Legendary Performance through Innovation!
A Tribute To The Greatest Man I've Ever Known:

My Father, Joe Granatelli Sr.
by J.R. Granatelli

Joe Granatelli, Sr. (1919-2003)
The greatest father and grandfather anyone could ask for.

Joe and I grew up together. Ever since I was old enough to realize this is a simple example, but it is one of dozens that demonstrate the kind of man he was. Personable, hands on, respectful, a brilliant business man, a mentor of dozens, an ace mechanic.

A company to success is a lot like driving a winning race on it’s talent knowledge, experience, determination, hard work, the right team, the right equipment end in the right place at the right time. Joe explained this to me when I was very young and you know he was right. As odd as it may remember, I would remember the lesson. Joe stood among the finest and would watch his genius at the race car track, while Paxton Turbo 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 Carl Race, IL race or NASCAR event, I always get a part on the look and comment about my father and his abilities as a mechanic on a race car. You might say he made his magic touch. He could take any engine and make it sing just by looking at 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 his key elements that has really helped me in business today. He used to tell me that only by understanding the reason why something, i can really appreciate it and learn from it. Not only was my father the best automotive mechanic I had ever seen, but he was much more than that. Simply put, he was best teacher about the actual engineering. In 1989, my father’s father. I suppose the best tribute is that we were small with just handful of employees. Today, we are a large 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. He showed his knowledge and experience with me and she 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 from smoking wisdom. He was a living example of the fact that one person can make a difference. Joe was a shining example of the fact that one person can make a difference. 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 or by and Bonneville. Racing really is in my blood. I can’t help but think back to Joe and how 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 who ever encountered him 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 race car and we were being ready for a fun 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 holy engines, one-off experimental superchargers, and now 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 hot, tired and hungry. My father picked up a pencil and started walking around the shop putting everyone’s pizza order. Even though my father was the best he still worked with everyone as if he had no stamina. After a quick pizza break, we went a few hours before it was time to clean up and call it a night. Two of the employees started mopping up the floors when my father told them, “Hey, Joe Granatelli, Sr., of the three more famous racing

As I was saying, I am excited about going to work everyday. Success takes dedication. How much? Many long hours that could not be done without an understanding family. Just like my father. I love to work and last to leave. As I sat at the desk of my father, I made a list of photographs of my father (some recent with my family and some from the 50’s and 60’s or by and Bonneville. Racing really is in my blood. I can’t help but think back to Joe and how 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 who ever encountered him 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 race car and we were being ready for a fun 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 holy engines, one-off experimental superchargers, and now 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 hot, tired and hungry. My father picked up a pencil and started walking around the shop putting everyone’s pizza order. Even though my father was the best he still worked with everyone as if he had no stamina. After a quick pizza break, we went a few hours before it was time to clean up and call it a night. Two of the employees started mopping up the floors when my father told them, “Hey, Joe Granatelli, Sr., of the three more famous racing
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” on our in-house MAF Dyno and Flow Bench to optimize performance for YOUR specific application
• 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!
Mass Airflow Sensors

GM LS1/LS6
1985-92 L98 TPI F-Body and 1985-91 Vette
1984-87 Buick Regal Turbo and 1989 Pontiac T/A Turbo

GM LS1/LS6
2006-09 GM Cars and Trucks

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.

GM Mass Airflow
Chassis Dyno Chart
GM LS1 Turbo Ave.

GM Vortec Truck
GM F-Body/Impala SS LT1/LT4

GM Mass Airflow
Chassis Dyno Chart
Granatelli Big Mouth Cars & Trucks

2005-07 Mustang GT
2006-09 GM Cars and Trucks
Granatelli Big Mouth Cars & Trucks

2004-07 Ford vehicles
(PN: 80066619)

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!
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 setup, weight, tire size, 2wd vs. 4wd, etc.
- 65 RWHP and 100-ft/lb TQ - Tow Tune, mode 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 155-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).
- 150+ RWHP and 210-ft/lb TQ (Powerstroke Only) Ultra Performance Tune, recommended for towing; larger diameter exhaust & exhaust gas temperature gauge recommended.

Granatelli Motor Sports

Never Before Available Adjustability:
- Ignition Timing Tables (Except diesels)
- Fuel Table (+ or -20%)
- Idle (500RPM & 3000RPM)
- 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 recalibration for multiple gear ratios
- Speedometer recalibration 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 Adjustments:
- Allows Programming for various injector sizes
- Allows Programming for adjust for long-term fuel trims

Catalytic Converter Protection Adjustment:
- Adjust CO & CO2 emissions

EGR Disable:
- Enable/disable MPH, set high to disable

Rear O2 Disable Code:
- Disable P-codes: 0137, 0138, 0140, 0141, 0157, 0158

Diego 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 setup, weight, tire size, 2wd vs. 4wd, etc.
- 65 RWHP and 100-ft/lb TQ - Tow Tune, mode specifically for towing. Recommended weight limitations based on manufacturer suggested limits for the vehicle.
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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 & low 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 interfac ing
- 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

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 Diesel Power Module

Cummins Diesel
Performance Mode:

+240 Ft. Lbs. Torque
Tow Mode:

+60 RWHP
+150 Ft. Lbs. Torque

Granatelli Motor Sports
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.

What The Big G In-Cab Monitor Can Display:

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

What 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

"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!

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, LBY – PN: 989517-135
- ’06-'07 GM Duramax Diesel Trucks/SUVs - LBY, LBZ – PN: 989617-135
- ’07.5-'08 GM Duramax Diesel Trucks/SUVs - LMM - New Body Style – PN: 989717-135

Granatelli Motor Sports
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 set the rear end and using adjustable link ends on each end. This is a must for any vehicle with lowering springs, as it lowers the rear end of the car. Each includes a panhard rod (1.25" diameter, .120 wall) and polyurethane bushings with Zerk fittings. Use in combination with our adjustable control arms to eliminate flex. Each system includes an O.E.M. panhard rod with precision welded boxed steel and a durable powder coated finish. Installations take 1-hour using basic hand tools and factory hardware. (PN: 500001/500001-A)

UPPER 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 set the rear end and using adjustable link ends on each end. This is a must for any vehicle with lowering springs, as it lowers the rear end of the car. Each includes a panhard rod (1.25" diameter, .120 wall) and polyurethane bushings with Zerk fittings. Use in combination with our adjustable control arms to eliminate flex. Each system includes an O.E.M. panhard rod with precision welded boxed steel and a durable powder coated finish. Installations take 1-hour using basic hand tools and factory hardware. (PN: 500001)

FRAME CONNECTORS
1992-02 F-body
Install these frame subframe connectors to improve traction, handling and help eliminate squeaks, rattles and t-top water leaks. Round tubing is used because it is much stronger and lighter than square tubing designs and it allows for a smoother finish. Each set includes a pair of subframe connectors (1.65" diameter, .120 wall mandrel bent steel tubing with precision welds, 0 deg. matching tilted), and a durable powder coated finish. Installation takes 3-4 hours and requires some grinding off of powder coating from existing parts. NOTE: Will not fit convertible models. (PN: 500002)

REAR LOWER CONTROL ARMS
1982-02 F-body
Install our heavy-duty tubular rear control arms and eliminate wheel hop and improve traction. Frame tubing is used because it is more rigid and lighter than square tubing designs. Each set includes a pair of control arms (1.45" diameter, .120 wall) and polyurethane bushings with Zerk fittings and a durable powder coated finish. Installation takes 1-hour using factory hardware and basic hand tools. (PN: 500003)

REAR LOWER CONTROL ARM RELOCATION BRACKETS
1982-02 F-body
Install these brackets with factory or all-brand aftermarket control arms. These brackets change engine characteristics while improving traction. These heavy-duty brackets weld to the stock control arm pickup point, providing adjustable pinion angles (1 stock and 2 modified). Each set includes a pair of control arm brackets, necessary locking hardware and a durable powder coated finish. Installation takes 1-hour with welding required. (PN: 500004)

200 MPH SPEEDOMETER CONVERSIONS
For years Mustang owners have ventured above 200 mph speedometers but nothing was available for Flame owners. Granatelli 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 Mustang’s performance image or for those who want to know what their Mustang will really do. Choose your color from factory black, chrome, white, or red color. Precision calibrated to fit factory speedometer and built to last in the same color as factory. Can be wired to night. Cluster calibrations do not affect 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 speedometers. Call for more information. (PN: 450006)

IN-TANK FUEL PUMPS
1993-97 LT1 and 1993-02 LS1 F-body
The most in the business! Improve handling without destroying ride quality with these progressive lowering springs. Our springs will lower vehicle 1.25" in the front and rear. Each set includes a spring. Installation takes 1-hour using basic hand tools and a spring compressor. NOTE: Recommended installations of adjustable panhard rod P/N: 500001-A and removal of wheels by your installer (you must provide your wheel key). Eliminate costly front-end damage caused by lowering, deep driveways or other obstacles by installing these heavy duty bumper savers. They feature our active air gap 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: 500222)

CORVETTE BUMPER SAVERS
1997 Corvette Standard
Eliminate costly front-end damage caused by lowering, deep driveways or other obstacles by installing these heavy duty bumper savers. They feature our active air gap 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: 500222)

LOWERING SPRINGS
1993-97 LT1 and 1993-02 LS1 F-body
The best in the business! Improve handling without destroying ride quality with these progressive lowering springs. Our springs will lower vehicle 1.25" in the front and rear. Each set includes a spring. Installation takes 1-hour using basic hand tools and a spring compressor. NOTE: Recommended installations of adjustable panhard rod P/N: 500001-A and removal of wheels by your installer (you must provide your wheel key). Eliminate costly front-end damage caused by lowering, deep driveways or other obstacles by installing these heavy duty bumper savers. They feature our active air gap 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: 500222)

IGNITION WIRE & COIL ON PLUG CONNECTORS – See pages 28-29
• Direct OE replacement, accurate OEM specifications, O.E.M. compatible style
• Solid stainless connector cable with stainless lock spark plug connector, unique 1/32" precision beauty
• The only true solid stainless steel core wire that works with today’s computer dependant engines and all race cars
• 0-Ohm resistance
• Patented design
• Fits OE / FS – FS series – works with any fuel injection / No stereo noise
• Increase power to the spark plug up to 400% over stock
• Convert plug connector kit for your GM vehicle added up to 150HP (normally aspirated) and 350HP (L/90, Turbo, & nitrous)
• Improves mileage and throttle response
• High temperature silicone boots, BMS (exudes with fiberglass reinforced) holds maximum temperatures up to 500 degrees (1/2200 degree) boots optional)
• Ideal for use with aftermarket headers and turbocharger systems
• Includes all necessary hardware (PN: 450100-450105)
• Fits a wide range of GM vehicles (‘84-’99 Camaro – Silver – PN: 450007)
• Fits a wide range of GM vehicles (‘00-’05 Camaro – White – PN: 450006)
• Fits a wide range of GM vehicles (‘01-’02 Camaro – Black – PN: 450005)

INTAKE ELBOWS
1988-92 5.0L Camaro & Firebird
• Direct fit for all 1988-92 5.0L Camaro & Firebird
• Perfect for Street Rods with high HP
• Chemically polished
• Chromed power coating factory on intake resonator tube
• Low-profile, reduces intake air turbulence
• Increases air flow, reduces intake air turbulence
• Add horsepower & high RP MHP
• Improves throttle response
• Includes all necessary hardware
• Installs in approximately 15 minutes using basic hand tools (some vehicles may require minor modifications) (PN: 450106-450114)

INTAKE MANIFOLD
1992-02 Camaro & Firebird
• Direct fit for all 1989-92 LS1 Camaro & Firebird
• Perfect for Street Rods with high HP
• Chemically polished
• Chromed power coating factory on intake resonator tube
• Low-profile, reduces intake air turbulence
• Increases air flow, reduces intake air turbulence
• Add horsepower & high RP MHP
• Improves throttle response
• Includes all necessary hardware
• Installs in approximately 15 minutes using basic hand tools (some vehicles may require minor modifications) (PN: 450106-450111)

FITS 1997-2002 LT1/LS1 F-body
The most in the business! Improve handling without destroying ride quality with these progressive lowering springs. Our springs will lower vehicle 1.25" in the front and rear. Each set includes a spring. Installation takes 1-hour using basic hand tools and a spring compressor. NOTE: Recommended installations of adjustable panhard rod P/N: 500001-A and removal of wheels by your installer (you must provide your wheel key). Eliminate costly front-end damage caused by lowering, deep driveways or other obstacles by installing these heavy duty bumper savers. They feature our active air gap 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: 500222)

See pages 28-29
See application guide for over 600 fitments
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Granatelli Exclusive!
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Granatelli Exclusive!
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 out guide plates or when using extremely heavy valve springs)
(PN: 510001)

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 GS LS1/LS2 Corvette
• Adds 7 horsepower
(PN: 350221)

DUAL CONE COLD AIR
• Fits GS LS1/LS1 Corvette
• Easy way to make 15.23 horsepower
(PN: 350201/00-02 – PN: 350201)

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
• Street thru design increases maximum flow but still no obnoxious sound or drone
• T304 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 Spearo 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 & 1994-98 Mustang (specify w/ or without sway bar mounts)
• Direct OEM replacement
• Saves 15 lbs, ultra strong
• Improves steering, reduces understeer
• Decreases flex, increases caster
• Improves corner & roll center height
• HD tubular steel w/ precision welds
• Durable powder coated finish
• Includes all necessary hardware and ball joints
• Installs in approximately 1-2 hours using basic hand tools (fixed) & 3-4 hours (weight jacker) using basic hand tools

TUBULAR K-MEMBER
• Fits 1979-1993 & 1994-98 V8 Mustangs
• Direct OEM replacement
• Saves 30 lbs, ultra strong
• Eliminates flex, increases caster
• Improves steering, reduces understeer
• Increases corner & roll center height
• Increases header, oil pan & strainer clearance
• Lightweight lower a-arms optional
• HD tubular steel w/ precision welds
• Durable powder coated finish
• Includes all necessary hardware
• Installs in approximately 1-2 hours using basic hand tools

REAR UPPER CONTROL ARMS
• Fits 1979-93 Mustang w/o independent rear suspension
• Direct OEM replacement
• Eliminates flex, improves traction, decreases body-torquer and flex
• Adjustable version is fully adjustable for pinion angle, which greatly improves traction & rear end deflection
• HD tubular steel w/ precision welds
• Durable powder coated finish
• Includes all necessary hardware
• Installs in approximately 1.2 hours using basic hand tools

DOUBLE ADJUSTABLE REAR UPPER CONTROL ARMS
• Same as rear upper control arms – Plus
• Allows for adjustment of pinion angle
• Solid Moly pin housing reduces wear and deflection
• Durable powder coated finish

LOWER REAR CONTROL ARMS
• Fits 1979-93 Mustangs
• Direct OEM replacement
• Eliminates flex, improves traction
• Adjustable version is fully adjustable for pinion angle & rear end deflection
• HD tubular steel w/ precision welds
• Durable powder coated finish
• Includes all necessary hardware
• Installs in approximately 1.2 hours using basic hand tools

SUB-FRAME CONNECTORS
• Fits 1979-94 Mustangs (Will not fit convertible models)
• Strengthens chassis, improves traction & handling, increases power to the ground
• Reduces squeaks and rattles
• Maintains stock ground clearance, weld-on design
• HD mandrel bent and square tubing with precision welds
• Durable powder coated finish
• Installs in approximately 1.2 hours (welding required)

FIREWALL CLUTCH ADJUSTER
1979-94 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 aluminum clutch adjuster and all necessary hardware. Installation takes 1-hour using basic hand tools.

POWER PULLEYS
• Fits 1979-94 Mustangs Only (for recomendated for high powered aftermarket sterile systems)
• Direct OEM replacement, won’t void your factory warranty
• Adds 15HP, reduces accessory drag
• Precise balanced
• Durable blue anodized finish
• Includes all necessary hardware
• Installs in approximately 1 to 2 hours using basic hand tools

FRONT COIL OVER KITS
• Fits 1979-04 Mustangs
• Direct OEM replacement
• Improved handling, reduces weight
• Fully adjustable ride height
• Compatable with rear shocks
• Choose from steel, drop or drag racing spring rates to fit your driving style
• Includes all necessary hardware
• Installs in approximately 3-4 hours using basic hand tools

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 flex and 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

8.8 GIRDLE SYSTEM
• Fits 1979-04 Mustangs with factory 8.8” rear ends
• Direct OEM replacement
• HD Diameter girdle system
• Improves rear end life & durability, dissipates heat faster
• Subframe 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)

UPPER CONTROL ARMS
• Same as rear upper control arms – Plus
• Caster, Camber & Wheel hop adjustable
• Solid Moly pin housing reduces wear & deflection

FRONT COIL OVER KITS
• Fits 1979-94 Mustangs
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• Precision balanced
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• HD tubular steel w/ precision welds
• Durable powder coated finish
• Includes all necessary hardware
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• Precise balanced
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• HD Diameter girdle system
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• Subframe 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)
IGNITION WIRES & COIL ON PLUG CONNECTORS

- Fits ‘79-'93 V8, '79-'96 V-6 available
- Direct OEM replacement, exceeds OEM specifications, OBD-II computer safe
- 0 Ohm resistance
- Patented design
- Solid stainless connector cable with stainless lock spark plug connectors, unique EMI/RMI protection ring
- The only true solid stainless steel core wire that works with today’s computer dependent engine and all race cars
- No RFI / EMI issues 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 temperatures silicone boots, 8MM jacket with fiberglass-reinforced braid resists temperatures up to 500 degrees (1200 degree boots optional)
- Ideal for use with aftermarket headers and turbocharger systems
- Includes all necessary hardware

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 120% (nearly squared off & 200% (~1.5 times)
- 60,000 volt coils provide 60,000 volts more than factory coils, ideal for supercharged, turbo and nitrous applications where spark knock from weak factory coils is common
- Improves mileage and throttle response

FUEL TANK INSERTS

- Fits 1979-1998 V-8 Mustangs
- Direct OEM replacement
- -10AN feed and – 6AN return
- Allows end user to install external mount fuel pump
- Connects of large 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)

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
- Granatelli design is better for daily driver cars than competitors radiators: 14 serrated fins per inch (8 times efficient cooling at idle, with high-flow design at full speed)
- Designed for use with factory or electric fans
- Works for all brands of coolant
- Includes all necessary hardware (does not include fuel lines)
- Installs in approximately 2-3 hours (requires special tools to disconnect fuel system and lower fuel tank)

IN-TANK FUEL PUMPS

- Fits 1986-93 Mustang GT, Cobra
- Does not include MAP

1986-93 MUSTANG GT AND COBRA FENDER MOUNTED COLD AIR INTAKE SYSTEM – CHROME

- Fits all 55mm through 76mm (PN: 410034)

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

- Fits all 55mm through 76mm (PN: 410035)

1996-04 MUSTANG V8 COLD AIR HIGH FLOW INTAKE TUBE

- Fits all 55mm through 76mm (PN: 410033)

1998-93 FORD MUSTANG FENDER MOUNTED COLD AIR INTAKE SYSTEM – CHROME

- Fits all 55mm through 76mm (PN: 410033)

3 BOLT CASTER/CAMBER PLATES

- Fits 1979-1993 Mustangs
- Allows proper static alignment & dynamic aligning accuracy
- Optimize handling by adjusting castor and camber for specific driving needs
- Double adjustable plate allows independent adjustment of castor and camber
- Patented design is stronger than urethane bushing design
- Retains factory dust cover
- Works with all brands of suspension systems
- HD aluminum construction
- Durable powder coated finish
- Includes all necessary hardware

4 BOLT CASTER/CAMBER PLATES

- Fits 1979-1993 Mustangs
- Allows proper static alignment & dynamic aligning accuracy
- Optimize handling by adjusting castor and camber for specific driving needs
- Double adjustable plate allows independent adjustment of castor and camber
- Patented design is stronger than urethane bushing design
- 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

Granatelli Motor Sports
Granatelli Motor Sports
COIL NEAR PLUG CONNECTORS
- Fits 2005-'08 Mustang GT and V-6
- Direct OEM replacement, won't void your factory warranty
- Reduces wheel hop & chassis flex, improves handling
- 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: GM-35107)

Also see pages 28-29
FORD MUSTANG '05-'08 Suspension and Accessories

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 1 hour using basic hand tools
(PN: GM-TH0007)

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)

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 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
- Brand new assembly
- SFI approved
- High Grade SG Iron Casting
- Bonded Natural Rubber internals
- Up to 12hp Increase & 8 ft/lbs torque
(PN: GM-MM0507)

FUEL RAILS
- Fits 2005-08 Mustang GT Only
- Direct OEM replacement, won’t void your factory warranty
- Larger 3/8ID, 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)

SWAY BAR
- Fits 2005-06 Mustang GT and V-6
- Direct OEM replacement
- Eliminates 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)

UNDER DRIVE PULLEY
- Fits 2005-08 Mustang GT
- Brand new assembly
- SD approved
- High Grade SSCP iron Casting
- Bonded Natural Rubber internals
- Up to 12hp Increase & 8 ft/lbs torque
(PN: GM-UP0507)

BILLET SWAY BAR MOUNTS
- Fits 2005-06 Mustang GT and V-6
- Direct OEM replacement
- Eliminates bushing flex in sway bar and improves handling
- Billet 6061-T6 aluminum construction
- Includes polyurethane bushings & all necessary hardware
- Installs in approximately 15 minutes using basic hand tools
(PN: GM-SBM0507)

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
- Takes the stress off the front of your car without sacrificing strength
- Made working on the front end of your car from the bottom a snap
- Weight savings help eliminate break down caused by the heavy S197 nose design
(PN: GMRS0508)

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)

SWAY BAR GIRDLE
- Fits 2005-08 Mustang GT & V6
- Dramatically Reduces “push” caused by sway bar mount flex
- Heim Joints allow for tension adjustments
(PN: GM-SBGO507)

UNDER DRIVE PULLEY
- Fits 2005-08 Mustang GT
- Brand new assembly
- SD approved
- High Grade SSCP iron Casting
- Bonded Natural Rubber internals
- Up to 12hp Increase & 8 ft/lbs torque
(PN: GM-UP0507)

BILLET SWAY BAR MOUNTS
- Fits 2005-06 Mustang GT and V-6
- Direct OEM replacement
- Eliminates bushing flex in sway bar and improves handling
- Billet 6061-T6 aluminum construction
- Includes polyurethane bushings & all necessary hardware
- Installs in approximately 15 minutes using basic hand tools
(PN: GM-SBM0507)

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)

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- Fits 2005-08 Mustang
- Takes the stress off the front of your car without sacrificing strength
- Made working on the front end of your car from the bottom a snap
- Weight savings help eliminate break down caused by the heavy S197 nose design
(PN: GMRS0508)
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.

**Valve Covers**

**2005-08 COLD AIR INTAKE** New!
- Includes cast allow, coupling washable to-flow filter w/ shield, mounting tabs for H.O. and all necessary hardware.
- Standard finish is valve aluminum.
- Polished finish is optional.
- Installation takes about 20 minutes using basic hand tools with no cutting required.

**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 reflash required.
- Cold Air System includes cast allow (solenoids attached) and a dual spray bar (already installed), high temperature silicone coupling, washable filter/tube 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 sprays up to 80 HP and 155 lb./ft. of torque when mixed traditionally with nitrous and fuel per [PN: GM-BSF100]
- Use the new GMS RPM (Dual Window) Switch to control & Activate the system.

**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 6 lbs. lighter than stock.

**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.
- Passes 415,000,000 of a second release time [PN: GM-BSF100]

**Fuel Rail Adaptor**
- Fits 2005-08 Mustang GT, V-6 and GT-500.
- Allows mounting of fuel pressure gauge on rail without tapping.

Granatelli Motor Sports
Ignition and Spark Plug Wires

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

- Inner Core: Stainless steel for high tensile strength
- Outer Core: Silver-plated copper for high conductivity
- EPDM Insulation Layer provides electrical insulation
- Silicone Jacket: Resists high temperature, fuels and oils
- Fiberglass Braid: Provides superior pull strength
- RFI/EMI Protection Ring

• Direct OEM replacement, exceeds OEM specifications, OBDII computer safe
• 0 Ohm resistance
• Patented design
• Solid stainless connector cable with stainless snap lock spark plug connectors, unique EMI/RFI protection ring
• The only true solid stainless steel core wire that works with today’s computer dependent 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 CONNECTORS
IGNITION WIRE SETS
COIL PACKS
COIL NEAR PLUG WIRE SETS

(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.
DUAL WINDOW SWITCH

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 extended lead. Best of all, it has the ability to read from 0 to 12 volt throttle position sensor (TPS) signals or 0 to 5 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 - 15,000

UNIVERSAL EXHAUST CUTOUTS

• 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 extended lead. Best of all, it has the ability to read from 0 to 12 volt throttle position sensor (TPS) signals or 0 to 5 volt. This simple box is fully programmable from 1,000 to 15,000 rpm.

- Includes all necessary hardware
- Welds in, approximately 1/4" behind each header (welding required)
- Off road only

GASKET SEALER

Granatelli Head and Block Sealer has proved to be a permanent fix. Best of all Granatelli Racing Head and Block Sealer has proved to be a permanent fix. 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 mechanically process of repairing a blown head gasket. Along the way we never forgot 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.

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. 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

- Provides an easy-to-understand impeller speed reference chart
- Prevents 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, charts, figures, frequency data, questions, answers, how they work, and a manufacturer contact section
- Used by professional racers and centrifugal supercharger manufacturers (endorsed and used by ATI Procharger, NWA Racing and top 5.0 racers)
- Written by supercharger expert J.R. Granatelli of the famous racing Granatelli and former Vice President of Panton Products
- 320 pages, high quality acid free paper

Frequently Asked Questions

What is a mass airflow sensor?

The Granatelli Motor Sports mass airflow sensor is the OEM (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?

Your GM mass airflow sensor is 75mm 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 10-15 horsepower at the rear wheels. Supercharged applications like the Ford Lightning/Harley Davidson Truck gain 20 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. Timing, passing power and throttle response are significantly improved.

Will it affect fuel economy?

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 legal?

Yes. Granatelli Motor Sports is the only mass airflow sensor that is DOT legal for popular late model Ford and GM engines with electronic fuel injection. The CAB E.O. number is D467-1 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 relay the fuel and timing curves correctly without any performance loss?

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

What are the disadvantages of home porting or larger aftermarket intake manifolds?

They are for offroad 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 because they do not have the ability to compensate for fuel injector changes like the Ford sensors do.

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

Yes. Granatelli Motor Sports mass airflow sensor, they do not have the ability to compensate for fuel injector changes like the Ford sensors do. 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 changes 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 rigorous, 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 our 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.

Where can I purchase Granatelli Motor Sports mass airflow systems?

Granatelli exclusive! We have a network of dealers throughout the United States. If you are not located near a dealer, you can locate your nearest dealer by calling our customer hotline at 888-400-9011.

When do I need cold air tuning?

Cold air induction 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 an air cleaner assembly. A “C” on the part number designates cold air tuning.