

KRC[®] Power Steering



KRC Power Steering • krcpower.com • 770-422-5135



Dear Loyal KRC Customers,

KRC prides itself in manufacturing the most cutting edge power steering pumps and lightweight pulley systems in the industry. Since 1997, Ken Roper, founder and owner of KRC Power Steering, quickly changed the industry by developing KRC'S Pro Series power steering pump and pulley line. The Pro Series pump line is comprised of a purpose built housing, high tolerance components, low horsepower consumption, and has completely changed the power steering industry. Later, Ken went on to develop a pulley line featuring a positive engaged, "R-LOK design" for perfect concentricity, utilizing the most rotational weight savings, and pairing with the racing industries lightest and strongest power steering brackets available.

Over the course of the past 20 years, Ken and Karen Roper have built KRC Power Steering on strong Christian based morals and the determination to providing not only the most innovative products but the upmost professional customer service backing. Today, since the retirement of Ken Roper, the company maintains the same ethical procedures under new guidance. KRC has revised and re-structured our popular products to stay ahead of the competition. We continually develop new products, improve on the ones we have, and give our customers the best opportunity to win races that we can. This catalog displays a new products page to get you ahead of the competition for next season and newly improved products are marked for your ease of viewing throughout the catalog.

In closing, I would like to personally thank all of our brand loyal KRC customers. We value your trust in KRC products and I personally look forward to carrying on this legacy for years to come.

Best Regards,

Cody Haskins

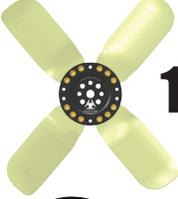
Vice President



Warning Cancer and Reproductive Harm www.P65Warning.ca.gov. KRC Power Steering reserves the right to change content, pricing, and or specifications without notice. 2022 All Rights reserved. Any printing or unauthorized use without written permission is expressly prohibited. KRC Power Steering components are completely manufactured in the USA. We are proud to be proven winners from 24 Hours Of Le Mans, to NASCAR and tracks all over America.

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Elite Series Power Steering Pumps

Elite Series Power steering pumps were designed with the Saturday night racer in mind. The lightweight aluminum power steering pump is fully designed and machined in our Kennesaw, Georgia manufacturing facility. The pump utilizes the same technology as our Pro Series pump, at a fraction of the cost. KRC pumps can easily be flow adjusted by the user through the changing of our KRC flow valves. The Elite Series pump is a direct replacement to all GM Saginaw type II steering pumps, with a press on pulley shaft. Elite pumps can save up to 1/4 a pound and 1-4 horsepower over our leading competitor's power steering pumps.

Elite Series Power Steering Pumps



KRC 40160000	Lightweight Elite Aluminum Power Steering Pump with .6645 Press On Pulley Shaft.
ESP 10096100	Lightweight Elite Aluminum Power Steering Pump with .6645 Press On Pulley Shaft and Bolt On Aluminum Tank.
ESP 10096821	Lightweight Elite Aluminum Power Steering Pump with .6645 Press On Pulley Shaft and 3/8 PTO Rear Drive.
ESP 10093821	Lightweight Elite Aluminum Power Steering Pump with 3/8 Hex Shaft and 3/8 PTO Rear Drive. (ESP10093822 for Pump without PTO)
ESP 10096882	Lightweight Elite Aluminum Power Steering Pump with 3/8 Hex Shaft and 3/8 PTO Rear Drive. (ESP10093822 for Pump without PTO)



Recommended Items



KRC Power Steering Fluid
(1) Quart
PSF 10032001

KRC Power Steering Fluid
(1) Case/6 Quarts
PSF 10032006

Elite Series Aluminum Bolt On Reservoir
KRC 91312000

KRC Remote Roll Bar Mounted Reservoir
KRC 9150000

Elite Series Power Steering Pulleys



KRC 40160000



KRC 40160600



KRC 40161600



KRC 40160632

Elite Series Power Steering Pulleys

- KRC 40160000 4.2" Serpentine Pulley for .6645 Press On Pulley Shaft
- KRC 40160600 6.0" Serpentine Pulley for .6645 Press On Pulley Shaft
- KRC 40161600 6.0" V-Belt Pulley for .6645 Press On Pulley Shaft
- KRC 40160632 32 Tooth HTD Radius Pulley for .6645 Press On Pulley Shaft
- KRC 40160640 40 Tooth HTD Radius Pulley for .6645 Press On Pulley Shaft
- KRC 40170600 6.0" Serpentine F-Body Offset Pulley for .6645 Press On Pulley Shaft
- KRC 40170650 6.5" Serpentine F-Body Offset Pulley for .6645 Press On Pulley Shaft
- KRC 40171600 6.0" Serpentine Y-Body Offset Pulley for .6645 Press On Pulley Shaft
- KRC 40171650 6.5" Serpentine Y-Body Offset Pulley for .6645 Press On Pulley Shaft





Popular Elite Pump Kits

Our Elite Series Power Steering Pump with Pulleys are manufactured to KRC standards with many of the features developed in our Pro Series pump built in. Manufactured in Kennesaw, Georgia - the KRC Elite Series Pump is all new and packed with affordable technology KRC Power Steering Elite Series Pumps are fully adjustable for optimal driver feel. KRC Changeable Flow Technology offers 9 levels of feel creating the perfect steering from firm to light. Dial in the steering effort for a high banked bull ring or a 1 mile flat track. Get the perfect feel for every driver, car and track. A direct replacement for GM Type 2 - Type II power steering pumps.



ESP 19610000



ESP 19620000



ESP 19620600



ESP 19610000	Pump with 6.0" V-Belt Pulley
ESP 19620000	Pump with 4.2" Serpentine Pulley
ESP 19620600	Pump with 6.0" Serpentine Pulley

Elite Series Pump With 6.0 V-Belt Pulley



ESP 19010110



ESP 19610011



ESP 19010115



ESP 19610021

Elite Series Pump With 4.2 Serpentine Pulley



ESP 19020010



ESP 19620011



ESP 19020015



ESP 19620021

Elite Series Pump With 6.0 Serpentine Pulley

Call to Order.

ESP 19020010	Elite Series Pump, SBC Head Mount Bracket, 4.2" Serpentine Pulley, and Roll Bar Mounted Tank
ESP 19620011	Elite Series Pump, Ford 302 Head Mount Bracket, and 4.2" Serpentine Pulley, and Roll Bar Mounted Tank
ESP 19020015	Elite Series Pump, SBC Block Mount Bracket, 4.2" Serpentine Pulley, and Roll Bar Mounted Tank
ESP 19620021	Elite Series Pump, Ford 351 Head Mount Bracket, and 4.2" Serpentine Pulley, and Roll Bar Mounted Tank
ESP 19010110	Same as ESP 19020010 with 6.0" V-Belt Pulley
ESP 19610011	Same as ESP 19620011 with 6.0" V-Belt Pulley
ESP 19010115	Same as ESP 19020015 with 6.0" V-Belt Pulley
ESP 19610021	Same as ESP 19620021 with 6.0" V-Belt Pulley

Popular Elite Pump Kits



With 6" V-Belt
Press On Pulley
KRC40161600



ESP 19610100

With 4.2" Serpentine
Press On Pulley
KRC40160000



ESP 19620100

With 6" Serpentine
Press On Pulley
KRC40160600



ESP 19620160

- | | |
|--------------|--|
| ESP 19610100 | Elite Series Pump with Tank and 6.0" V-Belt Pulley |
| ESP 19620100 | Elite Series Pump with Tank and 4.2" Serpentine Pulley |
| ESP 19620160 | Elite Series Pump with Tank and 6.0" Serpentine Pulley |

Elite Series Pump with Tank With 6.0 V-Belt Pulley



ESP 18010110



ESP 18610111



ESP 18010115



ESP 18610121

Elite Series Pump with Tank With 4.2 Serpentine Pulley



ESP 18020110



ESP 18620111



ESP 18020115



ESP 18620121

Elite Series Pump with Tank With 6.0 Serpentine Pulley

Call to Order.

- | | |
|--------------|--|
| ESP 18020110 | Elite Series Pump with Tank, SBC Head Mounted Bracket, and 4.2" Serpentine Pulley |
| ESP 18620111 | Elite Series Pump with Tank, 351 Ford Head Mount Bracket, and 4.2" Serpentine Pulley |
| ESP 18020115 | Elite Series Pump with Tank, SBC Block Mounted Bracket, and 4.2" Serpentine Pulley |
| ESP 18010110 | Same as ESP 18020110 with 6.0" V-Belt Pulley |
| ESP 18010115 | Same as ESP 18020115 with 6.0" V-Belt Pulley |
| ESP 18610111 | Same as ESP 18020111 with 6.0" V-Belt Pulley |
| ESP 18610121 | Same as ESP 18020121 with 6.0" V-Belt Pulley |

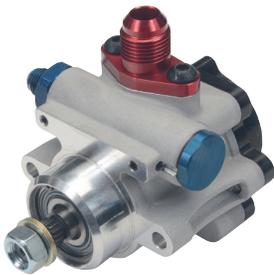
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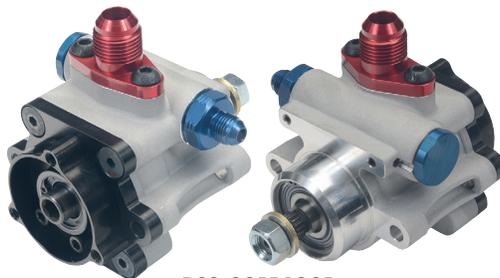


Pro Series III Power Steering Pumps

Pro Series III power steering pumps were designed for the professional racer, where the most weight and horsepower savings are necessary. Pro Series III pumps are the lightest and the most efficient power steering pumps in the world, proven by the use in Lemans and NASCAR series cars. The lightweight aluminum power steering pump is fully designed and machined in our Kennesaw, Georgia manufacturing facility. KRC pumps can easily be flow adjusted by the user through the changing of our KRC flow valves. The Pro Series III pump utilizes a 17 spline shaft for positive pulley engagement, Ceramic SKF racing bearings and seals, and a hard anodized rear cover to protect the rear casing. Pro Series III pumps can save up to 1/4 of a pound and 2-6 horsepower over our leading competitor's power steering pumps. Note: Pumps are available in multiple configurations such as: flow rates, relief pressure, shaft selection, and left or right hand orientation. Call us direct for assistance in selecting the correct pump.



PS3 29116811



PS3 29116821



PS3 29116813

PS3 29116811	Lightweight Pro Series III aluminum power steering pump with 17 spline pulley drive shaft. Also available in 5.9cc (PS3 26116811) and a 7.2cc (PS3 27116811) version.
PS3 29116813	Lightweight Pro Series III aluminum power steering pump with 17 spline pulley drive shaft and bolt on aluminum tank. Also available in 5.9cc (PS3 26116813) and a 7.2cc (PS3 27116813) version.
PS3 29116821	Lightweight Pro Series III aluminum power steering pump with 17 spline pulley drive shaft and 3/8 hex PTO rear drive.
PS3 29316821	Lightweight Pro Series III aluminum power steering pump with 3/8 hex drive shaft and 3/8 hex PTO rear drive. (PS3 29316811 for Pump without PTO)

Recommended Items



**KRC Power Steering Fluid
(1) Quart
PSF 10032001**



**KRC Power Steering Fluid
(1) Case/6 Quarts
PSF 10032006**



**Elite Series Aluminum Bolt On Reservoir
KRC 91312000**



**KRC Remote Roll Bar Mounted Reservoir
KRC 9150000**

Pro Series III Power Steering Pulleys



V-Belt Pulleys

KRC 20008000	3.5" V-Belt Pulley for 17 Spline Pulley Shaft
KRC 20011000	6.0" V-Belt Pulley for 17 Spline Pulley Shaft
KRC 20013000	8.0" V-Belt Pulley for 17 Spline Shaft



KRC 20008000



KRC 20011000



KRC 20013000



Serpentine Pulleys

KRC 20015000	4.2" Serpentine 6 Rib Pulley for 17 Spline Pulley Shaft
KRC 20015300	4.2" Serpentine 3 Rib Pulley for 17 Spline Shaft
KRC 20017300	6.0" Serpentine 3 Rib Pulley for 17 Spline Shaft
KRC 20017600	6.0" Serpentine 6 Rib Pulley for 17 Spline Shaft
KRC 20019600	6.0" Serpentine F-Body Offset Pulley for 17 Spline Shaft
KRC 20019650	6.5" Serpentine F-Body Offset Pulley for 17 Spline Shaft
KRC 20020600	6.0" Serpentine Y-Body Offset Pulley for 17 Spline Shaft
KRC 20020650	6.5" Serpentine Y-Body Offset Pulley for 17 Spline Shaft



KRC 20015000



KRC 20015300



KRC 20017300



KRC 20017600



KRC 20019600



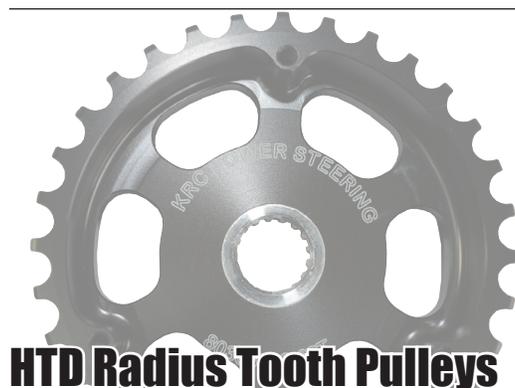
KRC 20019650



KRC 20020600



KRC 20020650



HTD Radius Tooth Pulleys

KRC 82308031	31 Tooth HTD Radius Pulley for 17 Spline Shaft (Rock Guard KRC 89008031)
KRC 82308032	32 Tooth HTD Radius Pulley for 17 Spline Shaft (Rock Guard KRC 89008032)
KRC 82308040	40 Tooth HTD Radius Pulley for 17 Spline Shaft (Rock Guard KRC 89008040)



KRC 82308031



KRC 82308032



KRC 82308040



Power Steering Brackets

Small Block Chevy

- KRC 31410000 SBC Head Mounted Power Steering Bracket Kit
- KRC 31411000 SBC Head Mounted Power Steering Bracket Only
- KRC 31415000 SBC Block Mounted Power Steering Bracket Kit
- KRC 31416000 SBC Block Mounted Power Steering Bracket Only
- KRC 60750000 SBC Block Mounted Power Steering Bracket Only

KRC 31411000



KRC 31415000



KRC 60750000

Big Block Chevy

- KRC 30020000 BBC Driver Side Head Mounted Power Steering Bracket Kit
- KRC 30021000 BBC Passenger Side Head Mounted Power Steering Bracket Kit
- KRC 30026000 BBC Block Mounted Power Steering Bracket Kit



KRC 30021000



KRC 30026000

LS Chevy

- KRC 71410000 LS/CT 525 Head Mounted Power Steering Pump Bracket Only
- KRC 71410040 F or Y Body Head Mounted Power Steering Bracket Kit
- KRC 71410525 LS/CT 525 Head Mounted Power Steering Bracket Kit
- KRC 71415000 CT 525 Block Mounted Power Steering Bracket Only
- KRC 71415525 CT 525 Block Mounted Power Steering Bracket Kit
- KRC 71590525 CT 525 KSE Tandem Pump Bracket Kit
- KRC 60750000 CT 525 Bert/Brinn/Winters Bellhousing Mounted Power Steering Bracket Kit



KRC 71410000



KRC 71415525



KRC 60750000

Small Block Ford

- KRC 31610000 Ford 302 Head Mounted Power Steering Bracket Kit
- KRC 31611000 Ford 302 Head Mounted Power Steering Bracket Kit
- KRC 31620000 Ford Windsor 351 Head Mounted Power Steering Bracket Kit
- KRC 31621000 Ford Windsor 351 Head Mounted Power Steering Bracket
- KRC 60750000 Ford Bert/Brinn/Winters Bellhousing Mounted Power Steering Bracket Kit



KRC 31611000



KRC 31620000

Ford Coyote

- KRC 66302500 Ford Boss 302 Coyote Power Steering Mounting Bracket Kit (Works with all factory accessories)

KRC 66302500



Universal and Misc. Mounts

- KRC 31100000 KRC's 6" x 6" Universal Bracket Kit. Mounting holes and adjusting slot are pre-machined into the bracket shape up to the customer for fitment
- KRC 31516000 Dodge 340/360 Power Steering Mounting Bracket
- KRC 31517000 Dodge 340/360 Power Steering Mounting Bracket Hardware



KRC 31100000



KRC 31516000

Water Pump Pulleys & Cooling Comp.



Small Block Chevrolet Water Pump

KRC's aluminum SBC water pump (KRC 15101001) is CNC machined and verified so that every mounting boss is 100% the same, making alignment issues almost impossible. Our KRC water pump is a high flow pump made from 356-T6 heat treated aluminum with a heavy duty racing bearing and seal assembly. The water pump integrates a fully machined aluminum impeller, 3/4" heavy duty shaft, and measures to an overall length of 5.795" long from block mounting surface to the pulley flange.

KRC manufactures an arrangement of billet water pump spacers to help perfectly align crank and water pump pulleys.



KRC 15101001

SBC Water Pump Spacers

KRC 15001000	.200 SBC Water Pump Spacers
KRC 15002000	.250 SBC Water Pump Spacers
KRC 15003000	.375 SBC Water Pump Spacers
KRC 15005000	.500 SBC Water Pump Spacers
KRC 15006000	.625 SBC Water Pump Spacers



KRC 15200000



KRC 15200000



CT 525/LS Water Pumps

KRC 15425702	CT525 Stewart Custom 7.020" Length Water Pump with Replacement Pump Cartridge
KRC 15425920	LS Stewart 9.20" Length Water Pump for Extended Timing Cover MSD Mounts
KRC 15403000	LS Replacement Water Pump Cartridge
KRC 15200000	CT 525/LS Water Pump Cartridge
KRC 15203000	CT 525/LS Water Pump Bypass Fittings
KRC 15000525	CT 525/LS .775 Water Pump Spacers



KRC 15000525

Thermostat Housing Spacers

KRC offers billet thermostat spacer housings to help efficiently maintain your engine's temperature. All housing spacers utilize (2) 3/8 female pipe fitting ports for use of manifold cooling lines.

KRC 15375000	L 1" Tall KRC Thermostat Spacer
KRC 15375000-NP	1" Tall KRC Thermostat Spacer (Non Plated)
KRC 15375150	1.5" Tall KRC Thermostat Spacer with Offset Holes for Manifold Clearance



KRC 15375000



KRC 15375000-NP





Water Pump Pulleys & Cooling Comp.

All KRC water pump pulleys are black, hard anodized to a 62 Rockwell hardness. This helps eliminate belt slippage and pulley wear.

Pulley Offsets:

KRC 38025400 / KRC 38050400:

1.168" to center of 6-groove and .278" to 3-groove (measured from pump pulley flange towards the engine)

KRC 40122000 / KRC 38050000:

1.168" to center of back 6-groove and .174" to center of front 6-groove. (measured from pump pulley flange towards the engine)



KRC 38025400

KRC 38025411

KRC 38025604

KRC 38025605

KRC 38050400

KRC 40122000

Serpentine Water Pump Pulleys

KRC 38025400	4.0" Chevy/Ford 6-Groove Main Drive and 3.5" 3-Groove Accessory Drive Pulley
KRC 38025411	4.0" Chevy/Ford Double V-Belt Water Pump Pulley for KIT 16215604
KRC 38025604	Lightweight 1:1 Water Pump Pulley for KIT 16225604
KRC 38025605	Lightweight 30% Water Pump Pulley for KIT 16225605
KRC 38050400	4.0" Dodge 6-Groove Main Drive and 3.5" 3-Groove Accessory Drive Pulley
KRC 40122000	3.5" Chevy/Ford 6-Groove Main and Accessory Drive Pulley
KRC 38050000	3.5" Dodge 6-Groove Main and Accessory Drive Pulley
KRC 38025510	KRC 10 Rib Water Pump Pulley for KIT 16122600
KRC 66302301	Ford Coyote Boss 302 Water Pump Pulley (Replaces Factory Pulley to Allow for Hydraulic Power Steering Pump)



KRC 38050000

KRC 38025510



KRC 66302301



KRC 88008035

KRC 88008037

KRC 88008040

HTD Water Pump Pulleys

KRC Power Steering HTD Water Pump Pulleys have been machined from aluminum and then are anodized for durability.

KRC 88008035	35 Tooth 50mm Wide HTD Water Pump Pulley
KRC 88008037	37 Tooth 50mm Wide HTD Water Pump Pulley
KRC 88008040	40 Tooth 50mm Wide HTD Water Pump Pulley



Water Pump Pulleys & Cooling Comp.



Engine Cooling Fans

KRC carries all configurations of the lightweight Race-Fans. Fans have a lightweight rotating mass and consume the least amount of horsepower. Engine cooling fans are available in 17" and 19" blades.

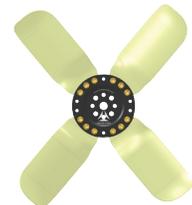
- High-Temperature Fiber Reinforced Zytel Blades
- 6061-T6 Aluminum Hub
- 3/8" and 5/16" Mounting Holes
- Aerospace Grade Hardware
- Made in the USA



FAN RF-2BLADE



FAN RF-3BLADE



FAN RF-4BLADE

FAN RF-2BLADE	Lightweight 2-Blade Race-Fan
FAN RF-3BLADE	Lightweight 3-Blade Race-Fan
FAN RF-4BLADE	Lightweight 4-Blade Race-Fan

**Available in
17" and 19"**



KRC 15815000 KRC 15820000 KRC 15825000 KRC 15830000

Water Pump Fan Spacer

KRC Power Steering manufacturers lightweight billet fan spacers to optimize your cooling capabilities. They are precision machined from 6061 T6 aluminum on top quality machines. We include the proper Grade 8 Bolts for an easy and secure installation. KRC Aluminum CNC machined water pump fan spacers are available in 1.5", 2.0", 2.5" and 3.0" Long.

KRC 15815000	1.5" Billet Aluminum Fan Spacer
KRC 15820000	2.0" Billet Aluminum Fan Spacer
KRC 15825000	2.5" Billet Aluminum Fan Spacer
KRC 15830000	3.0" Billet Aluminum Fan Spacer



**Sizes
1.5", 2.0", 2.5", 3.0"**

Water Pump Pulley Spacer

KRC Power Steering water pump shaft adapters are designed to easily convert the shaft on your water pump. They're manufactured from highly durable aluminum and feature drilled holes to keep them lightweight.

KRC 15050250	.250 Billet Water Pump Pulley Spacer (Reduces 3/4 Shaft to 5/8 Shaft)
KRC 15050170	.170 Billet Water Pump Pulley Spacer (Reduces 3/4 Shaft to 5/8 Shaft)
KRC 15050030	.030 Water Pump Pulley Spacer



KRC 15050170

Water Pump Pulley Accesories

KRC 40124000	Water Pump Pulley Bolts with Tapered Seats (4)
KRC 15120000	3/4 to 5/8 Water Pump Shaft Reducer
KRC 15121000	3/4 to 5/8 Water Pump Shaft Reducer with KRC Pulley Flange



KRC 40124000



KRC 15120000



KRC 15121000

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Crank Hubs

KRC crank hubs are CNC machined from 6061-T6 aluminum, lightened with lightening pockets, and are anodized black for a sleek finish. KRC revolutionary R-Lok crank system allows for an endless amount of crank pulleys to be stacked and locked together. This provides for a more positive and lightweight drive than a conventional mandrel system. The R-lok system is more concentric and truer than the conventional pin-drive systems.



Chevrolet Crank Adapters

KRC 38130000	R-LOK Big Block Chevy Hub with 2.280" Register and 1.045" Length
KRC 38140000	R-LOK Small Block Chevy Hub with 1.243" Register and 1.245" Length
KRC 38140500	PRO R-LOK Small Block Chevy Hub Assembly with 1.243" Register and 1.245" Length
KRC 38140600	PRO R-LOK Small Block Chevy Hub Assembly with 1.243" Register and .620" Length
KRC 38140920	R-LOK Small Block Chevy Hub with 1.243" Register and .920" Length (Used for Crank Trigger)
KRC 38152500	R-LOK CT525 Crank Hub for 1.015" Length
KRC 40200200	R-LOK Small Block Chevy Hub 1.243" Register and 1.045" Length
KRC 40205000	Big Block to Small Block Register Adapter



Ford Crank Adapters

KRC 38161000	R-LOK 3 Bolt Ford Crank Hub 2.445" Length
KRC 38152500	R-LOK 3 Bolt Ford Crank Hub 2.580" Length
KRC 40200200	R-LOK 3 Bolt Ford Crank Hub 1.445" Length
KRC 40205000	R-LOK 4 Bolt Ford Crank Hub 1.580" Length



Dodge Crank Adapters

KRC 38150000	R-LOK Small Block Dodge Crank Hub 2.855" Length
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R-Lok Crank Pulleys



All KRC Power crank pulleys are black, hard anodized to 62 rockwell hardness and incorporate our R-LOK modular system design. Plus are laser etched in house for a finished look.



KRC 38225000 KRC 38228700 KRC 38230000 KRC 38232500 KRC 38235000 KRC 38240000 KRC 38440475

Serpentine Crank Adapters

KRC 38225000	R-LOK 2.5" 6 Rib Serpentine Crank Pulley
KRC 38228700	R-LOK 2.875" 6 Rib Serpentine Crank Pulley
KRC 38230000	R-LOK 3.0" 6 Rib Serpentine Crank Pulley
KRC 38232500	R-LOK 3.25" 6 Rib Serpentine Crank Pulley
KRC 38235000	R-LOK 3.5" 6 Rib Serpentine Crank Pulley
KRC 38240000	R-LOK 4.0" 6 Rib Serpentine Crank Pulley
KRC 38257500	R-LOK 5.75" 6 Rib Serpentine Crank Pulley
KRC 38440475	R-LOK 4.75" 3 Rib Serpentine Crank Pulley



KRC 38335000

V-Belt Crank Pulleys

KRC 38335000	R-LOK 3.5" V-Belt Crank Pulley
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KRC 88208016 KRC 88208017 KRC 88208019 KRC 88208020 KRC 88208022 KRC 88208023 KRC 88208024

HTD Crank Adapters

KRC 88208016	R-LOK 16 Tooth 20mm Wide HTD Crank Pulley
KRC 88208017	R-LOK 17 Tooth 20mm Wide HTD Crank Pulley
KRC 88208018	R-LOK 18 Tooth 20mm Wide HTD Crank Pulley
KRC 88208019	R-LOK 19 Tooth 20mm Wide HTD Crank Pulley
KRC 88208020	R-LOK 20 Tooth 20mm Wide HTD Crank Pulley
KRC 88208021	R-LOK 21 Tooth 20mm Wide HTD Crank Pulley
KRC 88208022	R-LOK 22 Tooth 20mm Wide HTD Crank Pulley
KRC 88208023	R-LOK 23 Tooth 20mm Wide HTD Crank Pulley
KRC 88208024	R-LOK 24 Tooth 20mm Wide HTD Crank Pulley
KRC 88208025	R-LOK 25 Tooth 20mm Wide HTD Crank Pulley
KRC 88208026	R-LOK 26 Tooth 20mm Wide HTD Crank Pulley
KRC 88208027	R-LOK 27 Tooth 20mm Wide HTD Crank Pulley
KRC 88208032	R-LOK 32 Tooth 20mm Wide HTD Crank Pulley



KRC 88208025 KRC 88208026



KRC 88208027 KRC 88208032





R-LOK Crank Pulleys Accessories



KRC 38215200 KRC 38215250 KRC 38215375 KRC 38215500 KRC 38215575 KRC 38215600 KRC 38216000

R-LOK Crank Shaft Hub to Pulley Spacers

KRC 38215200	.200" Spacer
KRC 38215250	.250" Spacer
KRC 38215375	.375" Spacer
KRC 38215500	.500" Spacer
KRC 38215575	.575" Spacer
KRC 38215600	.600" Spacer
KRC 38216000	1.00" Spacer
KRC 88208095	Mini R-LOK to R-LOK Adapter



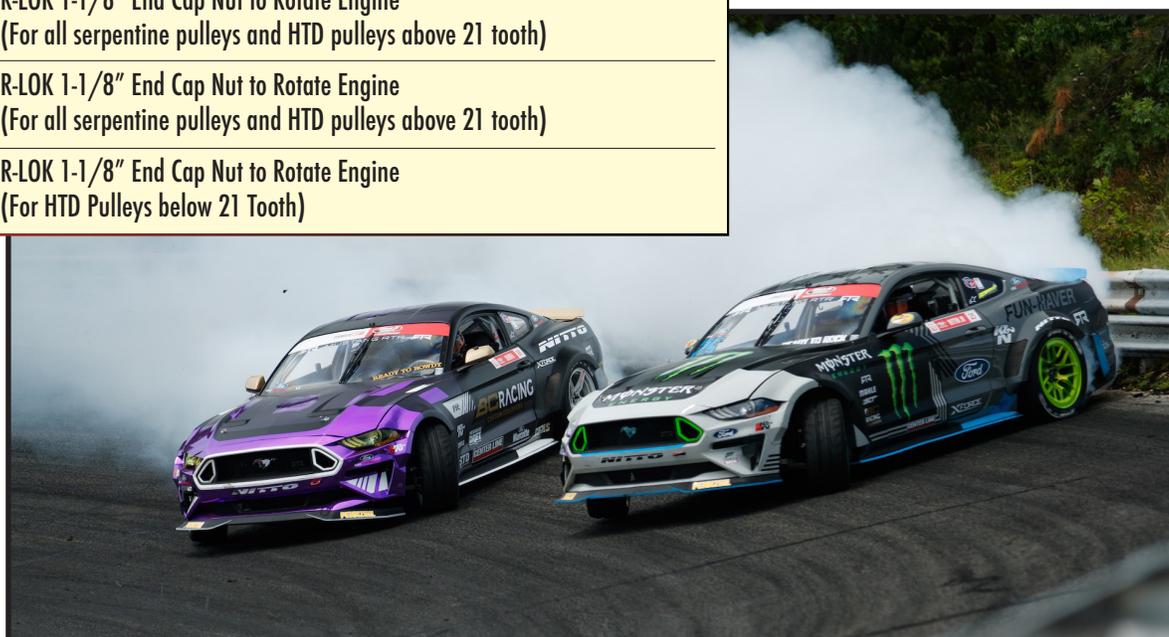
KRC 88208095



KRC 38205000 KRC 38206000 KRC 38207000

R-LOK End Caps

KRC 38205000	R-LOK 1-1/8" End Cap Nut to Rotate Engine (For all serpentine pulleys and HTD pulleys above 21 tooth)
KRC 38206000	R-LOK 1-1/8" End Cap Nut to Rotate Engine (For all serpentine pulleys and HTD pulleys above 21 tooth)
KRC 38207000	R-LOK 1-1/8" End Cap Nut to Rotate Engine (For HTD Pulleys below 21 Tooth)



Reservoir Surge Tanks



All of KRC's tanks come with non-vented caps (to reduce cavitation) and a -6 inlet and -10 outlet fittings. Round tanks are available in both Economy and Deluxe models, and include a separate roll bar mounting bracket. The Deluxe model has an internal tee to reduce fluid aeration of the fluid returning to the tank. Flat tanks have internal baffling and a flat surface mounting bracket welded on. Bolt-on tanks mount directly to the power steering pump to help save space and weight.



KRC 91515000



KRC 91500000



KRC 91312000



KRC 91510000



KRC 91312045



KRC 91318000

Reservoir Tanks

KRC 91312821	Bellhousing pump mounted bolt on reservoir
KRC 91515000	Reservoir Tank, Flat Surfacd Mount, -6 Fitting on LH Side Facing Tank
KRC 91500000	Reservoir Tank, Economy Round w/Roll Bar Mounting Bracket
KRC 60312000	Pro Series 2 Bolt-On Reservoir Tank -6 Return
KRC 91312000	Pro Series III, 1st Design, and Elite Bolt-On Reservoir -6 Return
KRC 91510000	Same as KRC 91515000 except RH Side Inlet Fitting Tank
KRC 91504000	Reservoir Tank, Deluxe Round with Tee Baffle and Roll Bar Mounting Bracket
KRC 60312045	Pro Series 2 Bolt-On Reservoir Tank -6, 45 Degree Return
KRC 91312045	Pro Series III, 1st Design, and Elite Bolt-On 45 Degree, -6 Return Reservoir
KRC 60318000	Pro Series Bolt-On Reservoir Tank -8 Return
KRC 91318000	-8 Return Bolt-On Reservoir for 1st Design and Cast Iron Pumps Only



KRC 91550800



OBG 4020



KRC 91501000

Tank Accessories

KRC 91550800	Replacement Reservoir Tank Cap, Non-Vented
OBG 4020	4" Round, 115 Micron Filter Screen for KRC 91140000
KRC 91501000	Mounting Bracket, Replacment for Round Tanks

KRC 91150000 Round Tank with Oberg Filter

4 in. Panel Mount Remote Reservoir Tank W/ 115 Micro Filter. Keep your KRC Power Steering Fluid pure and clean by circulating it through the remote Mesh Filter. High capacity remote tank helps keep your power steering system running cooler due to the added volume.



KRC 91150000



KRC 95000000

KRC 95000000 KRC Surge Tank

Our aluminum surge tank has a billet aluminum neck, with two 1/4" pipe fittings on each side, one 1/2" pipe fitting on the bottom and one 1/8" pipe fitting on the neck. A roll bar mounting bracket is welded to the back for installation in the engine compartment. This tank is required when running a CT525 with the factory water pump.



KRC 81255100



POW 8163



POW 8166



POW 8206



POW 8132

Alternators

KRC Only believes in producing and providing the best available products on the market. Powermaster Alternators have been the choice of alternator by KRC and comes standard in all complete kits purchased.



KRC 81255100	KRC Branded 50 amp 12v Heavy Duty racing Powermaster alternator (138mm bolt pattern and 15mm shaft)
POW 8163	35/75 Amp Low/High 12v Upgraded Racing Alternator (138mm bolt pattern and 15mm shaft)
POW 8166	16v Heavy Duty Racing Alternator (93mm bolt pattern and 15mm shaft)
POW 8206	CS130D 115amp Camaro offset (156mm bolt pattern and 17mm shaft)
POW 8132	KRC-CT 525 95 amp 12v Racing Alternator (163mm bolt pattern and 15mm shaft)
POW 378011	Delco Street Alternator for KRC Bracketry (17mm shaft)



KRC 40510201



KRC 40550000



KRC 40565000



KRC 40710200



KRC 40610450

Alternator Brackets

KRC 40510201	SBC Alternator Bracket with hardware (Use KIT 16315000 for bracket, ALT pulley, and belt) (138mm Bolt Pattern)
KRC 40550000	SBC 1-piece Mid Mount CS130 Delco Alternator Bracket with hardware (156mm Bolt Pattern)
KRC 40565000	SBC Drivers Side Alternator Bracket with Hardware (138mm Bolt Pattern)
KRC 40710200	Small Block Dodge Alternator Bracket with Hardware (138mm Bolt Pattern)
KRC 40610450	Ford Mid Mount Alternator Bracket with Hardware (138mm Bolt Pattern)



Alternator Pulleys



Alternator Pulleys

KRC Power Steering Alternator Pulleys are designed to keep your belt in place at all rpm's throughout the whole race. They are CNC-machined from 6061 billet aluminum to the highest tolerances and SAE specifications and anodized for maximum durability.

KRC 40130340	1.75" 3 Groove Denso Alternator Pulley for 15mm Shaft Only
KRC 40130380	1.75" 3 Groove Denso Alternator Pulley for 17mm Shaft Only
KRC 40140300	2.5" 3 Groove Denso/Delco Alternator Pulley for 15mm or 17mm Shaft Only
KRC 40140600	2.5" 6 Groove Denso/Delco Alternator Pulley for 15mm or 17mm Shaft Only
KRC 40150300	3.5" 3 Groove Denso/Delco Alternator Pulley for 15mm or 17mm Shaft Only
KRC 40150600	3.5" 6 Groove Denso/Delco Alternator Pulley for 15mm or 17mm Shaft Only
KRC 40155600	4.2" 6 Groove Denso/Delco Alternator Pulley for 15mm or 17mm Shaft Only



Photo by Dave Higgins, Millcity Images



KRC 19560300



KRC 60550300

Shaft Drive Pump Adapters

KRC 19560300 Barnes/Razor Dry Sump Adapter

The Barnes/Razor adapter is the first part required to mount a KRC shaft drive pump to a Barnes or Razor Dry-Sump oil pump. The Dry-Sump pump must have the main shaft drilled and tapped 3/8" x 24. A drilled Dry-Sump main shaft is available directly from the manufacturer. A 7/8" O.D. 17-spline or 3/8" hex drive spud is required. To complete the installation you will need KRC 60550300 spacer to mount a new Pro Series pump or a KRC 19550300 spacer to mount a 1st design aluminum pump. See below for drive spuds.

KRC 60550300 Pro Series Hilborn 3-Bolt Adapter

A .825" thick 80mm bolt pattern spacer is required to use a KRC Pro Series aluminum pump on the KRC 19555300 and KRC 19560300 Dry-Sump adapters.



KRC 60551000

KRC 60551000 Pro Series Hilborn 3-Bolt Adapter

This adapter uses a 3-bolt Hilborn pattern and will bolt directly to the rear of Peterson, Johnson, Wulff, Nutter, and Barnes pumps with a PTO and several other manufactures that have a Power Take-Off built into the rear of the Dry-Sump pumps. This is also one of our most popular sprint car mid-plate adapters. This adapter does not work on the new R4 Peterson pump, being that they make their own mount for our pump.



KRC 60552000

KRC 60552000 2-Bolt Raised Cam Sprint Car Adapter

2-bolt adapter kit to mount a Pro Series aluminum pump. This adapter is slotted for use with raised cam Sprint Car engines. Includes bracket, bolts, and spacers.



KRC 19670000



KRC 19570000



KRC 19571000

Dry-Sump Pump Accessories

- KRC 19670000 3/8" Female Hex to 1/4" x 28 Male Fuel Output Drive Spud.
- KRC 19570000 17-Spline x 3/8" x 24 Drive Spud. For use w/ shaft drive adapters.
- KRC 19571000 3/8" Hex 3/8" x 24 Drive Spud. For use w/ shaft drive adapters.
- KRC 19575000 17-Spline Drive Spud Removal Tool.



KRC 19575000

Dry Sump Adapters



KRC 1955300

KRC 19550300

Shaft Drive Pump Adapters

KRC 1955300 SCP Dry-Sump Adapters

The Stock Car Products (SCP) adapter is the first part required to mount a KRC shaft drive pump to the Stock Car Products (SCP) Dry-Sump oil pump. The SCP pump must have the main shaft drilled and tapped 3/8" x 24". A drilled SCP Dry-Sump main shaft is available directly from SCP. A 7/8" O.D. 17-spline or 3/8" hex drive spud is required. To complete the installation you will need KRC 60550300 spacer to mount a new Pro Series pump or a KRC 19550300 spacer to mount a 1st design aluminum pump.

KRC 19550300 1st Design 1" Pump Spacer

A 1.0" thick 72mm bolt pattern spacer is required to use a 1st design KRC aluminum pump on the KRC 1955300 and KRC 19560300 Dry Sump adapters.

KRC 19551000 1st Design Hilborn 3-Bolt Adapter

This adapter uses a 3-bolt Hilborn pattern and will bolt directly to the rear of Peterson, Johnson, Wulff, Nutter, and Barnes pumps with a PTO and several other manufacturers that have a Power Take-Off built into the rear of the Dry-Sump pumps. This is also one of our most popular sprint car mid-plate adapters. This adapter does not work on the new R4 Peterson pump, they make their own mount for our pump.

KRC 19552000 1st Design 2-Bolt Sprint Car Adapter

This 2-bolt adapter is used to mount a 1st design aluminum power steering pump to a Sprint Car mid-plate. Includes hardware.



KRC 19551000



KRC 19552000



KRC 19580000



Dry-Sump Pump Accessories

KRC 19580000

Seal kit for KRC 1955300 and KRC 19560300 Dry Sump Pump Adapters.

KRC 19582000

Dry-Sump Adapter O-Ring for KRC 1955300 and KRC 19560300 Adapters.



CT525 LS Engine Kits and Accessories

Dirt CT525 Engine Kit

KIT 77525200 Dirt CT 525 Complete Single Belt Front Drive Pulley Kit with Tensioner. Kit Includes; Crank assembly, tensioner setup, water pump pulley, belt, water pump pulley, belt, water pump, water bypass kit, breather kit, ls engine mounts, and all hardware.



KIT 77525075

Accessory Add Ons

KIT 77525060 CT 525 95 High Amp Alternator Kit
Kit Includes; Alternator, alternator bracket, alternator pulley, belt, and all hardware.

KIT 77525075 CT 525 Denso Add On Kit
Kit Includes; Alternator bracket, alternator pulley, belt, and all hardware. (Alternator sold separately)

KIT 16225821 Elite Bert/Brinn/Winters Bellhousing Mounted Power Steering Pump Kit
Kit Includes; Elite power steering pump, bracket, pulley, belt, and all hardware.



KIT 16225821

Asphalt CT525 Engine Kit

KIT 73525610 Complete Asphalt Engine Kit minus power steering pump. Kit Includes; water pump, crank assembly, water pump pulley, alternator bracket, power steering bracket, water bypass kit, breather system, ending mounts, hardware, and alternator. (Choose power steering pump, pulley, and belt combination to complete kit)



KIT 73525610



KRC 70400525



KRC 79000000

525 Engine Accessories

KRC 70400525 CT 525 Tensioner Add On Kit
CTB 79525000 CT 525 Valve Cover Breather System
KRC 79000000 KRC LS to SBC Engine Mounts (Pair)

SBC Accessories Add Ons



KIT 16315000



KRC 40400300



KIT 16225821

KIT 16315000 SBC Alternator Add On Kit. Includes: KRC 40510201 Bracket, KRC 40130340 Alternator Pulley, GDY 4030250 Alternator Belt, and all hardware. Alternator sold separately.

KRC 40400300 Small Block Chevrolet Tensioner Add on Kit. Includes; tensioner and hardware for ease of installation. (KIT 40400360 for crate engine)

KIT 16225821 Elite Series Bert/Brinn/Winters power steering add on kit. Kit includes everything you need to add a power steering pump drive to the back of a SBC or crate engine. Includes; Elite Series Pump, HTD Pulley, Bracket, and Belt.





SBC Engine Kits and Accessories

KIT 16612122

Complete Lightweight Asphalt 604/Built Chevrolet Engine Kit

Comes complete with; water pump, Elite power steering pump with tank and block mount bracket, all pulleys, bracketry, belts, alternator, and hardware. (KIT 16612121 for head mount power steering.)

KIT 16612111

Complete Lightweight Asphalt Super Late Model/Parts Spec Engine Kit

Comes complete with; water pump, Elite power steering pump with tank and head mount bracket, all pulleys, bracketry, belts, dry sump drive, alternator, and hardware.

KIT 16225604

Lightest Weight GM604 Dirt Serpentine Single Belt Drive System

Comes complete with; water pump pulley, crank pulley, engine rotating nut, two belts, and all hardware. (Use KIT 16225605 for engines above 500 horsepower)

KIT 16122600

KRC's 10 Rib Serpentine SBC Ultimate Dirt Super Racing Engine Kit.

Maximizes belt surface tension. Comes with; water pump pulley, crank hub, crank pulley, belt, and all hardware.

KIT 16322650

SBC 15% Front Engine Kit with Belt Tensioner.

Comes with; crank assembly, water pump pulley, belt tensioner, and all hardware. (KIT 16322600 for kit with water pump)



KIT 16225604



KIT 16122600



Modular SBC Pulley Kits



KRC 36350000

KRC 36351500



KRC 36400000

KRC 36401500

KRC 36350000	1:1 Serpentine and Small Block Chevy Pulley Kit. 3.5" Crank Pulley and 3.5" Double 6 Groove Water Pump Pulley
KRC 36351500	15% Serpentine and Small Block Chevy Pulley Kit. 3.0" Crank Pulley and 3.5" Double 6 Groove Water Pump Pulley
KRC 36353000	30% Serpentine and Small Block Chevy Pulley Kit. 2.5" Crank Pulley and 3.5" Double 6 Groove Water Pump Pulley
KRC 36400000	1:1 Serpentine and Small Block Chevy Pulley Kit. 4.0" Crank Pulley and 4.0" Water Pump Pulley (Single Main 6 Groove with 3 Groove Front Accessory Drive)
KRC 36401500	15% Serpentine and Small Block Chevy Pulley Kit. 3.5" Crank Pulley and 4.0" Water Pump Pulley (Single Main 6 Groove with 3 Groove Front Accessory Drive)
KRC 36403000	25% Serpentine and Small Block Chevy Pulley Kit. 3.0" Crank Pulley and 4.0" Water Pump Pulley (Single Main 6 Groove with 3 Groove Front Accessory Drive)





Ford D347JR/D347SR/D347SR7 Engine Kits and Accessories

KIT 67347122 Complete Ford Racing Front Drive Kit
Kit Includes; Elite Series power steering pump with bolt on tank, pulley, crank assembly, all bracketry, alternator, belts, and all hardware.

KIT 66347026 Ford Dirt Racing Single Belt Front Pulley System with Idler Tensioner.
Kit Includes; crank assembly, water pump pulley, tensioner setup, belts, and all hardware.



KRC 38620000

Ford Modular Pulley Kits

KRC 38620000 1:1 Serpentine Pulley Kit for 3 Bolt Ford Crank
KRC 38625000 1:1 Serpentine Pulley Kit for 4 Bolt Ford Crank
KRC 38610000 15% Serpentine Pulley Kit for 3 Bolt Ford Crank
KRC 38615000 15% Serpentine Pulley Kit for 4 Bolt Ford Crank
KRC 38600000 30% Serpentine Pulley Kit for 3 Bolt Ford Crank
KRC 38605000 30% Serpentine Pulley Kit for 4 Bolt Ford Crank



KRC 38610000

Ford Engine Add On Accessories

KRC 40410200 Ford Engine Idler Tensioner Add On
KIT 16225821 Ford Bert/Brinn/Winters Bellhousing Power Steering Pump Kit
Kit Includes; Elite Series power steering pump, HTD pulley, bracket, belt, and all necessary hardware.



KRC 38605000



Spacers



KRC Power Steering offers a great selection of machined spacers in a variety of sizes. They can be used as replacement spacers for your current KRC product or for applications that require you to adjust spacing of brackets for proper pulley alignment. Inner diameters for 5/16" (.330"ID), 3/8" (.390"ID), and 7/16" (.455"ID) bolts are available. Sold individually

SPC 08-0400	8mm ID x .400" Long	SPC 90-1-000	.390 ID x 1.000" Long	SPC 90-2-677	.390 ID x 2.677" Long
SPC 90-0-050	.390 ID x .050" Long	SPC 90-1-175	.390 ID x 1.175" Long	SPC 90-2-780	.390 ID x 2.780" Long
SPC 90-0-079	.390 ID x .079" Long	SPC 90-1-271	.390 ID x 1.271" Long	SPC 90-2-850	.390 ID x 2.850" Long
SPC 90-0-114	.390 ID x .114" Long	SPC 90-1-300	.390 ID x 1.300" Long	SPC 91-0-050	.455 ID x .050" Long
SPC 90-0-154	.390 ID x .154" Long	SPC 90-1-325	.390 ID x 1.325" Long	SPC 91-0-137	.455 ID x .137" Long
SPC 90-0-200	.390 ID x .200" Long	SPC 90-1-460	.390 ID x 1.460" Long	SPC 91-1-499	.455 ID x 1.499" Long
SPC 90-0-250	.390 ID x .250" Long	SPC 90-1-550	.390 ID x 1.550" Long	SPC 91-1-540	.455 ID x 1.540" Long
SPC 90-0-266	.390 ID x .266" Long	SPC 90-1-605	.390 ID x 1.605" Long	SPC 91-1-580	.455 ID x 1.580" Long
SPC 90-0-280	.390 ID x .280" Long	SPC 90-1-625	.390 ID x 1.625" Long	SPC 91-1-600	.455 ID x 1.600" Long
SPC 90-0-300	.390 ID x .300" Long	SPC 90-1-650	.390 ID x 1.650" Long	SPC 92-0-050	.330 ID x .050" Long
SPC 90-0-325	.390 ID x .325" Long	SPC 90-1-750	.390 ID x 1.750" Long	SPC 92-0-100	.330 ID x .100" Long
SPC 90-0-331	.390 ID x .331" Long	SPC 90-1-805	.390 ID x 1.805" Long	SPC 92-0-120	.330 ID x .120" Long
SPC 90-0-375	.390 ID x .375" Long	SPC 90-1-810	.390 ID x 1.810" Long	SPC 92-0-200	.330 ID x .200" Long
SPC 90-0-400	.390 ID x .400" Long	SPC 90-1-884	.390 ID x 1.884" Long	SPC 92-0-300	.330 ID x .300" Long
SPC 90-0-454	.390 ID x .454" Long	SPC 90-1-919	.390 ID x 1.919" Long	SPC 92-0-350	.330 ID x .350" Long
SPC 90-0-475	.390 ID x .475" Long	SPC 90-1-950	.390 ID x 1.950" Long	SPC 92-0-400	.330 ID x .400" Long
SPC 90-0-500	.390 ID x .500" Long	SPC 90-1-985	.390 ID x 1.985" Long	SPC 92-0-600	.330 ID x .600" Long
SPC 90-0-554	.390 ID x .554" Long	SPC 90-2-000	.390 ID x 2.000" Long	SPC 92-0-900	.330 ID x .900" Long
SPC 90-0-575	.390 ID x .575" Long	SPC 90-2-050	.390 ID x 2.050" Long	SPC 92-1-070	.330 ID x 1.070" Long
SPC 90-0-604	.390 ID x .604" Long	SPC 90-2-100	.390 ID x 2.100" Long	SPC 92-1-170	.330 ID x 1.170" Long
SPC 90-0-675	.390 ID x .675" Long	SPC 90-2-110	.390 ID x 2.110" Long	SPC 92-1-250	.330 ID x 1.250" Long
SPC 90-0-700	.390 ID x .700" Long	SPC 90-2-140	.390 ID x 2.140" Long	SPC 92-1-270	.330 ID x 1.270" Long
SPC 90-0-750	.390 ID x .750" Long	SPC 90-2-150	.390 ID x 2.150" Long	SPC 92-1-400	.330 ID x 1.400" Long
SPC 90-0-772	.390 ID x .772" Long	SPC 90-2-180	.390 ID x 2.180" Long	SPC 92-1-780	.330 ID x 1.780" Long
SPC 90-0-805	.390 ID x .805" Long	SPC 90-2-240	.390 ID x 2.240" Long	SPC 92-1-895	.330 ID x 1.895" Long
SPC 90-0-850	.390 ID x .850" Long	SPC 90-2-250	.390 ID x 2.250" Long	SPC 92-1-950	.330 ID x 1.950" Long
SPC 90-0-860	.390 ID x .860" Long	SPC 90-2-305	.390 ID x 2.305" Long	SPC 92-2-000	.330 ID x 2.000" Long
SPC 90-0-900	.390 ID x .900" Long	SPC 90-2-350	.390 ID x 2.350" Long	SPC 93-0-100	.500 ID x .100" Long
SPC 90-0-935	.390 ID x .935" Long	SPC 90-2-400	.390 ID x 2.400" Long		
		SPC 90-2-450	.390 ID x 2.450" Long		
		SPC 90-2-469	.390 ID x 2.469" Long		

KRC 15120000

Adapter converts 5/8" Shaft Water Pumps to a 3/4" Shaft, so that 3/4" shaft pulleys can be used on a 5/8" Shaft.



KRC 15121000

Adapter converts 5/8" Shaft Water Pumps to a 3/4" Shaft, so that 3/4" shaft pulleys can be used on a 5/8" Shaft. The pulley must be machined to accept the 1" OD x .050" thick flange to retain the adapter on the shaft.

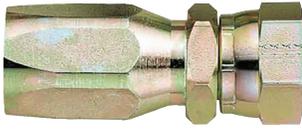




Aeroquip Fittings

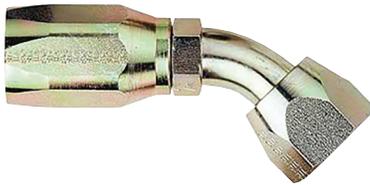
We carry a complete line of Aeroquip Hose and Fittings for all plumbing needs. The Aeroquip AQP line meets all of our recommendations for your power steering system. The AQP -6 hose is rated at 2,250 psi maximum operating pressure and the vacuum service is rated at 28 inches of Mercury. The AQP fittings guarantee that you have sufficient inside diameter; other brands can have a smaller than spec inside diameter that can lead to problems.

Straight Fitting



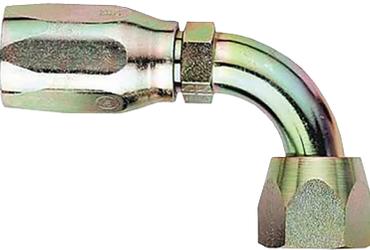
Hose Size	Part #	Thread Size
-06	AQPFBM 1302	9/16" - 18
-08	AQPFBM 1305	3/4" - 16
-10	AQPFBM 1307	7/8" - 14
-12	AQPFBM 1310	1 1/16" - 12

45° Elbow Fitting



Hose Size	Part #	Thread Size
-06	AQPFBM 1386	9/16" - 18
-08	AQPFBM 1384	3/4" - 16
-10	AQPFBM 1338	7/8" - 14
-12	AQPFBM 1339	1 1/16" - 12

90° Elbow Fitting



Hose Size	Part #	Thread Size
-06	AQPFBM 1389	9/16" - 18
-08	AQPFBM 1387	3/4" - 16
-10	AQPFBM 1374	7/8" - 14
-12	AQPFBM 1376	1 1/16" - 12

AQP High Pressure Hose



GM Power Steering Box Fittings

GM Power Steering Box Fittings Available in bulk packs of 25	KRC's steel power steering box fittings will convert your steering box to a -6 Male AN fitting.
KRC 10122000 & KRC 10123000	Fit most 1978-up GM steering boxes w/o-ring fittings
KRC 10124000 & KRC 10125000	Fit most 1965-1977 GM steering boxes with inverted flare

Available in Bulk Packs of 25.

Fits Most 1978-Up GM

Fits Most 1965-1977 GM



KRC 10122000
16MM X 1.5 O-Ring

KRC 10123000
18MM X 1.5 O-Ring

KRC 10124000
5/8" x 18 Inverted Flare

KRC 10125000
1 1/16" x 18 Inverted Flare

Belt Charts



Belt Lengths for KRC Alternator Brackets

Chevrolet (Denso and Delco): 28" Belt w/3.5" Pulley and 26.0" Belt w/2.5" Pulley
Ford (Denso): 24.5" Belt w/3.5" Pulley and 24.0" Belt w/2.5" Pulley
Dodge (Denso): 26.7" Belt w/3.5" Pulley and 25.0" Belt w/2.5" Pulley

Chevrolet 350 Water Pump Only Drive Kit with Idler Tensioner

Pulley Size	Belt	Part
W/P Crank	Size	Number
4.0" 3.0"	25.2"	GDY 4060252
4.0" 3.5"	26.0"	GDY 4060260
4.0" 3.5"	26.0"	GDY 4060265

Ford 302 Water Pump Only Drive Kit with Idler Tensioner

Pulley Size	Belt	Part
W/P Crank	Size	Number
4.0" 3.0"	25.2"	GDY 4060252
4.0" 3.5"	26.0"	GDY 4060260
4.0" 4.0"	26.5"	GDY 4060265

Ford 351 Water Pump Only Drive Kit with Idler Tensioner

Pulley Size	Belt	Part
W/P Crank	Size	Number
4.0" 3.0"	25.2"	GDY 4060252
4.0" 3.5"	26.0"	GDY 4060260
4.0" 3.0"	26.5"	GDY 4060265

Chevrolet 350 Alternator Belt 3.5" Accessory Drive

Alt. Pulley Size	Belt Size	Part Number
2.5"	26.0"	GDY 4030260
3.5"	28.0"	GDY 4060280

Ford 302 Alternator Belt 3.5" Accessory Drive Pulley

Alt. Pulley Size	Belt Size	Part Number
2.5"	24.0"	GDY 4030240
3.5"	24.5"	GDY 4030245

Ford 351 Alternator Belt 3.5" Accessory Drive Pulley

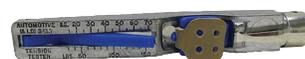
Alt. Pulley Size	Belt Size	Part Number
2.5"	24.0"	GDY 4030240
3.5"	24.5"	GDY 4030245

Dodge Alternator Belt

Alt. Pulley Size	Belt Size	Part Number
2.5"	25.0"	GDY 4030250
3.5"	26.5"	GDY 4030265



Belt Gauges



GDY 09001
Belt Gauge, 30-150 lbs



GDY 09002
Belt Gauge, 100-300 lbs





Belt Lengths for KRC Alternator Brackets

Chevrolet (Denso and Delco): 28" Belt w/3.5" Pulley and 26.0" Belt w/2.5" Pulley
Ford (Denso): 24.5" Belt w/3.5" Pulley and 24.0" Belt w/2.5" Pulley
Dodge (Denso): 26.7" Belt w/3.5" Pulley and 25.0" Belt w/2.5" Pulley

Chevrolet SB Pumps with 4.2" Serpentine Pump Pulley

Pulley Size W/P	Crank	Pump Mount	Pulley Reduction	Cast Iron 1st Design Belt #	Belt Length	Pro Series Aluminum Belt #	Belt Length	Bolt Pattern
4.0"	2.5"	Head	37.50%	GDY 4060370	37"	GDY 4060374	37.5"	A
4.0"	3.0"	Head	25.00%	GDY 4060374	37.5"	GDY 4060380	38"	A
4.0"	3.2"	Head	20.00%	GDY 4060374	37.5"	GDY 4060390	39"	A
4.0"	3.5"	Head	12.50%	GDY 4060380	38"	GDY 4060390	37.4"	B
4.0"	4.0"	Head	0.00%	GDY 4060385	38.5"	GDY 4060400	38"	B
4.0"	2.5"	Block	37.50%	GDY 4060320	32"	GDY 4060330	33"	A
4.0"	3.0"	Block	25.00%	GDY 4060325	32.5"	GDY 4060330	33"	A
4.0"	3.2"	Block	20.00%	GDY 4060325	32.5"	GDY 4060335	33.5"	A
4.0"	3.5"	Block	12.50%	GDY 4060330	33"	GDY 4060340	34"	A
4.0"	4.0"	Block	0.00%	GDY 4060335	33.5"	GDY 4060345	34.5"	A

Chevrolet SB Pumps with 6.0" Serpentine Pump Pulley

Pulley Size W/P	Crank	Pump Mount	Pulley Reduction	Cast Iron 1st Design Belt #	Belt Length	Pro Series Aluminum Belt #	Belt Length	Bolt Pattern
4.0"	2.5"	Head	37.50%	GDY 4060390	39"	GDY 4060380	38"	B
4.0"	3.0"	Head	25.00%	GDY 4060395	39.5"	GDY 4060385	38.5"	B
4.0"	3.2"	Head	20.00%	GDY 4060395	39.5"	GDY 4060390	39"	B
4.0"	3.5"	Head	12.50%	GDY 4060400	40"	GDY 4060395	39.5"	B
4.0"	4.0"	Head	0.00%	GDY 4060405	40.5"	GDY 4060400	40"	B
4.0"	2.5"	Block	37.50%	GDY 4060335	33.5"	GDY 4060340	34.5"	A
4.0"	3.0"	Block	25.00%	GDY 4060340	34"	GDY 4060350	35"	A
4.0"	3.2"	Block	20.00%	GDY 4060340	34"	GDY 4060355	35.5"	A
4.0"	3.5"	Block	12.50%	GDY 4060345	34.5"	GDY 4060355	35.5"	B
4.0"	4.0"	Block	0.00%	GDY 4060350	35"	GDY 4060360	36"	B

Dodge 360 Crate Pump Belt Chart - 4.2" Serpentine Pump Pulley

Pulley Size W/P	Crank	Pump Mount	Cast Iron 1st Design Belt #	Belt Length	Pro Series Aluminum Belt #	Belt Length	Bolt Pattern
4.0"	2.5"	Block	GDY 4060320	32"	GDY 4060330	33"	B
4.0"	3.0"	Block	GDY 4060325	32.5"	GDY 4060335	33.5"	B
4.0"	3.2"	Block	GDY 4060330	33"	GDY 4060335	33.5"	B
4.0"	3.5"	Block	GDY 4060330	33"	GDY 4060340	34"	B
4.0"	4.0"	Block	GDY 4060335	33.5"	GDY 4060345	34.5"	B

Dodge 360 Crate Pump Belt Chart - 6.0" Serpentine Pump Pulley

Pulley Size W/P	Crank	Pump Mount	Cast Iron 1st Design Belt #	Belt Length	Pro Series Aluminum Belt #	Belt Length	Bolt Pattern
4.0"	2.5"	Block	GDY 4060335	33.5"	GDY 4060350	35"	B
4.0"	3.0"	Block	GDY 4060340	34"	GDY 4060355	35.5"	B
4.0"	3.2"	Block	GDY 4060345	34.5"	GDY 4060355	35.5"	B
4.0"	3.5"	Block	GDY 4060350	35"	GDY 4060360	36"	B
4.0"	4.0"	Block	GDY 4060355	35.5"	GDY 4060365	36.5"	B

Belt Charts



Belt Lengths for KRC Alternator Brackets

Chevrolet (Denso and Delco): 28" Belt w/3.5" Pulley and 26.0" Belt w/2.5" Pulley
Ford (Denso): 24.5" Belt w/3.5" Pulley and 24.0" Belt w/2.5" Pulley
Dodge (Denso): 26.7" Belt w/3.5" Pulley and 25.0" Belt w/2.5" Pulley



3.5 Tci. Ford Pump Belt Chart - 4.2" Serpentine Pump Pulley

Pulley Size W/P Crank	Pump Mount	Pulley Reduction	Cast Iron 1st Design Belt #	Belt Length	Pro Series Aluminum Belt #	Belt Length	Bolt Pattern
4.0" 2.5"	Head	37.50%	GDY 4060360	36"	GDY 4060370	37"	A
4.0" 3.0"	Head	25.00%	GDY 4060360	36"	GDY 4060374	37.4"	A
4.0" 3.2"	Head	20.00%	GDY 4060365	36.5"	GDY 4060380	38"	A
4.0" 3.5"	Head	12.50%	GDY 4060370	37"	GDY 4060380	38"	A
4.0" 4.0"	Head	0.00%	GDY 4060374	37.4"	GDY 4060390	39"	A

3.5 Tci. Ford Pump Belt Chart - 6.0" Serpentine Pump Pulley

Pulley Size W/P Crank	Pump Mount	Pulley Reduction	Cast Iron 1st Design Belt #	Belt Length	Pro Series Aluminum Belt #	Belt Length	Bolt Pattern
4.0" 2.5"	Head	37.50%	GDY 4060380	38"	GDY 4060374	37.4"	B
4.0" 3.0"	Head	25.00%	GDY 4060385	38.5"	GDY 4060380	38"	B
4.0" 3.2"	Head	20.00%	GDY 4060390	39"	GDY 4060385	38.5"	B
4.0" 3.5"	Head	12.50%	GDY 4060390	39"	GDY 4060385	38.5"	B
4.0" 4.0"	Head	0.00%	GDY 4060395	39.5"	GDY 4060390	39"	B

3.5" water pump pulley, decrease the belt length by .5"*

302ci. Ford Pump Belt Chart - 4.2" Serpentine Pump Pulley

Pulley Size W/P Crank	Pump Mount	Pulley Reduction	Cast Iron 1st Design Belt #	Belt Length	Pro Series Aluminum Belt #	Belt Length	Bolt Pattern
4.0" 2.5"	Head	37.50%	GDY 4060355	35.5"	GDY 4060350	35"	B
4.0" 3.0"	Head	25.00%	GDY 4060360	36"	GDY 4060355	35.5"	B
4.0" 3.2"	Head	20.00%	GDY 4060365	36.5"	GDY 4060355	35.5"	B
4.0" 3.5"	Head	12.50%	GDY 4060365	36.5"	GDY 4060360	36"	B
4.0" 4.0"	Head	0.00%	GDY 4060370	37"	GDY 4060365	36.5"	B

302ci. Ford Pump Belt Chart - 6.0" Serpentine Pump Pulley

Pulley Size W/P Crank	Pump Mount	Pulley Reduction	Cast Iron 1st Design Belt #	Belt Length	Pro Series Aluminum Belt #	Belt Length	Bolt Pattern
4.0" 2.5"	Head	37.50%	GDY 4060375	37.5"	GDY 4060365	36.5"	A
4.0" 3.0"	Head	25.00%	GDY 4060380	38"	GDY 4060370	37"	A
4.0" 3.2"	Head	20.00%	GDY 4060380	38"	GDY 4060374	37.4"	A
4.0" 3.5"	Head	12.50%	GDY 4060385	38.5"	GDY 4060380	38"	A
4.0" 4.0"	Head	0.00%	GDY 4060390	39"	GDY 4060380	38"	A





Belt Technical Information

Serpentine Belts

GDY 4030240	Serpentine Belt, 3-Rib x 24.0"
GDY 4030245	Serpentine Belt, 3-Rib x 24.5"
GDY 4030250	Serpentine Belt, 3-Rib x 25.0"
GDY 4030260	Serpentine Belt, 3-Rib x 26.0"
GDY 4030267	Serpentine Belt, 3-Rib x 26.7"
GDY 4030280	Serpentine Belt, 3-Rib x 28.0"
GDY 4030325	Serpentine Belt, 3-Rib x 32.5"
GDY 4030350	Serpentine Belt, 3-Rib x 35.0"
GDY 4040235	Serpentine Belt, 4-Rib x 23.5"
GDY 4050280	Serpentine Belt, 5-Rib x 28.0"
GDY 4060240*	Serpentine Belt, 6-Rib x 24.0"
GDY 4060250*	Serpentine Belt, 6-Rib x 25.0"
GDY 4060252*	Serpentine Belt, 6-Rib x 25.2"
GDY 4060260*	Serpentine Belt, 6-Rib x 26.0"
GDY 4060267*	Serpentine Belt, 6-Rib x 26.7"
GDY 4060295	Serpentine Belt, 6-Rib x 29.5"
GDY 4060315*	Serpentine Belt, 6-Rib x 31.5"
GDY 4060320*	Serpentine Belt, 6-Rib x 32.0"
GDY 4060325	Serpentine Belt, 6-Rib x 32.5"

Serpentine Belts

GDY 4060330	Serpentine Belt, 6-Rib x 33.0"
GDY 4060335*	Serpentine Belt, 6-Rib x 33.5"
GDY 4060340	Serpentine Belt, 6-Rib x 34.0"
GDY 4060345	Serpentine Belt, 6-Rib x 34.5"
GDY 4060350	Serpentine Belt, 6-Rib x 35.0"
GDY 4060355	Serpentine Belt, 6-Rib x 35.5"
GDY 4060360	Serpentine Belt, 6-Rib x 36.0"
GDY 4060365*	Serpentine Belt, 6-Rib x 36.5"
GDY 4060370	Serpentine Belt, 6-Rib x 37.0"
GDY 4060374	Serpentine Belt, 6-Rib x 37.4"
GDY 4060380	Serpentine Belt, 6-Rib x 38.0"
GDY 4060385	Serpentine Belt, 6-Rib x 38.5"
GDY 4060390	Serpentine Belt, 6-Rib x 39.0"
GDY 4060395	Serpentine Belt, 6-Rib x 39.5"
GDY 4060400	Serpentine Belt, 6-Rib x 40.0"
GDY 4060410	Serpentine Belt, 6-Rib x 41.0"
GDY 4060740	Serpentine Belt, 6-Rib x 74.0"
GDY 4060785	Serpentine Belt, 6-Rib x 78.5"
GDY 4060935	Serpentine Belt, 6-Rib x 93.5"



V-Belts

GDY 15285	V-Belt, 7/16" x 28.0"
GDY 15301	V-Belt, 7/16" x 29.5"
GDY 15305	V-Belt, 7/16" x 30.0"
GDY 15325	V-Belt, 7/16" x 32.0"
GDY 15335	V-Belt, 7/16" x 33.0"
GDY 15340	V-Belt, 7/16" x 33.5"
GDY 15346	V-Belt, 7/16" x 34.0"
GDY 15351	V-Belt, 7/16" x 34.5"
GDY 15361	V-Belt, 7/16" x 35.5"
GDY 15366	V-Belt, 7/16" x 36.0"
GDY 15371	V-Belt, 7/16" x 36.5"
GDY 15386	V-Belt, 7/16" x 38.0"
GDY 15420	V-Belt, 7/16" x 41.5"
GDY 15436	V-Belt, 7/16" x 43.0"
GDY 15440	V-Belt, 7/16" x 43.5"
GDY 15446	V-Belt, 7/16" x 44.0"
GDY 15450	V-Belt, 7/16" x 44.5"
GDY 15456	V-Belt, 7/16" x 45.0"
GDY 15466	V-Belt, 7/16" x 46.0"
GDY 15475	V-Belt, 7/16" x 47.0"
GDY 17341	V-Belt, 17/32" x 34"

Gilmer Belts

GIL 210L100	Gilmer, 1.0" x 21.0"
GIL 225L075	Gilmer, .75" x 25.5"
GIL 225L100	Gilmer, 1.0" x 22.5"
GIL 240L050	Gilmer, .50" x 24.0"
GIL 240L075	Gilmer, .75" x 24.0"
GIL 240L100	Gilmer, 1.0" x 24.0"
GIL 255L050	Gilmer, .50" x 25.5"
GIL 255L075	Gilmer, .75" x 25.5"
GIL 255L100	Gilmer, 1.0" x 25.5"
GIL 270L075	Gilmer, .75" x 27.0"
GIL 270L100	Gilmer, 1.0" x 27.0"
GIL 285L075	Gilmer, .75" x 28.5"
GIL 285L100	Gilmer, 1.0" x 28.5"
GIL 300L050	Gilmer, .50" x 30.0"
GIL 300L100	Gilmer, 1.0" x 30.0"
GIL 322L050	Gilmer, .50" x 32.2"
GIL 345L050	Gilmer, .50" x 34.5"

HTD Belts

HTD 45010480	HTD Belt, 10mm x 480mm, 60-Tooth
HTD 45010512	HTD Belt, 10mm x 512mm, 64-Tooth
HTD 45010536	HTD Belt, 10mm x 536mm, 67-Tooth
HTD 45010560	HTD Belt, 10mm x 560mm, 70-Tooth
HTD 45010576	HTD Belt, 10mm x 576mm, 72-Tooth
HTD 45010608	HTD Belt, 10mm x 608mm, 76-Tooth
HTD 45010656	HTD Belt, 10mm x 656mm, 82-Tooth
HTD 45020480	HTD Belt, 20mm x 480mm, 60-Tooth
HTD 45020536	HTD Belt, 20mm x 536mm, 67-Tooth
HTD 45020560	HTD Belt, 20mm x 560mm, 70-Tooth
HTD 45020576	HTD Belt, 20mm x 576mm, 72-Tooth
HTD 45020600	HTD Belt, 20mm x 600mm, 75-Tooth
HTD 45020608	HTD Belt, 20mm x 608mm, 76-Tooth
HTD 45020624	HTD Belt, 20mm x 624mm, 78-Tooth
HTD 45020632	HTD Belt, 20mm x 632mm, 79-Tooth
HTD 45020640	HTD Belt, 20mm x 640mm, 80-Tooth
HTD 45020656	HTD Belt, 20mm x 656mm, 82-Tooth
HTD 45020672	HTD Belt, 20mm x 672mm, 84-Tooth
HTD 45020680	HTD Belt, 20mm x 680mm, 85-Tooth
HTD 45020720	HTD Belt, 20mm x 720mm, 90-Tooth

HTD Belts

HTD 45020736	HTD Belt, 20mm x 736mm, 92-Tooth
HTD 45020760	HTD Belt, 20mm x 760mm, 95-Tooth
HTD 45020776	HTD Belt, 20mm x 776mm, 97-Tooth
HTD 45020784	HTD Belt, 20mm x 784mm, 98-Tooth
HTD 45020800	HTD Belt, 20mm x 800mm, 100-Tooth
HTD 45020824	HTD Belt, 20mm x 880mm, 103-Tooth
HTD 45020880	HTD Belt, 20mm x 880mm, 105-Tooth
HTD 45030480	HTD Belt, 30mm x 480mm, 60-Tooth
HTD 45030536	HTD Belt, 30mm x 536mm, 67-Tooth
HTD 45030560	HTD Belt, 30mm x 560mm, 70-Tooth
HTD 45030600	HTD Belt, 30mm x 600mm, 75-Tooth
HTD 45030608	HTD Belt, 30mm x 608mm, 76-Tooth
HTD 45030624	HTD Belt, 30mm x 624mm, 78-Tooth
HTD 45030632	HTD Belt, 30mm x 632mm, 79-Tooth
HTD 45030640	HTD Belt, 30mm x 640mm, 80-Tooth
HTD 45030656	HTD Belt, 30mm x 656mm, 82-Tooth
HTD 45030672	HTD Belt, 30mm x 672mm, 84-Tooth
HTD 45030680	HTD Belt, 30mm x 680mm, 85-Tooth
HTD 45030720	HTD Belt, 30mm x 720mm, 90-Tooth
HTD 45030800	HTD Belt, 30mm x 800mm, 100-Tooth



Flow Control Fitting Technical Data



How do I adjust my Flow Control Fitting to the race track and car?

A car with wide tires and a lot of positive caster may also require more fluid flow out of the pump (ID:B-E Flow Control Fittings). If you race on smaller tracks with tight corners or a higher banked track, a larger Flow Control Fitting, ID:B-E, can be used to give you more assist through the corners. If you race on a larger track with long straightaways and sweeping corners, a smaller Flow Control Fitting, ID:4-7, can be used to gain more feel and stability in the steering system. When selecting a Flow Control Fitting for a race track only car, the driver should use the valve that feels the best at races speeds.

How do I adjust the Flow Control Fittings for street rod applications?

On street driven cars, you must consider finding a happy medium between the ease of parking the car and highway stability. Also pump speed at lower RPM's must be taken into consideration to optimize the pump.

Which pressure relief valve do I need?

KRC offers three pressure relief valves, 1200psi., 1450psi. and 1600psi. On higher banked race tracks and cars with short steering arms, wide tires, a big bar soft spring setup, running on bump stops and/or a lot of positive caster, a higher pressure relief valve should be used, as well as possibly a higher volume Flow Control Fitting. You will know if you are having pressure problems when you drive into the corner and around the apex of the turn the steering assist feels like it goes away for a split second. That is created by the pump going into bypass. Our 9.6cc pumps come with 1600psi. of pressure relief. This has been a running change over the past several years. If you are unsure as to which relief valve you have in your pump, please call us with the serial number off the back of the pump.

Pump Flow: Rating at 180° Fluid Temp and 500 PSI

9.6cc KRC Aluminum Series Pumps

Aluminum	Steel	Pump Flow	ID Mark
KRC 25304000	KRC 25404000	1.18 GPM	4
KRC 25305000	KRC 25405000	1.43 GPM	5
KRC 25306000	KRC 25406000	1.70 GPM	6
KRC 25307000	KRC 25407000	1.96 GPM	7
KRC 25308000	KRC 25408000	2.22 GPM	None
KRC 25309000	KRC 25409000	2.41 GPM	B
KRC 25310000	KRC 25410000	2.65 GPM	C
KRC 25311000	KRC 25411000	2.75 GPM	D
KRC 25312000	KRC 25412000	2.92 GPM	E

13.5cc Cast Iron Pumps

Aluminum	Steel	Pump Flow	ID Mark
KRC 25304000	KRC 25404000	1.66 GPM	4
KRC 25305000	KRC 25405000	2.03 GPM	5
KRC 25306000	KRC 25406000	2.35 GPM	6
KRC 25307000	KRC 25407000	2.67 GPM	7
KRC 25308000	KRC 25408000	2.91 GPM	None
KRC 25309000	KRC 25409000	3.32 GPM	B
KRC 25310000	KRC 25410000	3.75 GPM	C
KRC 25311000	KRC 25411000	4.01 GPM	D
KRC 25312000	KRC 25412000	4.21 GPM	E



Aluminum
Flow Control Fittings



Steel
Flow Control Fittings

Flow Control Fitting Technical Data



How To Choose the Right Flow Control Fitting

Selecting the correct Flow Control Fitting for your application can bring changes to your steering system you never knew existed. There are a few things that need to be considered when determining which Flow Control Fitting is best for your application. Much of the time, the Flow Control Fitting that comes in the pump from the factory is the best choice. Depending on the track, driver preference, and steering system, a different Flow Control Fitting may be required. The same goes for use in Hot Rods, Muscle Cars or other applications, there are a lot of variables that come into play.

How to identify which Flow Control Fitting you have?

Each Flow Control Fitting comes from the factory with an identification mark (I.D.) on the hex of the Flow Control Fitting. If there are no letters or numbers on the valve, then it is the standard valve that comes with the pump. If the valve has a letter B-E stamped on it, then you have a "more assist" Flow Control Fitting. The ID:E valve will give you the most flow and assist. If the valve has a number 4-7 on it, then you have a more feel Flow Control Fitting. The ID:4 valve will give you the least amount of flow and the most feel.

How does the Flow Control Fitting work?

The Flow Control Fitting is very simple to understand. Think of it like changing a jet in a carburetor. The bigger the Flow Control Fitting you use, ID:B-E, the more fluid will be coming out of the pump. This will give you more assist in the steering system, but will take away some of the feel. The smaller the Flow Control Fitting you use, ID:4-7, the less fluid will be coming out of the pump. This will give you more feel, but take away some of the assist.

What valve do I need to use with my steering rack?

The size of your steering rack will be the biggest determinate as to which size Flow Control Fitting is needed. If you have a rack that is 3.5" or larger, then an ID:E Flow Control Fitting would be the first option to place in the pump and try. If you feel the steering is too light and you have too much assist, then you can back the Flow Control Fitting down in size to an ID:D or ID:C.

What valve do I need to use with my steering box with no quickener?

A steering box type system may or may not require a Flow Control Fitting change. If you have a quick steering box, 6-to-1 or 8-to-1, you may have to increase the Flow Control Fitting size to an ID:E valve. If you have too much assist and not enough feel, you can then drop down in Flow Control Fitting size. The key is to find the best match between the pump, driver feel and steering box. If you experience a tight spot while turning the wheel left and right, it is called "pump catch." To resolve this issue, you will want to increase the Flow Control Fitting size until it goes away. If you are running a 12-to-1 box you may need to start with an ID:C valve. See how the steering feels. You may have to adjust accordingly with a higher valve to get more assist or a smaller valve to get more feel. Make sure you don't drop the flow down too low to a point where you experience pump catch. If you have a 16-to-1 box or higher the standard Flow Control Fitting should work best and then changing it would be per driver preference.

What Flow Control Fitting do I need to use with my steering box with a quickener?

A steering system with quickener will more than likely require a larger Flow Control Fitting. The reason for this is the servo inside the steering box is moving either 1.5 times or 2.0 times faster. Due to the quickness, more fluid is required to fill the void as the servo moves. If you do not have enough fluid coming into the servo you may experience "pump catch" in the middle of the corner. This will feel like a tight spot in the steering system when turning the wheel left and right at race speeds. The size of the steering box will also determine what size valve will be required. If you have a high ratio box with a quickener you may want to start with an ID:C valve. If you experience pump catch or need more assist then increase the Flow Control Fitting size. If you are using a lower ratio box, then you may want to start with an ID:E valve. If you need more feel than the ID:E valve provides, just drop down in Flow Control Fitting size. Make sure you don't drop down too low to the point where you experience pump catch.

Note: If you are using a mechanical fan, make sure the fan is balanced before bolting it to the water pump or it could damage the pump seal or loosen the fan hub. For vehicles running electric fans, you should only use the electric fan during cautions. There should be enough air coming through the grill opening to cool the engine at race speeds.

SBC Water Pump Mounting Boss Height

Water pump mounting bosses from the factory typically have large variations in the spot facing.

This makes it harder to align your pulleys and brackets. KRC's High Performance water pump (KRC 15101001) features CNC machined mounting bosses. This ensures proper belt alignment of all pulleys, brackets and belts when using KRC components. If you are not using a KRC water pump you will need to check the height of your mounting bosses.

Place the water pump on a flat surface. Then place a caliper through the mounting bolt holes until the caliper touches the flat surface and the top of the mounting boss, see fig 1. Refer to fig 2 for KRC 15101001 mounting boss heights. If your pump does not match the KRC water pump height, you may have to adjust for the differences.

If the height of one of your water pump bosses is higher than the KRC height, you will either have to spot face the mounting boss with a .875" spot face to the proper KRC height, or subtract the difference from the spacers included with your bracket.

If the height of one of your water pump bosses is lower than the KRC height, you will have to add washers or machine custom spacers to obtain the difference in height.



Fig. 1

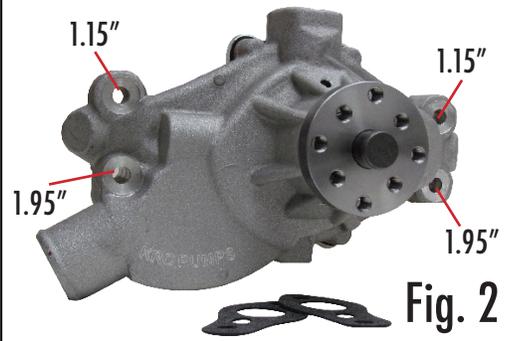
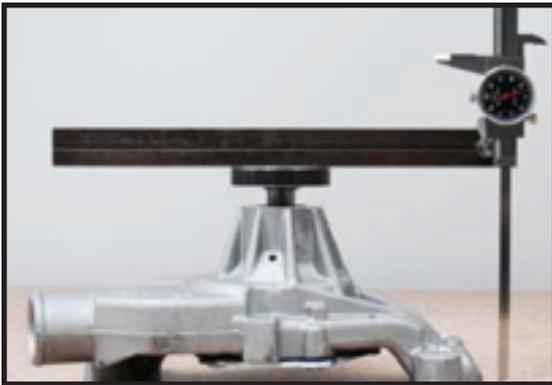


Fig. 2



"Another Southern Super Parts Engine ready for the dyno."

MEP MCGUEGILL
POWER TO WIN! ENGINE PERFORMANCE

#powertowin

KRC
Power Steering

Bracket Technical Data

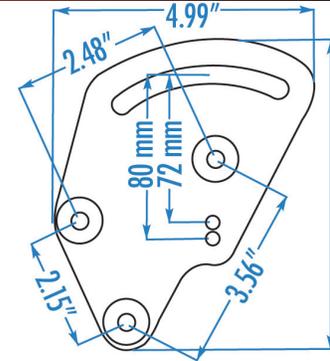
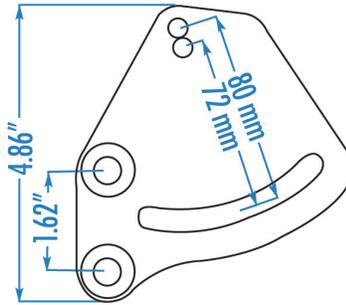
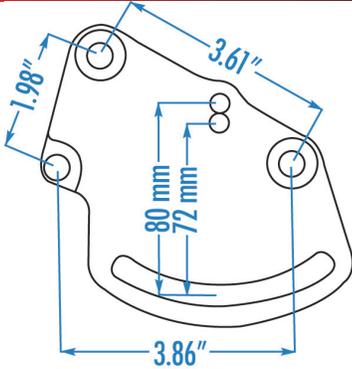


Small Block Chevrolet Brackets

Chevrolet small block brackets fit 350ci. engines. The head bracket mounts to the drivers side cylinder head, while the block bracket mounts to the lower drivers side of the engine.

Small Block Dodge Bkt

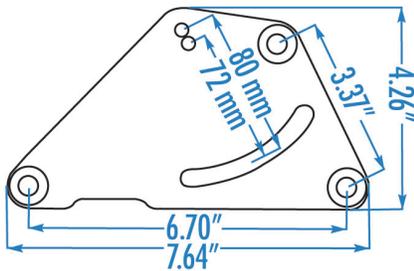
Dodge brackets will fit most 340ci. and 360ci. Mopar blocks.



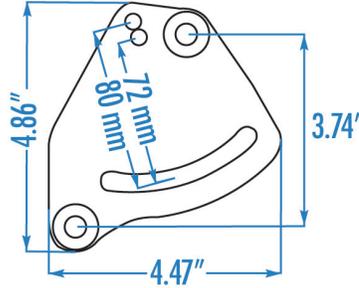
Big Block Chevrolet Brackets

Chevrolet big block brackets will fit most 396ci., 402ci., 427ci., 502ci. and 572ci. engines. Three brackets are available, one for each cylinder head, as well as one for the driver's side block.

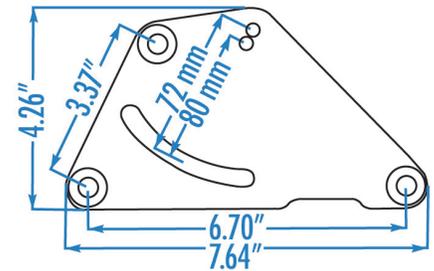
BBC Left/Driver Cylinder Head



BBC Left Block

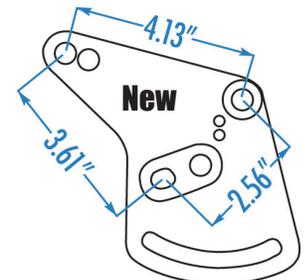
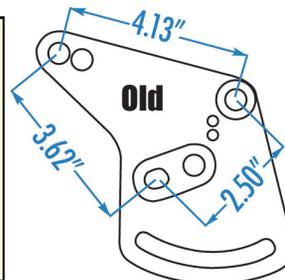


BBC Right/Passanger Cylinder Head

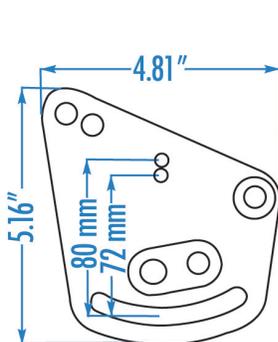


Ford Brackets

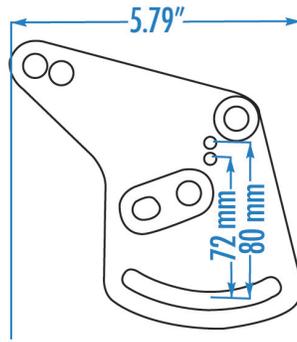
Ford head mounting bracket kits, KRC 31611000 and KRC 31621000, will fit several head bolt patterns. Refer to the four drawings to the right to see if they will work in your application. Bolt patterns for both brackets are the same. Bracket KRC 31611000 will fit short deck 260ci., 289ci. and 302ci. (8.2" - 8.7" deck height) blocks no matter which head is bolted to the block. Bracket KRC 31621000 is the same except it fits all tall deck 351ci. or 400ci. blocks (9.2" - 9.5" deck height)



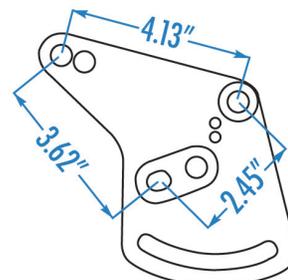
302-351 Windsor Head Bolt Pattern



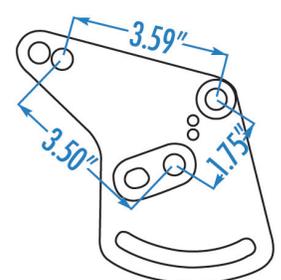
351 ci.-400 ci. with 9.2" - 9.5" Deck Height



260 ci.-302 ci. with 8.2" - 8.7" Deck Height

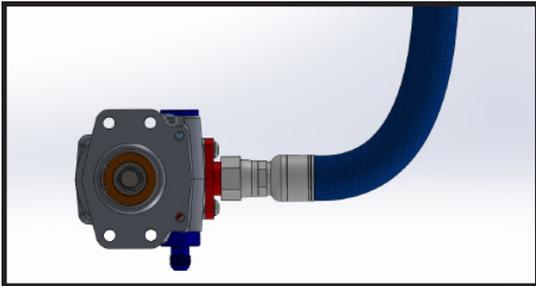


351N Sportsman Head Bolt Pattern



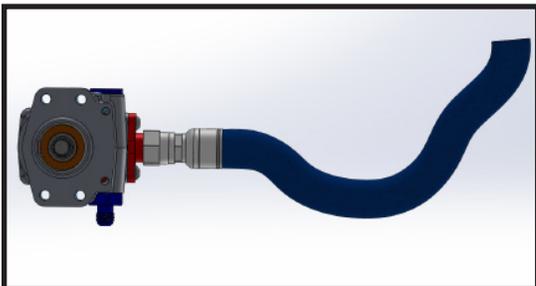
351 Cleveland Head Bolt Pattern





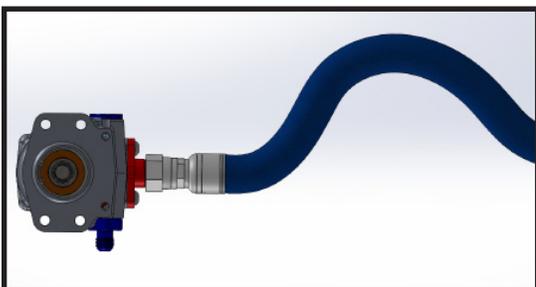
This is the best routing for the inlet hose. A power steering pump is gravity fed so a downhill route without loops from the tank to the pump provides the best flow.

No loop.



This routing isn't optimal but it will work if it's absolutely necessary to route it in this manner.

Loop towards the bottom.



This is the loop that you definitely don't want.

Loop going upwards.

System Bleeding

Never start your engine without filling and bleeding your power steering system. A system without fluid flow can damage components within a minute.

- 1.) Begin with the car jacked up off the ground.
- 2.) Fill the reservoir slowly and bring the level up near the top and leave the cap off.
- 3.) Crack the pressure line at the steering gear or rack and bleed until you get a steady flow without air.
- 4.) Without starting the motor either crank it over with the starter or take the belt off and turn the pump with a drill. Be sure to turn it in the correct direct direction (clockwise when looking at the pump from the front) as the pump only works in one direction of rotation.
- 5.) Steer the car a few times from side to side while it's still up off the ground.
- 6.) Check the fluid level and fill it to 2 inches above the return line fitting. Put the cap on.
- 7.) Lower the car and start it and let everything warm up for a few minutes then turn the wheel from side to side some more.
- 8.) KRC Power Steering caps are non-vented so you will want to burp the system after it's warm. With the car still running slowly turn the cap to burp the pressure off and then tighten the cap again.

Plumbing Tips



Power steering pumps require a hose with a vacuum rating of 28 INCHES/HG on the inlet side, and a minimum 1/2" inside diameter. This is required to keep the hose from collapsing at higher RPMs. As seen in Photo 1 on the left common hydraulic hose may have a -10 fitting on them, but the inside diameter is smaller than it should be. This will damage the pump because there is no way for the pump to intake enough fluid to meet its requirement through such a small hole.

Never use Push-lock hose. It may be the proper inside diameter, but the vacuum rating is only 18 INCHES/MG and as the fluid warms up, this rating actually goes down. Push-lock hose will suck shut anywhere there is a bend in it, starving the pump of fluid and can cause severe damage to the internals of the pump. Photo 2

The -6 pressure hose, leaving the pump, must have an operating pressure of 2,250 psi. and an inside diameter of .31". Common hydraulic hose may have the proper operating range, but their inside diameter is slightly smaller. See Photo 3. The smaller diameter can restrict the flow to the steering gear. This can cause problems in your steering, such as tight spots in the turns and increased driver effort.

Also make sure the -10 feed line from the reservoir tank (remote tanks only) has a 1/2" inside diameter. Some companies have been importing tanks to the U.S. that have a 3/8" inside diameter. This will restrict flow to the pump and will damage the pump within a few races.

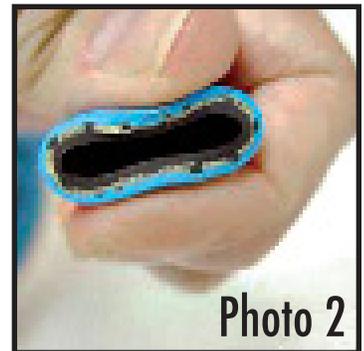
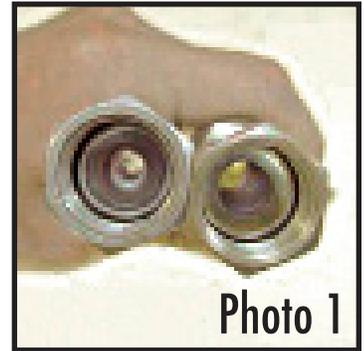
KRC only recommends Aeroquip AQP high pressure power steering hose and fittings.

When assembling new hoses, clean them with a rifle bore brush, then flush them out with hot water and air dry before use. Most problems with power steering systems are due to contamination from new hoses, or other steering components, which in turn damages the pump. Always place caps on pumps, steering gears and hoses when system is open to the air.

Do not install any filters or coolers on the -10 side of the reservoir. Install them on the return side if they are needed.

Never start your engine without fluid in the reservoir tank. One minute without fluid can permanently damage the pump.

Route all hoses and reservoir tanks away from headers to keep from adding heat to the system and burning the fluid.



A loop going upwards that is on the pump inlet side can easily provide an area that will trap air that could be impossible to remove. The trapped air can actually decrease the amount of flow to the pump since the fluid has to flow under the air pocket thereby reducing the flow to the pump. This can cause cavitation in the pump, especially at high RPM's.

