignment.
3. Requires Weiand water pump kit P/N **9213** or **9213P**

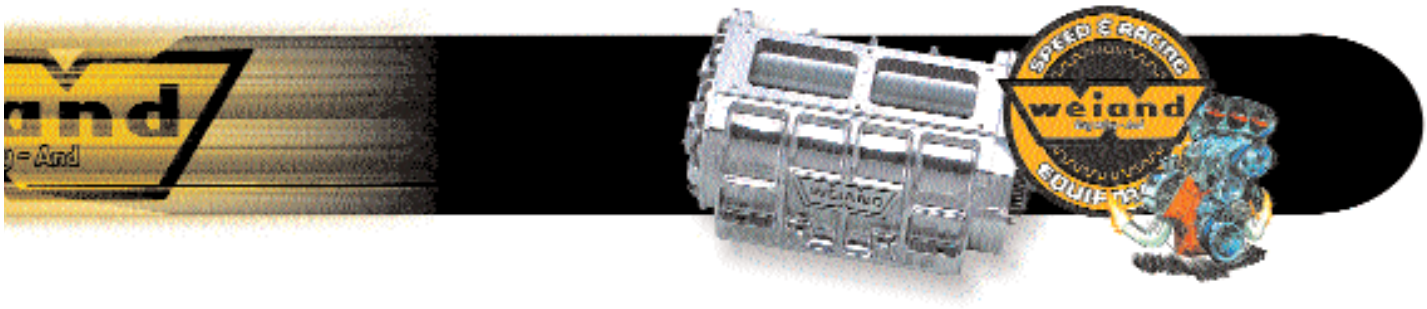
8-71 SERIES WEIAND SUPERCHARGER KITS - SMALL & BIG BLOCK CHEVROLET

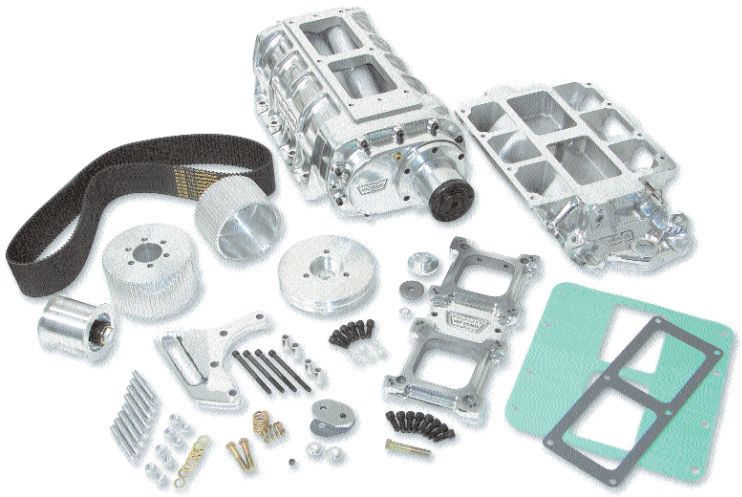
"The roots blower proves itself again as the ultimate bolt-on for street or strip on our ZZ454 test mule. 800-plus horsepower with the blower. Ahhh"
- Hot Rod magazine, December 2004.

Weiand 8-71 on a GM ZZ454, 9.25:1, aluminum heads, 240 @ .050 solid roller, 2" headers, (2) 950 CFM carbs, 7.9 psi boost and 93 octane.

"We had the stock ZZ454 long block making 820 hp on pump gas with a Weiand 8-71 blower and custom cam."
- Hot Rod magazine, April 2005







Want maximum power from Weiand out of your Big Block or Small Block Chevrolet? The 8-71 series is for the enthusiast with a passion for power and you won't find a more aggressive look. They utilize reconditioned GM three lobe rotors for peak performance under demanding high RPM conditions. Engineered to produce 10-12 lbs of boost on small blocks and 5-7 lbs on big blocks (depending on application and engine efficiency) -these are for the hard core enthusiast!

All 8-71 kits come with the extra tough 8mm (two piece billet snout) belt configurations for maximum strength. Satin or polished finishes are available to match the "hard-core" or "show and go" look you're after.

All superchargers are built in Weiand's state-of-the-art manufacturing cell and each is 100% boost tested to help you squeeze the maximum power and efficiency out of your supercharger.

Features / Benefits:

- 200-300+ Horsepower increases
- Maximum visual appeal
- Available for Small and Big Block Chevrolet
- Available polished or unpolished
- Full-time power every time you hit the gas with no lag

Installation Notes:

- 8-71 superchargers are perfectly suited for modified engines with 7.5:1 to 8:1 compression ratios, but may require race gas unless pulley ratios are altered to reduce effective compression ratio below 12:1 (see page 116 for pulley ratio chart)
- Kits include manifold, blower assembly, drive snout, pulleys, belt and hardware.
- Kits designed for stamped steel v-belt accessories. Use of billet pulleys may require custom machine work and/or spacers.
- Chevy kits must use short water pumps with maximum 2 "V" pulley
- Weiand recommends that all kits use double keyed crankshaft and double keyed, steel, SFI approved balancer.

Recommended Accessories:

- Boost Gauge PN **90520**
- Carb Linkage Kits (See Pg. 108)
- Fuel Line Kits (See Pg. 108)
- Holley Supercharger Carbs (See Pgs. 106,107)
- Weiand Scoops and Air Filter Accessories (See Pgs. 109,110)
- Weiand Water Pumps (See Pgs. 49-60)
- Lunati Supercharger Cams (See Pg. 71)

8-71 Series Supercharger Kits

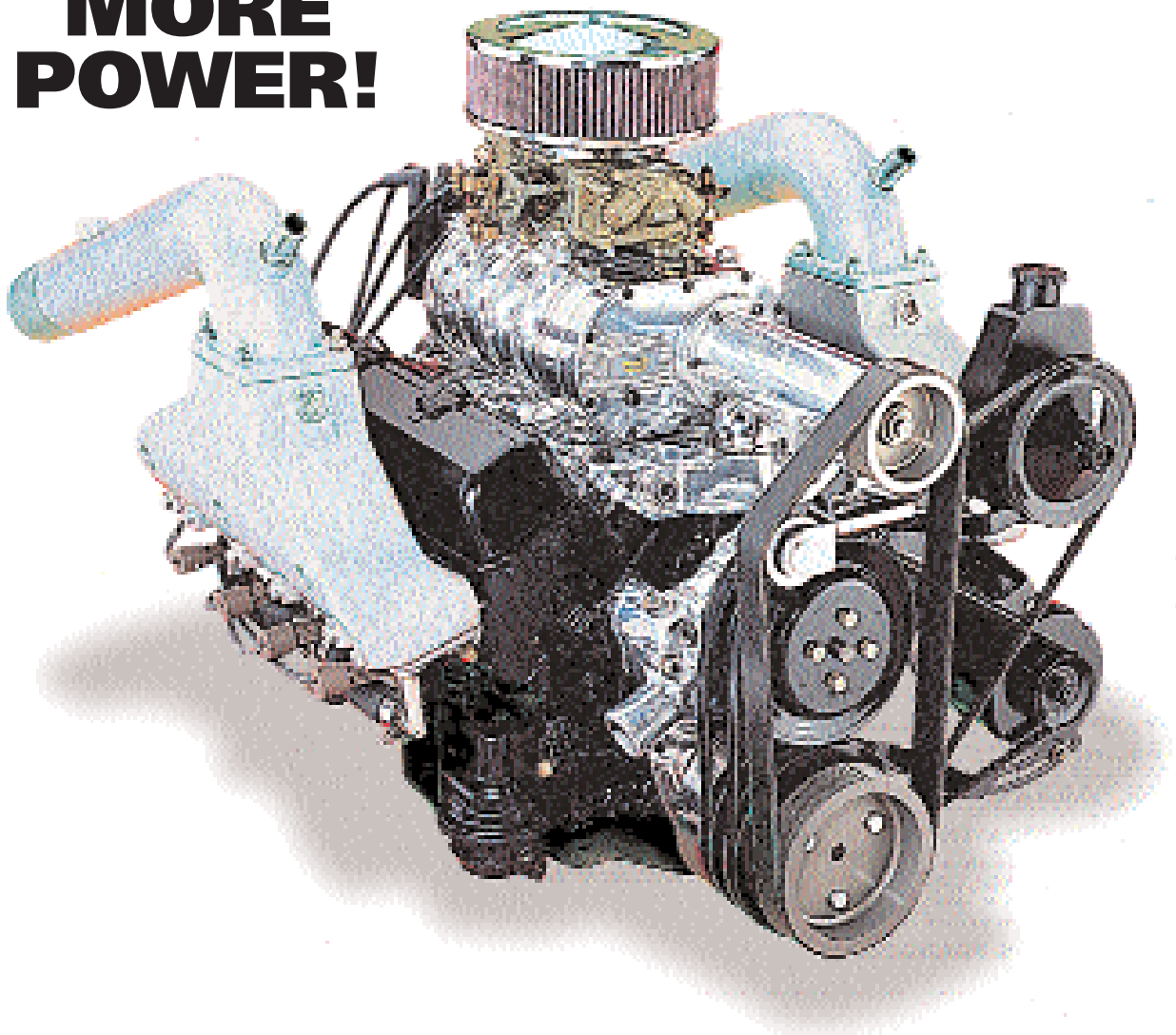
Application	Drive Pitch	Satin Part #	Polished Part #	Drive Ratio w/ Included Pulley Set
Chevrolet Small Block (1955-86)[1]	8mm	**7185**	**7185P**	14.3% underdriven
Chevrolet Big Block (Standard Deck)[1]	8mm	**7186**	**7186P**	11.5% underdriven

1. Requires "small cap" distributor to clear blower housing

MARINE 142/144 SERIES WEIAND SUPERCHARGER KITS

- MERCRUISER, OMC & VOLVO PENTA/ SMALL BLOCK CHEVROLET

BOLT-ON 25-40% MORE POWER!



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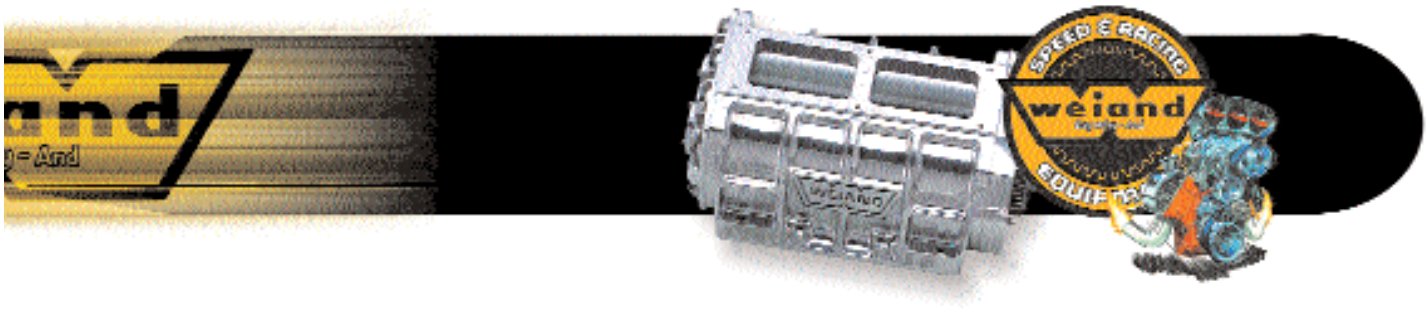


The Weiand Pro-Marine supercharger is the most efficient and effective way to gain an additional 80 to 100 horsepower for your Chevrolet V-8 inboard or Mercruiser stern-drive powered boat. Extra power is available from idle to full throttle for pulling up water skiers, reaching plane quickly or anytime you need to accelerate rapidly. Weiand Pro-Marine supercharger kits are engineered to be ultra-reliable and are designed to provide years of service in hi-performance marine applications.

Kits are available in a standard height configuration (142 styles) or a low profile version with Teflon® tipped rotors (144 style) to suit your individual space constraints and preferences. These superchargers are engineered to be compatible with most steel and aluminum pulley equipped Mercruiser, OMC and Volvo accessory drive systems which guarantees ease of installation.

All Weiand 142/144 blowers feature 100% new CNC machined parts (no remanufactured components), including new thick-wall cases & rotors to eliminate high-RPM flex and provide maximum reliability. All superchargers are built in Weiand's state-of-the-art manufacturing cell and each supercharger is 100% boost tested to help you squeeze out maximum power and efficiency.

Features / Benefits:

- Develop 400 to 450+ Horsepower out of a mild 350 Chevy
- Substantially increases torque for heavy boats and pulling up skiers
- Available polished or unpolished
- Various kits available to suit most marinized engines

Installation Notes:

- Superchargers are perfectly suited for stock or modified engines with 7.5:1 to 9:1 compression ratios.
- Kits include manifold, blower assembly, drive snout, pulleys, belt, thermostat housings and hardware.
- Designed for single 4bbl carburetors
- Kits will not fit Vortec (L31) / Fastburn GM cylinder heads (manifold available separately for 142s)
- Due to the wide variety of installation possibilities, it may be necessary to consult with a Weiand Supercharger Technical Rep at **270-781-9741** for assistance in selecting the proper kit for your application.

Recommended Accessories:

- Holley Flame Arrestors (See Pg. 111)

142 Pro-Marine Supercharger Kits

Application	Pulley Width	Satin Part #	Polished Part #	Drive Ratio w/ Included Pulley Set
Chevrolet Small Block w/ 3 "V" Steel Pulleys (Mercruiser, OMC or Volvo Accessory drives)	10-Rib	**6514-1**	**6516-1**	2.00:1
Chevrolet Small Block w/ 3 "V" Aluminum Pulleys (Mercruiser, OMC or Volvo Accessory drives)	10-Rib	**6517-1**	**6519-1**	2.00:1

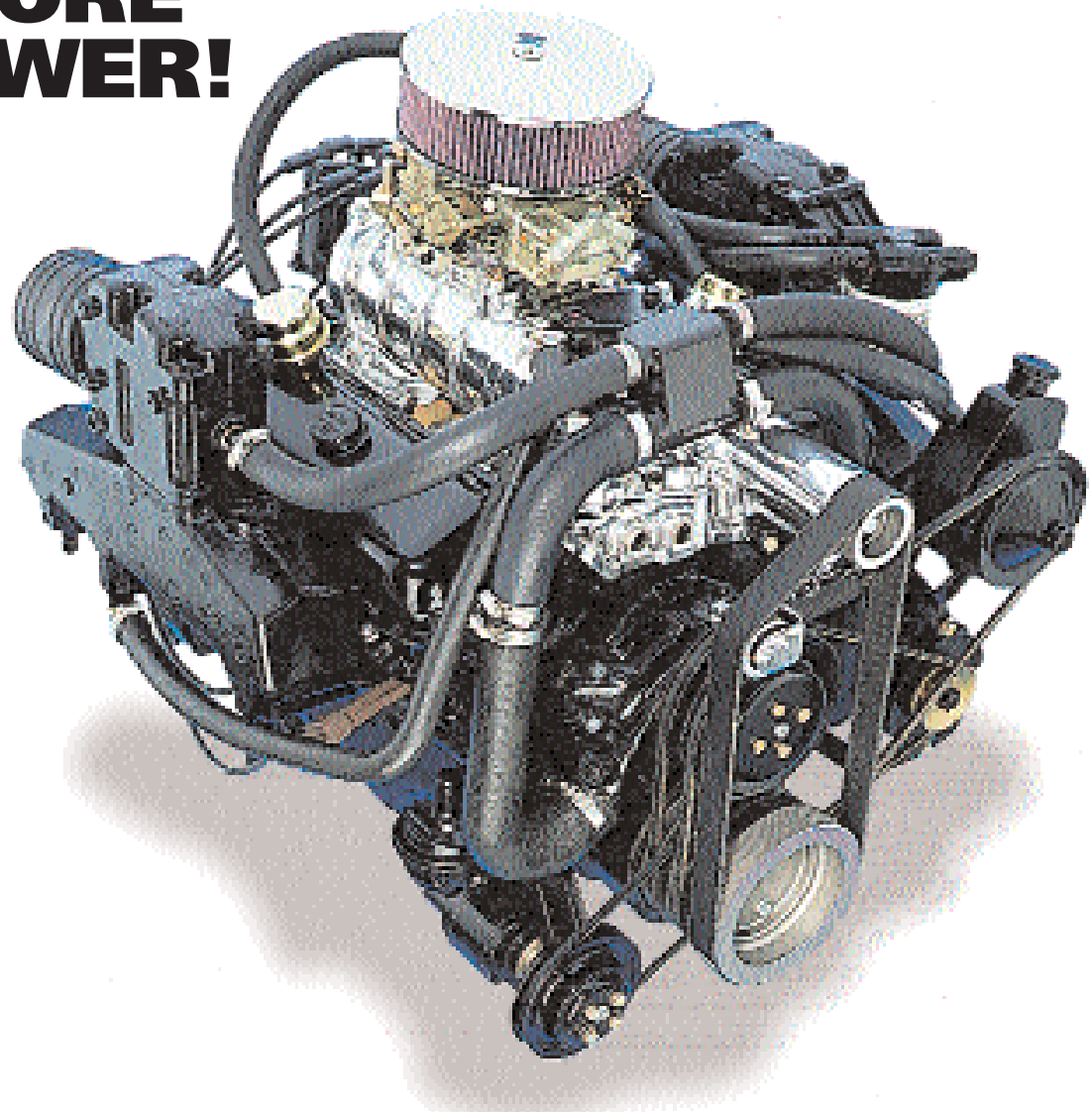
144 Low-Profile Pro-Marine Supercharger Kits w/ Teflon

Application	Pulley Width	Satin Part #	Polished Part #	Drive Ratio w/ Included Pulley Set
Chevrolet Small Block w/ 3 "V" Aluminum Pulleys (Mercruiser, OMC or Volvo Accessory drives)	10-Rib	**N/A**	**155010-2**	1.97:1

MARINE 174/177 SERIES WEIAND SUPERCHARGER KITS

- MERCRUISER, OMC & VOLVO PENTA/ BIG BLOCK CHEVROLET

BOLT-ON 25-40% MORE POWER!



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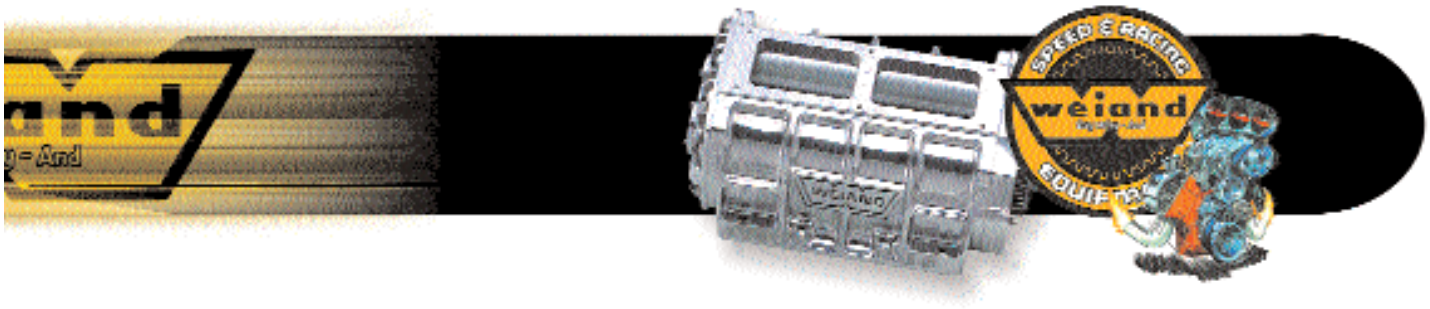


The Weiand Pro-Marine supercharger is the most efficient and effective way to gain an additional 100+ horsepower for your Big Block Chevrolet V-8 inboard or Mercruiser stern-drive powered boat. Extra power is available from idle to full throttle for pulling up water skiers, reaching plane quickly or anytime you need to accelerate rapidly. Weiand Pro-Marine supercharger kits are engineered to be ultra-reliable and are designed to provide years of service in hi-performance marine applications.

Kits are available in a standard height configuration (177 styles) or a low profile version with Teflon® tipped rotors (174 style) to suit your individual space constraints and preferences. These superchargers are engineered to be compatible with most steel and aluminum pulley Mercruiser, OMC and Volvo accessory drive systems which guarantees ease of installation.

All Weiand 174/177 blowers feature 100% new CNC machined parts (no remanufactured components), including new thick-wall cases & rotors to eliminate high-RPM flex and provide maximum reliability. All superchargers are built in Weiand's state-of-the-art manufacturing cell and each supercharger is 100% boost tested to help you squeeze out maximum power & efficiency.

Features / Benefits:

- Develop 500+ Horsepower out of a mild 454 Chevy
- Substantially increases torque for heavy boats and pulling up skiers
- Available polished or unpolished
- Various kits available to suit most marinized engines

Installation Notes:

- Superchargers are perfectly suited for stock or modified engines with 7.5:1 to 9:1 compression ratios.
- Kits include manifold, blower assembly, drive snout, pulleys, belt, thermostat housings and hardware.
- Designed for single 4bbl carburetors
- Will not fit 8.1L (496 cu in) or 7.4L Vortec big blocks
- Big Block kits fit standard deck motors only. Spacers are available for tall deck engines (See Pg. 43)
- Due to the wide variety of installation possibilities, it may be necessary to consult with a Weiand Supercharger Technical Rep at **270-781-9741** for assistance in selecting the proper kit for your application.

Recommended Accessories:

- Holley Flame Arrestors (See Pg. 111)

174 Low-Profile Pro-Marine Supercharger Kits w/ Teflon

Application	Pulley Width	Satin Part #	Polished Part #	Drive Ratio w/ Included Pulley Set
Chevrolet Big Block (Mercruiser, OMC or Volvo Accessory drives)	10-Rib	**156021-2**	**155020-2**	2.05:1

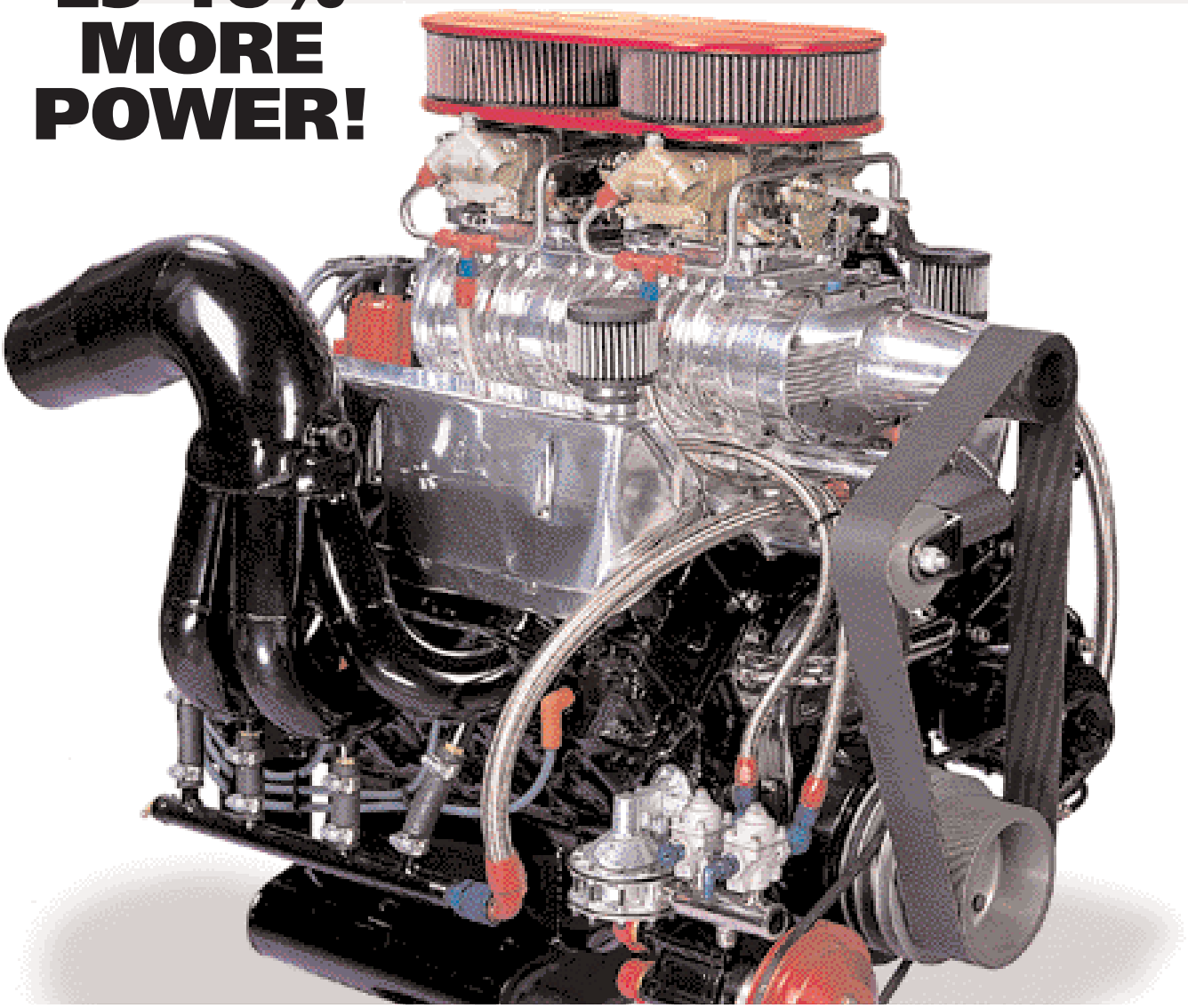
177 Pro-Marine Supercharger Kits

Application	Pulley Width	Satin Part #	Polished Part #	Drive Ratio w/ Included Pulley Set
Chevrolet Big Block w/ 3 "V" Steel Pulleys - Oval Port Heads (Mercruiser, OMC or Volvo Accessory drives)	10-Rib	**6524-1**	**6526-1**	2.00:1
Chevrolet Big Block w/ 3 "V" Aluminum Pulleys - Oval Port Heads (Mercruiser, OMC or Volvo Accessory drives)	10-Rib	**6527-1**	**6529-1**	2.00:1
Chevrolet Big Block w/ 3 "V" Steel Pulleys - Rectangular Port Heads (Mercruiser, OMC or Volvo Accessory drives)	10-Rib	**6534-1**	**6536-1**	2.00:1
Chevrolet Big Block w/ 3 "V" Aluminum Pulleys - Rect. Port Heads (Mercruiser, OMC or Volvo Accessory drives)	10-Rib	**6537-1**	**6539-1**	2.00:1

MARINE 250/256 SERIES WEIAND SUPERCHARGER KITS

- MERCRUISER, OMC & VOLVO PENTA/ BIG BLOCK CHEVROLET

BOLT-ON 25-40% MORE POWER!



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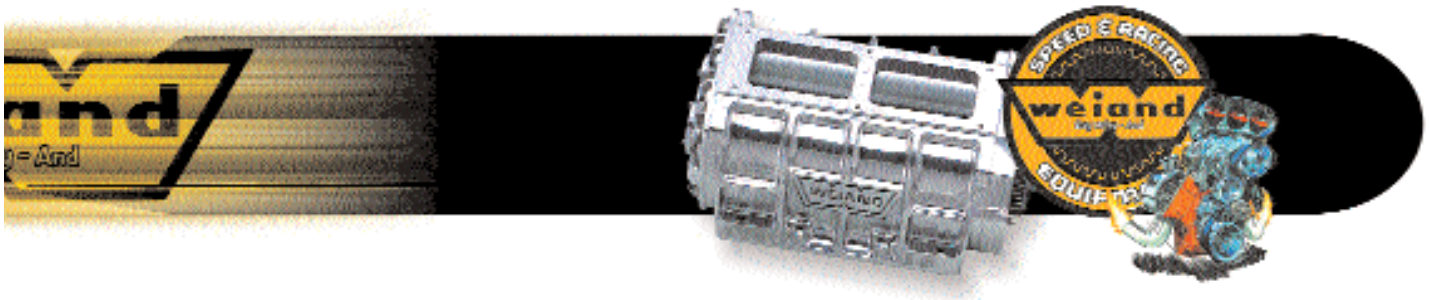


The Weiand Pro-Marine supercharger is the most efficient and effective way to gain an additional 125+ horsepower for your Big Block Chevrolet V-8 inboard or Mercruiser stern-drive powered boat. Extra power is available from idle to full throttle for pulling up water skiers, reaching plane quickly or anytime you need to accelerate rapidly. Weiand Pro-Marine supercharger kits are engineered to be ultra-reliable and are designed to provide years of service in hi-performance marine applications. Kits are available in a standard height configuration (256 styles) or a low profile version with Teflon® tipped rotors (250 style) to suit your individual space constraints and preferences.

The Weiand 250 series blowers are available with a standard 16 rib belt drive for enclosed engine compartments or a 2" wide Gilmer toothed belt drive for hard core applications with open/exposed engine applications. Adapter plates are available for single and dual 4bbl applications (order adapter plates separately). These kits will feed 500 cu in engines and still fit under most engine hatches.

The 256 series blowers feature traditional 6-71 looks without the height of the big blowers. Perfect for your lake cruiser or off-shore cigarette boat, these blowers will give you the edge you need to beat the competition. Blower comes equipped with dual 4bbl adapter plate and 16 rib drive.

These superchargers are engineered to be compatible with most steel and aluminum pulley Mercruiser, OMC and Volvo accessory drive systems which guarantees ease of installation.

All Weiand 250/256 blowers feature 100% new CNC machined parts (no remanufactured components), including new thick-wall cases and rotors to eliminate high-RPM flex and provide maximum reliability. All superchargers are built in Weiand's state-of-the-art manufacturing cell and each supercharger is 100% boost tested to help you squeeze out maximum power & efficiency.

Due to the wide variety of installation possibilities, it may be necessary to consult with a Weiand Supercharger Technical Rep at 270-781-9741 for assistance in selecting the proper kit for your application.

Features / Benefits:

- Develop 575+ horsepower out of a mild 454 Chevy
- Substantially increases torque for heavy boats and pulling up skiers
- Available polished or satin
- Various kits available to suit most marinized engines

Installation Notes:

- Superchargers are perfectly suited for stock or modified engines with 7.5:1 to 9:1 compression ratios.
- Kits include manifold, blower assembly, drive snout, pulleys, belt and hardware.
- Will not fit 8.1L (496 cu in) or 7.4L Vortec big blocks
- Big Block kits fit standard deck motors only. Spacers are available for tall deck engines (See Pg. 43)

Recommended Accessories:

- Holley Flame Arrestors (See Pg. 111)
- Carb Inlet Adapter Plates for 250 Series (See Pg. 118)
- Water distribution blocks and crossovers (See Pg. 113)

250 Low-Profile Pro-Marine Supercharger Kits w/ Teflon

Application	Pulley Width	Satin Part #	Polished Part #	Drive Ratio w/ Included Pulley Set
Chevrolet Big Block (Mercruiser, OMC or Volvo Accessory drives)	16-Rib	**156051-2**	**155050-2**	1.32:1
Chevrolet Big Block (not compatible w/ Mercruiser, OMC or Volvo Accessory drives)	2" Gilmer	**N/A**	**77-250CBBP-1**	1.71:1

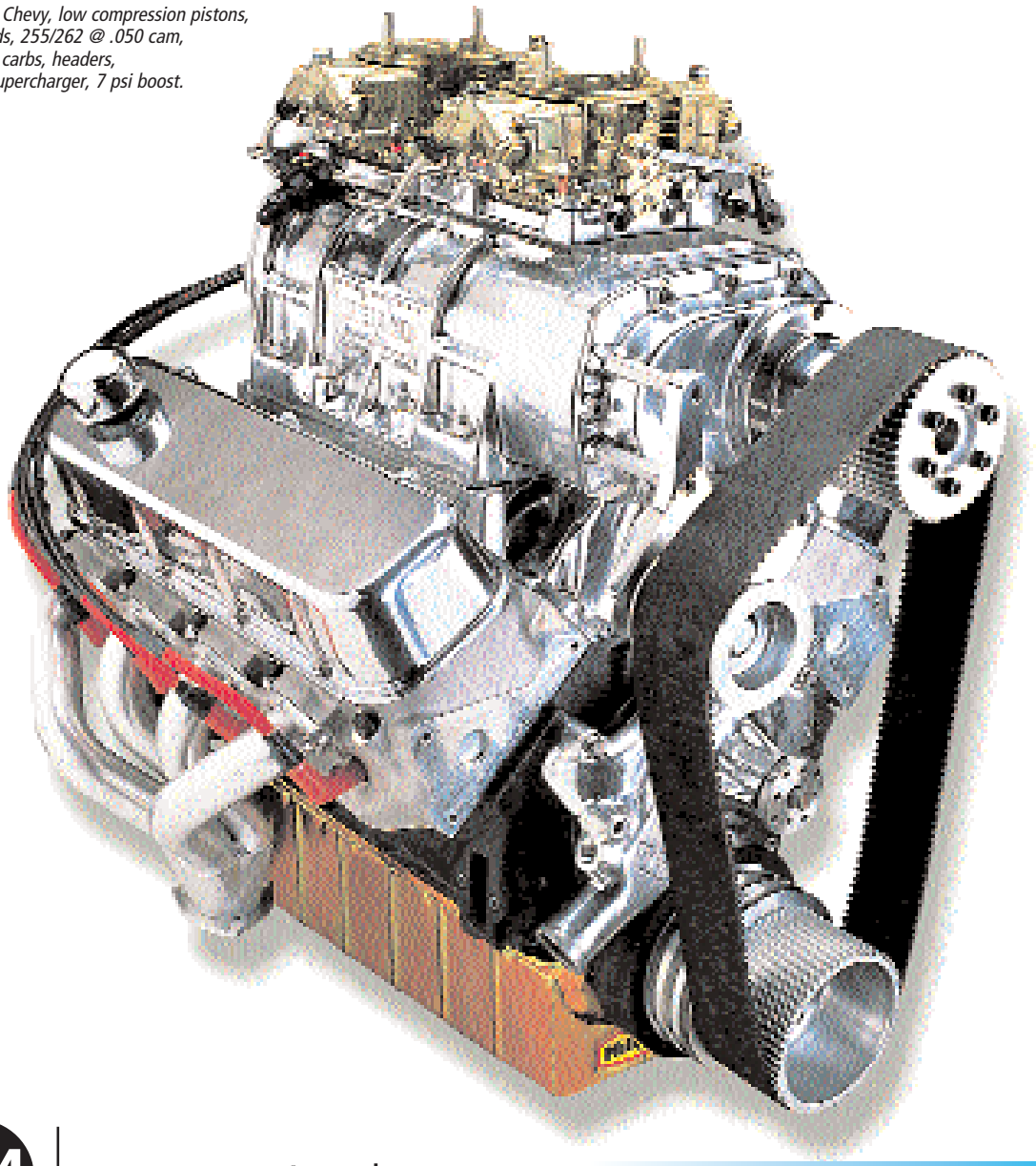
256 Pro-Marine Supercharger Kits

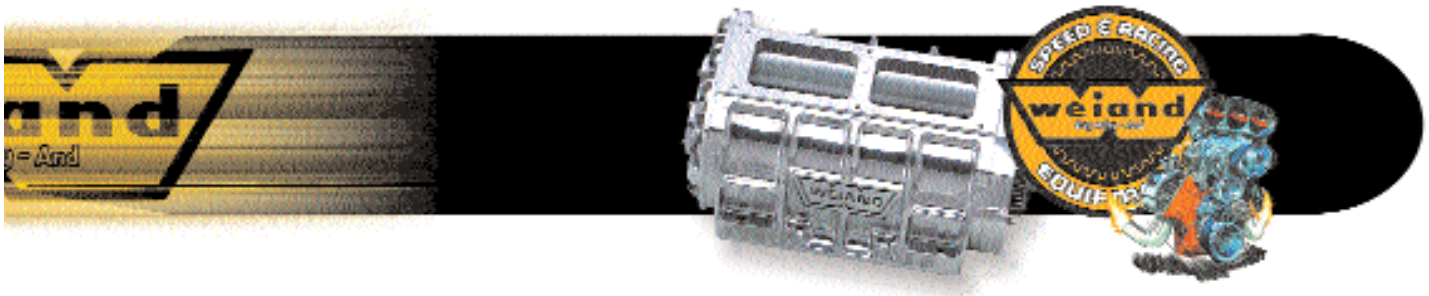
Application	Pulley Width	Satin Part #	Polished Part #	Drive Ratio w/ Included Pulley Set
Chevrolet Big Block w/ 3 "V" Steel pulleys (Rectangular Port Heads) (Mercruiser, OMC or Volvo Accessory drives)	16-Rib	**6544-1**	**6546-1**	1.40:1
Chevrolet Big Block w/ 3 "V" Aluminum pulleys (Rectangular Port Heads) (Mercruiser, OMC or Volvo Accessory drives)	16-Rib	**6547-1**	**6549-1**	1.40:1

MARINE 6-71 & 8-71 SERIES WEIAND SUPERCHARGER KITS - SMALL & BIG BLOCK CHEVROLET

"Hit the throttle at 3,000 rpm and the roots blower provides immediate boost along with over 90 lb-ft of additional torque compared to the centrifugal tested. It produced a whopping 662 lb-ft of torque at 3,000 rpm…890 peak horsepower. There is no beating the roots blower for immediate boost response."
- Family & Performance Boating, February 2004

496 stroker BB Chevy, low compression pistons, aluminum heads, 255/262 @ .050 cam, (2) 950 blower carbs, headers, Weiand 8-71 supercharger, 7 psi boost.





HORSEPOWER! Weiand's 6-71 and 8-71 kits are the ultimate statement of power and looks - sure to get everyone on board excited! Cruise into the lake hot spot or marina with one of these sticking out and you will get noticed. They're not for the meek, however, as these supercharger kits generate 50%+ more horsepower and torque across the rpm range!

Weiand's 6-71 blower kits are equipped with exclusive two lobe rotors for maximum boost at lower RPMs and feature all new construction including the rotors, case, end-plates, manifold and snout. Billet belt tensioner components and V-belt pulleys round out the package to give you everything necessary for installation on your boat. Kits are engineered to produce 10-12 lbs of boost on small blocks and 5-7 lbs of boost on big blocks but are a simple pulley change away from pump gas or hard core racing.

If it's maximum power you are looking for, check out the 8-71 series! Built utilizing all new cases, end-plates, manifold and snout and reconditioned GM 3 lobe rotors for peak performance under demanding, high RPM conditions. 8-71s are engineered to produce 10-12 lbs of boost on small blocks and 5-7 lbs on big blocks (depending on application and engine efficiency). These superchargers are for the hard core enthusiast!

All 6-71 and 8-71 marine kits are equipped with the extra tough 8mm (two piece billet snout) belt systems for durability while on the water. They will accommodate 2 "V" belt pulleys and the 7189 and 7189P kits are designed for use with up to 3 "V" belt pulleys. All kits can be used with some marinized engine accessories, but may require extensive modifications to bracketry or mounting locations. Satin or polished finishes are available!

All superchargers are built in Weiand's state-of-the-art manufacturing cell and each supercharger is 100% boost tested to help you squeeze out maximum power & efficiency.

Features / Benefits:

- Develop 550+ horsepower out of a mild 454 Chevy
- Instant, full-time power every time you hit the throttle
- Substantially increases torque for heavy boats and pulling skiers
- Available polished or satin
- Various kits available to suit most marinized engines

Installation Notes:

- Weiand does not recommend using a supercharger with a Gilmer toothed belt and pop-off valve in an enclosed engine compartment. There is a high risk of explosion in the event of a backfire.
- 6-71 and 8-71 superchargers are perfectly suited for engines with 7.5:1 to 8:1 compression ratios but may require race gas unless pulley ratios are altered to reduce effective compression ratio below 12:1
- Weiand recommends that all kits use double keyed crankshaft and double keyed, steel, SFI approved balancer.
- Kits include manifold, blower assembly, drive snout, pulleys, belt and hardware.
- Will not fit 8.1L (496 cu in) or 7.4L Vortec big blocks
- Big Block kits fit standard deck motors only. Spacers are available for tall deck engines (See Pg. 43)
- Due to the wide variety of installation possibilities, it may be necessary to consult with a Weiand Supercharger Technical Rep at **270-781-9741** for assistance in selecting the proper kit for your application.

Recommended Accessories:

- Holley Flame Arrestors (See Pg. 111)
- Water distribution blocks and crossovers (See Pg. 113)
- Boost Gauge PN **90520**
- Carb Linkage Kits (See Pg. 108)
- Fuel Line Kits (See Pg. 108)
- Holley Supercharger Carbs (See Pgs. 106,107)
- Weiand Scoops and Accessories (See Pgs. 109,110)
- Lunati Supercharger Cams (See Pg. 71)

6-71 Marine Supercharger Kits

Application	Pulley Width	Satin Part #	Polished Part #	Drive Ratio w/ Included Pulley Set
Chevrolet Small Block (not compatible w/ Mercruiser, OMC or Volvo Accessory drives and requires short water pump and 2 "V" pulley)	3" Gilmer	**7487**	**7487P**	11.5% Underdriven
Chevrolet Big Block (not compatible w/ Mercruiser, OMC or Volvo Accessory drives and requires short water pump and 2 "V" pulley)	3" Gilmer	**7488**	**7488P**	8.5% Underdriven

8-71 Marine Supercharger Kits

Application	Pulley Width	Satin Part #	Polished Part #	Drive Ratio w/ Included Pulley Set
Chevrolet Small Block (not compatible w/ Mercruiser, OMC or Volvo Accessory drives and requires short water pump and 2 "V" pulley)	3" Gilmer	**7185**	**7185P**	14.3% Underdriven
Chevrolet Big Block (not compatible w/ Mercruiser, OMC or Volvo Accessory drive sand requires short water pump and 2 "V" pulley)	3" Gilmer	**7186**	**7186P**	11.5% Underdriven
Chevrolet Big Block for applications requiring 3 "V" pulleys (not compatible w/ Mercruiser, OMC or Volvo Accessory drives without modification)	3" Gilmer	**7189**	**7189P**	14.3% Underdriven

Supercharger Carburetors - SPECIFICALLY DESIGNED FOR USE ON ROOTS STYLE BLOWN ENGINES

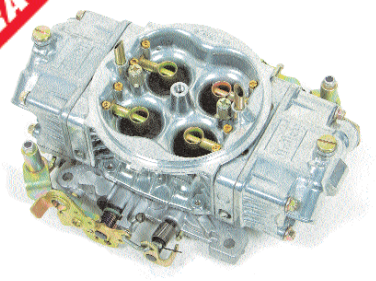
AVAILABLE THROUGH HOLLEY PERFORMANCE PRODUCTS!

PLEASE REFER TO A CURRENT HOLLEY PRICE SHEET.

Features

- 100% wet-flow tested and calibrated
- Manifold referenced power valve tells the carburetor when to add additional fuel based on the engine's need - eliminating the need to block off the power valve and raise jetting to falsely compensate.
- Not suggested for marine use

RACE

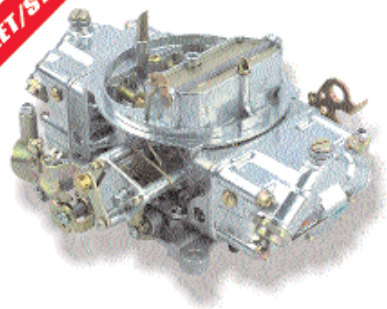


600 CFM Four Barrel — Part # 0-80575S(B) 3

Features

- Designed for use with superchargers
- Model 4150 HP design
- Four-corner idle system
- Dual 50cc accelerator pumps
- Replaceable air bleeds
- Shiny Finish

STREET/STRIP

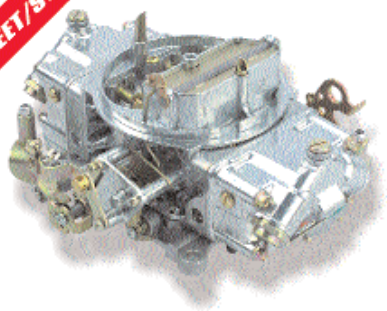


600 CFM Four Barrel — Part # 0-80592S(B) 3

Features

- Designed for use with superchargers
- Model 4150 with shiny finish
- Mechanical progressive linkage
- Dual 50cc accelerator pumps
- Manual choke

STREET/STRIP



700 CFM Four Barrel — Part # 0-80572S(B) 3

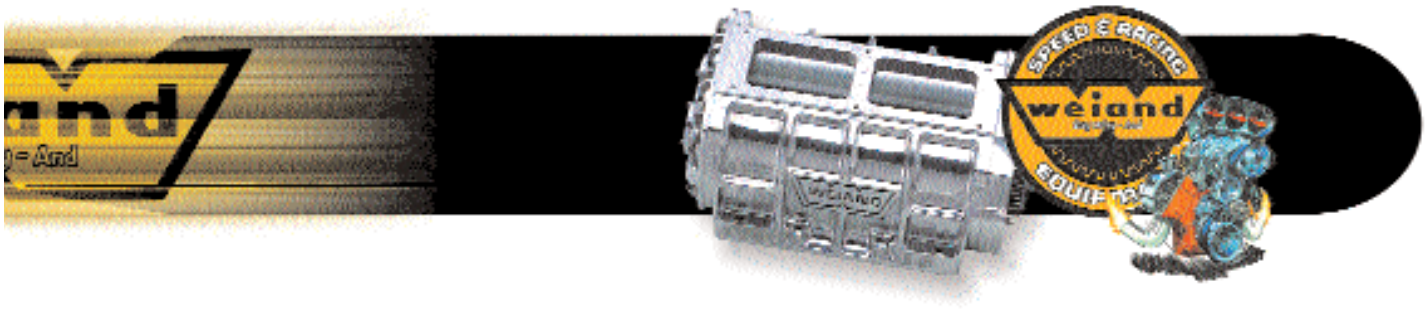
Features

- Designed for use with superchargers
- Model 4150 w/ shiny finish
- Bright shiny finish
- 50cc secondary pump
- Manual choke

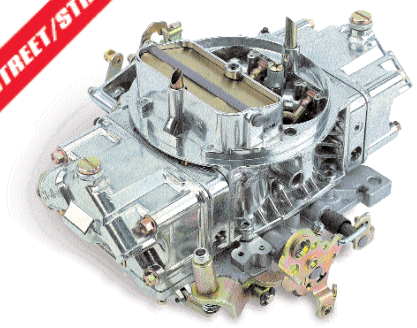
(A) Not legal for street use in California on vehicles originally equipped with 2-barrel carburetors for which there was no 4-barrel option.

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

1 2 or 3 See page 2 for symbol explanation.



STREET/STRIP



750 CFM Four Barrel

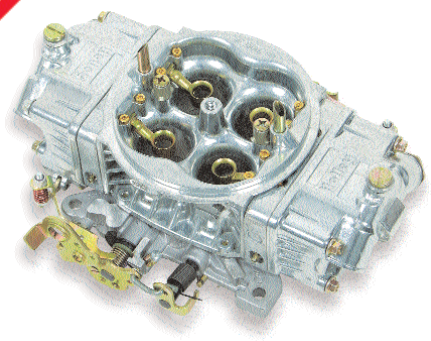
Part # **0-80573S**(B) 3

Features

- Ideal for Small block Chevrolet 1x4, 170 series blower calibration
- Designed for use with superchargers
- Model 4150 w/shiny finish
- Four-corner idle system
- Manual choke
- Dual 50cc accelerator pumps

Holley SUPERCHARGER CARBURETORS

STREET/STRIP



750 CFM Four Barrel

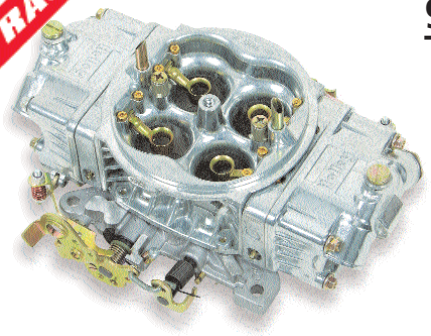
Part # **0-80576S**(B) 3

Features

- Ideal for use on the WEIAND® 671 supercharger (big block Chevrolet/Chrysler 392)
- Ideal for use on the WEIAND® 871 supercharger (small block Chevrolet)
- Designed for use with superchargers
- Model 4150HP design
- Four-corner idle system
- Replaceable air bleeds
- Dual 30cc accelerator pumps
- Shiny Finish

Holley SUPERCHARGER CARBURETORS

RACE



950 CFM Four Barrel

Part # **0-80577S**(B) 3

Features

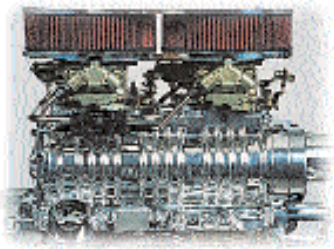
- Ideal for Big block Chevrolet 2x4, 871 series blower calibration
- Designed for use with superchargers
- Model 4150HP design
- Four-corner idle system
- Screw-in air bleeds
- Dual 30cc accelerator pumps
- Shiny Finish

Holley SUPERCHARGER CARBURETORS

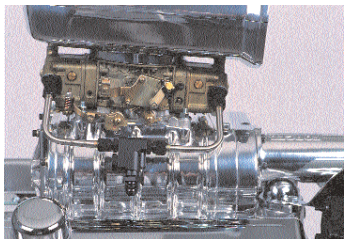
Fuel Line Kits

High quality stainless steel construction with black anodized fittings are pre-bent for easy plumbing of your new blower installation.
All kits feature -8 inlet fittings and have a provision for a fuel pressure gauge.

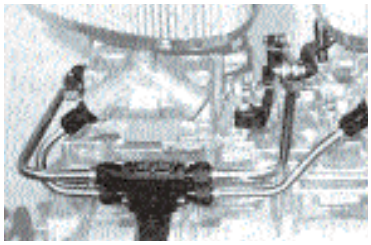
Application	Part Number
Single Holley Double Pumper or HP Fuel Line Kit	**93178**
Single Holley Vacuum Secondary Fuel Line Kit	**93179**
Dual Holley Double Pumper (sideways mounting) 250 Series	**93171**
Dual Holley Vacuum Secondary (sideways mounting) 250 Series	**93172**
Dual Holley Fuel Line kit,(4150 model), features #6 AN carb adapters, 6061-T6 fuel block,1/8" NPT port for a pressure gauge, #8 AN fuel inlet. Must be used with carb adapter plate 7163. (256, 6-71 and 8-71 Series)	**7093**



93172



93178



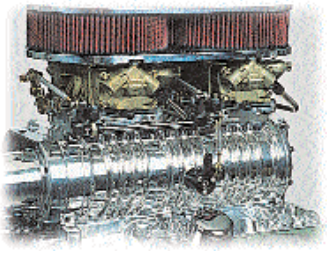
7093

Carburetor Linkages

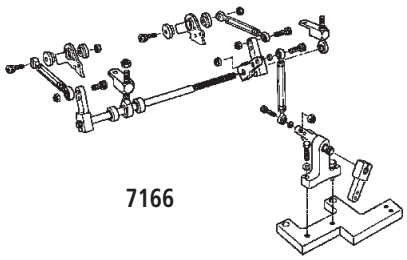
Constructed using high quality rod ends, stainless steel shafts and black anodized aluminum supports makes hooking up your carburetors a snap and are infinitely adjustable.

Application	Part Number
Carburetor linkage, (sideways mounted 4V carburetors), 250 Series	**93167**
Carburetor linkage, (in-line 4V carburetors), 250 Series	**93197**
Carburetor linkage, (side mounted 4V carburetors), 256 Series	**6980** [1,2]
Carburetor linkage, (in-line 4V carburetors), 256 Series	**6981** [1,3]
Dual Holley (sideways mounting) for 420 Megablower	**93168**
Dual Holley (in-line mounting) for 420 Megablower	**93198**
Carburetor linkage, (side mounted 4V carburetors), 6-71 & 8-71 Series	**7166** [1,2]
Carburetor linkage, (in-line 4V carburetors), 6-71 & 8-71 Series	**7167** [1,3]

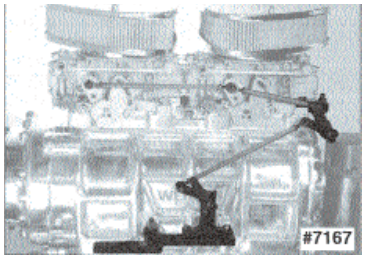
1. Not designed to fit some vacuum secondary carburetors
2. Designed to fit mechanical secondary carburetors
3. Not designed to fit some mechanical secondary carburetors



93167



7166



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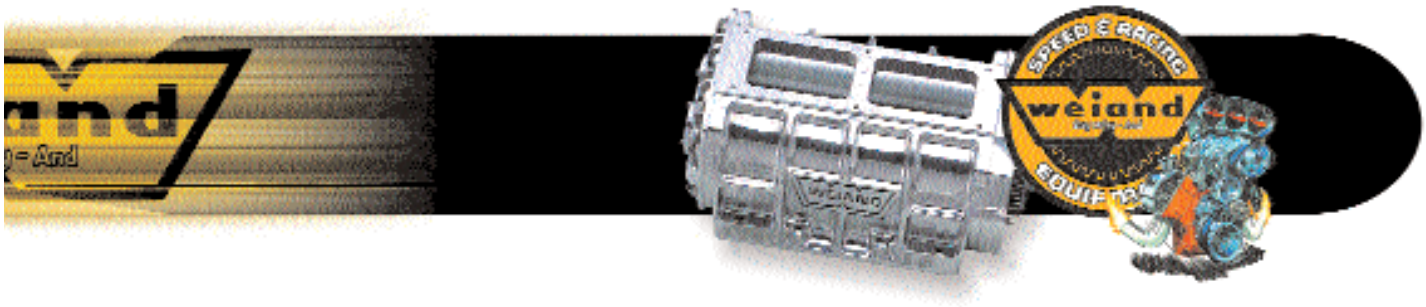


Holley Air Cleaners

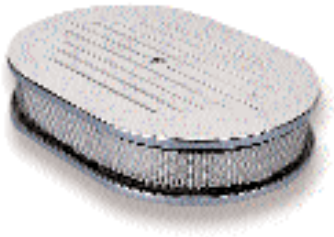
120-146

HOLLEY CHROME ROUND AIR CLEANERS

Features

- Triple chrome plated
- 14" x 3" & 10" x 2" sizes
- Open element style
- Low restriction
- Traditional look

PART #	DESCRIPTION
120-146 (B) ◆	14" air cleaner assembly, fits 5-1/8" neck (w/ reusable POWER SHOT™ filter element)
120-102 (B) ◆	14" air cleaner assembly, fits 5-1/8" neck (w/ paper filter element)
120-145 (B) ◆	10" air cleaner assembly, fits 5-1/8" neck
220-5 (B) ◆	14" x 3" POWER SHOT™ filter element



120-141

HOLLEY CUSTOM OVAL AIR CLEANER

Features

- Cast aluminum with "Billet" look
- Ball-milled finish
- Fits 5-1/8" airhorn
- Minimal air flow restriction
- Low profile (11.8" x 8.4" x 3.2")

PART #	DESCRIPTION
120-141 (B) ◆	Air cleaner assembly, fits 5-1/8" neck
120-144 (B) ◆	Replacement element

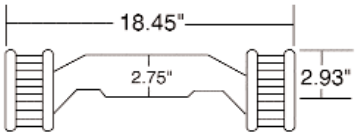
64280

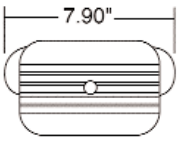
HOLLEY HI TEK AIR CLEANER

Features

- Unique low profile design
- Highly polished aluminum
- Includes reusable filters

PART #	DESCRIPTION
64280 (B) ◆	Air cleaner assembly
90633 (B) ◆	Replacement filter element





120-148

HOLLEY FRE FLŌ AIR CLEANER

Features

- Reusable, washable filter element - no oil required
- Minimal air flow restriction with good filtering
- Low profile for restricted under hood space (2-7/8"H x 11-3/8"W x 8-3/8"L)
- Replacement parts are available separately

PART #	DESCRIPTION
120-148 (B) ◆	Air cleaner, fits 5-1/8" neck
120-149 (B) ◆	Replacement foam element
1006 (B) ◆	Base plate, chrome
1007WIN (B) ◆	Top screen, chrome
1009WIN (B) ◆	Inner frame
1010WIN (B) ◆	Wire clip

120-147

HOLLEY SURE FLO II AIR CLEANER

Features

- A natural choice for 2x4 carburetor applications (3-5/16"H x 11-5/16"W x 8-3/8"L)
- Top triple chrome plated
- Replaceable polyester element
- Complete with all hardware and PCV adapter

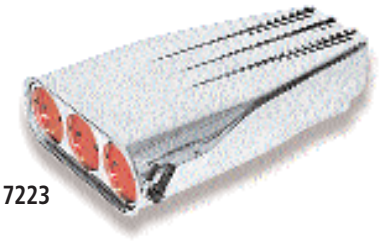
PART #	DESCRIPTION
120-147 (B) ◆	Air cleaner, fits 5-1/8" neck
3009 (B) ◆	Replacement element, 2-1/2" tall

(B) Not legal for sale or use in California on any pollution controlled motor vehicles.

◆1 ◆2 or ◆3 See page 2 for symbol explanation.

Holley Air Scoops


7221


7223


93157

HOLLEY CARBURETOR AIR SCOOPS

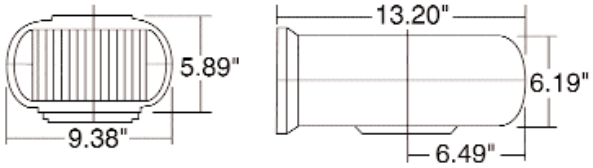
- Aluminum castings
- Designs are available to fit either 1x4 or 2x4 carburetor installations (5-1/8" necks)
- Enderle style has ball-bearing butterfly assembly for smooth operation
- Bases are adjustable to accommodate 8-1/2" to 10" center-to-center carburetor spacings
- Looks great on a supercharger installation or can be used on carburetor alone
- Includes air cleaner(s)

APPLICATION	Part#
Weiand Hilborn-style (1x4) Dimensions: 13" x 10" x 6"	7220 [B]
Weiand Hilborn-style (2x4) Dimensions: 20.5" x 10" x 6"	7221 [B]
Weiand Enderle-style (1x4) Dimensions: 15.8" x 13.3" x 4.8"	7222 [B]
Weiand Enderle-style (2x4) Dimensions: 20.5" x 13.3" x 4.8"	7223 [B]

HOLLEY MEGASCOOP CARBURETOR AIR SCOOP

- Great custom low profile look (13.2" x 9.3" x 5.4")
- Highly polished aluminum casting
- Single large opening for maximum air intake
- Designed to fit 1x4 carburetor installation (5-1/8" neck)
- Can be used on carburetor alone or with a blower

APPLICATION	Part#
1x4 carburetor	93157 [B]
Replacement filter element	93156 [B]




108-4


17-13

CARBURETOR AIR HORN GASKETS

APPLICATION	Part#
5" diameter x .060"	108-4
5" diameter x .200"	108-62
7" diameter x .060"	108-73


17-14

AIR CLEANER SPACERS

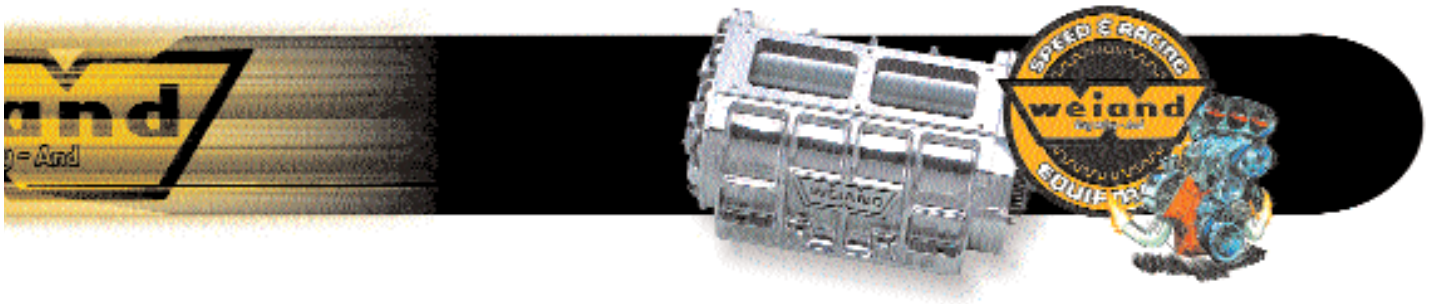
APPLICATION	Part#
5" diameter x 1-3/8" high	17-13
5" diameter x 3/4" high	17-14


93156


3010

AIR CLEANER/AIR SCOOP FILTER ELEMENTS

APPLICATION	Part#
Replacement filter for Weiand's Enderle- and Hilborn-style air scoops	3010
Replacement filter for Holley MegaScoop air cleaner	93156
Replacement filter for Holley Hi Tek air cleaner	90633



HOLLEY SMARTCHARGE ™ Systems

Part #

155351
(Level 1)

Holley Level 1 and Level 2 SMART*CHARGE*™ systems are designed to increase the horsepower and enhance the performance of any **stock, non-supercharged Mercury 454/502 MPI engine built in model years 1993–1998.**

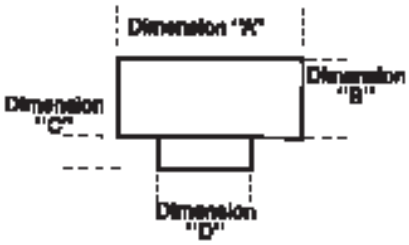
The SMART*CHARGE*™ Level 1 system is good for an increase of up to15 horsepower. It consists of a polished billet, high flow flame arrestor assembly that flows up to 10% over stock and a special Holley adjustable (from 25 to 65 PSI) fuel pressure regulator. This regulator lets you modify the engine fuel flow to properly tune the air/fuel ratio for optimum performance.

NOTE: Limited to stock on hand

Flame Arrestors

Flame arrestors are required, by law, for every boat with a gasoline engine. Holley marine flame arrestors are designed to protect your vessel from the potentially disastrous effects of backfire, plus they look great. A properly sized flame arrestor is a must to get the maximum performance from your vessel. A flame arrestor that is undersized will restrict engine breathing as would a dirty air cleaner.

Holley offers aluminum, chrome and stainless steel flame arrestors in various sizes. The charts below list these by finish and also their sizes and recommended CFM. The recommended CFM column is a selection guide so that the flame arrestor could be properly sized to the carburetor's CFM capacity and existing space restrictions.



Aluminum P/N	Dimensions A	B	C	D	Vents	Fume Tube	Recommended CFM
720-11	5-3/4"	2"	3/4"	5"	NO	NO	350-600
720-12	5-3/4"	3"	3/4"	5"	NO	NO	600-700
720-13	8"	3"	3/4"	5"	NO	NO	600-800

Chrome P/N	Dimensions A	B	C	D	Vents	Fume Tube	Recommended CFM
720-3	8"	3"	3/4"	5"	YES	NO	600-800

Stainless Steel P/N	Dimensions A	B	C	D	Vents	Fume Tube	Recommended CFM
720-1	5-3/4"	3"	3/4"	5"	YES	NO	600-800

Flame Arrestor Vent Tubes

Part #

1/2" bolt-on aluminum vent tube (use with Holley flame arrestors p/n 720-11 or 720-12)	**720-33**
5/8" bolt-on aluminum vent tube	**720-31**

Supercharger Accessories


90520

Boost Gauges

Gauge, 0-30" vacuum, 15lbs of boost, 2-1/16" diameter — **90520**


64221

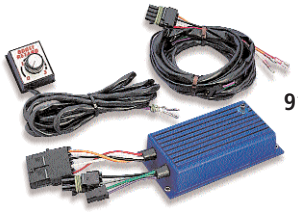

64222

Low Mount Alternator Brackets

Bracket, Alternator Chrome Plated, Low Mount, For Street Rods, Will not fit 1960 and later stock frames, SB Chevy or 90° V-6 — **64221**

Bracket, Alternator Chrome Plated, Low Mount, For Street Rods, Will not fit 1960 and later stock frames, BB Chevy — **64222**

Boost Retard System


91070

The Weiand Boost Retard System allows you to match the amount of ignition timing to the boost pressure produced by the blower. This kit works with factory ignition systems and will work with MSD systems with an adapter available from MSD. This kit will allow you to more easily avoid damaging detonation and pinging, but is not a cure for improper drive ratios. (Not for marine use.) — **91070**

Manifold Adapter Kit


90748

To use a B&M blower on '87 and later small block Chevys, due to different designs on the four center manifold bolts. — **90748**

Ford 10-Rib Drive Kit

This heavy duty 10-rib drive kit will allow you to upgrade your early model Ford 6-rib equipped units to a 10-rib unit. — **91201**


91201

Accessory Drive Spacer Kit

Spaces out the blower drive belt to clear either two or three V-belts instead of the one it will clear standard.
* Does not include v-groove pulleys

NOTE: Fits former B&M/Holley 420 Megablowers

94020B&M
(2 v-belt spacer*)

94021
(3 v-belt spacer*)


90684

Ford Installation Kit

Installation kits include some parts and instructions to allow use of factory serpentine belt set-up off '79 to '93 Mustang 5.0L engines.
* Extra parts may need to be purchased from dealer or salvage yard.

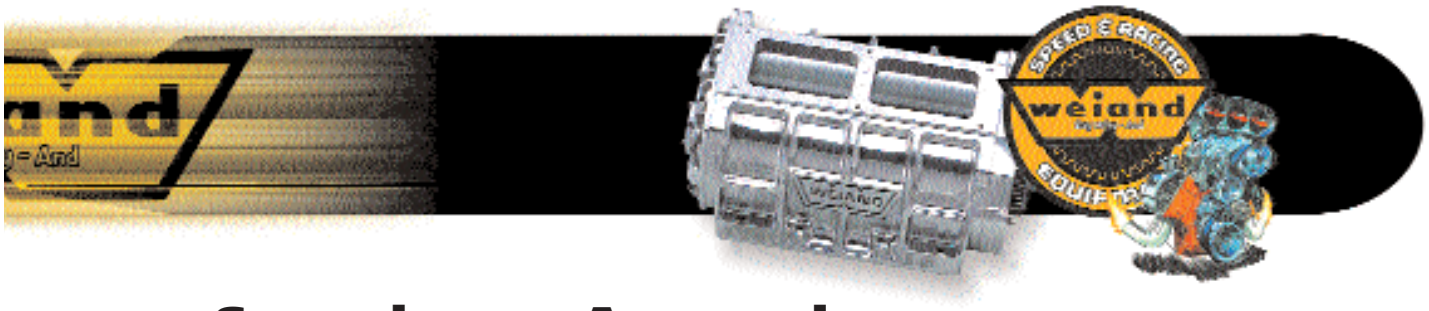
90684
(Kit for A/C*)

90869
(Kit for non-A/C*)


90683

Ford 3-Bolt Spacer

1969 and earlier Ford small block engines have three bolt holes in the harmonic balancer instead of four on later models. If you have the early three bolt design, you need this spacer. — **90683**



Supercharger Accessories

Water Outlets

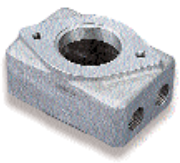
Application	Part Number (Satin)	Part Number (Polished)
Emissions system outlet, Chevrolet SB, • allows use of temperature control switches to be used, 142-256 Series	6200	6201WIN
Offset adapter for easier thermostat placement	-	90845
Housing, offset to driver side	-	90523
OE housing for clearance with radial style A/C compressor	92356	-
Housing, remote thermostat	7134WIN	7134P
Housing, remote thermostat (392 Hemi)	7132WIN	7132P
Offset adapter for SBC / BBC Marine applications	6220	6221WIN
Offset adapter for Pro-Marine 256 Kit	6240	6241
Water Outlet Spacer for SBC / BBC	6230WIN	6231WIN
Thermostat Spacer with clearance notch	-	155161


6200


90845


92356


90523


7134WIN


6220


6240


6230WIN

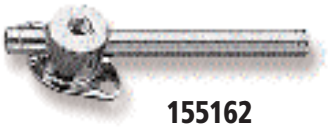

155161

Water Crossovers and Distribution Blocks

The water crossover adapter replaces the stock water pump and attaches to the manifold replacing the thermostat housing or adapter. This allows more cooling to the cylinder heads. Both items are made of stainless steel for corrosion resistance.


155165

Application	Part Number
Marine Water Distribution Block- Polished	155162
Universal Crossover Adapter for Marine - Polished	155165


155162

Supercharger Accessories

SUPERCHARGER PULLEYS

Weiand Pro-Street Driven Pulleys (Serpentine)

Diameter (Inches)	Part# (6-RIB)	Part# (10-RIB)	Part# (16-RIB)	Drive Pulley Diameter (Inches) and Ratio (Overdriven) 7.00	6.50	6.00
2.50	**90636**	**90634**	N/A	2.80:1 (180%)	2.60:1 (160%)	2.40:1 (140%)
2.66	**90534**	**90541**	N/A	2.63:1 (163%)	2.44:1 (144%)	2.26:1 (126%)
2.85	**6790**	**6890**	N/A	2.45:1 (145%)	2.27:1 (127%)	2.10:1 (110%)
3.05	**6791**	**6891**	**6691***	2.30:1 (130%)	2.13:1 (113%)	1.97:1 (97%)
3.23	**6792**	**6892**	**6692***	2.17:1 (117%)	2.01:1 (101%)	1.86:1 (86%)
3.48	**6793**	**6893**	**6693***	2.01:1 (101%)	1.87:1 (87%)	1.72:1 (72%)
3.73	**6794**	N/A	**6694**	1.88:1 (88%)	1.74:1 (74%)	1.61:1 (61%)
3.80	N/A	**6894**	N/A	1.84:1 (84%)	1.71:1 (71%)	1.58:1 (58%)
3.98	N/A	N/A	**6695**	1.76:1 (76%)	1.63:1 (63%)	1.51:1 (51%)
4.10	**90721**	**90740**	N/A	1.71:1 (71%)	1.59:1 (59%)	1.46:1 (46%)
4.23	N/A	N/A	**6696**	1.65:1 (65%)	1.54:1 (54%)	1.42:1 (42%)

* For use with 6" Drive pulley; for high boost applications, use 6.5" drive pulley. Positive number represents % overdriven, negative number represents % underdriven

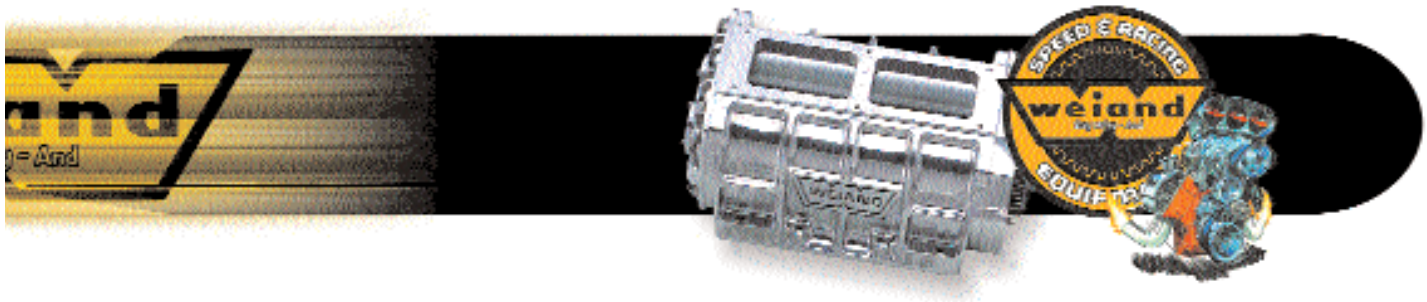
To estimate supercharger speed (RPM) at a given engine speed (RPM) use the following equation: Engine RPM x Drive Ratio = Supercharger RPM. Therefore, on an engine running at 5000 RPM with a 6.00" drive pulley, and a 3.48" driven pulley (97% overdriven), the supercharger will be turning 9850 RPM. The equation looks like this: 5000RPM x 1.97 = 9850RPM

Weiand Pro-Street Lower Drive Pulleys (Serpentine)

Blower Size	Application	6" Drive Pulley 6-RIB P/N	6" Drive Pulley 10-RIB P/N	6" Drive Pulley 16-RIB P/N	6.5" Drive Pulley 16-RIB P/N	7" Drive Pulley 6-RIB P/N	7" Drive Pulley 10-RIB P/N
142	SB Chevy 1986 only	**6714**	N/A	N/A	N/A	N/A	N/A
142/144	SB Chevy w/Long Nose	**6710**	**6810WIN**	N/A	N/A	**6713**	**6813WIN**
142	SB Chevy w/Short Nose	**6711**	**6811WIN**	N/A	N/A	**6712**	N/A
144	SB Chevy/GMC truck	**90592**	N/A	N/A	N/A	N/A	N/A
177	SB Chevy w/Long Nose	**6710**	**6810WIN**	N/A	N/A	**6713**	**6813WIN**
177	SB Chevy w/Short Nose	**6711**	**6811WIN**	N/A	N/A	**6712**	N/A
174/177	BB Chevy w/Long Nose	**6720**	N/A	N/A	N/A	**6723**	**6823WIN**
177	BB Chevy w/Short Nose	**6721**	N/A	N/A	N/A	N/A	N/A
256	BB Chevy	N/A	N/A	**6620**	**6623**	N/A	N/A
174	Ford Kit (incl. pulley & spacer)	N/A	**9609**	N/A	N/A	N/A	N/A

Weiand Pro-Street Drive and Driven Pulleys (250 Gilmer Style)

				Driven (Top) Pulley Tooth Count 34	36	39	42	45	48
			Pulley P/N	**91005**	**91004**	**91003**	**91002**	**91001**	**91000**
Drive (Bottom) Pulley Tooth Count	SB Chevy	56	**91097**	1.65:1 65%	1.56:1 56%	1.44:1 44%	1.33:1 33%	1.24:1 24%	1.17:1 17%
	BB Chevy	72	**91089**	2.12:1 112%	2.00:1 100%	1.85:1 85%	1.71:1 71%	1.60:1 60%	1.50:1 50%



Supercharger Accessories

SUPERCHARGER PULLEYS

250 B&M Type Marine Pulleys (16 Rib)

Weiand still offers service replacement pulleys for the B&M and Holley Marine Superchargers!

Diameter	Part Number
2.75"	155191
3.00"	155192
3.25"	155193
3.65"	155194

420 Megablower Pulleys (8mm Gilmer)

Weiand still offers service replacement pulleys for the B&M and Holley Megablowers!

Tooth Count	Part Number
52	93106B&M
56	93110B&M
60	93114B&M
64	93118
68	93122B&M
72	93126

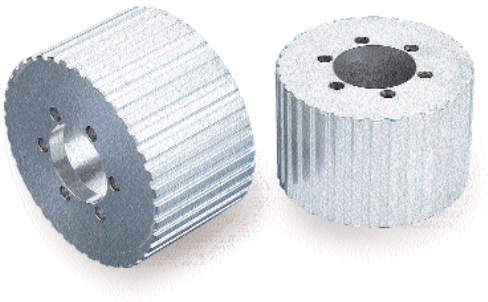
420 Megablower Pulleys (16 Rib)

Weiand still offers service replacement pulleys for the B&M and Holley Megablowers!

Diameter	Part Number
5.00"	155215
5.40"	155216
5.80"	155217
6.30"	155218
6.75"	155219

Supercharger Accessories

1/2" Pitch Drive Pulleys and Ratios



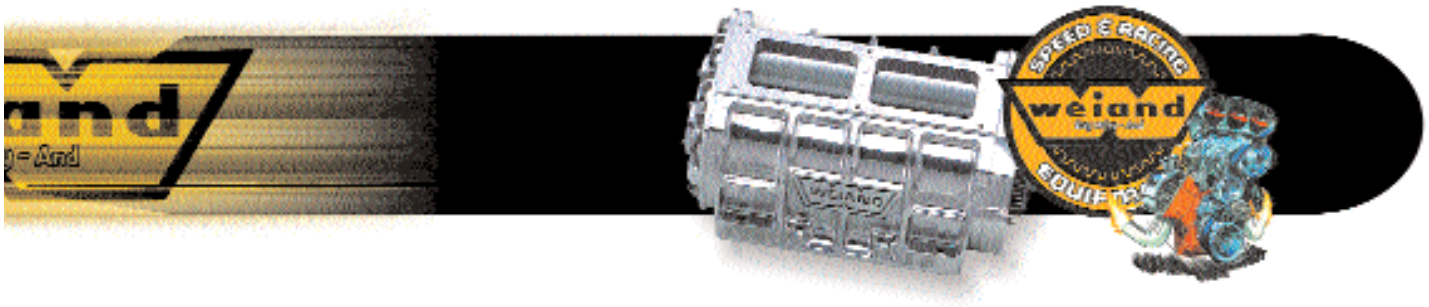
Drive (Bottom) Pulley Tooth Count		Pulley P/N	Driven (Top) Pulley Tooth Count							
			32	33	34	35	36	37	38	39
			7029-32	7029-33	7029-34	7029-35	7029-36	7029-37	7029-38	7029-39
	32	7029-32	1.00:1 0%	0.97:1 -3%	0.94:1 -6%	0.91:1 -9%	0.89:1 -11%	0.86:1 -14%	0.84:1 -16%	0.82:1 -18%
	33	7029-33	1.03:1 3%	0%	0.97:1 -3%	0.94:1 -6%	0.92:1 -8%	0.89:1 -11%	0.87:1 -13%	0.85:1 -15%
	34	7029-34	1.06:1 6%	1.03:1 3%	0%	0.97:1 -3%	0.94:1 -6%	0.92:1 -8%	0.89:1 -11%	0.87:1 -13%
	35	7029-35	1.09:1 9%	1.06:1 6%	1.03:1 3%	0%	0.97:1 -3%	0.95:1 -5%	0.92:1 -8%	0.90% -10%
	36	7029-36	1.13:1 13%	1.09:1 9%	1.06:1 6%	1.03:1 3%	0%	0.97:1 -3%	0.95:1 -5%	0.92:1 -8%
	37	7029-37	1.16:1 16%	1.12:1 12%	1.09:1 9%	1.06:1 6%	1.03:1 3%	0%	0.97:1 -3%	0.95:1 -5%
	38	7029-38	1.19:1 19%	1.15:1 15%	1.12:1 12%	1.09:1 9%	1.06:1 6%	1.03:1 3%	0%	0.97:1 -3%
	39	7029-39	1.22:1 22%	1.18:1 18%	1.15:1 15%	1.11:1 11%	1.08:1 8%	1.05:1 5%	1.03:1 3%	0%

NOTE: Negative Percentages indicate underdrive ratios

8mm Pitch Drive Pulleys and Ratios

Drive (Bottom) Pulley Tooth Count		Pulley P/N	Driven (Top) Pulley Tooth Count									
			50	51	52	53	54	55	57	59	61	63
			7109-50	7109-51	7109-52	7109-53	7109-54	7109-55	7109-57	7109-59	7109-61	7109-63
	50	7109-50	0%	0.98:1 -2%	0.96:1 -4%	0.94:1 -6%	0.93:1 -7%	0.91:1 -9%	0.88:1 -12%	0.85:1 -15%	0.82:1 -18%	0.79:1 -21%
	51	7109-51	1.02:1 2%	0%	0.98:1 -2%	0.96:1 -4%	0.94:1 -6%	0.93:1 -7%	0.89:1 -11%	0.86:1 -14%	0.84:1 -16%	0.81:1 -19%
	52	7109-52	1.04:1 4%	1.02:1 2%	0%	0.98:1 -2%	0.96:1 -4%	0.95:1 -5%	0.91:1 -9%	0.88:1 -12%	0.85:1 -15%	0.83:1 -17%
	53	7109-53	1.06:1 6%	1.04:1 4%	1.02:1 2%	0%	0.98:1 -2%	0.96:1 -4%	0.93:1 -7%	0.90% -10%	0.87:1 -13%	0.84:1 -16%
	54	7109-54	1.08:1 8%	1.06:1 6%	1.04:1 4%	1.02:1 2%	0%	0.98:1 -2%	0.95:1 -5%	0.92:1 -8%	0.89:1 -11%	0.86:1 -14%
	55	7109-55	1.10:1 10%	1.08:1 8%	1.06:1 6%	1.04:1 4%	1.02:1 2%	0%	0.96:1 -4%	0.93:1 -7%	0.90% -10%	0.87:1 -13%
	57	7109-57	1.14:1 14%	1.12:1 12%	1.10:1 10%	1.08:1 8%	1.06:1 6%	1.04:1 4%	0%	0.97:1 -3%	0.93:1 -7%	0.90% -10%
	59	7109-59	1.18:1 18%	1.16:1 16%	1.13:1 13%	1.11:1 11%	1.09:1 9%	1.07:1 7%	1.04:1 4%	0%	0.97:1 -3%	0.94:1 -6%
	61	7109-61	1.22:1 22%	1.20:1 20%	1.17:1 17%	1.15:1 15%	1.13:1 13%	1.11:1 11%	1.07:1 7%	1.03:1 3%	0%	0.97:1 -3%
	63	7109-63	1.26:1 26%	1.24:1 24%	1.21:1 21%	1.19:1 19%	1.17:1 17%	1.15:1 15%	1.11:1 11%	1.07:1 7%	1.03:1 3%	0%

NOTE: Negative Percentages indicate underdrive ratios



Supercharger Accessories

SUPERCHARGER BELTS

Belts for Weiand Pro-Street Superchargers - Chevrolet & Ford Engines

S/B Chevy P/N	Belt of Ribs	Number Length	S/B Chevy 142	S/B Chevy 144 (Low Profile)	S/B Ford 174	S/B Chevy 177	B/B Chevy 177 (Std. Deck)	B/B (Std. Deck) 174 (Low Profile)	Chevy B/B 256 (Std. Deck)
6700	6	47.0"	6" Drive Pulley	N/A	N/A	N/A	N/A	N/A	
6800	10	47.0"	6" Drive Pulley	N/A	N/A	N/A	N/A	N/A	
6701WIN	6	49.4"	7" Drive Pulley	N/A	N/A	N/A	N/A	N/A	
6801WIN	10	49.4"	7" Drive Pulley(1)	N/A	N/A	N/A	N/A	N/A	
90824	6	45.5"	N/A	6" Drive Pulley	N/A	N/A	N/A	N/A	
90825	10	45.5"	N/A	6" Drive Pulley	N/A	N/A	N/A	N/A	
6806WIN	10	50.4"	N/A	N/A	N/A	6" Drive Pulley(1)	N/A	N/A	
6807WIN	10	53.3"	N/A	N/A	N/A	7" Drive Pulley	N/A	N/A	
6702WIN	6	53.3"	N/A	N/A	N/A	N/A	6" Drive Pulley	N/A	
6802WIN	10	53.3"	N/A	N/A	N/A	N/A	6" Drive Pulley	N/A	
6703WIN	6	55.0"	N/A	N/A	N/A	N/A	7" Drive Pulley	N/A	
6803WIN	10	55.0"	N/A	N/A	N/A	N/A	7" Drive Pulley(1)	N/A	
90826	6	48.5"	N/A	N/A	N/A	N/A	N/A	6" Drive Pulley	
90827	10	50.5"	N/A	N/A	N/A	N/A	N/A	6" Drive Pulley	
6602WIN	16	54.5"	N/A	N/A	N/A	N/A	N/A	N/A	6" Drive Pulley(2)
91162	10	48.25"	N/A	N/A	6" Drive Pulley	N/A	N/A	N/A	

1. with 3.5" driven pulley
2. with 4.25" driven pulley

Belts for Weiand 250, 6-71 - 8-71 Superchargers

			XX-XX = Min - Max Pulley Tooth Count				
Belt P/N	Pitch	Length	250 Chev. S/B	250 Chev. B/B	6-71-8-71 Chev. S/B	6-71-8-71 Chev. B/B (Std. Deck)	6-71-8-71 Chrysler 392 HEMI
7006	1/2"	54.0"	N/A	N/A	64-70	N/A	N/A
7007	1/2"	56.0"	N/A	N/A	70-78	64-66	65-69
7008	1/2"	57.0"	N/A	N/A	74-78	64-70	69-73
7013	1/2"	58.5"	N/A	N/A	N/A	68-70	75-78
7009	1/2"	60.0"	N/A	N/A	N/A	75-78	N/A
7100WIN	8mm	56.7"	N/A	N/A	108-124	105-116	N/A
91095	8mm	50.4"	90-104	N/A	N/A	N/A	N/A
93266	8mm	56.7"	N/A	106-120	N/A	N/A	N/A

Supercharger service parts

6901WIN

91185

90524

90565

7079

155285

7078

7163

Gaskets

Application	Part #
Supercharger to manifold, Chevrolet S/B 142	6900
Vortec 142 Kit Manifold to blower o-ring	9592
Supercharger to manifold, Chevrolet S/B 144	90524
Supercharger to manifold, Chevrolet B/B 174	90565
Supercharger to manifold, Chevrolet S/B, B/B 177	6901WIN
Supercharger to manifold, Chevrolet S/B, B/B 250	155285
Gasket, bearing plate to front or rear cover, 250	6902WIN
Supercharger to manifold O-Ring for Chevrolet B/B 256 blower case	6904WIN
Gasket set, Supercharger case assembly, 142 & 144 (-1 Blowers)	91133
EGR valve to manifold, Chevrolet V8, 142	6920WIN
Spread-bore carburetor to supercharger, Chevrolet (142/177)	6940
Water outlet/thermostat housing to manifold, Chevrolet V8	6941
Carburetor Adapter to Blower 256 - Dual 4V or Single 4V	7080WIN
Gasket, supercharger to manifold, 6-71 - 8-71	7077
Gasket, front gear cover to supercharger, 6-71 - 8-71	7078
Gasket, carburetor adapter to supercharger, 250	91185
Gasket, #7104, 7103, 7044 nose drives to #7039 gear cover, 6-71 - 8-71	7079
Gasket, Carburetor adapter to supercharger, 6-71 - 8-71	7080WIN
Gasket, #7157 pop-off plate, front of manifold, 6-71 - 8-71	7158WIN
Gasket, #7155 pop-off plate, rear of manifold, 6-71 - 8-71	7159WIN
Gasket/seal kit for old B&M/Holley Blowers	91165
Gasket/ - Pop-off for old B&M/Holley Blowers	93333
Gasket - Nose to Case - 177	6979
Supercharger to manifold - 174 Ford	9600

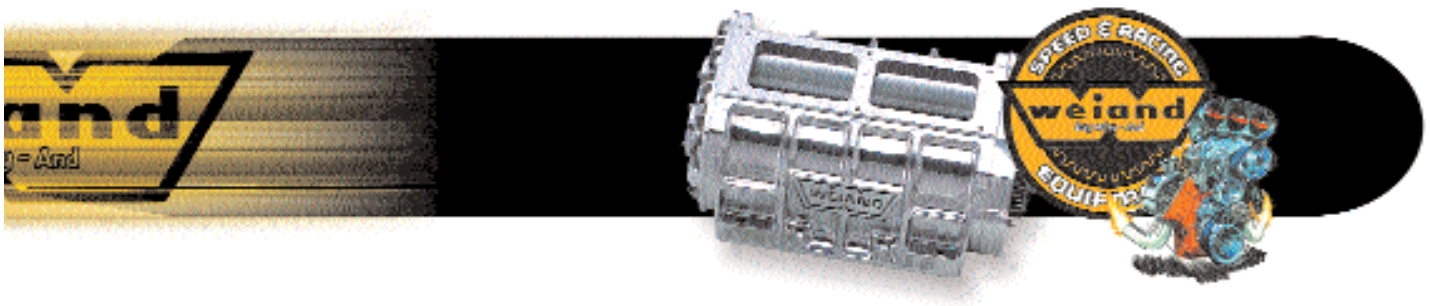
Supercharger Carburetor Adapters

Application	Satin	Polished
1x4 256, 6-71 - 8-71 adapter, 1" tall, Holley/Carter AFB/Edelbrock carb.	7162WIN	7162P
1x4 250 adapter, 1" tall, Holley/Carter AFB/Edelbrock carb.	N/A	93150
1x4 250 adapter, 1" tall, Holley/Carter AFB/Edelbrock carb. - offset	N/A	93153
2x4 256, 6-71 thru 14-71 adapter, 1" tall, Holley/Carter AFB/Edelbrock carb.	7163[1]	7163P[1]
2x4 6-71 thru 14-71 adapter, 2 3/4" tall, Holley/Carter AFB/Edelbrock carb.	7164[1]	7164P[1]
2x4 6-71 thru 14-71 adapter, 1" tall, Holley 4500 Dominator	7165	7165P
2x4 250 adapter, 1" tall, Holley/Carter AFB/Edelbrock carb.	N/A	93151

1. Not designed to fit some vacuum secondary carburetors

93153

7165



Supercharger Service Parts

7024P

7025

6070

6071

6095

7063

Supercharger Nose Assemblies

Application	Nose with Idler Assembly and Pulley Satin	Nose with Idler Assembly and Pulley Polished	Nose only Satin	Nose only Polished
142 Chevy S/B, E.O. '86 only	6074	6075	6094	6095
142 Chevy S/B, 144 S/B (low profile), 177 B/B, long nose	6070	6071	6090	6091
142 Chevy S/B, 177 B/B; short nose	6072	6073	6092	6093
144 Chevy/GMC truck kit	N/A	N/A	90889	N/A
177 Chevy S/B; short nose	6065	6066	6082	6083
177 Chevy S/B; long nose	6062	6063	6085	6086
250 Chevy S/B	N/A	N/A	N/A	91153
250 Chevy B/B	N/A	N/A	N/A	91155
256 Chevy; long nose	6076	6077	6096	6097
6-71 nose drive assembly/gear cover (6-13/16" long, 2-1/4" register) 1/2 pitch only	N/A	N/A	7024	7024P
6-71 nose drive assembly (3 3/4" long, 2" register),. SB Chevy only; 8mm	N/A	N/A	7103WIN	7103P
6-71-8-71 nose drive assembly, BB Chevy 6-71, SB Chevy 8-71, BB Chevy, 426 Chrysler Hemi 8-71 UP, (4 13/16" long, 2" register)	N/A	N/A	7104WIN	7104P
6-71-8-71 nose drive, mainshaft only (2-1/4" register)	N/A	N/A	7025	
6-71-8-71 nose drive, mainshaft only (2" register)	N/A	N/A	7105WIN	
174 BB Chevy			6088	6088P

Pro-Street Supercharger Drive Coupler Kits

Application	Spline	Part #
142, 177, 256 superchargers	15	7062
144, 174, 250 superchargers	30	7063

6097

7103P

Idler Parts

Application	Satin	Polished
142-256* Idler pulley arm for superchargers	6080	6081
6-71 Chevy SB Idler pulley bracket, (incl. hardware) - 8mm	7067	7067P
6-71 Chevy BB Idler pulley bracket, (incl. hardware)	7068	7068P
6-71 Chevy BB Idler pulley - 1/2" pitch type	7066	7066P
8-71 Chevy SB Idler pulley bracket, (incl. hardware)	7069	7069P
Idler pulley bracket, BB Chevy for supercharger kits 7186/7186P /7190P/7195P (incl. hardware)	7070	7070P
6-71 Idler pulley bracket, 392 Chrysler Hemi (incl. hardware)	7064	7064P
Idler pulley bracket, BB Chevy for supercharger kits 7191P/7186P/7196P/7194 (incl. hardware)	7071	7071P
Idler pulley bracket, BB Chevy for supercharger kits 7192P/7193P/7197P(incl. hardware)	7072	7072P
Idler Pulley, 6-rib	6799	
Idler Pulley, 10-rib	6899	
Idler Pulley, 16-rib	6699	
Idler Pulley, 6-71-14-71	7027	
Tension Spring, 142-256	6998	
144 Chevy/GMC truck kit, idler assembly	90822	
174 Ford S/B, idler assembly	91163	
250 Chevy S/B & B/B, idler bracket and spacers	91055	
250 Chevy S/B & B/B, idler pulley, Gilmer	91094	
174 Ford 10-rib pulley w/ bearing & B&M type	91179	

*Except 144 Chevy/GMC truck, 174 Ford S/B, and 250 Chevy S/B and B/B

7070P

7064P

7027

6090

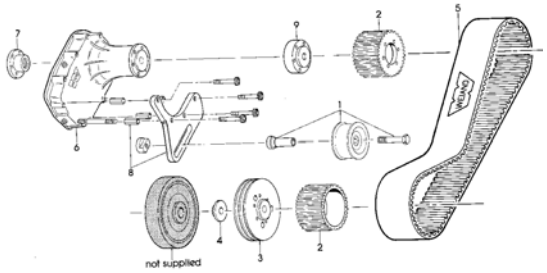
6080

6699

6998

Supercharger Service Parts

6-71 w/ 1/2" pitch drive



Components Parts List for 1/2" Pitch Drives

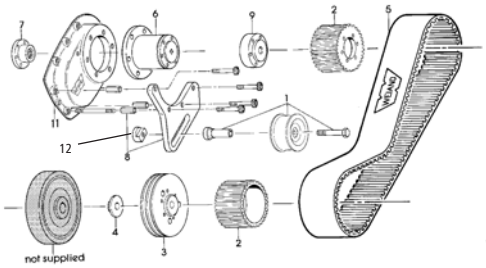
(Listed parts are included in 6-71, 1/2" pitch kits)

REF. NO	DESCRIPTION	PART NO.
1	Idler pulley assembly	7027
2	1/2" pitch drive pulley, specify tooth count, see page 214. (2-1/4" register)	7029
3	2V accessory drive pulley (1-1/4" thick, 2-1/4" register), 392 Hemi only	7083
3	2V accessory drive pulley (1-1/4" thick, 2-1/4" register), SB & BB Chevy only	7036
4	Locating pilot, SB Chevrolet accessory drive pulley	7037
4	Locating pilot, BB Chevrolet accessory drive pulley	7038
5	Drive belt, 1/2" pitch, Gilmer style	See page 117
6	Gear cover/nose drive assembly. (6-13/16" long, 2-1/4" register)	7024
7	Coupler-nose drive to supercharger	7035
8	Idler pulley bracket, SB Chevrolet 1/2" pitch (incl. hardware)	7065
8	Idler pulley bracket, BB Chevrolet 1/2" pitch (incl. hardware)	7066
8	Idler pulley bracket, 392 Chrysler Hemi 1/2" pitch (incl. hardware)	7064
9	2" spacer–upper pulley to nose drive, Chevrolet BB (2-1/4" register)	7055
9	1/2" spacer–upper pulley to nose drive, 392 Hemi (2-1/4" register)	7053WIN
10	T-nut	W108

For polished components, add a "P" after the part number when ordering.

All WEIAND drives are designed to be used with a stock harmonic dampner. The use of an aftermarket heavy duty steel dampner is highly recommended. Stock cast iron dampners are subject to fracture when used with a supercharger with a Gilmer style drive belt. All of WEIAND'S street 6-71 supercharger kits are supplied with a two V-groove pulley accessory drive and are designed to be used only with a short water pump. If your engine is a 1969 or later small block or a big block with a long water pump you will need to switch over to a short water pump and the appropriate accessory mounting brackets or applicable aftermarket brackets.

6-71 - 8-71 w/ 8mm pitch drive

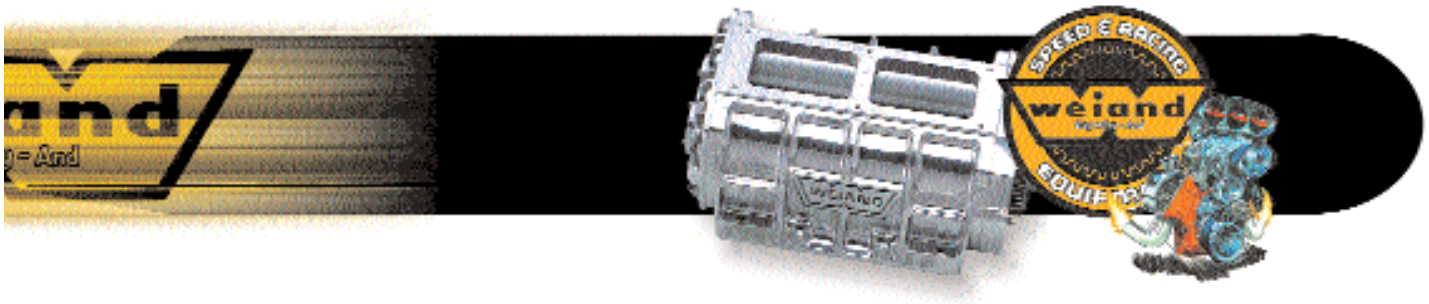


Components Parts List for 8mm Pitch Drives

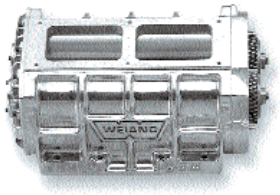
(Listed parts are included in 6-71& 8-71 8mm pitch kits)

REF. NO	DESCRIPTION	PART NO.
1	Idler pulley assembly	7027
2	8 mm drive pulley, specify tooth count	See page 116
3	2V accessory drive pulley (1-1/4" thick, 2" register). Chevrolet street 6-71-8-71	7113WIN
3	3V accessory drive pulley 2" register	7114WIN
4	Locating pilot, acc. dr. pulley, SB Chevy	7037
4	Locating pilot, acc. dr. pulley, BB Chevy	7038
5	Drive belt, 8mm pitch, 1440mm x 75mm	7100WIN
6	Nose drive assembly (3-3/4" long, 2" register), SB Chevrolet only	7103WIN
6	Nose drive assembly (4-13/16" long, 2" register), SB/BB Chevy 6-71, BB Chevy, 8-71 up	7104WIN
7	Coupler-nose drive to supercharger, SB Chevy	7034
7	Coupler-nose drive for 6-71 SB/BB Chevy, 8-71 up BB Chevy	7035
8	Idler pulley bracket*, SB Chevy 8-71	7069
8	Idler pulley bracket*, SB Chevrolet 6-71	7067
8	Idler pulley bracket*, BB Chevrolet 6-71	7068
8	Idler pulley bracket*, BB Chevy for 7186P, 7190P, 7195P	7070P
8	Idler pulley bracket*, BB Chevy for 7191P, 7196P, 7194	7071P
8	Idler pulley bracket*, BB Chevy for 7192P, 7193P, 7197	7072P
9	1" spacer–upper pulley to nose drive, BB Chevrolet Street only (2" register)	7106WIN
9	2" spacer–upper pulley to nose drive, 6-71 SB/BB Chevy (2" register)	7108WIN
11	Front gear cover (depth: 2")	7039
12	T-nut	W108

(*) Includes hardware

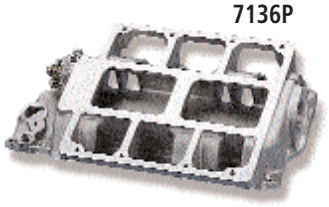


Supercharger Service Parts



7476P

6021-1



7136P

6112P

90585

6110WIN

6130WIN

6121WIN

7178

6140WIN

Supercharger Case Assemblies

Application	Satin	Polished
Chevy S/B, 142 supercharger, less nose	6010-1*	6011-1*
Chevy S/B, 144 supercharger, less nose	90920-1*	90921-1*
Chevy B/B, 174 supercharger, less nose	90928-1*	90929-1*
Ford S/B, 174 supercharger, less nose	90930-1*	90931-1*
Chevy S/B & B/B, 177 supercharger, less nose	6020-1*	6021-1*
Chevy S/B & B/B, 250 supercharger, less nose	91056-1*	91057-1*
Chevy B/B, 256 supercharger, less nose	6040-1*	6041-1*
6-71 supercharger	7476	7476P
8-71 supercharger	7178	7178P

(*) Includes a front bearing plate cover

Supercharger Intake Manifolds

Application	Satin	Polished
142 Chevy S/B,E.O.	6100	6101WIN
142 Chevy S/B w/ L31 GM Vortec Chevy Heads	6112	6112P
142 Chevy S/B	6110WIN	6111WIN
144 Chevy S/B, low profile; 144 Chevy/GMC truck	90580	90581
174 Chevy B/B, low profile	90584	90585
174 Ford S/B	91053	91054
177 Chevy S/B	6150WIN	6151
177 Chevy B/B, oval port	6120WIN	6121WIN
177 Chevy B/B, rectangle port	6130WIN	6131WIN
250 Chevy S/B	93212	93211
250 Chevy B/B - automotive	N/A	93218
250 Chevy B/B - marine	N/A	91092
256 Chevy B/B, rectangle port	6140WIN	6141
6-71-8-71 Chevy S/B '55-'86	7136WIN	7136P
6-71-8-71 Chevy B/B 396-502 - rectangle port	7151[1]	7151P[1]
6-71-8-71 Chrysler 331-354-392 HEMI	7138WIN	7138P

Note: All 6-71 thru 8-71 manifolds are designed for standard valve cover clearance and come complete with pop-off plate kit.

(*) Will not fit 1993 and later LT1 heads. Slight elongation of the four center mounting holes may be required to install on some late model cylinder heads.
(1) Manifold is designed to be used with either oval or rectangular port heads and must use large Fel Pro intake gasket P/N 1251

90581

6131WIN

Supercharger Service Parts

7052WIN

7049

7050WIN

Supercharger Bearing Plates, Bearings

Application	Satin	Polished
Front Bearing Plate, 6-71-8-71	7051WIN	7051P
Rear Bearing Plate and cover assembly, 6-71-8-71	7052WIN	7052P
Rear bearing cover only, 6-71-8-71	7057	7057P
Bearing, 7051 front bearing plate (Pair)	7049	
Bearing, 7052 rear bearing plate (Pair)	7050WIN	

Gear Case Breather Kits

Application	Part Number
Valve Pressure Relief (1/8" NPT). Includes 1/4" NPT adapter, All	6988

6988

Pop-Off Valve Kits

Application	Part Number
Pop-off kit, Front of manifold, Chevy and Chrysler, 6-71 thru 8-71 (1-3/4" install height)	7157WIN [1]
Pop-off kit, Rear of manifold, Chevy, 6-71 thru 8-71 (1-3/8" install height)	7155 [1]
Pop-off kit, B&M style - 250 Small Block Chevy	93335
Pop-off kit, B&M style - 250 Big Block Chevy	93338

1 For polished order 7157P or 7155P

7157WIN

6991

Stainless Steel Screw Kits

Application	Part Number
Kit, Stainless steel cap screws (replaces the black screws used in the satin 142-256 superchargers) - For front & Rear Covers & Nose)	6991
Stainless Steel Stud Kit, Chevrolet SB 142, 144, 174(non-FSB), 250 Hex Head	6992
Stainless Steel Stud Kit, Chevrolet BB 177	6993
Stainless Steel Stud Kit, Chevrolet BB 256	6994

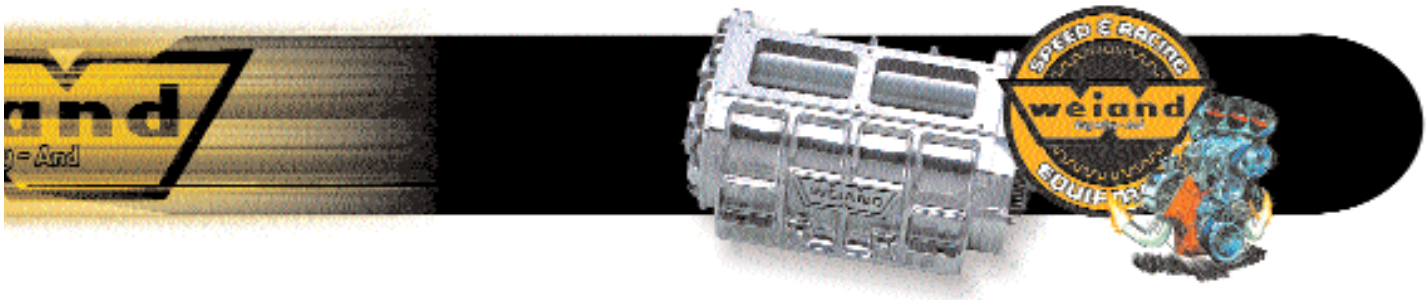
7082WIN

Aluminum Stud Kit, 6-71 and 8-71

Application	Part Number
Aluminum Std Kit, 6-71 and 8-71	7082WIN

6992

6993



Weiand Service Parts 142 Series Blowers (Small Block Chevy) Kit Numbers 6504-1, 6509-1, 6502-1 and 6507-1

KIT SPECIFIC PARTS FOR 6504-1 AND 6509-1

	Part Number
Crank Pulley 6-Rib 6"	6714
Input assembly (polished)	6075
Input assembly (satin)	6074
Input shaft and housing (satin)	6094
Input shaft and housing (polished)	6095
Intake (satin)	6100
Intake (polished)	6101WIN

KIT SPECIFIC PARTS FOR 6502-1 AND 6507-1

Crank Pulley 6-Rib 6"	6710
Input assembly (polished)	6071
Input assembly (satin)	6070
Input shaft and housing (satin)	6090
Input shaft and housing (polished)	6091
Intake (satin)	6100
Intake (polished)	6101WIN

GENERAL SERVICE PARTS FOR KITS LISTED ABOVE

6-rib idler pulley with bearing	6799
Tensioner idler arm (satin)	6080
Tensioner idler arm (polished)	6081
Idler arm spring	6998
Upper 3.07" 6 rib drive pulley	6791
6-rib belt for stock 1.95:1 drive ratio	6700
Case and rotor assembly (satin)	6010-1
Case and rotor assembly (polished)	6011-1
Gear set	91134
Coupler	7062
Bearing set	9592
Gasket and seal kit	9593
Nose seal	9603
Blower to intake gasket	6900
Input housing gasket	6979
Spread bore carb mounting gasket	6940
Water outlet gasket	6941
EGR gasket	6920WIN
Gear cover gasket	9602
Stainless steel blower to intake mounting bolt kit	6992
Stainless steel socket cap screw kit	6991
Carburetor sealing plate	9006
Gasket kit	91133


6998


6710


9006


6095


6071


6992


6070


6080


6090


6081


6091


6991


91133

Weiand Service Parts 142 Series Blowers (Small Block Chevy) Kit Numbers 6500-1, 6510-1, 6503-1 and 6508-1

KIT SPECIFIC PARTS FOR 6500-1 AND 6510-1	Part Number
Crank Pulley 6Rib 6"	6710
Input assembly (polished)	6071
Input assembly (satin)	6070
Input shaft and housing (satin)	6090
Input shaft and housing (polished)	6091
Intake (satin)	6110WIN
Intake (polished)	6111WIN

KIT SPECIFIC PARTS FOR 6503-1 AND 6508-1	
Crank Pulley	6711
Input assembly (polished)	6073
Input assembly (satin)	6072
Input shaft and housing (satin)	6092
Input shaft and housing (polished)	6093
Intake (satin)	6100
Intake (polished)	6101WIN

GENERAL SERVICE PARTS FOR KITS LISTED ABOVE	
Crank Pulley 6Rib 6"	6799
Tensioner idler arm (satin)	6080
Tensioner idler arm (polished)	6081
Idler arm spring	6998
Upper 3.07" 6 rib drive pulley	6791
6-rib belt for stock 1.95:1 drive ratio	6700
Case and rotor assembly (satin)	6010-1
Case and rotor assembly (polished)	6011-1
Gear set	91134
Coupler	7062
Bearing set	9592
Gasket and seal kit	9593
Nose seal	9603
Blower to intake gasket	6900
Input housing gasket	6979
Spread bore carb mounting gasket	6940
Water outlet gasket	6941
EGR gasket	6920WIN
Gear cover case gasket	9602
Stainless steel blower to intake mounting bolt kit	6992
Stainless steel socket cap screw kit	6991
Carburetor sealing plate	9006
Gasket set	91133


6071


6090


6110WIN


6081


6991

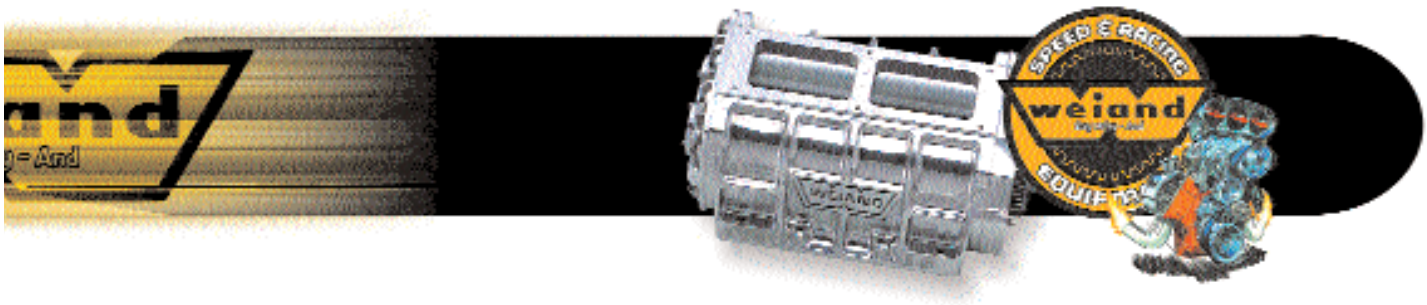

6091


6992


6080


6070


91133



Weiand Service Parts 142 Series Blowers (SBC w/ Vortec Heads) Kit Numbers 6542-1 and 6543-1

KIT SPECIFIC PARTS FOR 6542-1 AND 6543-1	Part Number
Crank Pulley 6" 6-Rib	6710
Input assembly (polished)	6071
Input assembly (satin)	6070
Input shaft and housing (satin)	6090
Input shaft and housing (polished)	6091
Intake (satin)	6112
Intake (polished)	6112P


6071


6070


6112P

GENERAL SERVICE PARTS FOR KITS LISTED ABOVE	
6-rib idler pulley with bearing	6799
Tensioner idler arm (satin)	6080
Tensioner idler arm (polished)	6081
Idler arm spring	6998
Upper 3.07" 6 rib drive pulley	6791
6-rib belt for stock 1.95:1 drive ratio	6700
Case and rotor assembly (satin)	6010-1
Case and rotor assembly (polished)	6011-1
Gear set	91134
Coupler	7062
Bearing set	9592
Gasket set	9593
Nose seal	9603
Blower to intake o-ring	9601
Input housing gasket	6979
Spread bore carb mounting gasket	6940
Water outlet gasket	6941
Gear cover gasket	9602
Stainless steel blower to intake mounting bolt kit	6992
Stainless steel socket cap screw kit	6991
Carburetor sealing plate	9006


6091


6081


9006


6992


6991


6080


6090

Weiand Service Parts 144 Series Blowers (SBC Teflon Low Profile) Kit Numbers 7740-1 and 7750-1

KIT SPECIFIC PARTS FOR 7740-1 AND 7750-1	Part Number
Crank Pulley 10" 6-Rib	93352
Input assembly (polished)	6071
Input assembly (satin)	6070
Input shaft and housing (satin)	6090
Input shaft and housing (polished)	6091
Intake (satin)	90580
Intake (polished)	90581
Crank Spacer (2.80")	91190

GENERAL SERVICE PARTS FOR KITS LISTED ABOVE	
10-rib idler pulley with bearing	6899
Tensioner idler arm (satin)	6080
Tensioner idler arm (polished)	6081
Idler arm spring	6998
Upper 3.07" 10 rib drive pulley	6891
10-rib belt for stock 1.95:1 drive ratio	90825
Case and rotor assembly (satin)	90920-1
Case and rotor assembly (polished)	90921-1
Gear set	91134
Coupler	7062
Bearing set	9592
Gasket and seal kit	9593
Nose seal	9603
Blower to intake gasket	90524
Input housing gasket	6979
Spread bore carb mounting gasket	6940
Water outlet gasket	6941
EGR gasket	6920WIN
Gear cover gasket	9602
Stainless steel blower to intake mounting bolt kit	6992
Stainless steel socket cap screw kit	6991
Carburetor sealing plate	9006
Gasket kit	91133


93352


90524


6070


6891


91190


6081


91133


9006


6080

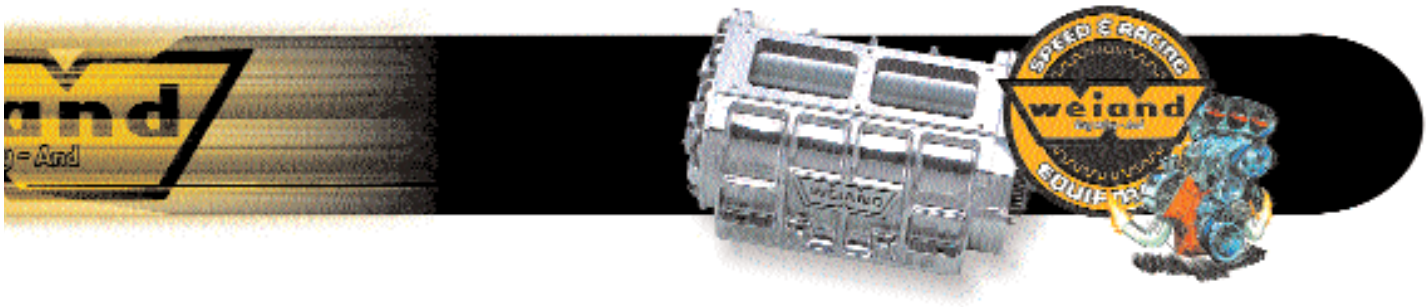

6071


6991


6992


6091


6090



Weiand Service Parts
144 Series Blowers (GM TBI Truck Kit)
Kit Numbers 77-144CSBE-1 and 77-144CSBEP-1

KIT SPECIFIC PARTS FOR 77-144CSBE-1 AND 77-144CSBEP-1	Part Number
Crank Pulley	90592
Crank pulley spacer 2.03"	9605
Input assembly (satin)	90889
Intake (satin)	90580
Intake (polished)	90581
ACCESSORY BELT	9606
Accessory tensioner	9607
6 RIB blower drive Tensioner	9608
Upper pulley	(Call For Part#)
6-rib Blower drive belt for stock drive ratio	90824
Case and rotor assembly (satin)	90920-1
Case and rotor assembly (polished)	90921-1
Gear set	91134
Coupler	7062
Bearing set	9592
Gasket & Seal kit	9597
Nose seal	91191
Blower to intake gasket	90524
Input housing gasket	6979
Spread bore carb mounting gasket	6940
Water outlet gasket	6941
Water outlet	92356
Gear cover gasket	9602
Stainless steel blower to intake mounting bolt kit	6992
Stainless steel socket cap screw kit	6991
EGR gasket	6920WIN
TBI mounting gasket	508-6
Boost Compensating Regulator	8901551-39

90592

90524

92356

6991

6992

Weiand Service Parts - 174 Series Blowers (Ford Small Block) Kit Numbers 77-174FSB-1 and 77-144FSBP-1

KIT SPECIFIC PARTS FOR 77-174FSB-1 and 77-174FSBP-1	Part Number
Crank Pulley 10Rib 6"	9609
Crank Pulley spacer	9610
Input assembly (polished)	(Call for Part#)
Input assembly (satin)	(Call for Part#)
10 Rib drive kit	91201
10 rib tensioner assembly	91163
Intake (satin)	91053
Intake (polished)	91054
Upper 3.75" 10 rib drive pulley	6894
10-rib belt for stock drive ratio	91162
Case and rotor assembly (satin)	90930-1
Case and rotor assembly (polished)	90931-1
Gear set 3pc.	9596
Coupler	7063
Bearing set	9594
Gasket and seal set	9595
Nose seal	91191
Blower to intake gasket	9600
Input housing gasket	6979
Spread bore carb mounting gasket	6940
Carburetor sealing plate	9006
Gear cover gasket	9604

91201

7063

Weiand Service Parts 174 Series Blowers (BBC Low Profile w / Teflon) Kit Numbers 7741-1 and 7751-1

KIT SPECIFIC PARTS FOR 7741-1 AND 7751-1	Part Number
Crank Pulley spacer	90831
Crank Pulley 10 Rib 7"	90830
Input assembly (polished)	6088P
Input assembly (satin)	6088
Intake (satin)	90584
Intake polished	90585
GENERAL SERVICE PARTS FOR KITS LISTED ABOVE	
6-rib idler pulley with bearing	6899
Tensioner idler arm (satin)	6080
Tensioner idler arm (polished)	6081
Idler arm spring	6998
Upper 3.50" 10 rib drive pulley	6893
10-rib belt for stock 1.95:1 drive ratio	90827
Case and rotor assembly (satin)	90928-1
Case and rotor assembly (polished)	90929-1
Gear set	91134
Coupler	7062
Bearing set	9592
Gasket and Seal kit	9593
Nose seal	9603
Blower to intake gasket	90565
Input housing gasket	6979
Spread bore carb mounting gasket	6940
Water outlet gasket	6941
EGR gasket	6920WIN
Gear cover gasket	9602
Stainless steel blower to intake mounting bolt kit	6992
Stainless steel socket cap screw kit	6991
Carburetor sealing plate	9006

6081

90928-1

6991

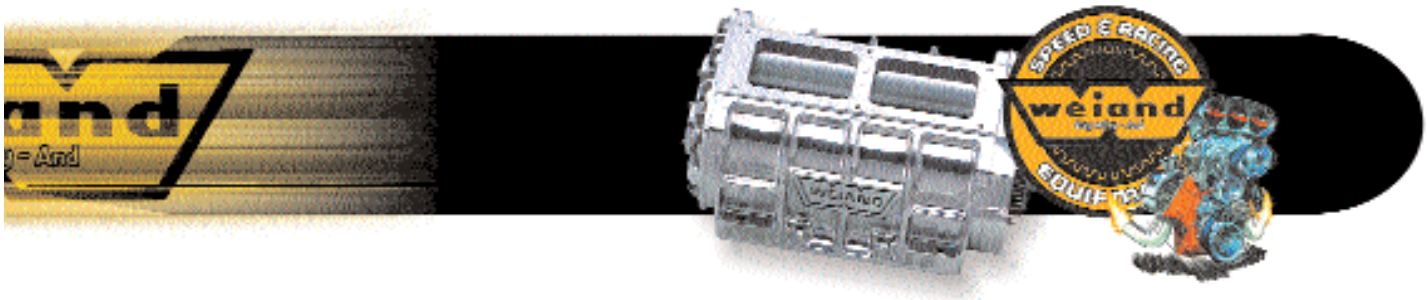
90831

90830

90565

6080

90584



Weiand Service Parts 177 Series Blowers (Small Block Chevy) Kit Numbers 6505-1, 6506-1, 6512-1 and 6513-1

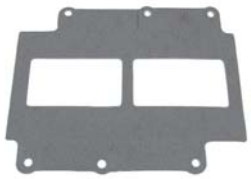
KIT SPECIFIC PARTS FOR 6505-1 and 6506-1	Part Number
Crank Pulley 10Rib 6"	6811WIN
Input assembly (polished)	6066
Input assembly (satin)	6065
Input shaft and housing (satin)	6085
Input shaft and housing (polished)	6086
Intake (satin)	6150WIN
Intake (polished)	6151

KIT SPECIFIC PARTS FOR 6512-1 and 6513-1	
Crank Pulley 10 Rib 6"	6810WIN
Input assembly (polished)	6063
Input assembly (satin)	6062
Input shaft and housing (satin)	6082
Input shaft and housing (polished)	6083
Intake (satin)	6150WIN
Intake (polished)	6151

GENERAL SERVICE PARTS FOR KITS LISTED ABOVE	
10rib idler pulley with bearing	6899
Tensioner idler arm (satin)	6080
Tensioner idler arm (polished)	6081
Idler arm spring	6998
Upper 3.50" 10 rib drive pulley	6893
10rib belt for stock 1.71:1 drive ratio	6806WIN
Case and rotor assembly (satin)	6020-1
Case and rotor assembly (polished)	6021-1
Gear set	91134
Coupler	7062
Bearing set	9592
Gasket and Seal kit	9593
Nose seal	9603
Blower to intake gasket	6901WIN
Input housing gasket	6979
Spread bore carb mounting gasket	6940
Water outlet gasket	6941
EGR gasket	6920WIN
Gear cover gasket	9602
Stainless steel blower to intake mounting stud and nut kit	6993
Stainless steel socket cap screw kit	6991
Carburetor sealing plate	9006


6081


6021-1


6901WIN


6993


6991


9006


6080

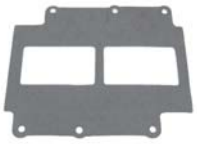
Weiand Service Parts 177 Series Blowers (BBC Oval Port) Kit Numbers 6522-1, 6523-1, 6521-1 and 6520-1

KIT SPECIFIC PARTS FOR 6522-1 AND 6523-1	Part Number
Crank Pulley 6-Rib 6"	6721
Input assembly (polished)	6073
Input assembly (satin)	6072
Input shaft and housing (satin)	6092
Input shaft and housing (polished)	6093
Intake (satin)	6120WIN
Intake (polished)	6121WIN

KIT SPECIFIC PARTS FOR 6521-1 AND 6520-1	
Crank Pulley 6-rib 6"	6720
Input assembly (polished)	6071
Input assembly (satin)	6070
Input shaft and housing (satin)	6090
Input shaft and housing (polished)	6091
Intake (satin)	6120WIN
Intake (polished)	6121WIN

GENERAL SERVICE PARTS FOR KITS LISTED ABOVE	
6-rib idler pulley with bearing	6799
Tensioner idler arm (satin)	6080
Tensioner idler arm (polished)	6081
Idler arm spring	6998
Upper 3.07" 6 rib drive pulley	6791
6-rib belt for stock 1.95:1 drive ratio	6702WIN
Case and rotor assembly (satin)	6020-1
Case and rotor assembly (polished)	6021-1
Gear set	91134
Coupler	7062
Bearing set	9592
Gasket and Seal kit	9593
Nose seal	9603
Blower to intake gasket	6901WIN
Input housing gasket	6979
Spread bore carb mounting gasket	6940
Water outlet gasket	6941
EGR gasket	6920WIN
Gear cover gasket	9602
Stainless steel blower to intake mounting bolt kit	6992
Stainless steel socket cap screw kit	6991
Carburetor sealing plate	9006


6070


6901WIN


6071


6091


6121WIN


6081


6998

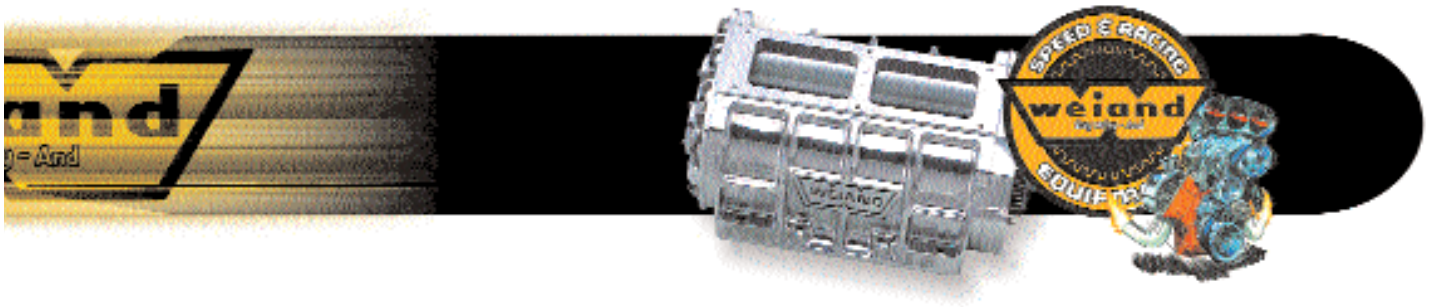

6991


6992


9006


6021-1


6080



Weiand Service Parts 177 Series Blowers (BBC Rectangular) Kit Numbers 6530-1, 6531-1, 6532-1 and 6533-1

KIT SPECIFIC PARTS FOR 6530-1 AND 6531-1	Part Number
Crank Pulley 6" 6-Rib	6721
Input assembly (polished)	6073
Input assembly (satin)	6072
Input shaft and housing (satin)	6092
Input shaft and housing (polished)	6093
Intake (satin)	6130WIN
Intake (polished)	6131WIN

KIT SPECIFIC PARTS FOR 6532-1 AND 6533-1	
Crank Pulley 6" 6-Rib	6720
Input assembly (polished)	6071
Input assembly (satin)	6070
Input shaft and housing (satin)	6090
Input shaft and housing (polished)	6091
Intake (satin)	6130WIN
Intake (polished)	6131WIN

GENERAL SERVICE PARTS FOR KITS LISTED ABOVE	
6-rib idler pulley with bearing	6799
Tensioner idler arm (satin)	6080
Tensioner idler arm (polished)	6081
Idler arm spring	6998
Upper 3.07" 6 rib drive pulley	6791
6-rib belt for stock 1.95:1 drive ratio	6702WIN
Case and rotor assembly (satin)	6020-1
Case and rotor assembly (polished)	6021-1
Gear set	91134
Coupler	7062
Bearing set	9592
Gasket and Seal kit	9593
Nose seal	9603
Blower to intake gasket	6901WIN
Input housing gasket	6979
Spread bore carb mounting gasket	6940
Water outlet gasket	6941
EGR gasket	6920WIN
Gear cover gasket	9602
Stainless steel blower to intake mounting bolt kit	6992
Stainless steel socket cap screw kit	6991
Carburetor sealing plate	9006


6130WIN


6090


6071


6091


6901WIN


6991


6021-1


6131WIN


6081


6070


6080


6992

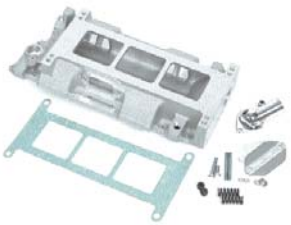
Weiand Service Parts
250 Series Blowers (Small Block Chevy)
Kit Numbers 77-250CSB-1 and 77-250CSBP-1

KIT SPECIFIC PARTS FOR 77-250CSB-1 AND 77-250CSBP-1	Part Number
Crank Pulley 56 tooth	91097
Crank pulley spacer	9611
Upper Pulley 42 tooth	91002
Input shaft and housing (satin)	(Call for Part #)
Input shaft and housing (polished)	91153
Intake (satin)	93212
Intake (polished)	93211
2X4 carb plate	93151
carb plate gasket	91185
Idler pulley with bearing	91094
Pop off plate gasket	93333
Pop off assembly	93335
Pulley Hub	9612
Coupler	7063
Drive belt	91095
Case and rotor assembly (satin)	91056-1
Case and rotor assembly (polished)	91057-1
Gear set	91134
Input bearing and seal	91191
Bearing set	9592
Gasket and seal set	9598
Nose seal	91192
Blower to intake gasket	93330
Blower to intake mounting bolt kit	6992


7063


93330


6992


93212


91185

Weiand Service Parts
250 Series Blowers (Big Block Chevy)
Kit Numbers 77-250CBBP-1

KIT SPECIFIC PARTS FOR 77-250CBBP-1	Part Number
Crank Pulley 72 tooth	91089
Crank pulley spacer	9613
Upper Pulley 42 tooth	91002
Input shaft and housing (polished)	91155
Intake (polished)	93218
2X4 carb plate	93151
carb plate gasket	91185
Idler pulley with bearing	91094
Pop off plate gasket	9615
Pop off assembly	93338
Pulley Hub	9614
Coupler	7063
Drive belt	93266
Blower to intake mounting bolt kit	6992
Case and rotor assembly (polished)	91057-1
Gear set	91134
Input bearing and seal	91191
Bearing set	9592
Gasket and seal set	9598
Nose seal	91192
Blower to intake gasket	93330


6992


91089


7063

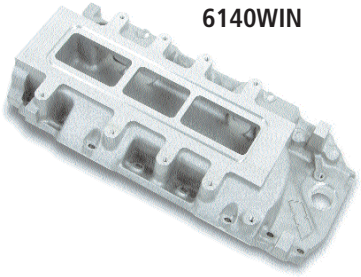

91185


93330


93266

Weiand Service Parts
256 Series Blowers (Big Block Chevy) "R" Port
Kit Numbers 6540-1and 6541-1

KIT SPECIFIC PARTS FOR 6540-1 and 6541-1	Part Number
Crank Pulley	6602WIN
Input assembly (polished)	6077
Input assembly (satin)	6076
Input shaft and housing (satin)	6096
Input shaft and housing (polished)	6097
Intake (satin) Rec Port	6140WIN
Intake (polished) Rec Port	6141
2X4 carb adapter (polished)	7163P
2X4 carb adapter (satin)	7163
16-rib idler pulley with bearing	6699
Tensioner idler arm (satin)	6080
Tensioner idler arm (polished)	6081
Idler arm spring	6998
Upper 4.25" 16 rib drive pulley	6696
16-rib belt for stock 1.40:1 drive ratio	6602WIN
Case and rotor assembly (satin)	6040-1
Case and rotor assembly (polished)	6041-1
Gear set	91134
Coupler	7062
Bearing set	9592
Gasket and Seal kit	9593
Nose seal	9603
Blower to intake o-ring	6904
Input housing gasket	6979
Water outlet gasket	6941
Carb adapter gasket	7080WIN
Gear cover gasket	9602
Stainless steel blower to intake mounting bolt kit	6994
Stainless steel socket cap screw kit	6991
Carburetor sealing plate	9006



6140WIN

6097

6696

6080

6991

6081

7163

SUPERCHARGER SERVICE PARTS

Weiand Service Parts 6-71 Series Blowers (Small Block Chevy 1/2" Pitch) Kit Numbers 7482 and 7482P

KIT SPECIFIC PARTS FOR 7482 AND 7482P	Part Number
Top Blower Pulley (38 tooth)	7029-38
Lower Blower Pulley (34 tooth)	7029-34
Locating Pilot	7037
Drive Coupler	7035
Idler Bracket Kit (SAT)	7065
Idler Bracket Kit (POL)	7065P

GENERAL SERVICE PARTS FOR KITS LISTED ABOVE	
Drive Belt _" pitch 56.0"	7007
Idler Pulley	7027
Blower to Manifold Gasket	7077
Front Cover Gasket	7078
Carb Plate to Blower Gasket	7080
2x4 Carb Plate (SAT)	7163
2x4 Carb Plate (POL)	7163P
Nose to Front Cover Gasket	7079
Pop Off Plate Kit (SAT)	7155
Pop Off Plate Kit (POL)	7155P
Pop Off Plate Gasket	7159WIN
2V Accessory Drive Pulley	7036
Idler Pulley "T" Nut	W108
Front Gear Cover (SAT)	7024
Front Gear Cover (POL)	7024P
Input Shaft	7025
Blower to Manifold Stud Kit	7082WIN
Blower Case Assembly (SAT)	7476
Blower Case Assembly (POL)	7476P
Rear Bearing Cover (SAT)	7057
Rear Bearing Cover (POL)	7057P
Front Bearing Plate (SAT)	7051WIN
Front Bearing Plate (POL)	7051P
Rear Bearing Plate (SAT)	7052WIN
Rear Bearing Plate (POL)	7052P
Intake Manifold (SAT)	7136WIN
Intake Manifold (POL)	7136P
Front Rotor Bearing (PR)	7049
Rear Rotor Bearing (PR)	7050WIN
Gasket and Seal Kit	9588
Nose Seal	8000114-00
Nose Bearing	9599


7079


7049


7155


7027


7155P

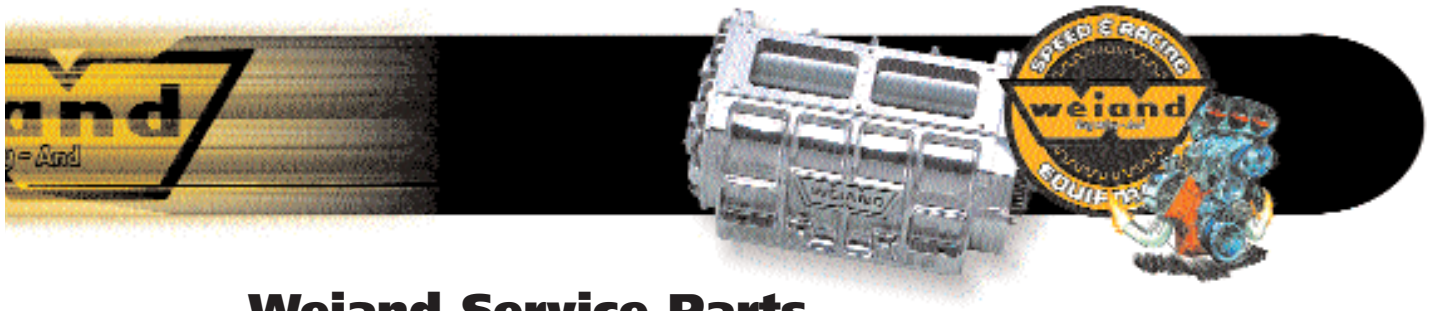

7036


7050WIN


7052WIN


7163


7065P



Weiand Service Parts
6-71 Series Blowers (Small Block Chevy 8mm)
Kit Numbers 7487 and 7487P

KIT SPECIFIC PARTS FOR 7487 AND 7487P	Part Number
Top Blower Pulley (61 tooth)	7109-61
Lower Blower Pulley (54 tooth)	7109-54
Locating Pilot	7037
Nose Drive Assembly (SAT)	7104WIN
Nose Drive Assembly (POL)	7104P
Drive Coupler	7035
Idler Bracket Kit	7067
Idler Bracket Kit	7067P

GENERAL SERVICE PARTS FOR KITS LISTED ABOVE	
Drive Belt 8mm 56.7"	7100WIN
Idler Pulley	7027
Blower to Manifold Gasket	7077
Front Cover Gasket	7078
Carb Plate to Blower Gasket	7080WIN
2x4 Carb Plate (SAT)	7163
2x4 Carb Plate (POL)	7163P
Nose to Front Cover Gasket	7079
Pop Off Plate Kit (SAT)	7155
Pop Off Plate Kit (POL)	7155P
Pop Off Plate Gasket	7159WIN
2V Accessory Drive Pulley	7113WIN
Idler Pulley "T" Nut	W108
Front Gear Cover (SAT)	7039
Front Gear Cover (POL)	7039P
Input Shaft	7105WIN
Blower to Manifold Stud Kit	7082WIN
Blower Case Assembly (SAT)	7476
Blower Case Assembly (POL)	7476P
Rear Bearing Cover (SAT)	7057
Rear Bearing Cover (POL)	7057P
Front Bearing Plate (SAT)	7051WIN
Front Bearing Plate (POL)	7051P
Rear Bearing Plate (SAT)	7052WIN
Rear Bearing Plate (POL)	7052P
Intake Manifold (SAT)	7136WIN
Intake Manifold (POL)	7136P
Front Rotor Bearing (PR)	7049
Rear Rotor Bearing (PR)	7050WIN
Gasket and Seal Kit	9588
Nose Seal	8000114-00
Nose Bearing	9599


7049


7104P


7079


7027


7155


7039P


7113WIN


7050WIN


7155P


7163


7067P

Weiand Service Parts
6-71 Series Blowers (Big Block Chevy 1/2" Pitch)
Kit Numbers 7483 and 7483P

KIT SPECIFIC PARTS FOR 7483 AND 7483P	Part Number
Top Blower Pulley (38 tooth)	7029-38
Tower Blower Pulley (35 tooth)	7029-35
Locating Pilot	7038
Drive Coupler	7035
Idler Pulley Bracket Kit (SAT)	7066
Idler Pulley Bracket Kit (POL)	7066P
Top Pulley Spacer 2"	7055

GENERAL SERVICE PARTS FOR KITS LISTED ABOVE	
Drive Belt _" pitch 57.0"	7008
Idler Pulley	7027
Blower to Manifold Gasket	7077
Front Cover Gasket	7078
Carb Plate to Blower Gasket	7080WIN
2x4 Carb Plate (SAT)	7163
2x4 Carb Plate (POL)	7163P
Nose to Front Cover Gasket	7079
Pop Off Plate Kit (SAT)	7155
Pop Off Plate Kit (POL)	7155P
Pop Off Plate Gasket	7159WIN
2V Accessory Drive Pulley	7036
Idler Pulley "T" Nut	W108
Input Shaft	7025
Blower to Manifold Stud Kit	7082WIN
Blower Case Assembly (SAT)	7476
Blower Case Assembly (POL)	7476P
Rear Bearing Cover (SAT)	7057
Rear Bearing Cover (POL)	7057P
Front Bearing Plate (SAT)	7051WIN
Front Bearing Plate (POL)	7051P
Rear Bearing Plate (SAT)	7052WIN
Rear Bearing Plate (POL)	7052P
Intake Manifold (SAT)	7151
Intake Manifold (POL)	7151P
Front Rotor Bearing (PR)	7049
Rear Rotor Bearing (PR)	7050WIN
Gasket and Seal Kit	9588
Nose Seal	8000114-00
Blower Front Cover with Nose (SAT)	7024
Blower Front Cover with Nose (POL)	7024P
Nose Bearing	9599


7055


7036


7155


7027


7163


7052WIN


7038


7066P


7155P


7079


7050WIN


7049

Weiand Service Parts
6-71 Series Blowers (Big Block Chevy 8mm)
Kit Numbers 7488 and 7488P

KIT SPECIFIC PARTS FOR 7488 AND 7488P	Part Number
Top Blower Pulley (59 tooth)	7109-59
Lower Blower Pulley (54 tooth)	7109-54
Locating Pilot	7038
Nose Drive Assembly (SAT)	7104
Nose Drive Assembly (POL)	7104P
Drive Coupler	7035
Idler Pulley Bracket Kit (SAT)	7068
Idler Pulley Bracket Kit (POL)	7068P
Top Pulley Spacer	7108

GENERAL SERVICE PARTS FOR KITS LISTED ABOVE	
Drive Belt 8mm 56.7"	7100WIN
Idler Pulley	7027
Blower to Manifold Gasket	7077
Front Cover Gasket	7078
Carb Plate to Blower Gasket	7080WIN
2x4 Carb Plate (SAT)	7163
2x4 Carb Plate (POL)	7163P
Nose to Front Cover Gasket	7079
Pop Off Plate Kit (SAT)	7155
Pop Off Plate Kit (POL)	7155P
Pop Off Plate Gasket	7159WIN
2V Accessory Drive Pulley	7113WIN
Idler Pulley "T" Nut	W108
Front Gear Cover (SAT)	7039
Front Gear Cover (POL)	7039P
Input Shaft	7105WIN
Blower to Manifold Stud Kit	7082WIN
Blower Case Assembly (SAT)	7476
Blower Case Assembly (POL)	7476P
Rear Bearing Cover (SAT)	7057
Rear Bearing Cover (POL)	7057P
Front Bearing Plate (SAT)	7051WIN
Front Bearing Plate (POL)	7051P
Rear Bearing Plate (SAT)	7052WIN
Rear Bearing Plate (POL)	7052P
Intake Manifold (SAT)	7136WIN
Intake Manifold (POL)	7136P
Front Rotor Bearing (PR)	7049
Rear Rotor Bearing (PR)	7050WIN
Gasket and Seal Kit	9588
Nose Seal	8000114-00
Nose Bearing	9599


7049


7155


7052WIN


7027


7079


7039P


7104P


7155P


7163


7113WIN


7050WIN


7038

Weiand Service Parts
6-71 Series Blowers (392 Hemi Kit)
Kit Numbers 7481 and 7481P

KIT SPECIFIC PARTS FOR 7481 AND 7481P	Part Number
Top Blower Pulley (38 tooth)	7029-38
Lower Blower Pulley (34 tooth)	7029-34
2V Accessory Drive Pulley	7083
Drive Coupler	7035
Idler Pulley Bracket Kit (SAT)	7064
Idler Pulley Bracket Kit (POL)	7064P
Top Pulley Spacer 1/2"	7053WIN

GENERAL SERVICE PARTS FOR KITS LISTED ABOVE	
Drive Belt _" pitch 58.5"	7013
Idler Pulley	7027
Blower to Manifold Gasket	7077
Front Cover Gasket	7078
Carb Plate to Blower Gasket	7080WIN
2x4 Carb Plate (SAT)	7163
2x4 Carb Plate (POL)	7163P
Pop Off Plate Kit (SAT)	7157WIN
Pop Off Plate Kit (POL)	7157P
Pop Off Plate Gasket	7158WIN
Idler Pulley "T" Nut	W108
Input Shaft	7025
Blower to Manifold Stud Kit	7082WIN
Blower Case Assembly (SAT)	7476
Blower Case Assembly (POL)	7476P
Rear Bearing Cover (SAT)	7057
Rear Bearing Cover (POL)	7057P
Front Bearing Plate (SAT)	7051WIN
Front Bearing Plate (POL)	7051P
Rear Bearing Plate (SAT)	7052WIN
Rear Bearing Plate (POL)	7052P
Intake Manifold (SAT)	7138WIN
Intake Manifold (POL)	7138P
Front Rotor Bearing (PR)	7049
Rear Rotor Bearing (PR)	7050WIN
Gasket and Seal Kit	9588
Nose Seal	8000114-00
Nose Bearing	9599
Blower Front Cover with Nose (SAT)	7024
Blower Front Cover with Nose (POL)	7024P

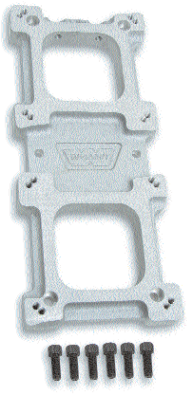

7053WIN


7049

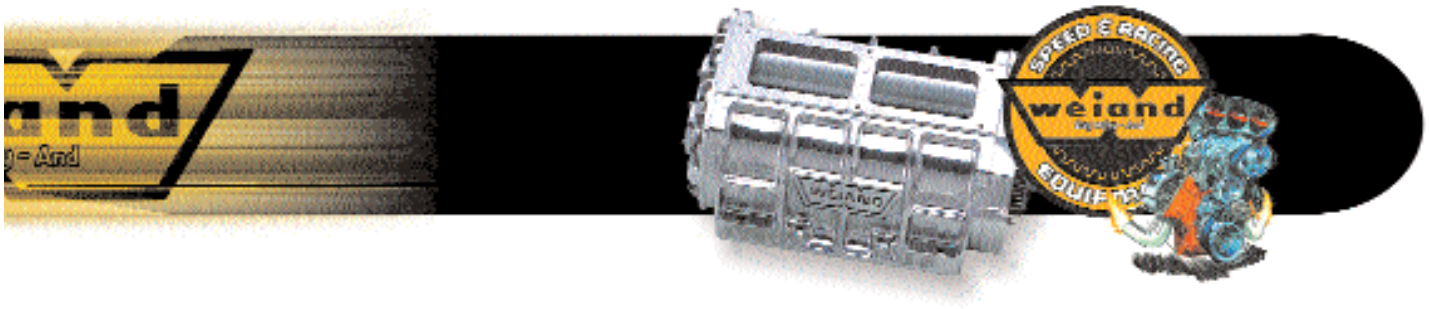

7064P


7052WIN


7027


7163


7050WIN



Weiand Service Parts
8-71 Series Blowers (Big Block Chevy)
Kit Numbers 7186 and 7186P

KIT SPECIFIC PARTS FOR 7186 AND 7186P	Part Number
Top Blower Pulley (61 tooth)	7109-61
Lower Blower Pulley (54 tooth)	7109-54
Locating Pilot	7038
Nose Drive Assembly (SAT)	7104WIN
Nose Drive Assembly (POL)	7104P
Drive Coupler	7035
Idler Pulley Bracket Kit (SAT)	7070
Idler Pulley Bracket Kit (POL)	7070P
Top Pulley Spacer 1"	7106WIN

GENERAL SERVICE PARTS FOR KITS LISTED ABOVE	
Drive Belt 8mm 56.7"	7100WIN
Idler Pulley	7027
Blower to Manifold Gasket	7077
Front Cover Gasket	7078
Carb Plate to Blower Gasket	7080WIN
2x4 Carb Plate (SAT)	7163
2x4 Carb Plate (POL)	7163P
Nose to Front Cover Gasket	7079
Pop Off Plate Kit (SAT)	7155
Pop Off Plate Kit (POL)	7155P
Pop Off Plate Gasket	7159WIN
2V Accessory Drive Pulley	7113WIN
Idler Pulley "T" Nut	W108
Front Gear Cover (SAT)	7039
Front Gear Cover (POL)	7039P
Input Shaft	7105WIN
Blower to Manifold Stud Kit	7082WIN
Blower Case Assembly (SAT)	7178
Blower Case Assembly (POL)	7178P
Rear Bearing Cover (SAT)	7057
Rear Bearing Cover (POL)	7057P
Front Bearing Plate (SAT)	7051WIN
Front Bearing Plate (POL)	7051P
Rear Bearing Plate (SAT)	7052WIN
Rear Bearing Plate (POL)	7052P
Intake Manifold (SAT)	7151
Intake Manifold (POL)	7151P
Front Rotor Bearing (PR)	7049
Rear Rotor Bearing (PR)	7050WIN
Gasket and Seal Kit	9589
Nose Seal	8000114-00
Nose Bearing	9599


7155P


7050WIN


7039P


7079


7070P


7052WIN


7104P


7155


7106WIN


7049


7027


7178


7038


7113WIN

Weiand Service Parts
8-71 Series Blowers (Small Block Chevy)
Kit Numbers 7185 and 7185P

KIT SPECIFIC PARTS FOR 7185 AND 7185P	Part Number
Top Blower Pulley (63 tooth)	7109-63
Lower Blower Pulley (54 tooth)	7109-54
Locating Pilot	7037
Nose Drive Assembly (SAT)	7103WIN
Nose Drive Assembly (POL)	7103P
Drive Coupler	7034
Idler Pulley Bracket Kit (SAT)	7069
Idler Pulley Bracket Kit (POL)	7069P

GENERAL SERVICE PARTS FOR KITS LISTED ABOVE	
Drive Belt 8mm 56.7"	7100WIN
Idler Pulley	7027
Blower to Manifold Gasket	7077
Front Cover Gasket	7078
Carb Plate to Blower Gasket	7080WIN
2x4 Carb Plate (SAT)	7163
2x4 Carb Plate (POL)	7163P
Nose to Front Cover Gasket	7079
Pop Off Plate Kit (SAT)	7155
Pop Off Plate Kit (POL)	7155P
Pop Off Plate Gasket	7159WIN
2V Accessory Drive Pulley	7113WIN
Idler Pulley "T" Nut	W108
Front Gear Cover (SAT)	7039
Front Gear Cover (POL)	7039P
Input Shaft	7105WIN
Blower to Manifold Stud Kit	7082WIN
Blower Case Assembly (SAT)	7178
Blower Case Assembly (POL)	7178P
Rear Bearing Cover (SAT)	7057
Rear Bearing Cover (POL)	7057P
Front Bearing Plate (SAT)	7051WIN
Front Bearing Plate (POL)	7051P
Rear Bearing Plate (SAT)	7052WIN
Rear Bearing Plate (POL)	7052P
Intake Manifold (SAT)	7136WIN
Intake Manifold (POL)	7136P
Front Rotor Bearing (PR)	7049
Rear Rotor Bearing (PR)	7050WIN
Gasket and Seal Kit	9589
Nose Seal	8000114-00
Nose Bearing	9599


7079


7049


7103P


7178


7027


7163


7155

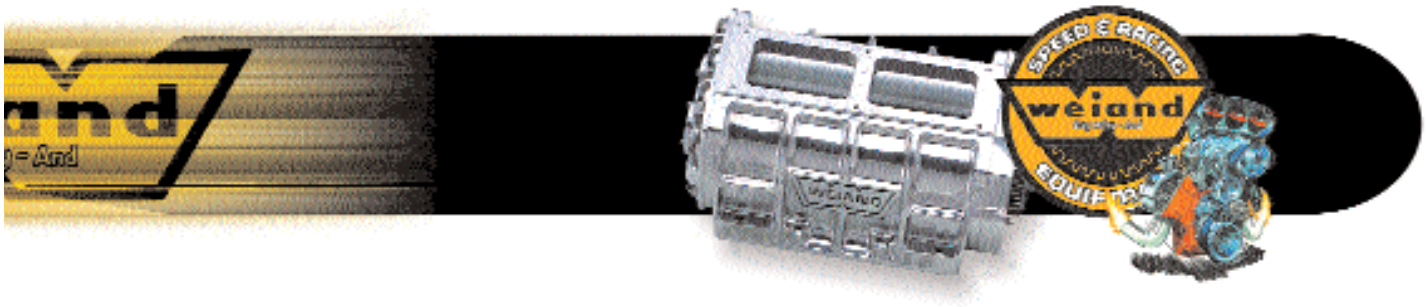

7039P


7113WIN


7052WIN


7155P


7050WIN



Weiand Service Parts
Marine 142 Series Blowers (Small Block Chevy)
Kit Numbers 6514-1, 6516-1, 6517-1 and 6519-1

KIT SPECIFIC PARTS FOR 6514-1 AND 6516-1

	Part Number
10 Rib Crank Pulley	6817WIN
Supercharger Nose (POL)	6091
Supercharger Nose (SAT)	6090

KIT SPECIFIC PARTS FOR 6517-1 & 6519-1

10 Rib Crank Pulley	90830
Crank Spacer	8901360-24
3V Accessory Pulley	155255
Supercharger Nose (POL)	6091
Supercharger Nose (SAT)	6090

GENERAL SERVICE PARTS FOR KITS LISTED ABOVE

10 Rib Belt	6801WIN
10 Rib Idler Pulley	6899
Blower to Manifold Gasket	6900
Blower to Manifold Bolts	6992
Idler Arm (SAT)	6080
Idler Arm (POL)	6081
Idler Arm Spring	6998
Carb Gasket	6940
Case & Rotor Assembly (SAT)	6010-1
Case & Rotor Assembly (POL)	6011-1
Gasket Nose Drive to Case Cover	6979
Thermostat Gasket	6941
Stainless Socket Cap Screw Kit	6991
Marine Offset Thermostat Housing (SAT)	6220
Marine Offset Thermostat Housing (POL)	6221WIN
Marine Thermostat Spacer (SAT)	6230WIN
Marine Thermostat Spacer (POL)	6231WIN
Gasket and Seal Kit	9593
Bearing Set	9592
Drive Gears	91134
Nose Seal	9603
Gasket Kit	91133
Intake Manifold (SAT)	6110WIN
Intake Manifold (POL)	6111WIN


6817WIN


6080


6081


6992


6220


90830


6091


6090


6991


6110WIN


91133

Weiand Service Parts
Marine 144 Series Blowers (Low Profile)
Kit Number 155010-2

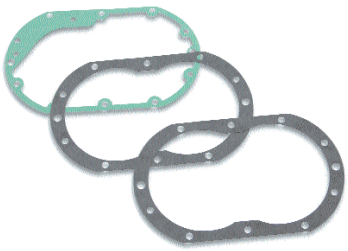
KIT SPECIFIC PARTS FOR 155010-2	Part Number
10 Rib 6" Crank Pulley	93352
Crank Spacer (1.45")	(Call for Part #)
3V Accessory Pulley	155255

GENERAL SERVICE PARTS FOR KITS LISTED ABOVE	
Idler Pulley w/ Bearing (10 Rib)	6899
Idler Arm (POL)	6081
Idler Tensioner Spring	6988
Drive Belt 10 Rib (45.5")	90825
Gasket & Seal Kit	9593
Bearing Kit	9592
Nose Seal	9603
Blower to Manifold Gasket	90524
Gasket Kit	91133
Blower Case Assembly (POL)	90921-1
Drive Coupler	7062
Input Housing Complete 9.05" (POL)	6089P
Drive Gear Set	91134
Intake Manifold	90581
Blower to Manifold Bolt kit	6992
Offset Thermostat Adapter (POL)	90845
Thermostat Spacer (POL)	155161

90524

93352

155161



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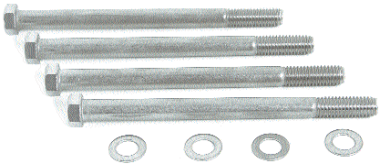
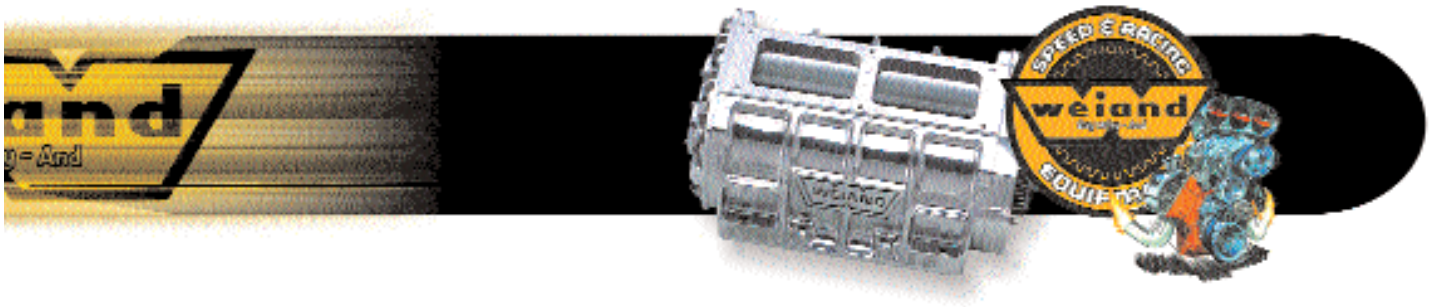


6992

6081



Weiand Service Parts
Marine 174 Series Blowers (BBC Low Profile)
Kit Numbers 155020-2 and 156021-2

KIT SPECIFIC PARTS FOR 155020-2 & 156021-2	Part Number
10 Rib 7" Crank Pulley	90830
Crank Spacer (1.06")	8901520-24
3V Accessory Drive Pulley	155250

155250

GENERAL SERVICE PARTS FOR KITS LISTED ABOVE	
Idler Pulley w/ Bearing	6899
Idler Arm (SAT)	6080
Idler Arm (POL)	6081
Idler Tensioner Spring	6988
Gasket & Seal Kit	9593
Bearing Kit	9592
Nose Seal	9603
Blower to Manifold Gasket	90565
Gasket Kit	91133
Blower Case Assembly (POL)	90929-1
Blower Case Assembly (SAT)	90928-1
Drive Coupler	7062
Input Housing Complete 9.78" (SAT)	6088
Input Housing Complete 9.78" (POL)	6088P
Drive Gear Set	91134
Intake Manifold (SAT)	90584
Intake Manifold (POL)	90585
Blower to Manifold Bolt Kit	6992
Offset Thermostat Adapter (POL)	90845
Thermostat Spacer	155161

6080

90585

90565

*Drive Pulleys on pages 114-116

6992

90845

90830

155161

91133

6081

Weiand Service Parts
Marine 177 Series Blowers (Big Block Chevy)
Kit Numbers 6524-1, 6526-1, 6527-1, 6529-1, 6534-1, 6536-1, 6537-1 and 6539-1

KIT SPECIFIC PARTS FOR 6524-1 & 6526-1	Part Number
10 Rib Crank Pulley 7"	6827WIN

KIT SPECIFIC PARTS FOR 6527-1 & 6529-1	
10 Rib Crank Pulley 7"	90830
Crank Spacer 1.06"	8901520-24

KIT SPECIFIC PARTS FOR 6534-1 & 6536-1	
10 Rib Crank Pulley 7"	6827WIN

KIT SPECIFIC PARTS FOR 6537-1& 6539-1	
10 Rib Crank Pulley 7"	90830
Crank Spacer 1.06"	8901520-24

GENERAL SERVICE PARTS FOR KITS LISTED ABOVE	
10 Rib Belt	6803WIN
10 Rib Idler Pulley	6899
Blower to Manifold Gasket	6901WIN
Input Housing Gasket	6979
Blower to Manifold Bolt Kit	6993
Supercharger Nose (POL)	6091
Supercharger Nose (SAT)	6090
Blower Case & Rotor Assembly (POL)	6021-1
Blower Case & Rotor Assembly (SAT)	6020-1
Marine Offset Thermostat Housing (POL)	6220
Marine Offset Thermostat Housing (SAT)	6221WIN
Marine Thermostat Spacer (POL)	6231WIN
Marine Thermostat Spacer (SAT)	6230WIN
Idler Arm (POL)	6081
Idler Arm (SAT)	6080
Idler Arm Spring	6998
Carb Gasket	6940
Thermostat Gasket	6941
Stainless Socket Cap Screw Kit	6991
Gasket and Seal Kit	9593
Drive Gears	91134
Nose Seal	9603
Gasket Kit	91133
Oval Port Intake Manifold (SAT)	6120WIN
Oval Port Intake Manifold (POL)	6121WIN
Rec Port Intake Manifold (SAT)	6130WIN
Rec Port Intake Manifold (POL)	6131WIN


6130WIN


6901WIN


6991


6993


6021-1


6131WIN


91133


6220


90830

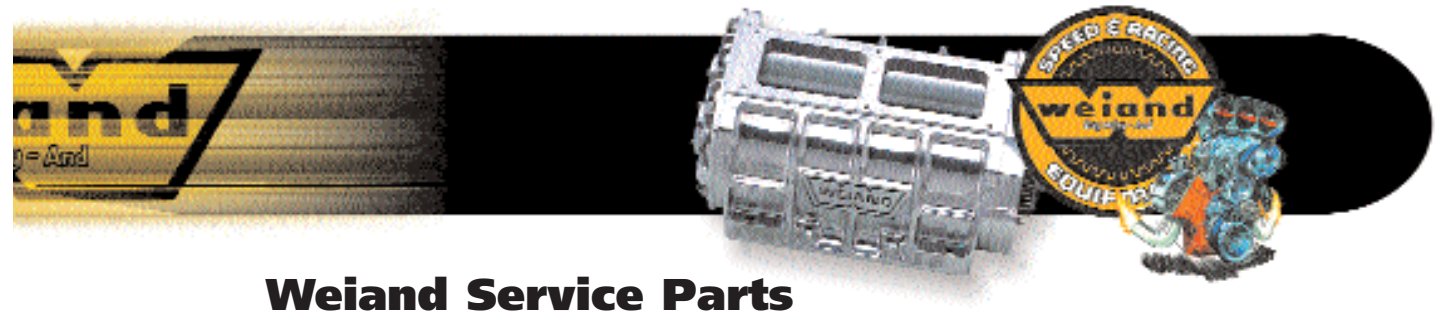

6121WIN


6081


6090


6091


6080



Weiand Service Parts
Marine 250 Series Blowers (BBC w / Teflon)
Kit Numbers 155050-2 and 156051-2

KIT SPECIFIC PARTS FOR 155050-2 & 156051-2	Part Number
16 Rib Crank Pulley (5.5")	155251
Crank Spacer (0.77")	(Call for part #)
3V Accessory Drive Pulley	155250
16 Rib Drive Belt (52.40")	9616
Input Housing Complete (4.07") POL	6087P
Input Housing Complete (4.07") SAT	6087

155250

GENERAL SERVICE PARTS FOR KITS LISTED ABOVE	
Idler Pulley w/ Bearing 16 Rib	6699
Idler Arm (SAT)	6080
Idler Arm (POL)	6081
Idler Tensioner Spring	6998
Gasket & Seal Kit	9593
Bearing Kit	9592
Nose Seal	9603
Blower to Manifold Gasket	155285
Carb Plate to Blower Gasket	91185
Blower Case Assembly (SAT	91056-1
Blower Case Assembly (POL	91057-1
Drive Coupler	7062
Intake Manifold (no pop off) SAT	(Call for part #)
Intake Manifold (no pop off) POL	91092
Blower to Manifold Bolt Kit	6992
2x4 Carb Plate (POL)	93151
1x4 Carb Plate (POL)	93150
1x4 Carb Plate (SAT)	93153

6080

155251

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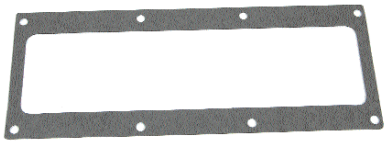
155285

6081



91185

SUPERCHARGER SERVICE PARTS

Weiand Service Parts
Marine 256 Series Blowers (Big Block Chevy)
Kit Numbers 6544-1, 6546-1, 6547-1 and 6549-1

KIT SPECIFIC PARTS FOR 6544-1 & 6546-1	Part Number
16 Rib Crank Pulley	6617

KIT SPECIFIC PARTS FOR 6547-1 & 6549-1	
16 Rib Crank Pulley	155251
3V Accessory Pulley	155250

GENERAL SERVICE PARTS FOR KITS LISTED ABOVE	
16 Rib Belt	6602WIN
16 Rib Idler Pulley	6699
Blower to Manifold O-Ring	6904WIN
Blower to Manifold Bolt Kit	6994
Input Housing Gasket	6979
Supercharger Nose Assembly (POL)	6077
Supercharger Nose Assembly (SAT)	6076
Supercharger Nose (POL)	6097
Supercharger Nose (SAT)	6096
Blower Case & Rotor Assembly (POL)	6041-1
Blower Case & Rotor Assembly (SAT)	6040-1
Marine Offset Water Neck (POL)	6241
Marine Offset Water Neck (SAT)	6240
Marine Thermostat Spacer (POL)	6231WIN
Marine Thermostat Spacer (SAT)	6230WIN
Idler Arm (POL)	6081
Idler Arm (SAT)	6080
Idler Arm Spring	6998
Gasket and Seal Kit	9593
Bearing Kit	9592
Nose Seal	9603
Gasket Kit	91133
Intake Manifold (SAT) Rec Port	6140WIN
Intake Manifold (POL) Rec Port	6141

155251

6097

6140WIN

6241

6081

155250

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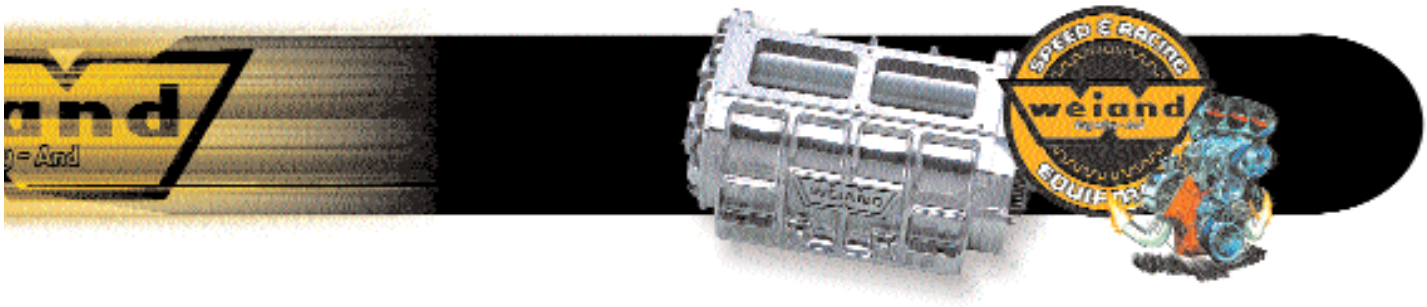
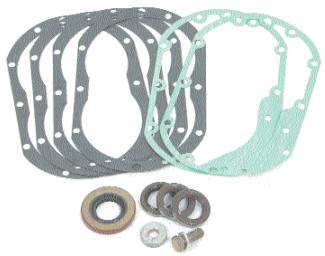


B&M Service Parts
Marine 144 Series Blowers (Old Style)
Kit Numbers 155010 and 155010-1

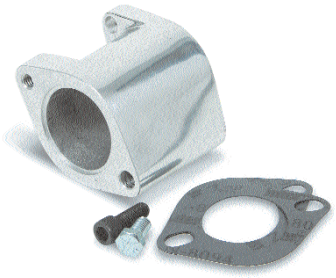
KIT SPECIFIC PARTS FOR 155010 & 155010-1	Part Number
10 Rib Crank Pulley	93352
Crank Spacer (1.35")	8901360-24
3V Accessory Drive Pulley	155255

GENERAL SERVICE PARTS FOR KITS LISTED ABOVE	
10 Rib Tensioner (A)	91163
6 Rib Tensioner (A)	90822
10 Rib Drive Belt (45.5")	90825
6 Rib Drive Belt (45.5")	90824
Gasket & Seal Kit	91165
Blower to Manifold Gasket	90524
Nose Seal	91192
Nose Bearing & Seal	91191
Case Assembly (POL)	90921-1
Drive Coupler	7063
Drive Gears (Keyed)	91168
Drive Gears (Splined)	91186
Input Shaft & Coupler Kit	91180
Intake Manifold (POL)	90581
Blower to Manifold Bolt Kit	6992
Offset Thermostat Adapter	90845
Thermostat Spacer	155161
10 Rib Tensioner Pulley w/ Bearing	91179

(A) NOSE MOUNTED TENSIONERS WILL NOT WORK APPLICATIONS WITH WATER PUMP MOUNTED TENSIONER.
*Drive Pulleys on pages 114-116



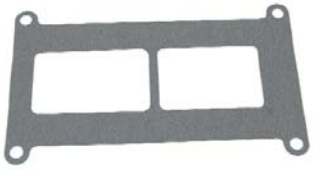
91165



155161

7063

90845



90524

6992

93352

SUPERCHARGER SERVICE PARTS

B&M Service Parts 174 Series Blowers (BBC Low Profile, Old Style) Various Kit Numbers

SERVICE PARTS	Part Number
10 Rib Crank Pulley (7")	90830
Crank Spacer (3.05")	90831
Input Assembly Complete (SAT)	90889
10 Rib Tensioner (A)	91163
6 Rib Tensioner (A)	90822
Intake Manifold	90584
10 Rib Drive Belt	90827
6 Rib Drive Belt	90826
Gasket & Seal Kit	91165
Blower to Manifold Gasket	90565
Nose Seal	91192
Nose Bearing & Seal	91191
Input Shaft & Coupler Kit	91182
Gear Set (Keyed)	91168
Gear Set (Splined)	91186
Front Rotor Bearings (Single Row)	91173
Case & Rotor Assembly (SAT)	90928-1
Case & Rotor Assembly (POL)	90929-1
Blower to Manifold Bolt kit	6992


91165


90830


90565


90831

(A) NOSE MOUNTED TENSIONERS WILL NOT WORK APPLICATIONS WITH WATER PUMP MOUNTED TENSIONER *Drive Pulleys on pages 114-116

B&M Service Parts Marine 174 Series Blowers (Old Style)Kit Numbers 155020 and 155020-1

KIT SPECIFIC PARTS FOR 155020 & 155020-1	Part Number
10 Rib 7"Crank Pulley	90830
Crank Spacer (1.06")	8901520-24
3V Accessory Drive Pulley	155250

GENERAL SERVICE PARTS FOR KITS LISTED ABOVE	
10 Rib Tensioner (A) Severe Duty	155258
6 Rib Tensioner (A)	90822
10 Rib Drive Belt	90827
6 Rib Drive Belt	90826
Gasket & Seal Kit	91165
Blower to Manifold Gasket	90565
Nose Seal	91192
Nose Bearing & Seal	91191
Case Assembly (POL)	90929-1
Drive Coupler	7063
Drive Gears (Keyed)	91168
Drive Gears (Splined)	91186
Intake Manifold (POL)	90585
Blower to Manifold Bolt Kit	6992
Offset Thermostat Adapter	90845
Thermostat Spacer	155161


155250


91165


155161


6992


7063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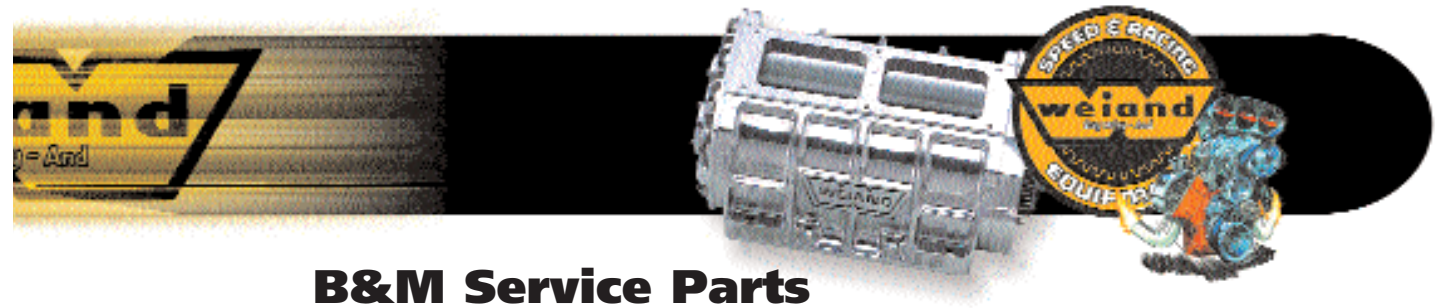
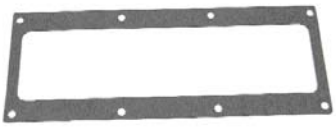
(A) NOSE MOUNTED TENSIONERS WILL NOT WORK APPLICATIONS WITH WATER PUMP MOUNTED TENSIONER. *Drive Pulleys on pages 114-116

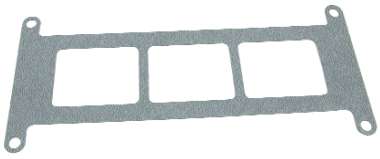


B&M Service Parts
250 Series Blowers (SBC Gilmer)
Various Kit Numbers

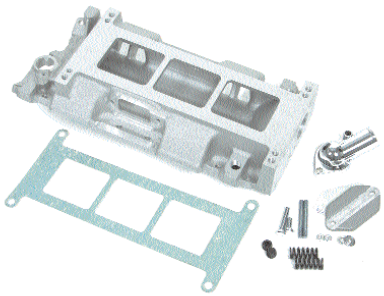
SERVICE PARTS	Part Number
Bottom Blower Drive Pulley (56 tooth)	91097
Top Drive Pulley (48 tooth)	91000
Top Drive Pulley (45 tooth)	91001
Top Drive Pulley (42 tooth)	91002
Top Drive Pulley (39 tooth)	91003
Top Drive Pulley (36 tooth)	91004
Top Drive Pulley (34 tooth)	91005
Blower Case Assembly (SAT)	91056-1
Blower Case Assembly (POL)	91057-1
Drive Belt (2" Wide) 50.4" long	91095
Input Housing (POL)	91153
Idler Pulley	91094
Gasket & Seal Kit	91167
Blower to Manifold Gasket	93330
Intake Manifold (SAT)	93212
Intake Manifold (POL)	93211
Drive Gear Set (Splined)	91168
Drive Gear Set (Keyed)	91186
Pop Off Valve Gasket	93333
Pop Off Valve Kit (POL)	93335
2x4 Carb Plate	93151
1x4 Carb Plate	93150
Carb Plate Gasket	91185
Idler Bracket Kit	91055
Nose Seal	91192
Nose Bearing & Seal	91191
Crank Spacer (1.35")	8901286-06



91185



93330



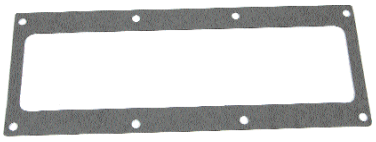
93212

B&M Service Parts
250 Series Blowers (BBC Gilmer)
Various Kit Numbers

SERVICE PARTS	Part Number
Lower Blower Drive Pulley (72 tooth)	91089
Top Drive Pulley (48 tooth)	91000
Top Drive Pulley (45 tooth)	91001
Top Drive Pulley (42 tooth)	91002
Top Drive Pulley (39 tooth)	91003
Top Drive Pulley (36 tooth)	91004
Top Drive Pulley (34 tooth)	91005
Blower Case Assembly (POL)	91057-1
Blower Case Assembly (SAT)	91056-1
Drive Belt (2" Wide) 56.7" long	93266
Input Housing (POL)	91155
Idler Pulley	91094
Gasket & Seal Kit	91167
Blower to Manifold Gasket	93330
Intake Manifold (POL)	93218
Drive Gear Set (Splined)	91168
Drive Gear Set (Keyed)	91186
Pop Off Valve Gasket	9615
Pop Off Valve Kit	93338
2x4 Carb Plate	93151
1x4 Carb Plate	93150
Carb Plate Gasket	91185
Idler Bracket Kit (POL)	93246
Nose Seal	91192
Nose Bearing & Seal	91191
Crank Spacer (1.53")	8901284-06

91089

93266



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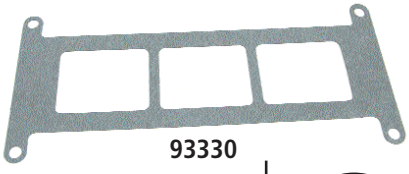


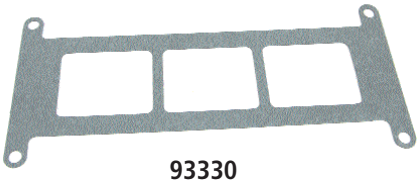
93330

Marine 250 Series Blowers (Old Style 16 Rib) Kit Numbers 155050 and 155050-1

KIT SPECIFIC PARTS FOR 155050 & 155050-1	Part Number
16 Rib Crank Pulley (5.5")	155251
Crank Spacer (0.84")	8901331-24
3V Accessory Drive Pulley	155250
16 Rib Drive Belt (53.75")	155260
16 Rib Tensioner Assembly	155252

155251

GENERAL SERVICE PARTS FOR KITS LISTED ABOVE	
16 Rib Blower Pulley (Splined) 2.75"	155191
16 Rib Blower Pulley (Splined) 3.00"	155192
16 Rib Blower Pulley (Splined) 3.25"	155193
Gasket & Seal Kit	91167
Blower to Manifold Gasket	93330
Nose Seal	91192
Carb Plate to Blower Gasket	91185
Nose Bearing & Seal	91191
Blower Case Assembly (POL)	91057-1
Input Shaft & Coupler Kit	155272
Drive Gears (Keyed)	91168
Drive Gears (Splined)	91186
Input Housing 4.07 (Splined) POL	91093
Intake Manifold	91092
Blower to Manifold Bolt Kit	6992
2x4 Carb Plate (POL)	93151
1x4 Carb Plate (POL)	93150
1x4 Carb Plate Offset (POL)	93153
16 Rib Idler Pulley	155254



93330

155272

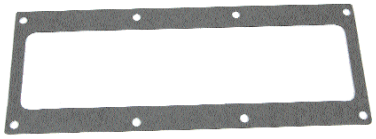
155252

155250

91093

6992

155192



91185