



Granatelli

MOTOR SPORTS

Legendary Performance
through Innovation!



version 9.0

A Tribute To The Greatest Man I've Ever Known: My Father, Joe Granatelli Sr. by J.R. Granatelli



Everyday I get up early and go to work and I'm excited. Excited about the opportunity to continue the performance legacy that is part of the racing Granatelli's. Many of you reading this may not be old enough to remember STP Oil Treatment, Tune-up Masters, factory Shelby Mustangs with Paxton superchargers, land speed record setting twin Paxton supercharged Avanti's, or the famous Paxton Products/STP Novi Turbine Indy cars (better know as whoosh mobiles). Yep, the Granatelli's had something to do with all of that and more. My father, Joe Granatelli Sr., of the three more famous racing Granatelli brothers (Joe, Vince and flamboyant Andy), was chief mechanic for the Indy team and president of Paxton Products. So, why should you care? Perhaps the hard work and extensive history that has formed Granatelli Motor Sports will inspire you, and maybe sooner than later, you will proudly wear a Granatelli Motor Sports decal on your next Hot Rod or Modern Day Muscle Car making you an extended part of the Granatelli heritage. Every Granatelli customer becomes a part of my family's legacy in the performance racing industry. Read on...

As I was saying, I am excited about going to work everyday. But success takes dedication. How much? Many long hours that could not be done without an understanding family. Just like my father, first to work and last to leave. As I sit at my desk everyday, I sometimes glance at photographs of my father (some recent with my family and some from the 50's and 60's at Indy and Bonneville). Racing really is in my blood. I reflect on how much he inspired me and how thankful I am to be his son. I can honestly say he is my hero and was my best friend. Not just because he was an ace mechanic with a long list of accomplishments, but because of the great man he was. Everyone he ever encountered was inspired by him and has a story to tell. One story I can tell from personal memory is from 1991. We had just completed construction of a new Mustang drag racecar and we were readying it for a Fun Ford track event. (Back then, the fastest 5.0 Mustangs were going mid 10's!). We prepared the car in Santa Monica where Paxton Products had been since 1958. Everywhere you looked was history. The building was filled with Indy engines, one-off experimental superchargers, and row upon row of components that went into a Paxton centrifugal supercharger. By 1991 my father was 72 years old and he had more than paid his dues. However, this car was special to him. He was building it for me and he wanted everything to be perfect for his baby boy. After a full 20-hour day, we were all hot, tired and hungry. My father picked up a pencil and started walking around the shop taking everyone's pizza order. Even though my father was the boss he still worked with everyone as if he had no seniority. After a quick pizza break, we worked a few more hours before it was time to clean up and call it a night. One of the employees started mopping up the floors when my father told him, "let me give you a hand." "But Mr. Granatelli, let me do that. You shouldn't have to mop floors when you are the C.E.O. of the company," the employee remarked. Dead silence came next and then my father said the most amazing thing: "If I am too good to help you mop the floors, then I have no business owning this company." Then, the employee and my father finished mopping the floor as a team. The next day we went to the track and had a great race. It was at that

moment that realized this is a simple example, but it is one of dozens that demonstrate the kind of man he was. Personable, hands on, respectful, respected, a brilliant business man, a mentor and of course, an ace mechanic.

"Driving a company to success is a lot like driving a winning race car: it's takes knowledge, experience, determination, hard work, the right team, the right equipment and...a little luck," my father remarked. He explained this to me when I was very young and you know, he was right. As early as I can remember, he would take me to Indy car races and I would watch his genius as the ace mechanic on the Paxton Products Novi Turbine cars. His passion for racing and knowledge of how to extract every last drop of horsepower was simply amazing. To this day, when I walk through the pits of any Cart Race, IRL race or NASCAR event, I always get a pat on the back and a comment about my father and his abilities as a mechanic on a racing car. You might say he had the magic touch. He could take any engine and make it sing just by listening to it. Just about every conversation with him was a lesson in life or business. Whenever I asked him a question, he gave me an answer but more importantly, he always explained why. This was one of the key elements that has really helped me in business today. He used to tell me that only by understanding the reasons why something "is" can I really appreciate it and learn from it. Not only was my father the best automotive mechanic I'd ever seen, but he was much more than that. Simply put, he was best teacher about life one could ask for. When I started Granatelli Motor Sports in 1989, my father was behind me all the way. He said, "If you believe you can do it, you can and never give up." In the beginning we were small with just handful of employees. Today, we are a larger corporation and enjoy steady growth every year.

There are a lot of people I can thank for my success, but mostly I owe it all to my father. I am grateful he shared his knowledge and experiences with me and he will continue to have a profound impact on my life and businesses. In September of 2003, he passed away from lung cancer, but I will always love and miss him. Not from smoking cigarettes, but smoking tires all his life. It would seem the chemicals in his racing safety suit got the better of him. I suppose the best tribute of all is to follow in my father's footsteps. And what footsteps they are! Now, there are a few ideas I have for my next racing car. I can promise you the best is yet to come and the incredible legacy of Joe Granatelli, Sr. will continue.

Joe Granatelli, Sr. (1919-2003)

The greatest father and grandfather anyone could ask for.

My hero and best friend.

First raced at Indianapolis Motor Speedway in 1946.

Co-Owner of Grancor speed shop in Chicago.

Chief mechanic of the Paxton Products Novi Indy cars through 1973 (including 1969 and 1973 Indy 500 wins).

Co-Builder of the 1967 & 1968 STP Turbine Indy cars (whoosh mobiles).

World land speed record holder of 198.9 mph in a twin Paxton supercharged Studebaker Avanti.

President and CEO of Paxton Products, Inc.



The performance heritage continues...



Granatelli Motor Sports, Inc. was founded in 1989 by the charismatic and always outgoing J.R. Granatelli. J.R. is a consummate businessman, inventor, project vehicle builder, published author and licensed Pro Stock racing driver who holds the current world record for the fastest modular engine Mustang. Performance heritage is truly an understatement as his family, with over 70 years in the business and three generations of performance minded gearheads, has set over 300 land speed records, several Indianapolis 500 wins (including 1969 with driver Mario Andretti), and the legendary performance of the Paxton Supercharger to their credit.

Taking The High Road To Greater Performance

Granatelli Motor Sports' innovation takes performance to a higher level. We didn't invent the Paxton Supercharger, we did make it a household word and we created the indestructible Novi 2000, still the most powerful centrifugal supercharger in its class. We didn't invent the Bonneville Salt Flats, but we set more records there than anyone else. We didn't invent turbine-powered engines but we successfully adapted them to the then modern day Indy style open wheel racecar and dominated every race for 2 years. We didn't invent the modular Ford engine, but our innovation produced the world's fastest modular Ford engine. And, our innovation doesn't stop here! We invented the first aftermarket torque arm, 200 MPH speedometers and aftermarket mass airflow sensors for GM vehicles specializing in 3rd & 4th generation Camaros and Firebirds. We helped to establish the standard set forth by C.A.R.B. to gain approval for aftermarket forced induction systems,

camshafts, exhaust systems, cylinder heads and mass airflow sensors. We created the first user-friendly speedometer calibration software for electronic GM speedometers. Call it an obsession with being second to no one by holding ourselves to a higher standard. At our 39,000 square foot facility in Oxnard, California, we spend countless hours performing engineering evaluations, dyno testing and real world testing. This testing ensures quality that exceeds OEM specifications and performance that exceed your expectations. Of course our obsession is your reward: hands down the best products in their class. Get the picture? Anything less is not Granatelli Motor Sports.

The Customer Is First

The drive to win...the drive to be the best... It's what separates the winners from everyone else. At Granatelli Motor Sports, our only option is to be the #1 performance brand in the world. We strive to delight our customers through innovation, hard work and determination, even after the sale. By hiring the best people, re-investing in the best equipment and constantly overbuilding every product we sell, we deliver. It's clear why Granatelli Motor Sports products are a favorite among tuners, speed shops, mail order companies and performance enthusiasts just like you.



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Mass Airflow Sensors



Mass Airflow Sensors for GM Vehicles

- Improves mileage and throttle response
- Chassis dyno proven to add 8-25 horsepower (depending on application), 60% airflow increase over stock
- Improves performance from 2,000 rpm to red line
- "Truly Calibrated" on our in-house MAF Dyno and Flow Bench to optimize performance for your specific application
- Direct OEM replacement, won't void your factory warranty

See Application Guide for a complete listing of cars and trucks!



Performance You Can Feel

The extra power you need when you need it: on the ramp acceleration, on demand passing, towing, through the hills or wherever. Granatelli Motor Sports performance mass airflow sensors reduce engine load and improve efficiency. This occurs by providing quicker and more accurate calibrations to changes in engine intake airflow, fuel and spark timing. In addition, the smooth design of our sensor's inlet tube improves airflow capacity over OEM equipment by an industry leading 47%. The added performance is chassis dyno proven from 2000 rpm to the red line. Most importantly, the performance can be felt where it counts, in the seat of your pants. Granatelli Motor Sports performance mass airflow sensors are ideal for adding extra performance with none of the hassles. All you need are basic hand tools and about 10 minutes of your time. Just follow the included step-by-step instructions and you'll enjoy an extra 10-23 rear wheel horsepower in no time. Now that's performance, quick and easy!

How They Work

Mass air induction systems measure airflow with an electronic "hot-wire" type mass airflow sensor. The sensing element in the air intake provides an output voltage reading that is directly proportional to the amount of air that is entering the engine. This airflow measurement reduces the calculations required to control fuel and ignition spark advance. Mass airflow sensors can react quickly and accurately to sudden changes in airflow while improving overall vehicle performance and drivability.

Calibrated for Optimum Performance

Granatelli Motor Sports spends hundreds of hours testing and calibrating to optimize performance for your specific application. Each application is calibrated on our proprietary computerized flow bench. Then, each application is dyno tested and driven under a variety of real world tests using sophisticated air/fuel ratio monitors, exhaust gas temperature gauges and data logging computers. The result is optimum performance for YOUR specific application.



Features & Benefits

- Chassis dyno proven to add 10-23 horsepower over OEM equipment
- Industry leading 47% airflow increase over OEM equipment
- "Truly Calibrated" to optimize performance for YOUR specific application
- Improves performance from 2,000 rpm to red line
- Installs in about 10 minutes using basic hand tools
- Compatible with all electronics and aftermarket bolt-on performance equipment
- 50-state street legal and won't void your powertrain warranty



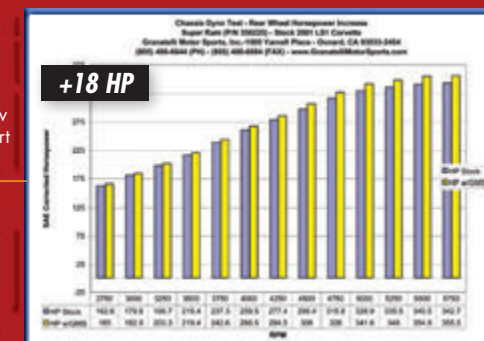
Cadillac CTS-V/LS6



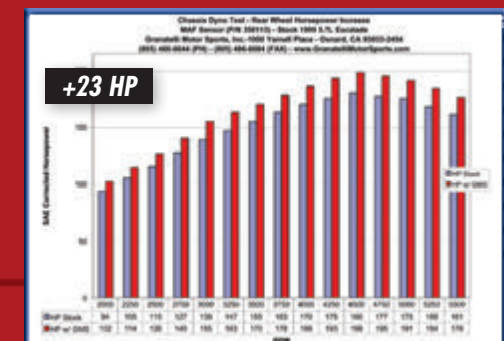
LS2 Corvette/GTO



GM LS1 (Low Cost)



GMS Mass Airflow Chassis Dyno Chart GM LS1 Corvette



GMS Mass Airflow Chassis Dyno Chart GM 5.7L Cadillac Escalade

Mass Airflow Sensors

GM

Mass Airflow Sensors

FORD

Mass Airflow Sensors for Ford Vehicles

- Improves mileage and throttle response
- Chassis dyno proven to add 10-35 horsepower (depending on application), up to 100% airflow increase over stock
- Improves performance from 2,000 rpm to red line
- "Truly Calibrated" on our in-house MAF Dyno and Flow Bench to optimize performance for YOUR specific application
- Compatible with most electronics and aftermarket bolt-on performance equipment
- Installs in 10-15 minutes using basic hand tools
- OEM-style replacement, won't void your factory warranty

See Application Guide for a complete listing of cars and trucks!



BACK BY POPULAR DEMAND

Chrome Universal Body



2004-07 Ford vehicles (PN: 80064619)

New! Slot-In Mass Air Flow Sensor will allow users to convert their existing all-in-one tube system to a Traditional Mass Air Flow Sensor. This will allow you to connect a Cold Air Induction System with our Truly Calibrated MAF.



Ford Cars & Trucks



Granatelli Big Mouth Cars & Trucks



2005-07 Mustang GT



GM F-Body/Impala SS LT1/LT4



GM LS1/LS6



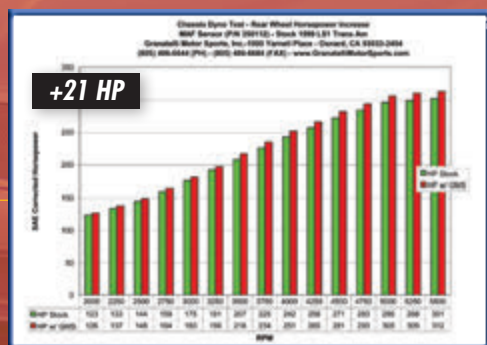
GM Vortec Truck



2006-09 GM Cars and Trucks

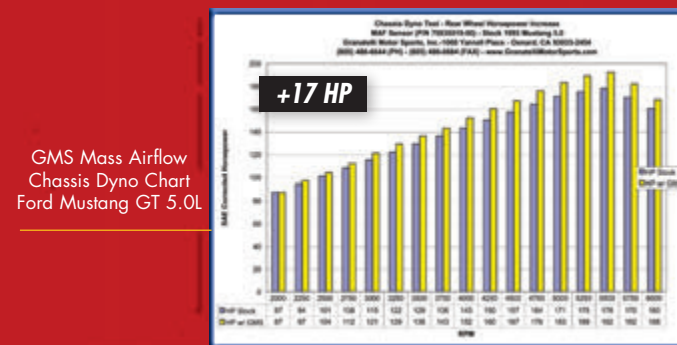


1984-87 Buick Regal Turbo and 1989 Pontiac T/A Turbo

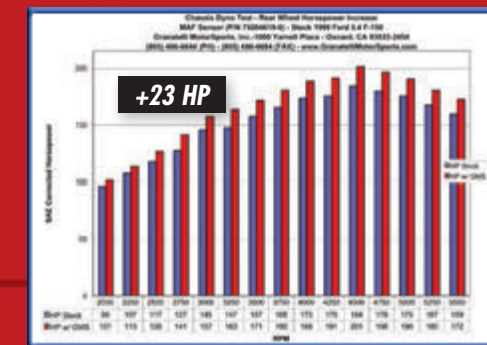


GMS Mass Airflow Chassis Dyno Chart GM LS1 Trans Am

1985-92 198 TPI F-Body and 1985-91 Vette



GMS Mass Airflow Chassis Dyno Chart Ford Mustang GT 5.0L



GMS Mass Airflow Chassis Dyno Chart Ford F150 5.4L

FUEGO

TUNABLE PERFORMANCE PROGRAMMERS

FUEGO is a state-of-the-art, high performance flash programmer in a sleek handheld design. Unlike other "tuners", GMS programming is performed in very small increments throughout the entire RPM range, for a smoother, wider and a more predictable power delivery.

The Fuego was created with one thing in mind, **POWER!** A Fuego equipped vehicle will notice significant improvements in drivability. The additional power and improved shift patterns created by the Fuego tune will yield quicker acceleration, firmer shifts, better mileage and improved towing characteristics, whether it is in town or out on the highway towing an 8,000 lb. trailer.

The power increase in the lower RPMs will yield a better throttle response; helping maintain speeds on inclines and while towing. The wider power band that the Fuego creates will be particularly noticeable in city driving, where speeds constantly change. The mid-to-upper power increase is extremely useful on the highway when passing slower vehicles and to quickly maneuver out of emergency situations.



FUEGO Features & Benefits

- 128MB Ram provides 32 times faster programming
- Largest backlit screen available with adjustable color brightness and contrast
- Adds 15-35RWHP (gasoline cars, trucks and SUVs)
- Gas tunes include 87, 89, 91 and 93 octane tunes
- Diesel flash tools come standard with heavy towing load, regular towing load, performance & race modes that can increase power up to 160hp and torque by as much as 250 ft/lbs.
- Multi-vehicle DTC scanning and erasing
- Installs easily in minutes with no computer skills required
- Won't void powertrain warranty

Never Before Available Adjustability:

- Ignition Timing Tables (Except diesels)
- Fuel Table (+ or -20%)
- Idle (+500RPM & -300RPM)
- Top Speed Limiters
- Rev Limiters in any gear
- Shift points based on RPM & MPH (automatics only)
- Shift timing & shift pressure (automatics only)
- Cooling fan on/off temperatures
- Speedometer re-calibration for multiple gear ratios
- Speedometer re-calibration for multiple tire size changes

Torque Management On/Off Adjustment:

- (does not apply to some models)
- Torque management abuse mode time limit on/off
 - Up shift torque reduction (all gears) on/off

Injector Adjustment:

- Allows Programming for various injector sizes
- Allows Programming for adjust for long-term fuel trims

Catalytic Overtemp Protection Adjustment:

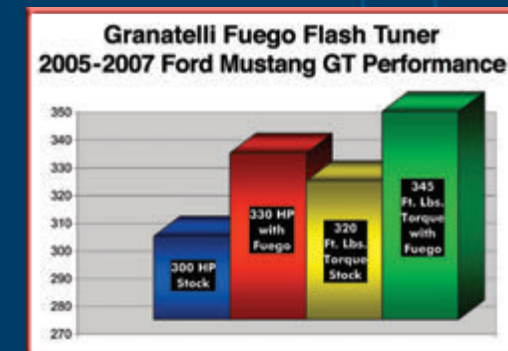
- Adjust COT enable temperature

EGR Disable:

- Enable/disable MPH, set high to disable

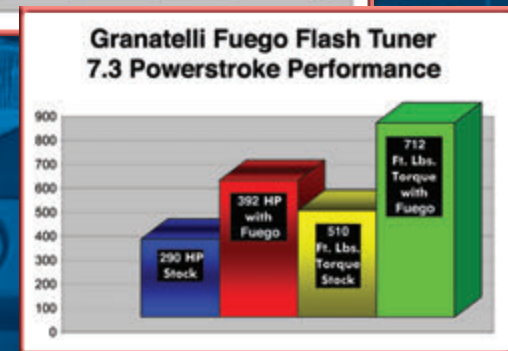
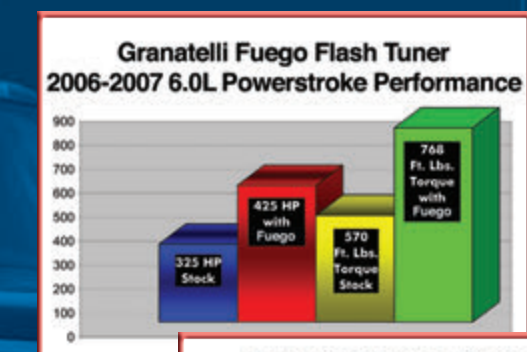
Rear O2 Disable Code:

- Disable P-codes: 0137, 0138, 0140, 0141, 0157, 0158



Diesel Fuego's contain multiple Powerstroke tunes to choose from!

- Stock Tune: with adjustable speed limiters. Speed limiter to approximately 120 MPH varies based on vehicle set-up weight, tire size, 2wd vs. 4wd, etc.
- 65 RWHP and 100-ft/lb TQ - Tow Tune, made specifically for towing. Recommended weight limitations based on manufacturer suggested limits for the vehicle.
- 85 RWHP and 150-ft/lb TQ - Economy Performance Tune, designed for Economy and Performance, fuel economy depends solely on driving style, and will vary from vehicle to vehicle. Recommended weight limitations of 8,000 lbs. Larger diameter exhaust & exhaust gas temperature gauge recommended.
- 100 RWHP and 195-ft/lb TQ - Performance Tune, designed specifically for performance street driving. (Not recommended for towing; larger diameter exhaust & exhaust gas temperature gauge recommended; Duramax Only).
- 160+ RWHP and 210 ft/lb TQ (Powerstroke Only) Ultra Performance Tune (not recommended for towing; larger diameter exhaust & exhaust gas temperature gauge recommended).



Big G

modules and monitors

Features & Benefits

- Plug & Play Design
- Adds over 160HP & 280Ft/Lbs torque in minutes
- Four position switch allows for fast multiple tune adjustments & easy switching between maximum performance & tow mode
- Re-maps diesel injection pump fuel delivery & modifies the injection-timing curve
- Improves reliability through improved injection efficiency yet adds no additional strain on diesel injection pump
- Significantly improves drivability, throttle response and towing Performance
- Coolest exhaust temps in its class
- Highest horsepower w/lowest EGTs without exhaust upgrades
- Easy to install or remove w/no wire cutting, soldering or fuel pump interfacing
- Installs easily in minutes with no computer skills required
- Won't void powertrain warranty

Heavy Duty Tow Mode:

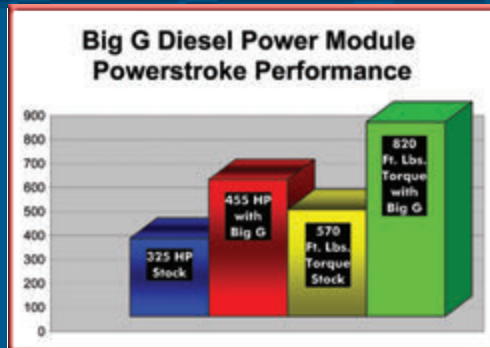
- +80 RWHP
- +170 Ft. Lbs. Torque

Performance Mode:

- +100 RWHP
- +200 Ft. Lbs. Torque

Race Mode:

- +160 RWHP
- + 280 Ft. Lbs. Torque

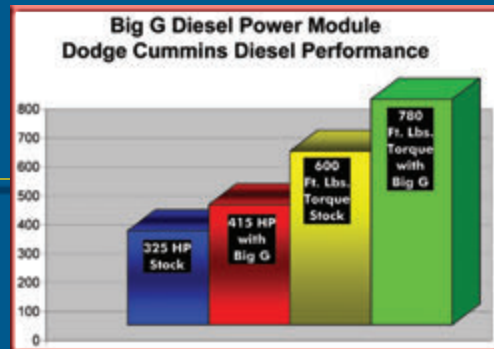


CUMMINS DIESEL

- Performance Mode
- +120 RWHP
 - +240 Ft. Lbs. Torque
- Tow Mode
- +60 RWHP
 - +150 Ft. Lbs. Torque

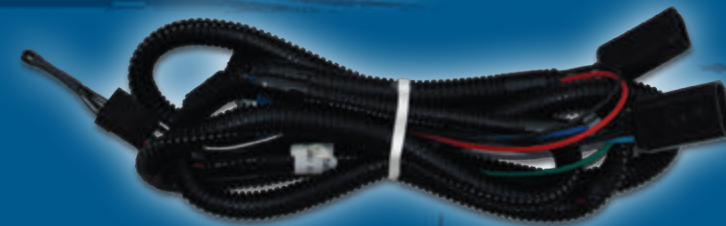
6.0L POWERSTROKE

- Race Mode
- +160 RWHP
 - +280 Ft. Lbs. Torque
- Tow Mode
- +80 RWHP
 - +170 Ft. Lbs. Torque



Mileage Miser Module

- Save money and add more power
- Adds 60 hp & 150 ft. lbs. of torque with no other changes
- Designed for towing
- Smooth power delivery
- Low exhaust temperatures
- Simple plug & play design
- Lowest price in the industry
- Simple & easy installation requires no cutting
- No messy wiring harnesses or switches in the cab



Big G

modules and monitors

Big G Diesel Performance Module In-Cab Monitors – 4 Individual Tunes At Your Fingertips

The Granatelli Big G In-Cab Monitor was uniquely designed to work with all diesel plug and play modules as well as most flash tools and hand held programmers. Big G is the only unit that can communicate with any manufactures tuning components making it a great addition to any diesel vehicle regardless of make or aftermarket manufacturer's accessories. The function of the Big G In-Cab Monitor is to take precedence over all other aftermarket components and factory ECU's. Additionally, Big G gives the driver the ability to "switch tunes on the fly". Big G can display up to 4 different functions at one time or can be reduced down to one function to make the display larger. Navigation through the system is handled by four face mount gel buttons. Big G offers the largest screen on the market today, yet compact enough to fit into any pillar mount based gauge pod. Furthermore, Big G is the only In-Cab monitor that will de-fuel based on driver defined EGT presets. This guarantees the ultimate in engine safety for all Ford, Chevy and Dodge diesel Applications.



"Stackable" when using The Big-G In-Cab Monitor. You now have the ability to "Stack" Modules and Flash Tools for even more insane horsepower and torque increase—SAFELY!

What The Big G In-Cab Monitor Can Display:

- Power Output Settings
- Turbo Boost Pressure
- Exhaust Temp Before Turbo
- Exhaust Temp After Turbo (optional)
- Datalogging
- Display injector timing, fuel rail pressure, transmission, oil, and water temperature

The Big G In Cab Monitor Technological Advancements:

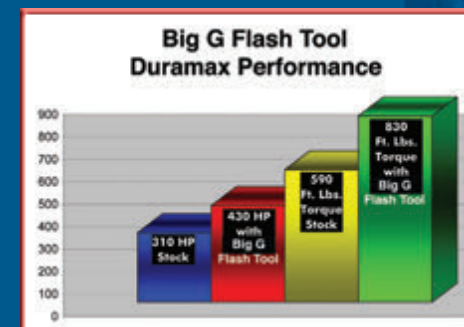
- Capable of 250 samples per second and 3 times faster than current monitors on the market
- No need for any other in-cab gauges so it always gives the driver a clean look
- Display is backlit in sky blue and dimmable so it is easy on the driver's eyes at night
- Installs in minutes and requires no cutting or splicing
- Switch tunes on the fly



Big G Flash Tool

The Big G Flash Tool was created to handle all your GM gas engine cars and trucks as well as the mighty Duramax LLY, LBZ, LB7 and LMM Diesel engines. Similar to the Fuego, the Big G Flash Tool is tailored specifically to communicate with the GM ECU. In just minutes, you can expect 30 hp and 35 ft/lbs of torque in most gas applications and a staggering 140 hp and 240 ft/lbs torque increase in most LLY, LBZ, LB7 and LMM applications.

- ('98-'04 GM Cars - Vette, Camaro, GTO - PN: 990317)
- ('98-'07 GM Trucks/SUVs 4.3L-8.1L - Classic Body Style Only - PN: 990217)
- ('01-'05 GM Duramax Diesel Trucks/SUVs - LB7, LBZ - PN: 989517-135)
- ('06-'07 GM Duramax Diesel Trucks/SUVs - LBZ, LBZ - PN: 989617-135)
- ('07.5-'08 GM Duramax Diesel Trucks/SUVs - LMM - New Body Style - PN: 989717-135)



GM Suspension and Accessories

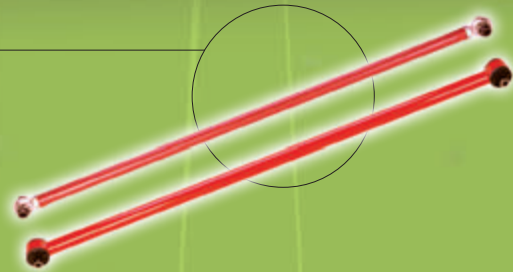


LOWER PANHARD RODS

1982-02 F-Body

Install our heavy-duty tubular panhard rod and eliminate flex and wheel hop problems during cornering. Our adjustable version allows you to center the rear end using adjustable heim joints on each end. This is a must for any vehicle with lowering springs as lowering springs throw the rear end off center. Each includes a panhard rod (1.25" diameter, .120 wall mandrel bent steel tubing with precision welds), fluted polyurethane bushings with zerk fittings (non-adjustable version) or heim joints with machined aluminum step bushings (adjustable version) and a durable powder coated finish. Installation takes 1-hour using basic hand tools and factory hardware.

(PN: 500001/500001-A)



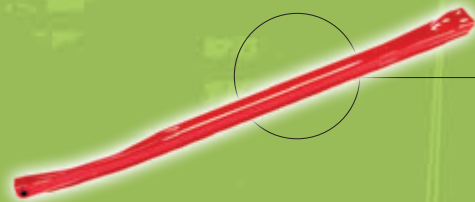
UPPER PANHARD RODS

Granatelli Exclusive!

1982-02 F-Body

Install this upper panhard rod and improve traction and handling. By boxing in the factory upper panhard rod, we triple structural integrity and eliminate flex. Each system includes an OEM panhard rod with precision welded boxed steel and a durable powder coated finish. Installation takes 1-hour using basic hand tools and factory hardware.

(PN: 500015)

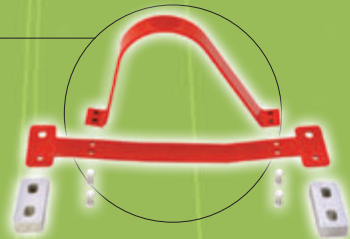


G-LOAD BRACE

1993-02 F-Body

Replace your weak factory transmission tunnel brace with our heavy-duty g-load brace. Our unique design reduces chassis flex while improving safety due to the integration of an NHRA approved driveshaft safety loop. Each system includes a heavy-duty g-load brace, driveshaft safety loop, all necessary hardware and a durable powder coated finish. Installation takes 30 minutes using basic hand tools.

(PN: 500002)

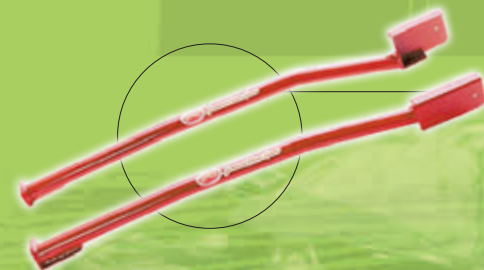


SUB-FRAME CONNECTORS

1993-02 F-Body

Install these sub-frame connectors and improve traction, handling and help eliminate squeaks, rattles and top water leaks. Round tubing is used because it is much stronger and lighter than square tube designs and it does not affect ground clearance. Each set includes a pair of sub-frame connectors (1.75" diameter, .134" wall mandrel bent steel tubing with precision welds, 3/16" mounting tabs) and a durable powder coated finish. Installation takes 3-4 hours and may require some grinding off of powder coating from mounting pads. NOTE: Will not fit convertible models.

(PN: 500003)



REAR LOWER CONTROL ARMS

1982-02 F-Body

Install these heavy-duty tubular rear control arms and eliminate wheel hop and improve traction. Round tubing is used because it is much stronger and lighter than square tube designs. Each set includes a pair of control arms (1.65" diameter, .120 wall mandrel bent steel tubing with precision welds), fluted polyurethane bushings with Zerk fittings and a durable powder coated finish. Installation takes 1-hour using factory hardware and basic hand tools.

(PN: 500000)

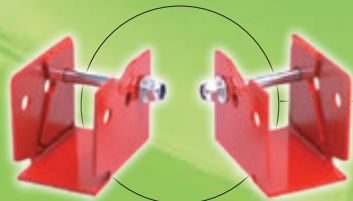


REAR LOWER CONTROL ARM RELOCATION BRACKETS

1982-02 F-Body with factory or all brand aftermarket control arms

Install these brackets and change anti-squat characteristics while improving traction. These heavy-duty brackets weld to the stock control arm pickup point, providing 3-adjustable pinion angles (1 stock and 2 modified). Each set includes a pair of control arm brackets, all necessary mounting hardware and a durable powder coated finish. Installation takes 1-hour with welding required.

(PN: 500009)



200 MPH SPEEDOMETER CONVERSIONS

Granatelli Exclusive!

Fits 1997-2002 LT1/LS1 F-Body (available direct only).

For years Mustang owners have enjoyed aftermarket 200 mph speedometers but nothing was available for F-body owners. Many F-bodies will exceed the factory 155 mph speedometer, but by how much? Granatelli Motor Sports now offers a 200 mph speedometer conversion! It's the perfect addition for those who want to enhance their F-body's performance image or for those who want to know what their F-body will really do. Choose your color from factory black, arctic white, or ice blue. Precision calibrated just like yo factory speedometer and backlit to light up the same color as factory Camaros at night. Note: Cluster calibrations do not account for wheel/tire and gear ratio changes. Conversions are done in-house only on specific days. Please call for details. Requires customer's original gauge cluster. No core charge is required. Clusters are calibrated to existing factory specifications. Call for more information.

('00-'02 Camaro - Silver - PN: 450006)

('00-'02 Firebird - Silver - PN: 450005)

('00-'02 Firebird - White - PN: 450004)

('00-'02 Camaro - White - PN: 450003)

('01-'02 Camaro - Black - PN: 450002)



IN-TANK FUEL PUMPS

LT1 and LS1 F-Body, LT1/LT4 and LS1/LS6 Corvette

Give your fuel system the capacity it needs to make the extra horsepower you want with ese OEM quality replacement 255L fuel pumps. Our 255L fuel pumps support up to 775 HP at 45psi. Each fuel pump comes complete with all necessary components for installation. Installation takes 3-4 hours and requires special tools necessary to drop the fuel tank.

(PN: GM722-2)



CORVETTE BUMPER SAVERS

1997-Current Corvette

Eliminate costly front-end damage caused by lowering, steep driveways or other obstacles by installing these clever bumper savers. They feature an active skid plate design with proprietary integrated urethane wheels. Each set includes a pair of bumper savers and all necessary hardware. Installation takes 1-hour. Welding not required but recommended.

(PN: 350222)



LOWERING SPRINGS

1993-97 LT1 and 1998-02 LS1 F-Body

THE BEST IN THE BUSINESS! Improve handling without destroying ride quality with these progressive-rate lowering springs. Our springs will lower vehicle 1.25" in the front and the rear. Each set includes 4 springs. Installation takes 1-2 hours using basic hand tools and a spring compressor. NOTE: Recommended installation of adjustable panhard rod P/N 500001-A and removal of wheels by your installer (you must provide your wheel lock key to your installer before installation). Will not fit V-6 models.

(PN: 500008)



IGNITION WIRES & COIL ON PLUG CONNECTORS - See pages 28-29

- Direct OEM replacement, exceeds OEM specifications, OBD-II computer safe
- Solid stainless connector cable with stainless snap lock spark plug connectors, unique EMI/RMI protection ring
- The only true solid stainless steel core wire that works with today's computer dependant engine and all race cars
- 0 Ohm resistance
- Patented design
- No RFI / EMI issues - works with any fuel injection / No stereo noise
- Increase power to the spark plug up to 400% over stock
- Coil on plug connector kits (for select GM vehicles) add up to 15HP (normally aspirated) and 35HP (s/c, turbo, & nitrous)
- Improves mileage and throttle response
- High temperature silicone boots, 8MM jacket with fiberglass-reinforced braid resists temperatures up to 500 degrees F (1200F degree boots optional)
- Ideal for use with aftermarket headers and turbocharger systems
- Includes all necessary hardware

(L89 '89-'92 - PN: 28-1409S)

(LT1 '93 - PN: 28-1423S)

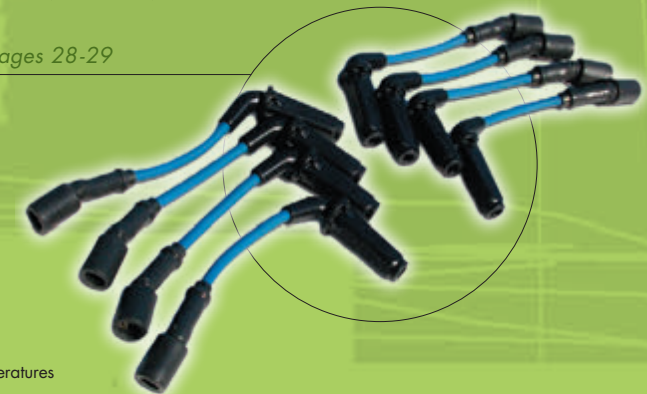
(LT1 '94-'97 - PN: 28-12705S)

(LS1 '97-'04 - PN: 28-1545S)

(LS2 '05-'06 - PN: 28-1811S)

Also see pages 28-29

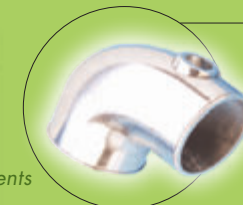
See application guide for over 600 fitments



INTAKE ELBOW

- Direct fit for all 1985-97 L98, TPI, LT1 & LT4 Camaros & Firebirds
- Perfect for Street Rods with tight fit "no clearance" radiators
- Cast aluminum construction
- Chemically polished
- Eliminates power robbing factory air intake resonator tube
- Increases airflow, reduces intake air turbulence
- Adds mid-range and high RPM HP
- Improves throttle response
- Includes all necessary hardware
- Installs in approximately 15 minutes using basic hand tools (some vehicles may require minor modifications)

(PN: 410036)



GM LS1/LS2/LS3/LS6/LS7

Performance Parts and Accessories

ROCKERS - 1.7 RATIO

- Fits 1997-06 LS1, LS6 & LS2 powered engines
- Direct OEM replacement, won't void your factory warranty
- Adds 8 to 11% more horsepower by adding more lift to your factory camshaft
- Can increase mileage by 10% to 15% (ideal for truck and SUV applications)
- Shaft mounted design improves high speed stability and reliability over factory stud mounted design
- Integrated oil passage in the front of each rocker arm supplied proper oiling to the valve spring
- Large trunion & more needle bearings to spread the load, integral pushrod seat
- Computer designed and machined from 7071 aircraft alloy
- Includes extruded aluminum arms, precision alloy steel trunions and shafts and posilok nuts
- Installs in approximately 3-4 hours (may doubling up on valve cover gaskets, hardened push rods may be required for applications not equipped with screw-in studs and push rod guide plates or when using extremely heavy valve springs)

(PN: 510001)



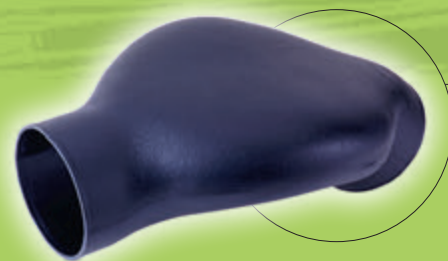
DUAL CONE COLD AIR

- Fits GM LS1/LS1 Corvette
 - Easy way to make 18-23 horsepower
- ('97-'00 - PN: 350207 / '01-'04 - PN: 350205)

COLD AIR INTAKE LID

- Fits 1998-02 V-8 Camaros & Firebirds
- Direct OEM replacement, won't void your factory warranty
- Eliminates power robbing resonator and rear baffles
- Improves mileage and throttle response
- Adds up to 17 HP and 12 Ft./Lbs. torque
- Works with factory and aftermarket replacement air filters
- Includes all necessary hardware
- Installs in approximately 5 minutes and requires NO hand tools (no cutting required)

('98-'99 - PN: 35200 / '00-'02 - PN: 350201)



AIR BRIDGE - BLACK RESIN

- Fits GM LS1/LS6 Corvette
 - Adds 7 horsepower
- ('97-'00 - PN: 350224 / '01-'04 - PN: 350221)

C5 & C6 CORVETTE AXLE BACK EXHAUST SYSTEM

- Fits 1997-04 LS1 & LS6 C5 Corvettes and 2005-2008 C6 Corvettes
- Direct OEM replacement, won't void your factory warranty
- Adds significant horsepower while improving mileage and throttle response
- Straight thru design insures maximum flow but still no obnoxious sound or drone
- T-409 stainless steel
- Polished 4" tips with rolled edges
- 100% complete, bolts-on in about 1-hour with no welding
- Limited lifetime warranty

(PN: GM-ES9704C 1997-04 C5 Corvette LS1 & LS6)
(PN: GM-ES0508C 2005-08 C6 Corvette LS2, LS3 & LS7)



TURBO SYSTEMS

1997-2004 LS1/LS6 Corvette

2005-2008 LS2/LS7 Corvette

500 to 1000RWHP

TRUE, verifiable HP using 91 octane fuel
MORE power, unmatched by the competition
ZERO turbo lag, instant tire shredding power
SUPERIOR fit and finish, OEM quality

EASY bolt-on installation

SUPPORTS up to 1000RWHP NOTE: this will require extensive engine, fuel system and powertrain modifications and precision tuning on a chassis dyno.

(PN: GM-VTK9704 1997-04 C5 Corvette LS1 & LS6)

(PN: GM-VTK0508 2005-08 C6 Corvette LS2 & LS7)



TURBO SYSTEMS

2005-2008 Mustang GT

450 to 500RWHP @ 8 to 10PSI on otherwise stock 2005-08 Ford Mustang GTs

TRUE, verifiable HP using 91 octane fuel
MORE power, unmatched by the competition
ZERO turbo lag, instant tire shredding power
SUPERIOR fit and finish, OEM quality

EASY bolt-on installation

100% COMPLETE up to 480RWHP, additional modifications recommended after 9PSI (call). Includes 76mm Turbonetics turbo, Tial waste gate, Granatelli compressor bypass valve, stainless steel exhaust components from headers to the turbo, 2.5" down pipe with 3" as an option, high flow twin cat system, aluminized tubing from turbo to intercooler and from intercooler to throttle body, twin 221 Spearco intercooler cores, all necessary sleeves and clamps and modified radiator hoses.

SUPPORTS up to 800RWHP.

NOTE: this will require extensive engine, fuel system and powertrain modifications and precision tuning on a chassis dyno).

(PN: GM-STK0507-T)

(8PSI Kit PN: GM-STK0507)



FORD MUSTANG '79-'04

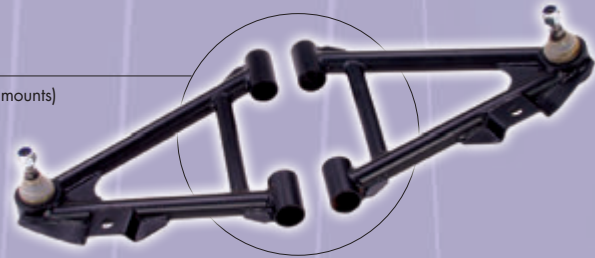
Suspension and Accessories



FRONT A-ARMS

- Fits 1979-1993 & 1994-04 Mustang (specify with or without sway bar mounts)
- Direct OEM replacement
- Saves 15 lbs., ultra strong
- Improves steering, reduces understeer
- Eliminates flex, increases caster
- Improves camber curve & roll center height
- HD tubular steel w/precision welds
- Durable powder coated finish
- Includes all necessary hardware and ball joints
- Installs in approximately 3-4 hours using basic hand tools (front end re-alignment required)

(PN: GMTA9498/GMTA7993/GMTA9498NS/GM7993NS)



TUBULAR K-MEMBER

- Fits 1979-1995 & 1996-04 V-8 Mustangs
- Direct OEM replacement
- Saves 30 lbs., ultra strong
- Eliminates flex, increases caster
- Improves steering, reduces understeer
- Improves camber curve & roll center height
- Increases header, oil pan & starter clearance
- Lightweight lower a-arms optional
- HD tubular steel w/precision welds
- Durable powder coated finish
- Includes all necessary hardware
- Installs in approximately 6-8 hours using basic hand tools

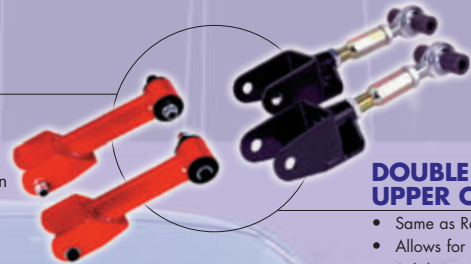
(PN: GMTK7995/GMTK9699)



REAR UPPER CONTROL ARMS

- Fits 1979-04 Mustang w/o independent rear suspension
- Direct OEM replacement
- Eliminate wheel hop, improve traction, decrease body-to-rear end flex
- Adjustable version is fully adjustable for pinion angle, which greatly improves traction
- HD tubular steel w/precision welds
- Durable powder coated finish
- Includes all necessary hardware
- Installs in approximately 1-2 hours using basic hand tools

(PN: GMCA7998U)



DOUBLE ADJUSTABLE REAR UPPER CONTROL ARMS

- Same as Rear Upper Control Arms – *Plus*
- Allows for adjustment of pinion angle
- Solid Heim joint design resists unwanted rear end deflection

(PN: GMCA7900U)

LOWER REAR CONTROL ARMS

- Fits 1979-04 Mustang w/o independent rear suspension
- Direct OEM replacement
- Eliminate flex, control wheel hop, improve traction
- Fixed model features urethane bushings and sway bar mounts
- Weight jacker model allows driver to lower rear end 1" or raise it 2" from stock
- Weight jacker model is ideal for extra drag tire clearance or adjustability at each corner
- HD tubular steel w/precision welds
- Durable powder coated finish
- Includes all necessary hardware
- Installs in approximately 1-2 hours (fixed) & 3-4 hours (weight jacker) using basic hand tools

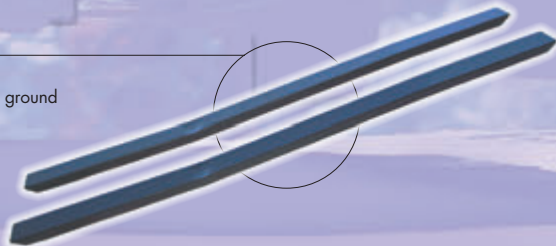
(PN: GMCA7998/GMCA7998WJ/GMCA7998A)



SUB-FRAME CONNECTORS

- Fits 1979-04 Mustangs (will not fit convertible models)
- Strengthen chassis, improve traction & handling, increases power to the ground
- Reduce squeaks and rattles
- Maintains stock ground clearance, weld-on design
- HD mandrel bent steel square tubing with precision welds
- Durable powder coated finish
- Installs in approximately 1-2 hours (welding required)

(PN: GMSF7993/GMSF9498)



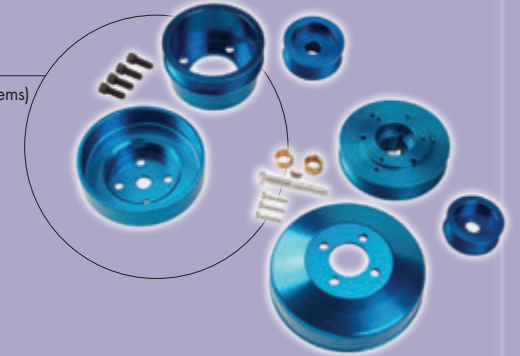
FRONT COIL OVER KITS

- Fits 1979-04 Mustangs
 - Direct OEM replacement
 - Improve handling, reduce weight
 - Fully adjustable ride height
 - Compatible with most shocks
 - Choose from street, drag or road racing spring rates to fit your driving style
 - Includes all necessary hardware
 - Installs in approximately 3-4 hours using basic hand tools
- (175lb. Rate – PN: GM-CO7998DRL)
 (200lb. Rate – PN: GM-CO7998DR)
 (300lb. Rate – PN: GM-CO7998ST)
 (400lb. Rate – PN: GM-CO7998RR)

POWER PULLEYS

- Fits 1979-04 V-8 Mustangs Only (not recommended for high powered aftermarket stereo systems)
- Direct OEM replacement, won't void your factory warranty
- Adds 15HP, reduces accessory drag
- Precision balanced
- Durable blue anodized finish
- Includes all necessary hardware
- Installs in approximately 1 to 2 hours using basic hand tools

(PN: GMUP8293/GMUP9600/GMUP0004)



ADJUSTABLE CLUTCH QUADRANT

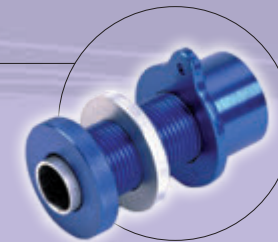
- Fits 1979-04 Mustangs with manual transmissions
 - Direct OEM replacement
 - Faster and more precise clutch engagement, 55% more adjustment range
 - Easy adjustments with one hand thanks to anti-rotation tab & larger diameter
 - Eliminates the rubber bushing at the firewall
 - Works great with our adjustable clutch quadrant (available as a set or separately)
 - Durable blue anodized finish
 - Includes all necessary hardware
 - Installs in approximately 1-hour using basic hand tools
- (PN: GM-CQ7900 – Clutch Quadrant Only)
 (PN: GM-CQ7998 – Clutch Quadrant & Cable)
 (PN: GM-CQ7902 – Clutch Quadrant, Cable & Firewall Adjustable)

FIREWALL CLUTCH ADJUSTER

1979-04 Fox Chassis w/Manual Transmissions

Get faster and more precise clutch engagement with a firewall clutch adjuster. Our firewall clutch adjuster eliminates the rubber bushing at the firewall and increases the adjustment range by 55%. And, the larger diameter adjuster is easier to grip and the anti-rotation tab permits adjustments with one hand. This is a great compliment to our adjustable clutch quadrant, also available as a complete package. Each system includes an anodized billet 6061 T-6 aluminum clutch adjuster and all necessary hardware. Installation takes 1-hour using basic hand tools.

(PN: GMFC7998)



8.8 GIRDLE SYSTEM

- Fits 1979-04 Mustangs with factory 8.8" rear ends
- Direct OEM replacement
- H.D. aluminum girdle system
- Improves rear end life & durability, dissipates heat faster
- Exclusive bearing support system prevents side load bearing deflection
- Ideal for street or racing use
- Includes all necessary hardware
- Installs in approximately 30 minutes using basic hand tools (synthetic fluid recommended)

(PN: GMGS7998)

FORD MUSTANG '79-'04

Suspension and Accessories

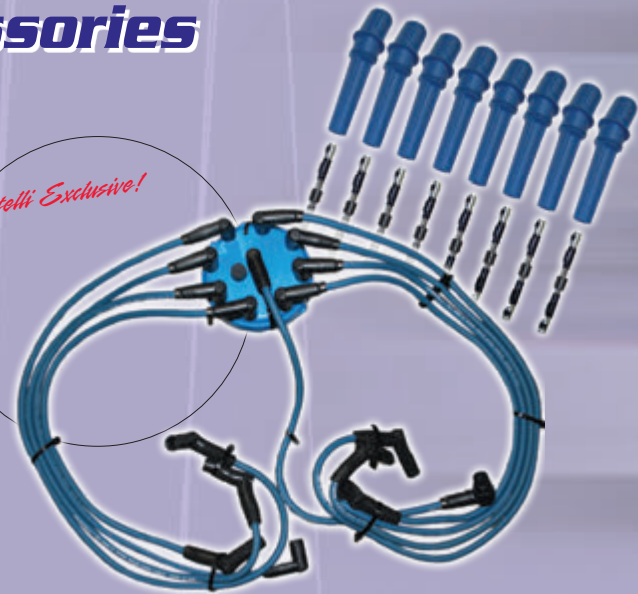


IGNITION WIRES & COIL ON PLUG CONNECTORS

- Fits '79-'93/'96-'98/'99-'04 V8/ V-6 available
- Direct OEM replacement, exceeds OEM specifications, OBD-II computer safe
- 0 Ohm resistance
- Patented design
- Solid stainless connector cable with stainless snap lock spark plug connectors, unique EMI/RMI protection ring
- The only true solid stainless steel core wire that works with today's computer dependant engine and all race cars
- No RFI / EMI issues – works with any fuel injection / No stereo noise
- Increase power to the spark plug up to 400% over stock
- Coil on plug connector kits (for select Ford vehicles) add up to 15HP (normally aspirated) and 35HP (s/c, turbo, & nitrous)
- Improves mileage and throttle response
- High temperature silicone boots, 8MM jacket with fiberglass-reinforced braid resists temperatures up to 500 degrees f (1200 degree f. boots optional).
- Ideal for use with aftermarket headers and turbocharger systems
- Includes all necessary hardware

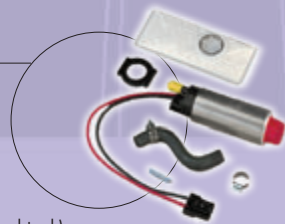
Also see pages 28-29. See application guide for over 600 fitments
Patent Pending

Granatelli Exclusive!



COIL PACKS

- Direct OEM replacement, exceeds OEM specifications, OBD-II computer safe
- Increase power to the spark plug up to 400% over stock
- Adds up to 15HP (normally aspirated) & 35HP (s/c, turbo, & nitrous)
- 60,000 volt coils provide 40,000 more volts than factory coils, ideal for supercharged, turbo and nitrous applications where spark blowout from weak factory coils is common
- Improves mileage and throttle response
(PN: 28-1812CP)



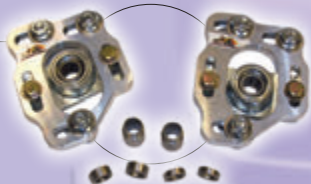
IN-TANK FUEL PUMPS

- Fits 1986-97 V-8 Mustangs
- Direct OEM replacement
- Adds fuel system capacity necessary to support high horsepower
- Choose the size that meets your engine requirements:
110L (up to 335 Flywheel HP @ 45psi) 155L (up to 470 Flywheel HP @ 45psi)
190L (up to 575 Flywheel HP @ 45psi) 255L (up to 775 Flywheel HP @ 45psi)
- Includes all necessary hardware (does not include fuel lines)
- Installs in approximately 3-4 hours (requires special tools to disconnect fuel system and lower fuel tank)



ALUMINUM RADIATORS

- Fits 1979-1993 Mustangs with automatic or manual transmission
- Direct OEM replacement
- Exclusive Granatelli design is better for daily driver cars than competitor's radiators: 14 serrated fins per inch (FPI) ensure efficient cooling at idle, with high-flow design at full speed
- Higher transfer of heat to air from new serrated fin design
- Designed for use with factory or electric fans
- All-aluminum core weighs 6 pounds less than factory radiator
- Works with all brands of coolant
- Installs in approximately 2-3 hours using basic hand tools
('79-'93 Automatic Transmission – PN: GM-AR7993AT)
('79-'93 Manual Transmission – PN: GM-AR7993MT)



3 BOLT CASTER/CAMBER PLATES

- Fits 1979-1993 Mustangs
- Allows for proper static alignment & dynamic aligning accuracy
- Optimize handling by adjusting caster and camber for specific driving needs
- Double adjustable plate allows independent adjustment of caster and camber
- Spherical-bearing design is stronger than urethane bushing designs
- Retains factory dust cover
- Works with all brands of suspension systems
- HD aluminum construction
- Durable powder coated finish
- Includes all necessary hardware
- Installs in approximately 1 hour using basic hand tools
(PN: GM-CP7993)



4 BOLT CASTER/CAMBER PLATES

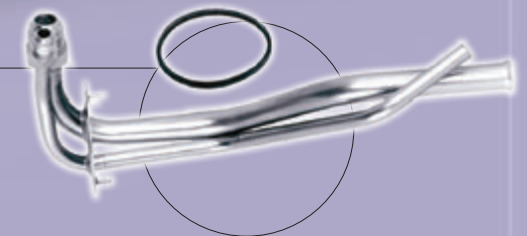
- TIG Welded
- Eliminates stock rubber bushings
- Allows better control of front suspension geometry
- Allows full adjustment of positive & negative caster
- Allows full adjustment of positive & negative camber
- Eliminates the problem of too much negative camber inherent in factory set-up
(PN: GM-CP7990 / GM-CP9193 / GM-CP94-04)



FUEL TANK INSERTS

- Fits 1979-'98 V-8 Mustangs
- -10AN feed and -6AN return
- Allows end user to install external mount fuel pump
- Fast and easy connecting of larger fuel lines to your fuel pump
- Works with carbureted and fuel injected engines
- Includes all necessary hardware (does not include fuel pump or fuel lines)
- Installs in approximately 3-4 hours (requires special tools to disconnect fuel system and lower fuel tank)

Note: Can be used with 1999-'04 with minor modifications
(PN: GM-TI7998)

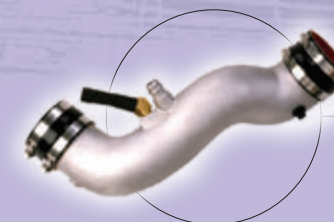


1986-93 MUSTANG GT AND COBRA COLD AIR / HIGH FLOW INTAKE TUBE

Fits all 55mm through 76mm
(PN: 410032)

1994-95 FORD MUSTANG GT AND COBRA FENDER MOUNTED COLD AIR INTAKE SYSTEM - CHROME

Does not include MAF
(PN: 410035)



1996-04 MUSTANG V8 COLD AIR HIGH FLOW INTAKE TUBE

(PN: 410033)

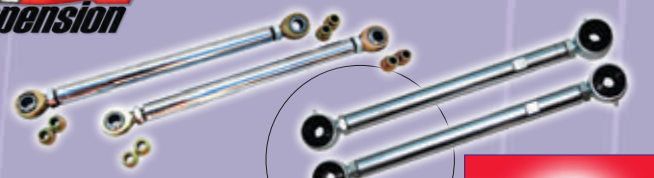
1988-93 FORD MUSTANG GT FENDER MOUNTED COLD AIR INTAKE SYSTEM - CHROME

Does not include MAF
(PN: 410034)



FORD MUSTANG '05-'08

Suspension and Accessories



REAR LOWER CONTROL ARMS

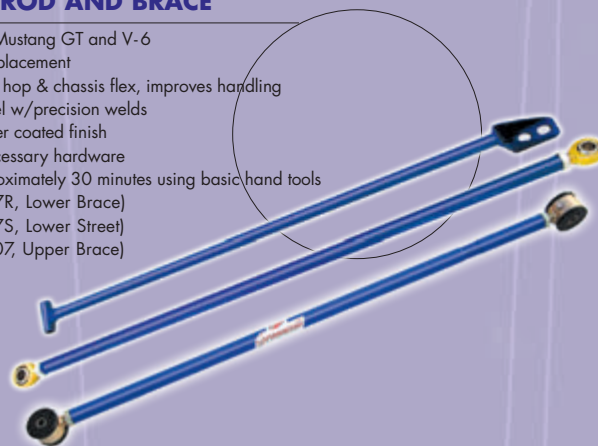
- Fits 2005-08 Mustang GT and V-6
- Direct OEM replacement
- Eliminate flex, control wheel hop, improve traction
- Fully adjustable for pinion angle which greatly improves traction
- Forged ends are the strongest on the planet w/no chance for breakage like all others
- Street version uses urethane bushings, race version uses heim
- HD tubular steel w/precision welds
- Durable corrosion resistant finish
- Includes all necessary hardware
- Installs in approximately 1-2 hours using basic hand tools
(PN: GM-CA0507-S/GM-CA0507-R)



Granatelli Exclusive!
Only GMS can bring you forged chrome molly ends that are 4 times stronger than traditional welded ends of our competitors.

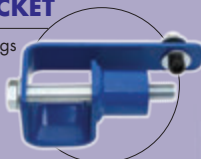
PANHARD ROD AND BRACE

- Fits 2005-08 Mustang GT and V-6
- Direct OEM replacement
- Reduces wheel hop & chassis flex, improves handling
- HD tubular steel w/precision welds
- Durable powder coated finish
- Includes all necessary hardware
- Installs in approximately 30 minutes using basic hand tools
(PN: GM-PR0507R, Lower Brace)
(PN: GM-PR0507S, Lower Street)
(PN: GM-PRB0507, Upper Brace)



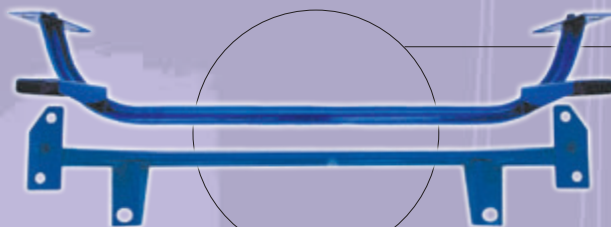
PANHARD ROD RELOCATION BRACKET

- Allows use of 8.8 rear end girdle on 2005-08 Mustangs
- Moves the driver's side of the panhard rod to the back of the OEM mount for 1" of additional clearance
- Retains factory suspension geometry
- Installs easily
(PN: GM-PRR0507)



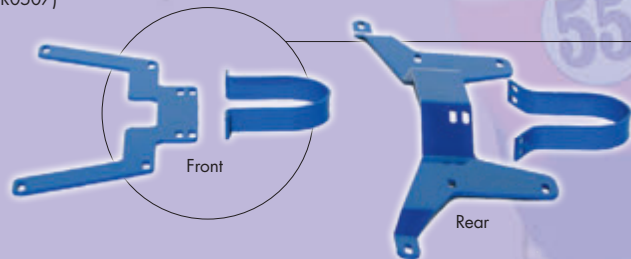
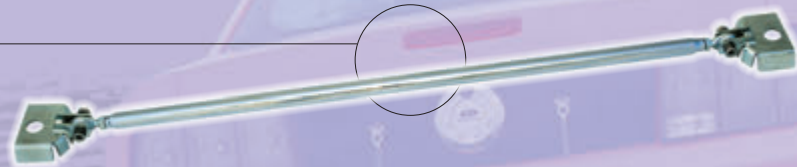
SWAY BAR ELIMINATOR

- Fits 2005-08 Mustang GT
- Replaces front sway bar
- Lightens front end
- Improves weight transfer & traction
- Dramatically improves 60 ft. times
- Recommended for racing only
- HD tubular steel w/precision welds
- Durable powder coated finish
- Includes all necessary hardware
- Installs in approximately 1-hour using basic hand tools
(PN: GM-SBE0507)



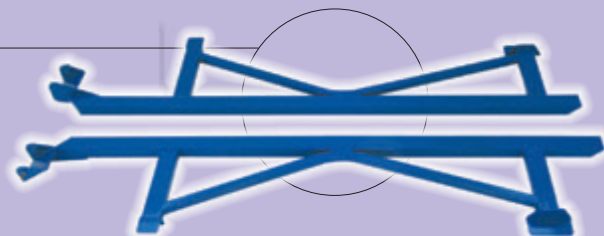
REAR SHOCK TOWER BRACE

- Fits 2005-08 Mustang GT & V-6
- Limits g-loading
- Increases chassis strength
- Will not fit Mach 1000 sound system
- HD tubular mandrel bent steel w/precision welds
- Durable powder coated finish
- Includes all necessary hardware
- Installs in approximately 2-hours (welding required)
(PN: GM-STBR0507)



DRIVE SHAFT LOOP

- Fits 2005-08 Mustang GT and V-6
- Dual design covers factory 2-piece drive shaft
- Meets SFI specifications
- Adds racing drive shaft safety
- HD steel tubing with precision welds
- Durable powder coated finish
- Includes all necessary hardware
- Installs in approximately 1-hour using basic hand tools
- Front and rear sold separately or as a kit
(PN: Kit:GM-DLS0507, Front: GM-FDSL0507, Rear: GM-RDSL0507)



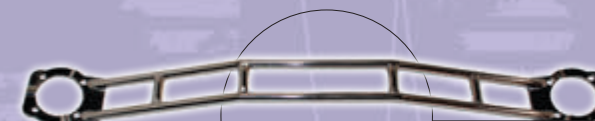
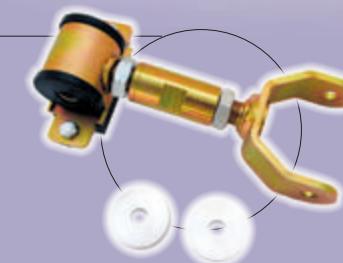
SUB FRAME CONNECTORS

- Fits 2005-08 Mustang GT and V-6
- Strengthen chassis, improve traction & handling, increases power to the ground
- Reduce squeaks and rattles
- Maintains stock ground clearance, weld-on design
- HD square mandrel bent steel tubing with precision welds
- Durable powder coated finish
- Installs in approximately 1-2 hours (welding required)
(PN: GM-SF0507)
(PN: GM-SF0507BI - Bolt in version not shown)



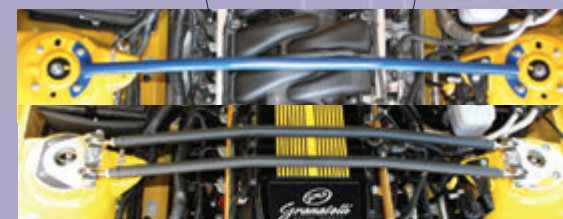
ADJUSTABLE UPPER 3RD LINK

- Fits 2005-08 Mustang GT and V-6
- Direct OEM replacement
- Eliminate flex, controls wheel hop & body roll
- Fully adjustable for pinion angle which greatly improves traction
- HD tubular steel w/precision welds
- Durable corrosion resistant finish
- Includes all necessary hardware
- Installs in approximately 1-2 hours using basic hand tools
(PN: GM-CA0507U)



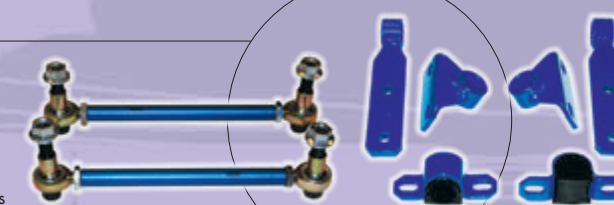
STRUT BRACE *Granatelli Exclusive!*

- Fits 2005-08 Mustang GT and V-6
- Clears stock and aftermarket hoods
- Reduces chassis flex, improves handling
- HD tubular mandrel bent steel (single street), stainless (double street & race) w/precision welds
- Durable powder coated finish (single street) or stainless steel (double street or race)
- Includes all necessary hardware
- Installs in approximately 30-45 minutes using basic hand tools
(Dual Bar-Race, PN: GM-STB0507-A)
(Dual Bar-Street, PN: GM-STB0507-D)
(Single Bar-Street, PN: GM-STB0507-S)



SWAY BAR LINK/MOUNTS

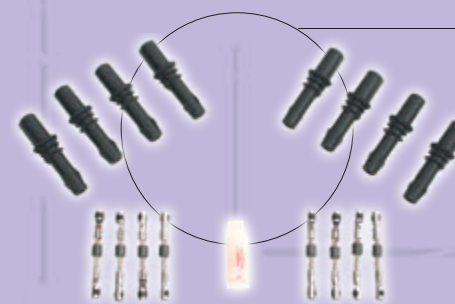
- Fits 2005-08 Mustang GT and V-6
- Direct OEM replacement
- Adjustable end links provide infinite tuning for front & rear sway bars
- HD steel construction
- Durable powder coated finish (rear) and anodized finish (front)
- Includes all necessary hardware
- Installs in approximately 30-45 minutes (front or rear) using basic hand tools
(PN: GM-SBL0507/GM-RSBL0507)



COIL NEAR PLUG CONNECTORS

- Fits 2005-08 Mustang GT and V-6
- Direct OEM replacement, won't void your factory warranty
- Improves mileage and throttle response
- Adds 12HP (normally aspirated) & 25HP (s/c, turbo, & nitrous)
- Improves spark, 0 ohms of resistance, no radio interference
- Includes all necessary hardware
- Installs in approximately 1-hour using basic hand tools.
(PN: 28-18125)

Also see pages 28-29



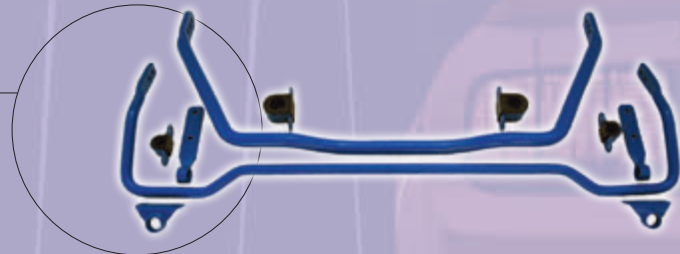
FORD MUSTANG '05-'08

Suspension and Accessories



SWAY BAR

- Fits 2005-08 Mustang GT and V-6
- Direct OEM replacement
- Larger front & rear bars
- Increases cornering capability
- Reduces body roll
- Durable powder coated finish
- Includes front bushings, rear adjustable link assembly and all necessary hardware
- Installs in approximately 1-hour using basic hand tools (PN: GM-SB0507)



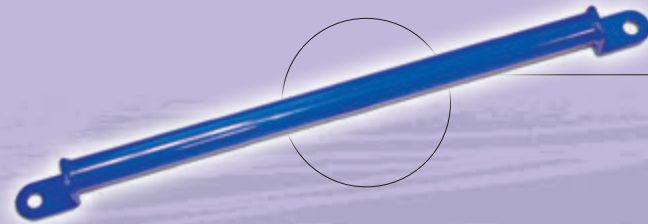
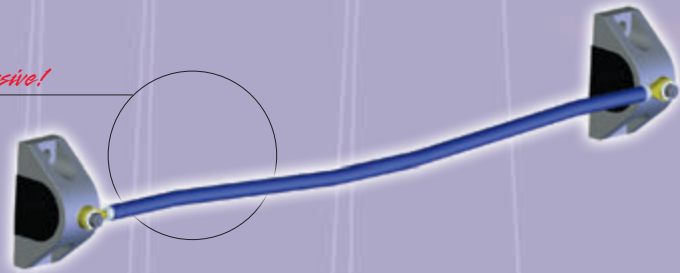
BILLET SWAY BAR MOUNTS

- Fits 2005-08 Mustang GT and V-6
- Direct OEM replacement
- Eliminate flex from sway bar and improves handling
- Billet 6061-T6 aluminum construction
- Includes urethane bushings & all necessary hardware
- Installs in approximately 15 minutes using basic hand tools (PN: GM-SBM0507)



SWAY BAR GIRDLE *Another Granatelli Exclusive!*

- 2 Fits 05-08 Mustang GT & V6
- Dramatically Reduces "push" caused by sway bar mount flex
- Improves "turn in" feel
- Heim Joints allow for tension adjustments
- (PN: GM-SBGO507) Patent Pending

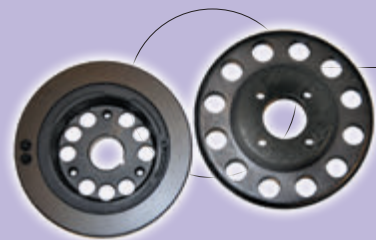
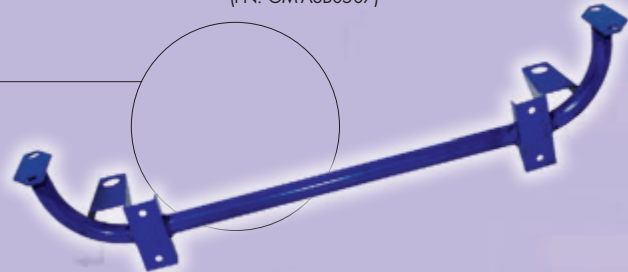


A-ARM SUPPORT BRACE

- Fits 2005-08 Mustang GT and V-6
- Improves handling
- Reduces A-Arm flex
- Ideal for lowered cars
- HD tubular steel w/precision welds
- Durable powder coated finish
- Includes all necessary hardware
- Installs in approximately 30 minutes using basic hand tools (PN: GM-ASB0507)

LIGHT WEIGHT RADIATOR SUPPORT

- Fits 2005-08 Mustang
- Save 17lbs. directly off the nose of your car without sacrificing strength
- Makes working on the front end of your car from the bottom a snap
- Weight savings help eliminate break dive caused by the heavy S197 nose design
- (PN: GM-RS0508)

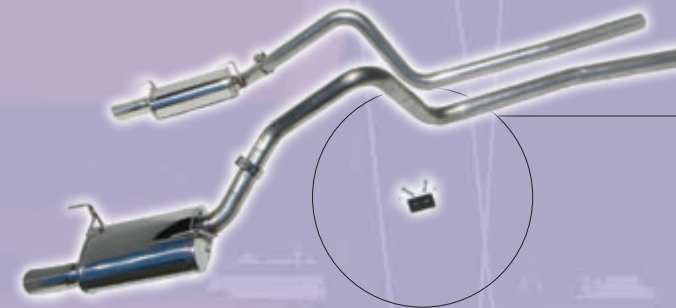
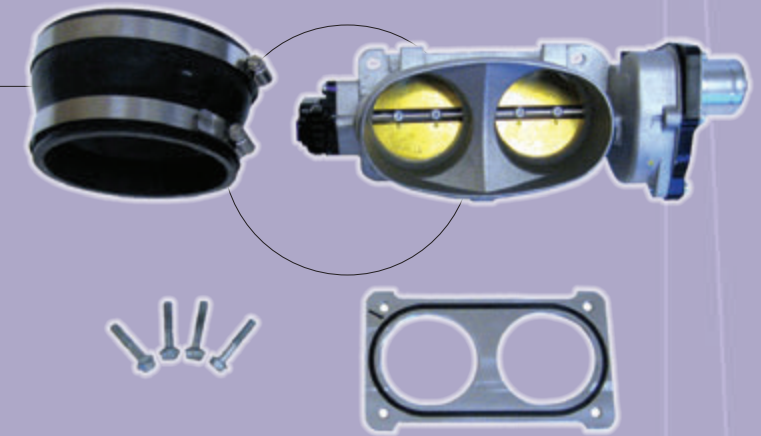


UNDER DRIVE PULLEY

- Fits 2005-08 Mustang GT
- Brand new assembly
- SFI approved
- High Grade SG Iron Casting
- Bonded Natural Rubber internals
- Up to 12hp Increase & 8 ft/lbs torque
- (PN: GM-UP0507)

THROTTLE BODY

- Fits 2005-08 Mustang GT Only
- Twin 62MM blade modified GT500 design
- Direct OEM replacement, won't void your factory warranty
- Improves mileage and throttle response
- Fits stock manifold, stock & aftermarket cold air intakes
- Adds 11 peak HP & 22 mid-range HP
- Ideal for modified engines
- Cast aluminum construction with natural finish
- Includes all necessary hardware
- Installs in approximately 45 minutes using basic hand tool (PN: GM-TB0007)

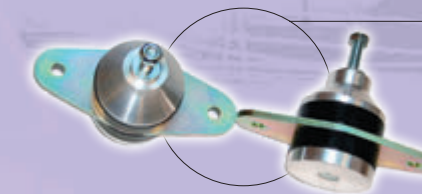


2.5" CAT-BACK EXHAUST

- Fits 2005-08 Mustang GT and GT 500
- Direct OEM replacement, won't void your factory warranty
- Improves mileage and throttle response
- Adds 15+HP
- Smooth mandrel bends, uses factory hangers
- Durable T-304 stainless steel guaranteed for life
- Mirror polished mufflers & tips look great
- Includes all necessary hardware
- Installs in approximately 1-2 hours with basic hand tools (no welding required) (PN: GM-ES0525)

3.0" CAT-BACK EXHAUST

- Fits 2005-08 Mustang GT and GT 500
- Improves mileage and throttle response
- Adds 23+HP
- Smooth mandrel bends, uses factory hangers
- Durable T-304 stainless steel guaranteed for life
- Mirror polished mufflers & tips look great
- Includes all necessary hardware
- Installs in approximately 1-2 hours with basic hand tools (no welding required) (PN: GM-ES0530)

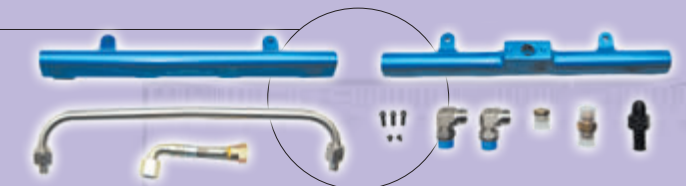


HD MOTOR MOUNTS

- Fits 2005-08 Mustang GT
- Direct OEM replacement
- Eliminates engine twist in chassis from weak factory Hydra mounts
- Transmits more power to the ground
- Includes all necessary hardware
- Kit include 2 different durometer urethane bushings for 20% better performance than factory or solid bushings
- Installs in approximately 1-2 hours using basic hand tools (PN: GM-MM0507)

FUEL RAILS

- Fits 2005-08 Mustang GT Only
- Direct OEM replacement, won't void your factory warranty
- Larger 5/8"ID, Supports 1,000 HP
- Ideal for modified engines
- 6061-T6 billet aluminum construction
- Durable anodized finish in blue or black
- Includes all necessary hardware
- Installs in approximately 1 hour using basic hand tools (PN: GM-FR0507)



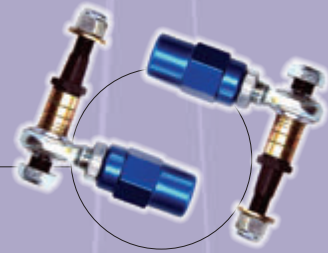
FORD MUSTANG '05-'08

Suspension and Accessories



BUMP STEER KIT

- Fits 2005-08 Mustang GT, V-6 AND GT-500
- Direct OEM replacement, won't void your factory warranty
- Allows steering to track straight with wide tires and lowered suspension (PN: GM-BSS07)



2005-08 COLD AIR INTAKE **New!**

- Includes cast elbow, coupling washable hi-flow filter w/shield, mounting tabs for NOS and all necessary hardware
- Standard finish is satin aluminum.
- Polished finish is optional
- Installation takes about 30 minutes using basic hand tools with no cutting required (PN: 410040) 2005-08 Ford Mustang GT Cold Air Intake Cast Elbow w/Filter & MAF - Satin Finish (PN: 410040-1) 2005-08 Ford Mustang GT Cold Air Intake Cast Elbow w/Filter (No MAF) - Satin Finish (PN: 410040-P) 2005-08 Ford Mustang GT Cold Air Intake Cast Elbow w/Filter & Calibrated MAF - Polished Finish (PN: 410040-P1) 2005-08 Ford Mustang GT Cold Air Intake Cast Elbow w/Filter (No MAF) - Polished Finish (PN: 410040-R) 2005-08 Ford Mustang GT Cold Air Intake - Light Weight Race Version



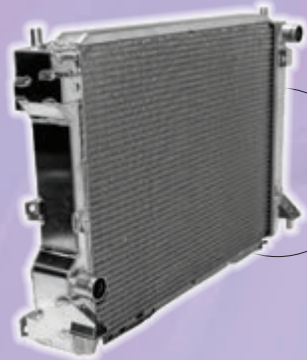
NITROUS COLD AIR INDUCTION SYSTEM

- Fits 2005-08 Mustang GT
- Includes our Cold Air Intake System and a Nitrous Supply wet/dry kit
- No computer re-flash required
- Cold Air System includes cast elbow (solenoids attached and a dual spray bar already installed), high temperature silicone coupling, washable hi-flow filter w/shield and all necessary hardware.
- Nitrous System includes 10 lb. bottle, valve, bottle brackets, lines, solenoids and switch
- This system can be used to spary up to 80HP and 150 lb./ft. in dry form and 155hp and 235 lb./ft. of torque when mixed traditionally with nitrous and fuel (wet)
- Use the new GMS RPM (Dual Window) Switch to control & Activate the system (PN: 410040NOS)



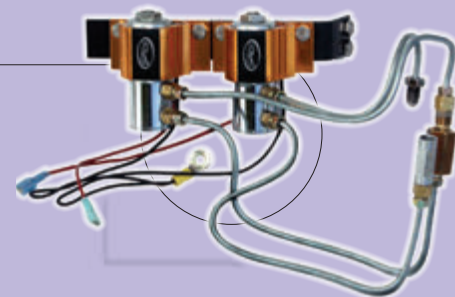
ALUMINUM RADIATORS

- Fits 2005-08 Mustang GT, V-6 and GT-500 manual or automatic
- 4 serrated fins per inch (FPI) ensure efficient cooling at idle with high-flow design at full speed
- Higher transfer of heat to air
- Designed for use with factory or electric fans
- All aluminum core is 6lbs. lighter than stock (PN: GM-AR0507)



TIRE FRYER

- Fits 2005-08 Mustang GT, V-6 AND Shelby GT-500
- Allows easy locking of front and rear brakes at will
- Ideal for the staging lanes at the strip
- Features 1/100,000 of a second release time (PN: 760500)



FUEL RAIL ADAPTOR

- Fits 2005-08 Mustang GT, V-6 and GT-500
- Allows mounting of fuel pressure gauge on rail without tapping (PN: GM-FRA001)

Valve Covers

Our fabricated sheet metal aluminum valve covers are ideal for your high performance engine. The 6061 T-6 aluminum construction saves weight, precision welds eliminate distortion and TruFlat™ or rolled rails insure an airtight seal. And, the triple dip chemical polishing resists staining and maintains a beautiful finish. Each pair of valve covers includes all necessary hardware for installation. NOTE: Gaskets are sold separately. Valve cover breathers are optional with or without vacuum ports. Installation takes about 1-hour using basic hand tools.



Billet Rails:

1. Big-Block Chevy (GM-BBC102)
2. Small-Block Chevy (GM-SBC102)
3. Pontiac Big Chief (GM-BBC105)
4. Small-Block Ford/Cleveland/Yates (GM-SBF101)
5. Center Bolt Small Block Chevy Not Shown (GM-SBC103)

Rolled Rails:

6. Small-Block Ford (GM-SBF100)
7. Big-Block Chevy (GM-BBC100)
8. Small-Block Chevy (GM-SMC100)

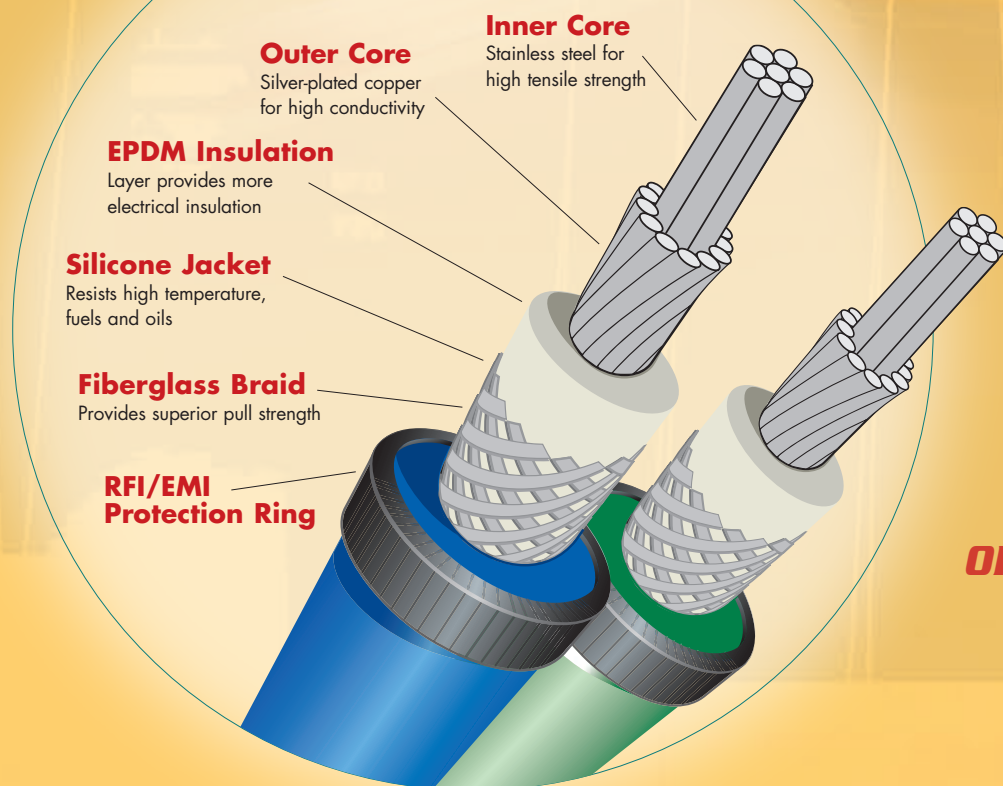
Valve Cover Breathers

9. Push In PCV Breather (451004)
10. Push In Breather (451003)
11. Vacuum Valve (451005)
12. Valve Cover Breather (451000)



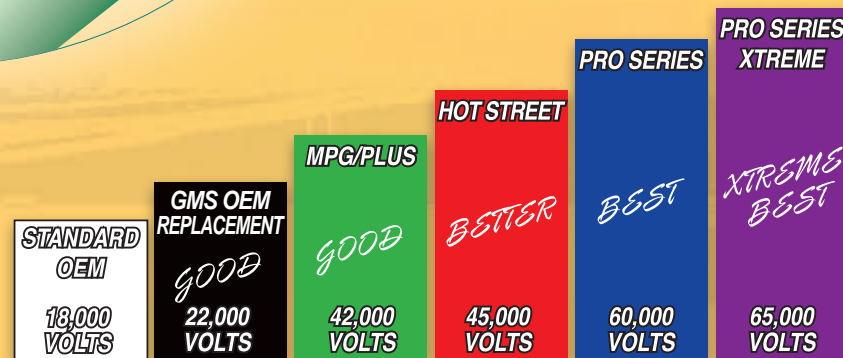
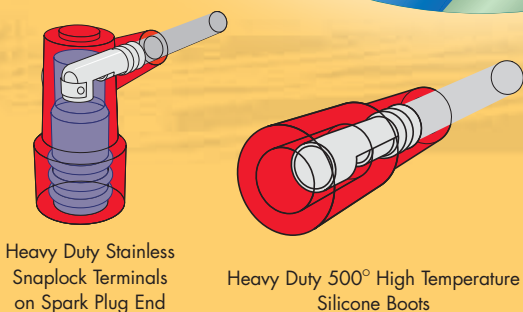
Ignition and Spark Plug Wires

MORE THAN 600 SKU APPLICATIONS FOR MOST POPULAR CARS - FOREIGN AND DOMESTIC



**UP TO 400%
MORE POWER AND
ENERGY
TO THE PLUG!**

**ZERO
OHM RESISTANCE!**



- Direct OEM replacement, exceeds OEM specifications, OBD-II computer safe
- 0 Ohm resistance
- Patented design
- Solid stainless connector cable with stainless snap lock spark plug connectors, unique EMI/RMI protection ring
- The only true solid stainless steel core wire that works with today's computer dependant engine and all race cars
- No RFI/EMI issues – works with any fuel injection – No stereo noise
- Increase power to the spark plug up to 400% over stock

- Coil on plug connector kits (for select GM vehicles) add up to 15HP (normally aspirated) & 35HP (s/c, turbo, & nitrous)
- Improves mileage and throttle response
- High temperature silicone boots, 8MM jacket with fiberglass-reinforced braid resists temperatures up to 500 degrees f (1200f degree boots optional)
- Ideal for use with aftermarket headers and turbocharger systems
- Includes all necessary hardware
- See application guide for over 600 fitments!

OEM Series

Granatelli is proud to offer true OEM style replacement coils for all your 1996 to 2008. These direct OEM style replacement coils exceed the factory voltage output by 10%.

MPG/PLUS

MPG PLUS increases miles per gallon up to 15%, increases horsepower and torque, allows easier engine starts, and is custom tailored for your vehicle for easy installation. With today's outrageous fuel costs, this product will pay for itself in no time...and best of all, we offer a Money Back Guarantee and Limited Lifetime Warranty.

HOT STREET

The Hot Street Series 45,000 volt coils provide 27,000 more volts than factory coils and are a perfect match for engines with minor performance upgrades and those looking for a step up on the competition – will not void factory warranty.

PRO SERIES

Our Pro Series 60,000 volt coils provide 42,000 more volts than factory coils and are intended for customers and racers alike running hi compressions engines and small nitrous kits. Due to their incredible output they are only sold in sets of 8 or 10 and you must run them in every cylinder. 0 ohm resistance, no RFI/EMI interference thanks to our patent protected isolator rings – will not void factory warranty.

PRO SERIES XTREME

The undisputed KING OF COILS – The Granatelli PRO SERIES Xtreme Series outputs a whopping 65,000 volts and are specifically designed for supercharged, turbocharged and high level Nitrous applications where spark blowout from weaker coils is common. 0 ohm resistance, no RFI/EMI interference thanks to our patent protected isolator rings.



COIL ON PLUG CONNECTORS

COMPUWARE

IGNITION WIRE SETS

COIL PACKS

COIL NEAR PLUG WIRE SETS





DUAL WINDOW SWITCH *Granatelli Exclusive!*

Activate a shift light while controlling 1 stage of nitrous, or control 2 independent stages of nitrous. Can also be used for many other applications as well, such as water injection or methanol injection. It also works with a magneto, so it can work with a high or low voltage tachometer. If you don't have a tachometer for a connection, don't worry, this switch can be installed to take the reading from a fuel injector wire. Then you could also drive an external tach! Best of all, it has the ability to read from 0 to 12-volt throttle position sensor (TPS) signals (0 to 5 is standard) or 5 to 0-volt. This simple box is fully programmable from 1,000 to 15,000 rpm.

- Dual Window Switches Act Independent of Each Another
- TPS Trigger - For Wide Open Throttle Control
- Tach Out - Drives Any Tachometer
- Built in Tach Adapter - Speaks Ford
- RPM Scale - 1,000 - 15,900

TYRE FRYER™ *Granatelli Exclusive!*

- Fits most vehicles
- Won't void your factory warranty
- Allows easy locking of front or rear brakes at will
- Ideal for keeping your vehicle straight while towing down hill or in the staging lanes at the strip
- Features 1/100,000 of a second release time & has been tested up to 30 Gs without failure
- Includes a rebuildable nickel-plated solenoid valve, activation switch (shifter mountable), arming light, stainless steel inserts, black chromate heat sinks
- Installation takes 1-hour (brake line modifications & bleeding of brakes by qualified brake technician)

(PN: 760500 for 2005-'07 Mustang-see Mustang section)



UNIVERSAL EXHAUST CUTOUTS *Granatelli Exclusive!*

- Adds HP
- From closed, quiet operation to wide-open racing in seconds using included wing nuts
- Precision welded, black steel
- Available in 2.38", 2.5", 3" and 3.5" O.D. sizes (sold individually)
- Includes all necessary hardware
- Installs in approximately 1-hour behind each header (welding required)
- Off road only

(PN: 2 3/8"-3007500, 2.5"-3007501, 3"-3007502, 3.5"-3007503)

GASKET SEALER *Granatelli Exclusive!*

Granatelli Motor Sports has developed a cost effective alternative to the traditional mechanical process of repairing a blown head gasket. Along the way we never forgot about the racer at the track. *The Granatelli Racing Head and Block Sealer Story...*

Our incredible new (patent pending) graphite composite formula was created by chemist/inventor, Robert Hooper and Joe Granatelli Sr. in the late 70's as a way to endure the vigor of Indy Car racing.

We've researched and tested the formula extensively on many racing cars from NASCAR, Indy CAR, IRL and NHRA, from the sportsman racer to the professionals. After several formula improvements and the successful repair of hundreds of applications in all forms of racing, street cars and trucks, we've delivered an unbelievable 94% success rate at keeping these vehicles race worthy, road worthy and running great. Best of all Granatelli Racing Head and Block Sealer has proved to be a permanent fix.

During testing of competitive products, we've found that Granatelli Racing Head and Block Sealer stands above the rest in the areas of service, cost-effectiveness and technology. Current products available at automotive repair stores either do not seal the leaks, or at best, offer a temporary (10 to 300 mile) fix.



THE COMPLETE GUIDE TO CENTRIFUGAL SUPERCHARGER SPEED *Granatelli Exclusive!*

- Quickly determine centrifugal supercharger impeller speed from easy to understand impeller speed reference charts
- Prevent expensive supercharger drive damage by knowing your centrifugal supercharger's exact maximum impeller speed
- Works with all brands of centrifugal superchargers, regardless of model, pulley size, pulley type or engine rpm
- Includes comprehensive formulas, facts, figures, frequently asked questions, history, how they work, and a manufacturer contact section
- Used by professional racers and centrifugal supercharger manufacturers (endorsed and used by ATI Procharger, NMRA Racing and top 5.0 racers)
- Written by supercharger expert J.R. Granatelli of the famous racing Granatelli's and former Vice President of Paxton Products
- 320 pages, high quality acid free paper

(PN: GM-BSC110)



Frequently Asked Questions

What is a mass airflow sensor?

The mass airflow sensor meters the CFM (Cubic Feet Per Minute) of air as it enters the engine via the throttle body. Ford and GM vehicles use hot wire style sensors.

What's the difference between the Granatelli Motor Sports mass airflow sensor and a stock mass airflow sensor?

Most stock Ford and GM mass airflow sensors are 65-70mm in inside diameter. The Granatelli mass airflow sensors are 81mm-95mm, featuring 70% more airflow capacity than the stock sensor. The advanced, active-electronic module packaged within the sensor provides improved control of injector timing and ignition timing.

How much more horsepower will it provide?

Typical horsepower gains are 10-18 horsepower at the rear wheels. Supercharged applications like the Ford Lightning/Harley Davidson Truck gain 23 horsepower at the rear wheels. Usually, customers exceed our claims.

Where will I notice the extra power?

You will feel the extra power from 2000 rpm throughout the entire power band. Towing, passing power and throttle response are significantly improved.

Will it affect fuel economy?

While we do not sell our mass airflow sensors as mileage improving devices, it typically requires less throttle angle to achieve the same speed. Therefore, you should see an increase in mileage if you maintain a calm driving style. However, if you drive aggressively nothing can improve mileage.

Are they 50-state legal?

Yes. Granatelli Motor Sports is the only mass airflow sensor that is 50-state legal for popular late model Ford and GM engines with electronic fuel injection. The CARB E.O. number is D-471 through 2005.

Will it work with aftermarket modifications?

Yes. The Granatelli Motor Sports mass airflow sensor has the ability to automatically compensate and calibrate for typical modifications. Custom calibration is required when running larger fuel injectors with Ford mass airflow sensors.

Does the computer relearn the fuel and timing curves canceling out any performance gain?

No. GMS mass airflow sensors are "truly calibrated" on our proprietary computerized flow benches and plays no tricks on the factory ECM/PCM.

What are the disadvantages of home porting or larger aftermarket billet ends?

They are for off-road use only. They are not calibrated so the factory computer will "learn out" these modifications after 200 miles negating any performance increase. They cause the engine to run lean. The only solution is to use a "truly calibrated" mass airflow sensor from Granatelli Motor Sports.

Can a GM mass airflow sensor compensate for fuel injector size changes like the Ford sensors do?

No. Due to the inner-workings of the GM style mass airflow sensor, they do not have the ability to compensate for fuel injector changes like the Ford sensors can. In fact, this is another great feature offered only by the Granatelli style Ford mass airflow sensor. On Ford applications, we have the ability to calibrate the meter internally so that simple fuel injector upgrades can be made to your engine without sacrificing idle and drivability quality. Yet, you can gain big performance improvements by allowing the engine to receive more fuel under heavy load conditions. Note: Granatelli GM MAF tuner will allow GM owner to adjust for injector changes with required chip upgrades.

Will it void my manufacturer's warranty?

No. The Granatelli Motor Sports mass airflow sensor is a rugged, OEM approved replacement mass airflow sensor. Every sensor is backed by a 90 day limited warranty. If you need to make a warranty claim within the warranty period, all warranty returns are handled through your authorized Granatelli Motor Sports dealer. For more information, please see the Performance Consumers Bill of Rights section.

Is it easy to install?

Yes. The installation takes 10-15 minutes with simple hand tools. To ensure an easy installation, every sensor includes detailed instructions.

When do I need cold air tuning?

Cold air inductions significantly increase airflow and can cause tremendous turbulence in the air intake stream. When using the GMS mass airflow sensor with any type of cold air induction, high flow induction, or high flow air filter, your GMS mass airflow sensor must be calibrated with cold air tuning or a check engine light can occur. A "C" as the last digit in the part number designates cold air tuning.