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Performance Group

NEW

PRODUCTS
GUIDE 2016



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FAST
FUEL AIR SPARK TECHNOLOGY

TCI
AUTOMOTIVE

QUARTER
MASTER

ZEX

Powerhouse
PERFORMANCE



Mix & Match For Desired Performance Level

GM LS3 LSX_R[™] 102MM INTAKE RUNNER SETS

Two new state-of-the-art runner sets build upon our patented removable runner design. LSX_R[™] 102mm Intake Manifolds from FAST[™] now have the capability to shift torque and horsepower gains to a higher RPM than the original version, making them the most flexible options on the market.

In addition to the original FAST[™] LSX_R[™] 102mm Intake Manifold & Runner Set, High HP and Race versions are now available. These manifolds and complementing runners are designed specifically for LS3, L99, L76 and L92* engines that are built for high-performance applications. The High HP Runner Set is based on Daytona Prototype intakes and utilizes newly designed runners. They are shorter and straighter than previous market offerings, specifically to improve high-RPM horsepower and torque in vehicles with added performance modifications. The High HP version has been proven to make 20+ additional horsepower over the original LSX_R[™] manifold with a 500-1000 RPM shift up in peak horsepower on LS3 performance engines. The Race Runner Set features a short and straight runner design that rivals aluminum four-barrel intakes for horsepower potential. This manifold setup utilizes a race runner engineered for all-out high-RPM performance. It is ideal for vehicles with serious performance modifications and race converters. The Race version provides a 35+ horsepower gain with a 500-1000 RPM upward shift in peak horsepower for all-out race vehicles.

- Standard runners can be used w/ stock or mild vehicles; High HP & Race runners are shorter & straighter than conventional to improve high-RPM HP & torque
- High HP option makes 20+ HP over original LSX_R[™] manifolds, Race setup makes 35+ HP
- Interchangeable runners allow manifold to be configured as original, High HP or Race

The runners are interchangeable and available in kits so manifolds may be configured as the original LSX_R[™] with standard street runners, or the new High HP or Race models. FAST[™] LSX_R[™] Intake Manifolds are available in a popular black finish and are compatible with all FAST[™] Big Mouth Throttle Bodies[™] and fuel rails.

*L92 requires engine accessory modifications.

DESCRIPTION	PART #
LSX _R [™] 102mm Intake w/ Runner Set for GM LS3 Engines (Standard)	146102B
LSX _R [™] 102mm Intake w/ Runner Set for GM LS3 Engines (High HP)	146103B
LSX _R [™] 102mm Intake w/ Runner Set for GM LS3 Engines (Race)	146104B
LSX _R [™] 102mm Runner Set Only (Standard)	146053
LSX _R [™] 102mm Runner Set Only (High HP)	146070
LSX _R [™] 102mm Runner Set Only (Race)	146071



Standard - High HP - Race



XFI SPORTSMAN™ BLOW-THROUGH SUPERCHARGER EFI SYSTEM

Blow-through applications that are traditionally carbureted now have the option to utilize an EFI setup. This XFI Sportsman™-based system replaces the carburetor with an easy-to-install EZ-EFI 2.0® throttle body. It supports up to 15 psi of boost and 1000 horsepower on gasoline, making it twice as powerful as any other single throttle body blow-through product on the market.

DESCRIPTION	PART #
XFI Sportsman™ Blow-Through Supercharger EFI System	303001BT

XFI SPORTSMAN™ ROOTS BLOWER DUAL QUAD EFI SYSTEM

A complete EFI system for a 2 x 4 blower setup is now available in one part number. This kit is designed to replace outdated carburetor technology on top of a Roots-style blower in either street or strip vehicles. It includes two EZ-EFI® Fuel four-barrel throttle bodies, with the rear version including TPS and IAC sensors. Each throttle body has four 87 lb./hr. injectors. The system includes all necessary sensors, Internal Datalogging and C-Com® software. It supports up to 15 psi of boost and 1000 horsepower at the crank on gasoline.

DESCRIPTION	PART #
XFI Sportsman™ Roots Blower Dual Quad EFI System	303002RB

KIT INCLUDES:

- XFI Sportsman™ ECU
- EZ-EFI 2.0® Fuel + Ignition Throttle Body w/ TPS, 87# Injectors @ 58 psi, 2 BAR MAP Sensor, Intake Air Temp Sensor and IAC
- Wide-Band O2 Sensor
- Throttle Body Wiring Harness
- Fuel Pressure Sensor Kit
- C-Com® Software

KIT INCLUDES:

- XFI Sportsman ECU
- (2) EZ-EFI® Fuel Throttle Bodies w/ TPS, 87# Injectors @ 58 psi, and IAC
- External 2 BAR MAP Sensor
- External Intake Air Temp. Sensor
- Wide-Band O2 Sensor
- Multi-Port Wiring Harness
- Fuel Pressure Sensor Kit
- C-Com® Software

EZ-EFI® MARINE

SELF-TUNING FUEL INJECTION SYSTEM

FAST™ EFI systems have dominated on land for over a decade and are now ready to take to the sea. The brand's new self-tuning EZ-EFI® Marine kit features the proven performance and reliability that comes standard in all of its self-tuning throttle body EFI systems. The marine system eliminates the poor cold starting and rough running often associated with carbureted boat engines, while improving overall performance, fuel economy and throttle response. Kits are available with or without an in-line fuel system, with packages designed specifically for Mercury Marine installation also available.

DESCRIPTION	PART #
EZ-EFI® Marine Base Kit, No Fuel System	30362-06KIT
EZ-EFI® Marine Master Kit, In-Line Fuel System	30363-06KIT
EZ-EFI® Marine Base Kit, No Fuel System, Mercury Marine	30364-06KIT
EZ-EFI® Marine Master Kit, In-Line Fuel System, Mercury Marine	30365-06KIT



Supports Up To 650 HP

RETRO-FIT

EZ-EFI® HAND-HELD

Users running the first-generation EZ-EFI® Fuel system now can upgrade to a color touchscreen. Serving as the Setup Wizard initially, it then becomes an electronic gauge screen. The hand-held has various advanced features including screen hide/sleep function, an intuitive user interface, expanded diagnostics and more detailed data screens.

DESCRIPTION	PART #
Retro-Fit EZ-EFI® Color Touchscreen Hand-Held	170633-06KIT



XFI 2.0™ PLUG & PLAY GM LS

DRY NITROUS SYSTEMS

A major component of XFI 2.0™ is its compatibility with nitrous. Now FAST™ has developed the only nitrous product line that allows the user to utilize this feature without any complicated wires or relays. Each system's wiring plugs directly into the XFI™ power-adder harness for ease of installation, and utilizes XFI™ solid-state relay for progressive control. Plate and multi-port kits are available for LS applications. Each contains everything needed to be installed on an LSX-style manifold. No precision tube bending or fitment is required. FAST™ XFI 2.0™ Plug & Play Dry Nitrous Systems support up to a 300-horsepower nitrous shot and are designed for drag race, street performance and marine race applications. More applications coming soon.

DESCRIPTION	PART #
XFI 2.0™ Plug & Play Dry Nitrous Multi-Port Kit (LSX™ Intake)	301400DP
XFI 2.0™ Plug & Play Dry Nitrous Plate Kit (GM LS)	301400PP



E7 CD IGNITION CONTROLLER

This high-output, race-specific digital unit is a high-energy, high-RPM, fully environmentally protected capacitive ignition. It is designed to allow the full performance of a race engine where high-compression, nitrous oxide and boosted applications are common. The ignition includes two built-in rev limiters, a tach output and 20 degrees of start/retard for less wear and easier starting. The fully digital design allows for much higher speed and accuracy of spark timing and rev limits than analog systems. The controller's composite enclosure saves weight, while an aluminum-finned, extruded heat sink improves heat dissipation. This unit is perfect for drag, circle track and boat race applications.



DESCRIPTION	PART #
E7 CD Ignition Controller	307222

HIGH-OUTPUT LS-STYLE XR-1A IGNITION COIL SET

This coil set is designed specifically for high-compression, naturally aspirated, boosted or nitrous-equipped applications making more than 1,000 horsepower. This horsepower range is far beyond the capabilities of OEM coils. The spark energy of the FAST™ coils is comparable to CDI (capacitive discharge ignition) systems without the need to convert. The Smart Coil design also requires no ignitor module. The FAST™ XR-1A LS-Style High-Output Ignition Coil Set delivers up to 44,000 volts, 103mJ of energy, and supports a maximum of 19 amps of current and 17 volts. It is designed to work with all OEM equipment, as well as FAST™ products that support coil-near-plug applications such as the XIM™ and EZ-LS™ Ignition Controllers.



DESCRIPTION	PART #
XR-1A LS-Style High-Output Ignition Coil Set (Set of 8 Coils w/Connectors)	30260-T8
XR-1A LS-Style High-Output Ignition Coil Set (Set of 8 Coils w/No Connectors)	30260-8

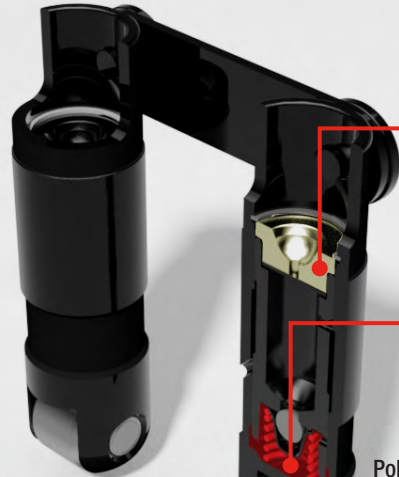
Available in single units (-1)

FIREWIRE® SPARK PLUG WIRES

Ultra-low resistance FireWire® Spark Plug Wires transfer the maximum amount of energy to the plugs. Their reactive-core construction effectively filters out "noise" generated by high-output ignition systems. Both silicone double-layer and sleeved versions featuring Kevlar-reinforced fiberglass mesh are available.



Available For All Popular Applications



Tool Steel Pushrod Seat
Designed To Handle Abuse
Of Extreme Applications

Reduced Oil Volume In
High-Pressure Chamber For
Increased Lifter Stiffness

Polished Wheels & Micro-Sorted,
Precision-Ground Needle Bearings

SHORT TRAVEL XD HYDRAULIC ROLLER LIFTERS

Certain engines respond better to a light preload because it recovers more quickly from any bad harmonics in the valve train. Others work better with a heavy preload because oil volume is reduced under the plunger, which increases lifter stiffness. COMP Cams® Short Travel Hydraulic Roller Lifters let you have the advantages of both light preload and reduced oil volume, producing the most stable and highest-revving hydraulic lifter available. COMP® now offers an XD version of these lifters that features a heavy-duty tool steel pushrod seat. This adds strength and durability in Xtreme Duty applications such as turbo drag cars and offshore powerboats.

MAKE	DESCRIPTION	DIAMETER	WEIGHT	SEAT HEIGHT	PART #
Chevrolet	Small Block Chevy 265-400	.842"	152g	2.66"	15853XD-16
	Big Block Chevy 396-454	.842"	150g	2.66"	15854XD-16
GM LS	LS Series (1997-Present)	.842"	145g	2.66"	15956XD-16
Chrysler	Gen III Hemi 5.7L, 6.1L, 6.4L	.842"	215g	3.05"	15820XD-16

Available in pairs (-2)

GM LS UPGRADED OEM ROCKER ARMS

Stock LS rocker arms can experience cageless needle bearing failure when loads are increased. COMP Cams® engineers have solved this problem with upgraded rockers featuring a stronger and more durable trunnion and captured bearing design. These upgraded versions increase each rocker's lift capacity and utilize caged roller bearings to improve valve train durability. The trunnions are secured by snap rings. The rockers feature a black-oxide finish and are available for LS1, LS3 and LS7 valve train geometries. A DIY upgrade kit is also available for users with stock rockers. It features a magnetic installation tool, and its cylindrical construction is perfect for use in an arbor press, bench vise or c-clamp.



DESCRIPTION	RATIO	PART #
GM LS Upgraded OEM Rocker Arms (LS1)	1.7	1477-16
GM LS Upgraded OEM Rocker Arms (LS3)	1.7	1478-16
GM LS Upgraded OEM Rocker Arms (LS7)	1.8	1479-16
GM LS OEM Rocker Arm Upgrade Kit & Installation Tool		13702TL-KIT

Available in single units (-1)

DIABLO SHIFTER™

Say hello to the most versatile shifter on the market. This versatile new street/race shifter includes all components needed for installation in nearly any GM, Ford or Chrysler. The fully configurable design allows the user to set up the shifter to utilize either a front- or rear-cable exit. The user can also configure for two-, three-, four- or even six-speed transmissions in both forward and reverse shift patterns. There is no longer a need to buy and replace parts if you are changing shift order/configuration, or changing transmissions entirely. The shifter can also be upgraded to a two-button design for controlling nitrous, transbrake or shift points. A die cast aluminum handle and injection-molded plastic cover make every unit ultra-durable and lightweight. Units are also available without a cover for console-mounting. The Diablo Shifter™ features patent-pending technology.

DESCRIPTION	PART #
Diablo Shifter™ w/ Cover	620001
Diablo Shifter™ w/ Cover (Includes Buttons)	620002
Diablo Shifter™ w/o Cover	620003
Diablo Shifter™ w/o Cover (Includes Buttons)	620004

Patent Pending



*Both Compliant With NHRA/IHRA
Reverse Lock-Out Regulations*

OUTLAW™ BLACKOUT SHIFTER

Total and accurate control of transmission gear selection is critical when choosing the right shifter. The TCI® Outlaw™ Blackout Shifter delivers that and more. It is rugged enough to handle both street and race duty, while featuring a sleek, black design that complements the interior of any car or truck. A cable and all hardware needed for proper installation are included. An optional, integrated two-button design allows for electronic shifting when used in conjunction with a TCI® EZ-TCU™. The durable, military-grade buttons ensure reliable engagement, allowing for consistent gear changes. The dual buttons can also be used for transbrake, line lock and nitrous activation. The shifter is designed for the most popular GM, Ford and Chrysler three- and four-speed transmissions.

DESCRIPTION	PART #
Outlaw™ Blackout Shifter w/ Cover - Powerglide	611323BL
Outlaw™ Blackout Shifter w/ 2-Button Switch - Powerglide	611623BL
Outlaw™ Blackout Shifter w/ Cover - 4-Speed	611431BL
Outlaw™ Blackout Shifter w/ 2-Button Switch - 4-Speed	611641BL
Outlaw™ Blackout Shifter w/ Cover - 3-Speed Forward	616331BL
Outlaw™ Blackout Shifter w/ Cover - 3-Speed Reverse Pattern	616332BL
Outlaw™ Blackout Shifter w/ 2-Button Switch - 3-Speed Reverse Pattern	611632BL





Furnace-Brazed, Computer-Balanced & Hand-Assembled To Precise Tolerances

Bolt-Together Front Cover Allows For Easy DIY Stall Changes & Service

Single-Disc Lock-Up Clutch Features Woven-Carbon Friction Material

HDT™ Coating Prevents Corrosion & Dissipates Heat

50-Spline Clutch Hub

Billet Cover Provides Strength & Durability

SINGLE-DISC BOLT-TOGETHER TORQUE CONVERTERS

These new, high-stall torque converters feature woven-carbon friction and lock-up control technology which seamlessly applies the clutch. Each one has a removable billet front that allows access to the entire lock-up assembly, turbine, stator and bearings in the event of future vehicle modifications. The billet front is CNC-machined and made from pre-hardened steel. For added strength, TCI® engineers included a pre-hardened billet turbine hub, lock-up piston and 50-spline clutch hub. The converters are fully furnace-brazed, computer-balanced and hand-assembled to precise tolerances. TCI® Single-Disc Bolt-Together Torque Converters are available for GM 4L60E, GM 6L80 and Ford 6R80 applications.

- CNC-machined, bolt-together design allow for DIY maintenance & upgrades
- Woven-carbon friction can handle most punishing applications
- No tuning required
- High stall speeds
- Single-disc lock-up assembly

DESCRIPTION	PART #
Single-Disc GM 4L60E Bolt-Together Torque Converter (2800-2900 RPM Stall)	242991S
Single-Disc GM 4L60E Bolt-Together Torque Converter (3200-3300 RPM Stall)	242992S
Single-Disc GM 4L60E Bolt-Together Torque Converter (3600-3700 RPM Stall)	242993S
Single-Disc GM 4L60E Bolt-Together Torque Converter (4100-4200 RPM Stall)	242994S
Single-Disc GM 6L80 Bolt-Together Torque Converter (2600-2700 RPM Stall)	242972S
Single-Disc GM 6L80 Bolt-Together Torque Converter (2800-2900 RPM Stall)	242974S
Single-Disc GM 6L80 Bolt-Together Torque Converter (3100-3200 RPM Stall)	242976S
Single-Disc Ford 6R80 Bolt-Together Torque Converter (3100-3200 RPM Stall)	457000S
Single-Disc Ford 6R80 Bolt-Together Torque Converter (3400-3500 RPM Stall)	457010S
Single-Disc Ford 6R80 Bolt-Together Torque Converter (3700-3800 RPM Stall)	457020S
Single-Disc Ford 6R80 Bolt-Together Torque Converter (4100-4200 RPM Stall)	457030S

29.2 FLEXPATES

BBC/SBC & GM LS APPLICATIONS

Heavy-duty billet flexplates from TCI® are like no other option on the market. They are made from a CNC-machined 4140 forging with a hobbed-on ring gear and can withstand more than 12,000 RPM. The flexplates are gas-nitrided for extra surface hardness and strength, and then e-coated for corrosion protection. Lightening holes reduce rotating mass and drop the overall weight.

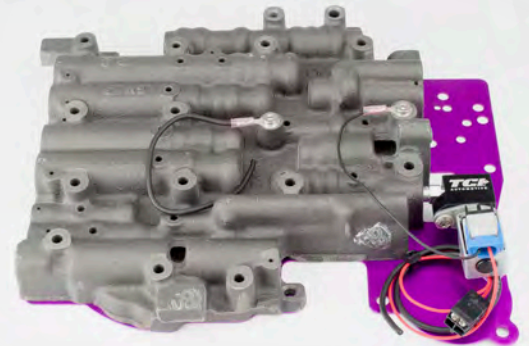
DESCRIPTION	PART #
GM LS1 29.2 Flexplate	399853
SBC/BBC 29.2 Flexplate, Internally Balanced	399870



GM 700R4 TRANSBRAKE VALVE BODY KIT

This new kit allows the user to stall the converter for optimal torque off the line. By pressing the transbrake button the user can engage first gear and reverse at the same time, locking the car in place. The user can then apply the throttle, reach optimum RPM, release the button and launch the car. This reduces reaction times and allows for quicker acceleration. This transbrake valve body also allows full boost to be obtained more quickly in a turbocharged engine while the vehicle is being staged. All necessary wires and connectors are included for installation.

DESCRIPTION	PART #
GM 700R4 Transbrake Valve Body Kit	376025
GM 700R4 Transmission w/ Transbrake Valve Body Kit	371500

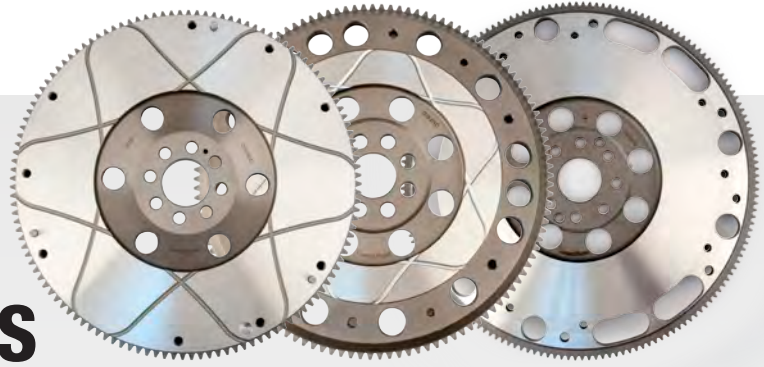


GM 4L80E/4L85E STOCK-DEPTH CHROME-PLATED TRANSMISSION PAN

The transmission pan has often been an overlooked part of the drivetrain—until now. This new chrome piece is the only stamped, stock-depth aftermarket pan available and is designed for optimal ground clearance. It resists corrosion, features a gasket and drain plug, and is embossed with the TCI® logo. It is an ideal dress-up component for customers running GM 4L80E/4L85E and TCI® 6x Six-Speed™ transmissions.

DESCRIPTION	PART #
GM 4L80E/4L85E Chrome-Plated Stock-Depth Transmission Pan	278011





ONE-PIECE CHROME MOLY LIGHTWEIGHT FORGED FLYWHEELS

These revolutionary flywheels provide reduced Moment of Inertia (MOI) and improved driveline response. The design utilizes a proprietary heat-treat and has passed burst testing up to 15,000 RPM. A lightweight design, verified using FEA, allows for optimal driveline acceleration and durability. The flywheel is made from a chrome moly steel forging, which is the best material on the market. A hobbled on ring-gear ensures ultimate flywheel strength.

DESCRIPTION	PART #
Ford Mustang 1996-2011 4.6, 5.0, 5.4L	QMB601
Ford Mustang 1996-2010 4.6L	QMB602
Ford Mustang 1986-1995 5.0L	QMB603
Ford Mustang 1986-1995 w/ 280Z counterweight) 5.0L	QMB604
Subaru Baja/Forester/Impreza/Legacy 1991-2005 2.0, 2.2, & 2.5L (Turbo)	QMM601
Subaru Forester/Impreza/Legacy 2005-2012 2.5L (Turbo)	QMM602

DESCRIPTION	PART #
Honda Acura Integra 2002-2008 2.0 & 2.4L	QMF601
Honda/Acura RXX/TSX/Accord/Civic 2.0 & 2.4L	QMF602
Mitsubishi Lancer Evo 2001-2006 2.0L	QMJ601
Mitsubishi Lancer Evo 2008-2012 2.0L (Turbo)	QMJ602
Nissan/Infiniti 350Z/G35 2003-2006 3.5L	QMK601
Nissan/Infiniti 350Z 2007-2008/370Z 2009-Present & G35 2007-2008/G37 2009-Present	QMK602

LIGHTWEIGHT FLEXPLATES

FORD COYOTE & GM LS

These new, lightweight machined flexplates are designed to serve as a bolt-on upgrade for increased strength and durability in racing and high-horsepower applications. They can be used with any Quarter Master® button clutch and provide the lowest MOI possible.

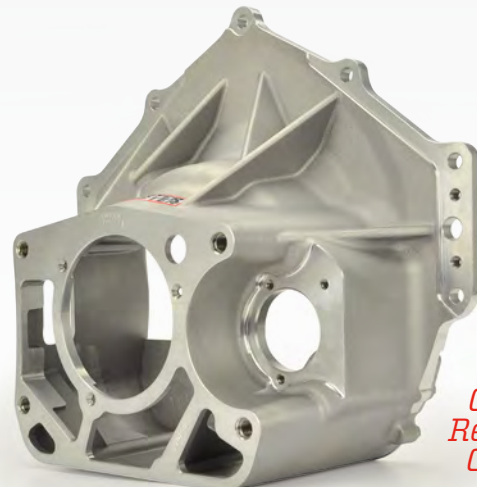
DESCRIPTION	PART #
Coyote Button Flexplate 2011+ 5.0L (GT) & 2007+ 5.4L (GT500) Mustangs	509176
LS Button Flexplate (GM Gen III & Gen IV)	509178



LGC BELLHOUSING KIT

This kit maximizes downforce by allowing the nose of the car to be as low to the track as possible. The additional ground clearance is achieved through a smaller ring gear and a flat-bottom bellhousing that makes it flush with the bottom of the tightest-fitting dry-sump oil pans. The bellhousing also features both internal and external strengthening ribs to maximize strength and stiffness. The kit is designed for circle track or road racers using 5.5" clutches. Kits featuring either magnesium or aluminum bell-housings are coming soon for all popular applications.

DESCRIPTION	PART #
Low Ground Clearance Bellhousing Kit, Chevy (Alum.)	LGC100375091



*Call For
Retro-Fit
Options*

STEEL CLUTCH-ALIGNMENT TOOLS



DESCRIPTION	PART #
Steel Clutch-Alignment Tool 1" x 24-Spline (Nissan)	660050
Steel Clutch-Alignment Tool 1" x 23-Spline (Late Model Ford)	660060
Steel Clutch-Alignment Tool 1-1/8" x 10-Spline (GM)	660081
Steel Clutch-Alignment Tool 1-1/8" x 26-Spline (Late Model GM)	660091
Steel Clutch-Alignment Tool 1-1/8" x 26-Spline (Late Model Ford)	660092

- Steel design w/ tighter tolerances allows for dependable clutch alignment on first attempt
- Extra spline length ensures ample engagement in multiple-disc clutches
- Available for Ford, GM & Nissan applications



FORD 5.0L COYOTE PERIMETER PLATE BLACKOUT NITROUS SYSTEM™



This new perimeter plate provides a bolt-on performance upgrade for 2011+ Mustang GTs. Featuring a billet aluminum construction, it injects the fuel and nitrous mixture at the optimum angle, ensuring proper distribution within the intake plenum. Internal passages route the fuel and nitrous mixture throughout the perimeter plate, creating perfect atomization at the 12 injection ports. This system offers the maximum in power and safety for late model Mustang applications.

DESCRIPTION	PART #
Ford 5.0L Coyote Perimeter Nitrous Plate	82406
Ford 5.0L Coyote Perimeter Plate Blackout Nitrous System™ w/ Bottle	82411
Ford 5.0L Coyote Perimeter Plate Blackout Nitrous System™ w/o Bottle	824111



GM LS OEM ROCKER ARM TRUNNION UPGRADE TOOL

This tool was designed to simplify the trunnion upgrade process, and it is compatible with all stock LS rocker geometry. It can be used with an arbor press, bench vise or c-clamp, making it the most versatile option on the market for upgrading stock LS rockers. Powerhouse® engineers have designed the tool to allow an LS rocker trunnion upgrade in less than 30 minutes. A complete kit featuring the popular COMP Cams® LS Trunnion Upgrade Kit and this trunnion upgrade tool is also available.



DESCRIPTION	PART #
GM LS OEM Rocker Arm Trunnion Upgrade Tool	54702-TL