Revision No. 2005A

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TA Performance’s Turbo V6 Logo developed in 2002 to mark our entry into the Turbo 6 market.

You will see this familiar logo throughout our new catalog. It is used to call out Turbo 6 specific parts.

All prices are subject to change without notice. TA Performance reserves the right to substitute, modify, or upgrade items as they feel necessary without notice. Arizona residents and Will Call customers must add sales tax to all purchases. Terms are COD, unless prepaid with your order. MC / Visa / Discover, certified checks, cashiers checks, money orders and personal checks (please allow 10 days for personal checks to clear) accepted as prepayment. Debit and check cards can **NOT** be accepted with phone orders. COD orders will require a money order, cashiers check or certified check at time of delivery, sorry, no personal or company checks accepted on COD orders. No COD orders outside of the U.S. COD orders are not eligible for rush delivery unless shipping is prepaid, such as with a credit card as mentioned previously. TA Performance requests a signature at time of delivery. Credit card orders are subject to a handling fee. All shortages must be reported within 5 days of receipt of order. Claims for shipping damages must be filed with the delivering carrier. No special order parts are returnable. Special orders require a 50% to 75% deposit based on type of part. Returned parts are subject to a 15% restocking fee.

In general TA Performance has one pricing plan, discount structures are not available for repair shops and resellers. However, we do offer Dealer Programs, in two distinctive areas: Buick Performance and Rear End Girdles.

Buick Performance Parts Dealer Program is available to repair shops and resellers that specialize in Buick Performance. A $5000.00 buy in applies with annual purchases of $2500.00 to maintain eligibility. A resale certificate is required. Participation in this dealer program also includes the Rear End Dealer Program..

Rear End Girdle Dealer Program is available to repair shops and resellers with a resale certificate. Buy in is 5 mix and/or match covers at dealer price. Subsequent purchases can be as little as one cover or as many as you wish, with different pricing levels applying based on quantity. We also offer a custom engraving service for rear covers, we can add your logo to the covers to better promote your business. Please contact us for more details on this great program. Participation in the rear cover dealer program is limited to this program only.

To Order: We accept orders via mail, fax, or phone. With each order we need the following information: Full name, Ship To address, home phone, day time phone plus make, model, year of car/engine. On credit card orders we also need the full card number, expiration date, 3 digit CVV code, name of bank, card holder's name, and the billing address for the card. Orders from Canada or elsewhere outside of the U.S. Must be prepaid in U.S. Funds including shipping charges. Tel. (480) 922-6807 M-F 8-5. 24 Hour Fax (480) 922-6811.
E-mail TAPERF@AOL.com, website www.TAPERFORMANCE.com

Overseas Orders: We ship overseas on a regular basis and welcome your business, we prefer to supplement phone conversations via fax or E-mail for best communication. Foreign orders require the following information in addition to that above: a fax number for the bank and if using a shipping company, please provide their name, address and phone number. Please give all address' as they should appear on the packing labels. When sending E-mails please write your country in capitol letters in the subject line, i.e. DENMARK.

Tech Info: Tech Info is available during normal hours by calling (480) 922-6808. Also reference our web page for tech and product info www.TAPERFORMANCE.com. Due to the interactivity necessary for most tech situations, we prefer tech via phone.

Shipping: All items under 150 lbs. are shipped UPS, insured, signature required. All parts over 150 lbs will be shipped via truck. Any special shipping instructions must be included with your order.

Back Orders: If an order cannot be completed due to back order, you will be notified by mail or phone as soon as possible.

Disclaimer: Certain performance products in this catalog may not meet local, state or national emissions requirements based on "visual" requirements or emission output. See your local laws governing such performance items on highway vehicles.

Returns: Any returns or other packages coming into TA Performance must be accompanied by a Returned Goods Authorization (RGA) number. This number must be annotated on the packing label and is good for 30 days from issue. All Returns must be sent prepaid to TA Performance 16167 N. 81st St., Scottsdale, AZ 85260.

EZ Payment Layaway Plan

TA Performance will help you purchase the parts that you need, but maybe cannot afford to purchase all at one time. We will allow you to make interest free payments against one or more items until the part(s) are paid for, or you are ready to have us ship the item(s) for the remaining balance. This program has worked out great for many of our customers wanting to purchase items like our cylinder heads, block girdle or engine assemblies.

We will set aside the ordered part(s) in your name upon receipt of your first payment. If for some reason the part(s) are out of stock at that time, you will be guaranteed an item from the next re-order/production run.

Layaway orders must be completed within 12 months. If you decide to cancel after one or more payments, a re-stocking fee will NOT be applied towards normally inventoried items. However, special ordered items will be subject to a re-stocking fee as a minimum.

PRICING STATEMENT & WARRANTY INFO.

"Prices Subject To Change Without Notice"

Though we would prefer this not be the case - it must be. The automotive market changes daily and small production run items like most found in the Buick Community are most susceptible. We DO NOT Bait & Switch, but we can not sell an item for an old price if we paid more for it on the most recent production run. Please confirm pricing when you order.

Beginning in 2000, the market began to have problems, large corporations bought out smaller manufacturers and over extended themselves, resulting in the disbanding of all of those smaller companies (that where willing to do specialty and small production run items). Those large corporations then began to discontinue their own smaller production run items as a drastic measure to reduce costs.

The "War On Terror" has made a considerable impact on raw materials, both in domestic security upgrades, support for military efforts abroad as well as the United State's commitment to rebuild those countries.

Additionally, China has been expanding it's Industrial capabilities by building new cities at a very rapid pace, the material demands for such growth is incredible. The United States is a major supplier of those raw materials such as steel and aluminum, those very materials that are crucial to the automotive market.

Beginning in early 2004, we began to receive shipments that had surcharges added to them for the materials. By summer many of our suppliers adjusted their pricing considerably to cover the increase in materials cost.

With the fluctuating fuel prices, which effects everything, plus the recent and devastating storm damage in the south east United States, we do not foresee this situation lessening in the near future.

We are not providing an excuse for price changes, but an explanation of the current state of raw materials and the effect they have on the items we supply and manufacture.

LIMITED WARRANTY OF TA PERFORMANCE PRODUCTS, INC.

TA Performance Products, Inc. warrants to the original purchaser those products that are made by TA Performance against defects in material and workmanship for the period of one year from the date of shipment from TA Performance Products, Inc. (All other products are subject to their respective manufacturer's warranty). This warranty is limited to the repair and replacement of the products sold by TA Performance Products, Inc., and shall not exceed the purchase price of the product under any circumstance. All warranty claims shall be made by obtaining a Return Goods Authorization (RGA) number from TA Performance then returning the product, shipping prepaid, together with proof of purchase and a description of the suspect defect to TA Performance Products, Inc., 16167 N. 81st Street, Scottsdale, AZ 85260. At its sole discretion, TA Performance Products will repair or replace any products returned by the original purchaser under the terms of this agreement during the warranty period. This warranty shall not apply to products which have been subjected to accident, negligence, disassembly, alteration, abuse, misuse, improper installation, or unsuited uses. Further, TA Performance Products, Inc., shall not be liable for any consequential, special or contingent damages, expense for injury arising directly or indirectly from any defect in its products, or from the use of any goods, defective or otherwise. Any warranties implied by law are limited in duration to that of this warranty. Some states do not allow limitations on how long an implied warranty lasts or the exclusion or limitations of incidental or consequential damages, so the above limitations or exclusions may not apply to you.

TA PERFORMANCE PRODUCTS, INC.
Send return parts and correspondence to 16167 N. 81st Street, Scottsdale, AZ 85260
Tel. (480) 922-6807 Tech (480) 922-6808 Fax (480) 922-6811
E-mail TAPERF@AOL.com website www.TAPERFORMANCE.com

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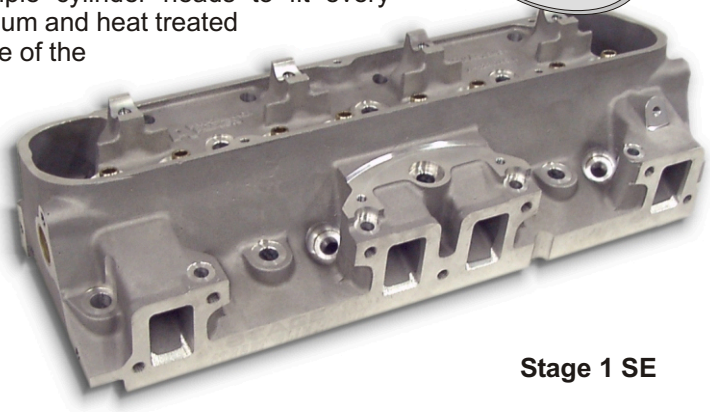
Stage 1,2,3 & 4 Aluminum Cylinder Heads

Exclusive! Made by TA

The Biggest power gains for your 400-430-455 engine are with TA's aluminum cylinder heads, without question! We offer multiple cylinder heads to fit every performance combination. TA heads are cast from 356 aluminum and heat treated to T-6 specification. TA then machines the castings in house, on state of the art CNC milling machines, resulting in the highest degree of quality. TA Performance has been manufacturing cylinder heads for nearly 20 years and have gained an excellent reputation not only within the Buick community, but within the entire automotive aftermarket, for quality of craftsmanship as well as performance. Over the years, through our own testing as well as feedback from our dealers and customers, we have and will continue to update and expand our cylinder head offering. By doing so, Buick Big Block powered cars utilizing TA's aluminum cylinder heads will continue to out perform more popular engine makes. TA Performance operates one of the few full service head manufacturing facilities in the automotive aftermarket and the only one within the Buick community.



Stage 1 SE

400-430-455 Street / Strip Cylinder Heads *

All heads have the original type bolt pattern on the end of the head, for the accessory brackets!

60 lbs Less Than Cast Iron Heads!

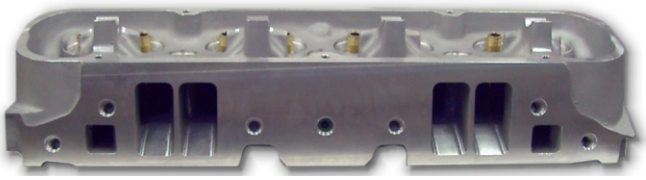
	Street Eliminator Series (SE)		Track Eliminator Series (TE)	
	STAGE 1 *Street Eliminator*	**STAGE 2** *Street Eliminator*	**STAGE 1** *Track Eliminator*	**STAGE 2** *Track Eliminator*
Intake Manifold	Stock, Performer, SP1, SPX	Stock, Performer, SP1, SPX	SP2, Custom	SP2, Custom
Exhaust Manifold / Headers	Stock, Rectangle Port Headers	Oval Port Headers	Stock, Rectangle Port Headers	Oval Port Headers
Rocker Assembly	Stock, Stg. 1 & 2 Roller Rockers	Stock, Stg. 1 & 2 Roller Rockers	Stock, Stg. 1 & 2 Roller Rockers	Stock, Stg. 1 & 2 Roller Rockers
Head Bolt/Stud Kit	Stock, Stage 1	Stage 2	Stock, Stage 1	Stage 2
Camshaft	Any	Any	Any	Any
Power Potential	400-700 +	400-700 +	500-800 +	500-800 +
Application	Street / Strip	Street / Strip	Street / Strip	Street / Strip
Valves Int./Exh. ③	2.130 / 1.755 ①	2.130 / 1.755 ①	2.130 / 1.755 ①②	2.130 / 1.755 ①②
CFM (base) Int./Exh.	280 / 200	280 / 220	290 / 200	290 / 220
CFM (max) Int./Exh.	335 / 220 ④	335 / 260 ④	380 / 220 ④⑤	380 / 260 ④⑤
Chamber CC's	64-66	64-66	64-66	64-66

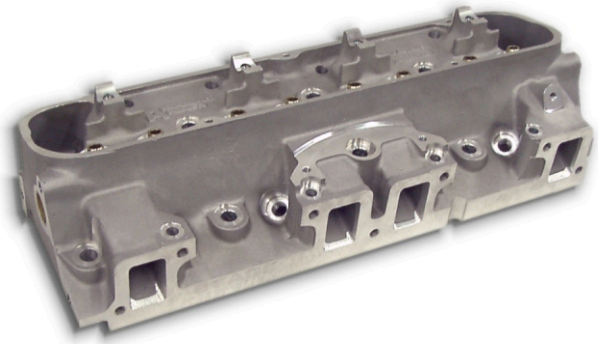
① On 400 cid engines, 2.000" Int. and 1.650" exh. are used due to bore size.
② 2.250" Intake valve available as an option, please inquire.
③ 3/8" or 11/32" valve stem diameters available, please specify.
④ Fully ported
⑤ 2.250" Intake valve and full porting
* Not legal for use in California on pollution controlled vehicles.

Stage 1 Street Eliminator (SE)

TA's Stage 1 Street Eliminator (SE) series heads are the easiest way to upgrade to aluminum heads, and get the performance you want. Intake and exhaust flow are improved to out perform ported iron heads. These heads can be further ported for an even greater power gain, which is not obtainable with any iron cylinder head. These heads are perfectly suited as replacements for original iron heads that are cracked or in poor condition. Because these heads incorporate all of the same exterior features as stock iron heads there are NO additional parts needed when upgrading to TA's Stage 1 Street Eliminator Cylinder Heads! TA's Stage 1 Series heads also incorporate the original type air conditioning mounting boss above the #2 exhaust port.

On 10:1 Compression engines, out of the box performance is usually 50+ HP. These heads can support pump gas combinations up to 600 HP and race combinations up to 700 HP.





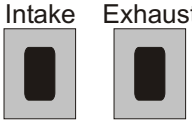
Stage 1 SE Primary Use:

- When a direct replacement for iron heads is necessary
- When a performance head is desired and you have upgrade parts from your iron heads that you want to re-use such as headers, intake and/or valve train parts.
- When a performance head is desired along with some degree of stealth
- When using a GS Air cleaner and dual plane intake combination
- When hood clearance is a concern and where the widest selection of intakes is a benefit

PRICING

Assembled
$2450.00

Bare Castings
$1395.00



Port Configurations

Please See Our Spring Compressor Tool On Page 148!

George Papadopoulos - Astoria, NY
`67 GS 400, 455 with Stage 1 SE Heads

General Notes About Stage 1, 2, 3 & 4 Series Heads

Flow numbers and power numbers given are representative of popular combinations that have been used by TA Performance, our dealers, racers and customers. Your results may be more or less depending on combination, please remember combination is everything.

***Assemblies** include fully machined heads with magnesium-bronze guides, steel seats, competition valve job, high flow stainless steel valves, uniform tip heights, proper valve springs and shims for your camshaft combination, chrome-moly steel retainers, valve seals and valve locks, ready to use. Please inquire about upgrades such as lightweight valve train parts, valve stem diameters, valve sizes and roller cam set ups, as well as our porting services.*

***Bare Castings** include fully machined heads with magnesium -bronze guides and steel seats installed. Will require honing the guides, valve job and assembly.*

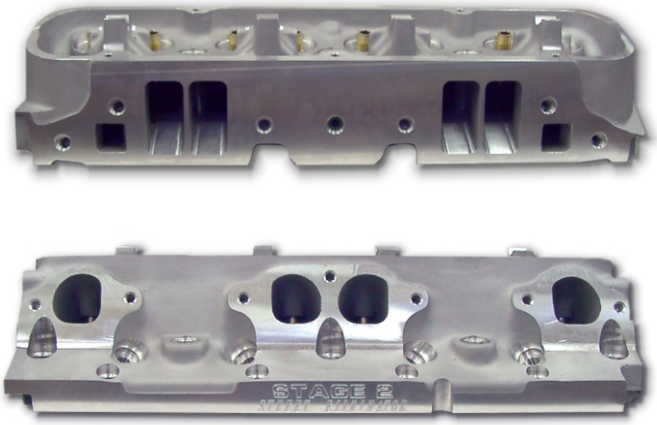
***Factory Valve Covers** - TA Heads do not have a relief machined in the valve cover rail like original heads. In order to use stock valve covers you must either trim the valve cover edge or use double gaskets or use our thick valve cover gaskets.*

Stage 2 Street Eliminator (SE)

The Infamous Stage 2 heads, the ones that started it all. Originally based off the Stage 2 iron head developed by Buick engineers, and refined over the years through almost 20 years of experience. The modified exhaust runner, or lack of, is the secret to this head. By eliminating the dog leg style exhaust runner, spent exhaust gas is sent directly into the header tube resulting in quicker flow and more volume from the exhaust port. The superior exhaust port design can be ported to support just about any combination, including forced induction. The Stage 2 SE heads out of the box have a near ideal intake to exhaust flow relationship.

Use of these heads does require Stage 2 style headers. Headers or manifolds used on Standard, Stage 1 or TA's Stage 1 aluminum heads will not work.

On 10:1 Compression engines, out of the box performance is usually 50+ HP. These heads can support pump gas combinations up to 600 HP, and race combinations up to 800+ HP.



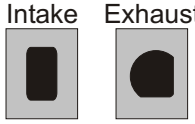
Stage 2 SE Primary Use:

- When the BEST all around performing cylinder head is required
- When the look and history of the famous Stage 2 head is desired
- When using a GS Air cleaner and dual plane intake combination
- When hood clearance is a concern and were the widest selection of intakes is a benefit
- When a performance head is desired and you have upgrade parts from your iron heads that you want to re-use such as an intake and/or valve train parts.
- When the purchase of headers is not an issue

PRICING
Assembled
$2450.00

Bare Castings
$1395.00

Intake Exhaust

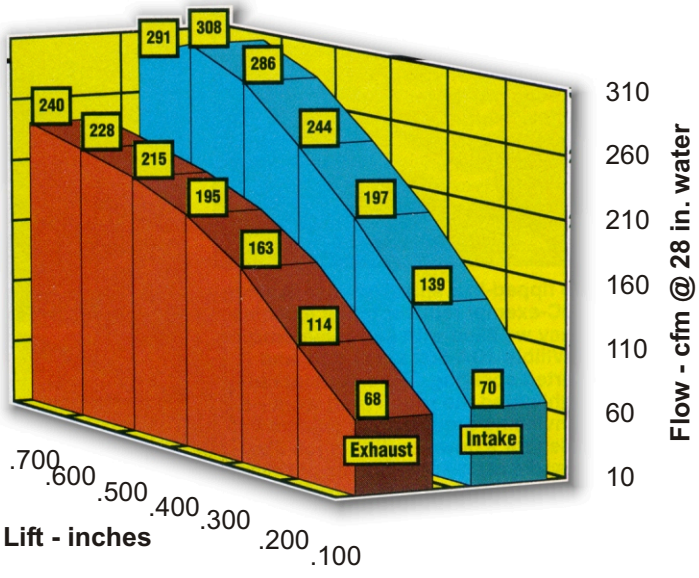


Port Configurations

Jesse Clark - Grandville, MI
"Car Craft Big Block Shoot Out" Winner!

Buick 455 TA Stage 2 SE

w/ competition valve job and mild blending of the valve job



TA Performance Heads - *Superior Fit & Finish*

You will notice that TA Performance Cylinder heads have the same degree (if not better) of detail as original heads. By doing so, TA has been able to provide a Superior performing head while still maintaining that stock look.

Stage 1 Track Eliminator (TE)

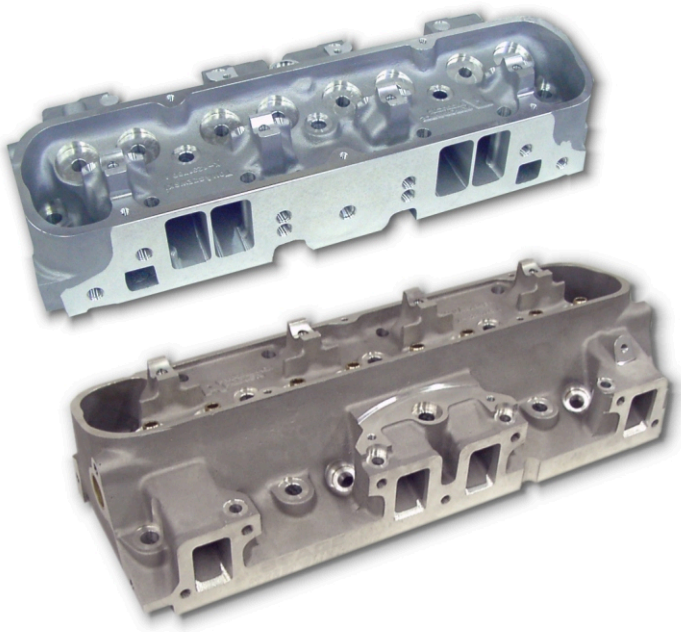
Taking the SE series heads another step (or two) better, the Stage 1 Track Eliminator Series heads incorporate our Stage 3 raised intake runner. The raised runner provides a more direct flow to the valve resulting in additional CFM over the standard port (SE) head, approx. 10 - 15 CFM on average. This design also responds extremely well to an oversized intake valve, by incorporating the 2.250" intake valve as used on the Stage 3 Series heads flow is increased considerably. This combination also responds extremely well to porting, Track Eliminator Series Heads with the oversized intake valves and porting have flowed almost 380 CFM at high lift and an amazing 340 CFM at .500"! Please inquire about these incredible upgrades.

TE heads require a raised runner intake manifold from our SP-2 series. All other features are the same as original heads and our Stage 1 SE heads. TA's Stage 1 Series heads also incorporate the original type air conditioning mounting boss above the #2 exhaust port.

On 10:1 Compression engines, out of the box performance is usually 60+ HP. These heads can support pump gas combinations up to 700 HP and race combinations up to 800+ HP.

Stage 1 TE Primary Use:

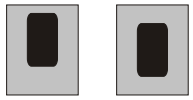
- When high end street/strip combination is desired with a stock looking head
- When Hood clearance is not an issue
- When a performance head is desired and you already have headers from your iron heads



PRICING

Assembled
$2550.00

Bare Castings
$1495.00



Port Configurations

▲ **Rick Martinez**
Mahopac, NY
Fastest Stage 1 Powered GS
9.25 @ 144 MPH, 1.31 60', 3070 lbs
TA Stage 1 TE heads ported, TA SP-2 Dominator Intake, TA Roller Rockers,
TA Block Girdle, TA Lifter Girdle,
JE Pistons, 2-1/8" Headers, etc.
780 HP @7000 RPM, 654 ft/lbs @ 5500 RPM


Non- Interlocking


Interlocking

NOTES ABOUT INTERLOCKING VALVE SEATS

Many aftermarket cylinder heads use interlocking seats because of valve spacing and the ability to use larger valves. TA Performance does not typically start out with interlocking seats for several good reasons.

First off, for the average customer's performance level which is a street/strip combination that usually makes peak power between 5500 to 6000 rpm, the slightly larger valves have not proven to out perform our conventional size valves.

Second, is the manner in which the seats are retained in the cylinder head. Anytime you can have 360 degrees of holding surface (press fit) the seat retention is greater and much more stable.

Thirdly, is the ease of repair-ability. If a cylinder head should become damaged, typically on a **TA** cylinder head the old seat is removed and an oversized seat is installed. Heads that have seats installed for maximum valve size (interlocked seats) would need both seats removed, the entire chamber seat area welded up and then re-machined for the new seats. Welding the seat area compromises the cylinder head's integrity because the welded area will now be soft and the new seats will have the tendency to move slightly until the weld material becomes work hardened.

TA Performance can supply heads with larger seats (interlocking) for applications that WILL benefit from the larger valve size. Any machine shop can also install them for you. We have been unable to find good reason to compromise our cylinder heads, when only a few benefit from the increase in valve seat size.

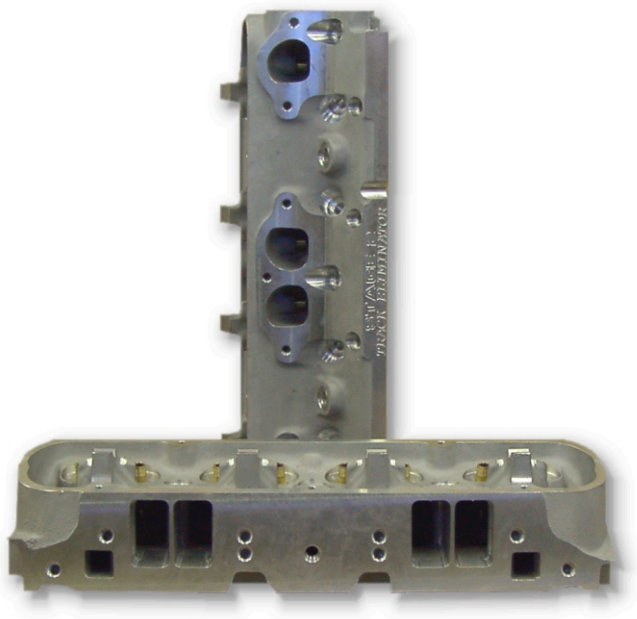
All of these considerations are key reasons why **TA** produced cylinder heads are highly regarded in the aftermarket industry. These are the same reasons why **TA** heads maintain excellent resale value and why heads that we produced almost 20 years ago are still in use today.

Stage 2 Track Eliminator (TE)

Again, as with the Stage 1 TE heads, we have incorporated the Stage 3 intake runner into the Stage 2 heads, producing one of the most powerful cylinder heads in the performance market. When the oversized valve is used in conjunction with the superior exhaust runner of the Stage 2, horsepower gains are very impressive out of the box, and phenomenal when fully ported. These heads were bred on the track but are also the perfect head for the ultimate street/strip combination. Track Eliminator Series Heads with the oversized intake valves and porting have flowed almost 380 CFM at high lift and an amazing 340 CFM at .500"! Stage 2 exhaust ports can be ported to 260+ CFM. Please inquire about these incredible upgrades.

TE heads require a raised runner intake manifold from our SP-2 series. *Use of these heads does require Stage 2 style headers. Headers or manifolds used on Standard, Stage 1 or TA's Stage 1 aluminum heads will not work.*

On 10:1 Compression engines out of the box performance is usually 70+ HP. These heads can support pump gas combinations up to 700+ HP and race combinations up to 900+ HP.



Stage 2 TE Primary Use:

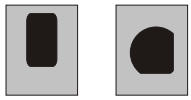
- When the ultimate street/strip combination is desired
- When Hood clearance is not an issue
- When the purchase of headers and an intake are not an issue
- CNC Porting Available

PRICING

Assembled
$2550.00

Bare Castings
$1495.00

Intake Exhaust



Port Configurations

Perfect Match For Stroker Engines!

Due to the airflow potential of these heads with porting and oversized valves, this head is ideal for stroker combinations where the engine will demand considerably more air. These heads flow the additional air required by large displacement engines through the entire RPM range, not just top end!

Optional Airflow Results**

Using Optional Oversized Intake Valves and Full (Hand) Porting

Valve Lift	.050	.100	.200	.300	.400	.450	.500	.550	.600	.650	.700
INTAKE	72	83	158	225	293	315	341	360	374	378	372
EXHAUST	34	65	117	178	216	231	243	252	259	263	266

** Additional Cost

Notes About Air Conditioning Brackets & Oil Dipstick Tubes

Stage 2, 3 & 4 series heads do not incorporate the rear attaching point used on the original air conditioning lower bracket. This is the one located at the #2 exhaust port. Fairly simple modification of the lower A/C bracket will be required.

Due to the different exhaust side and header design used with Stage 2,3 & 4 heads, an original oil dipstick and tube will need to be modified to work, specifically removing (from the tube) the attaching bracket and relocating it in order to mount it at the adjacent header bolt, slight bending of the tube will also be required. As an alternate option a "direct-to-block" type of dipstick such as those used on `70 & earlier fullsize cars will also work.

400-430-455 Race Cylinder Heads *

All heads have the original type bolt pattern on the end of the head, for the accessory brackets!

60 lbs Less Than Cast Iron Heads!	STAGE 3 *Tall Port*	STAGE 4 *Tall Port*		
Intake Manifold	SP2, Custom	SP2, Custom		
Exhaust Manifold / Headers	Oval Port Headers	Oval Port Headers		
Rocker Assembly	Stage 3 Roller, TA Shaft Mount	Stage 4 Roller, TA Shaft Mount		
Head Bolt/Stud Kit	Stage 2	Stage 2		
Camshaft	Hyd, Solid or Roller	Roller		
Power Potential	600-900 +	700-900 +		
Application	Hot Street / Race	Race		
Valves Int./Exh. ①	2.250 / 1.800 ②	2.250 / 1.800 ②		
CFM (base) Int./Exh.	300 / 230	325 / 230		
CFM (max) Int./Exh.	385 / 270 ③	395 / 270 ③		
Chamber CC's	58	58		

① 2.300" Intake valve available as an option, please inquire.
② 3/8" or 11/32" valve stem diameters available, please specify.
③ 2.300" Intake valve, full porting and chamber work

* Not legal for use in California on pollution controlled vehicles.

Notes About The Four Additional Head Bolts

The use of these extra bolts/studs are OPTIONAL. We recommend using them on combinations over 600 HP.

When developing our cylinder heads we took the opportunity to incorporate four additional head bolt/stud locations on the exhaust side of the head. Doing so increased the number from a very conservative 10 bolts to a much better 14 per head. On Stage 2,3 & 4 series heads the positions are fully incorporated in the heads, and are ready to use. On the Stage 1 series heads, the positions are drilled approximately 75% from the under side and spot faced on the topside. If the extra positions are going to be utilized then you will continue drilling the holes from the underside.

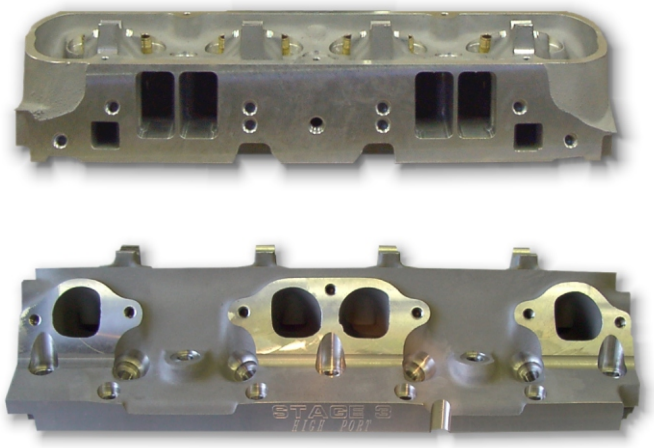
We rent a drill fixture kit for incorporating the additional 4 head stud locations on the cylinder block. The jig is only $25 to use (a refundable deposit also applies) and consists of a drilling jig and tapping jig plus necessary drill bits, taps and fixture hardware. We highly recommend the use of the drill jig when incorporating the holes to ensure that they are in the correct location and are straight. Using a gasket or the head itself as a guide usually will not give as good of results as using the fixtures. The four new locations will go directly into the water jacket, therefore, use of sealant on the threads of the bolts/studs during head installation is required. Also note that "over the counter" head gaskets will not have provisions for the four extra head bolts. TA Performance head gaskets such as our *Orange Crush, Cometics* (multi layer steel) and *Copper* series will all have the additional hole locations incorporated.

Stage 3 Tall Port

TA's most popular race cylinder head. TA's engineering team spread the valve center lines which allows for larger intake and exhaust valves to be used, resulting in increased flow through the entire RPM range. A closed combustion chamber design which measures 58 cc's increases the compression ratio without having to use a domed piston, which reduces rotating weight. Ported Stage 3 Heads flow almost 385 CFM at high lift and an amazing 340 CFM at .500"! Stage 3 exhaust ports can be ported to 270+ CFM.

Stage 3 heads require a raised runner intake manifold from our SP-2 series. *Use of these heads does require Stage 2 style headers. Headers or manifolds used on Standard, Stage 1 or TA's Stage 1 aluminum heads will not work.* Stage 3 heads also require a unique roller rocker set due to the re-located valve centers.

On 11:1 Compression engines out of the box performance is usually 80+ HP. These heads can support pump gas combinations up to 700+ HP and race combinations up to 900+ HP.



Stage 3 Primary Use:

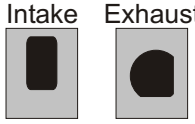
- When the desired performance requires a race level head
- When Hood clearance is not an issue
- When the purchase of headers, rockers and an intake are not an issue
- When 11:1 or more compression is desired

Ask about other upgrades such as even larger 2.300" Intake Valves!

PRICING

Assembled
$2650.00

Bare Castings
$1495.00



Port Configurations

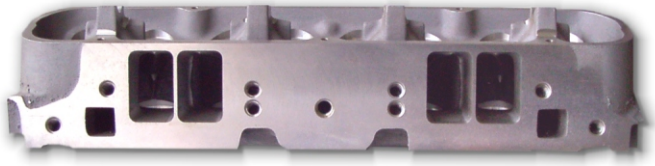
Rod Hendrickson - Yorkville, IL
523 cid (Buick 455 bored and stroked), 8:71 Supercharger, Alcohol Injected, Stage 3 Heads, 1300+ HP, Best run (traction limited) 7.97 @ 175 mph, 2980 lbs w/driver

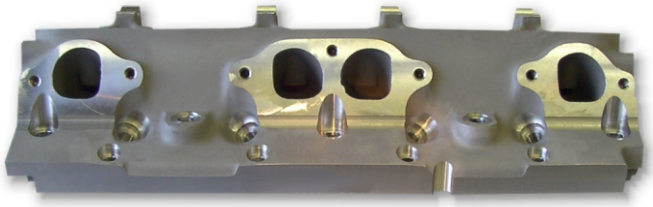
Stage 4 Tall Port

On our Stage 4 heads we moved the intake pushrod in order to widen the intake runner. Though the CFM is similar to our Stage 3 heads, the wider runner does a better job at complimenting increased intake volumes as found with Nitrous, Alcohol or Forced Induction combinations. Because we moved the intake pushrod, the Stage 4 heads do require the use of a roller camshaft with offset (TA 1414) roller lifters. A closed combustion chamber design which measures 58 cc's increases the compression ratio without having to use a domed piston, which reduces rotating weight. Ported Stage 4 Heads flow almost 395 CFM at high lift and an amazing 345 CFM at .500"! Stage 4 exhaust ports can be ported to 270+ CFM.

Stage 4 heads require a raised runner intake manifold from our SP-2 series with additional port matching or a custom made sheet metal manifold. *Use of these heads does require Stage 2 style headers. Headers or manifolds used on Standard, Stage 1 or TA's Stage 1 aluminum heads will not work.* Stage 4 heads also require a unique roller rocker set due to the re-located valve centers and re-positioned intake pushrods.

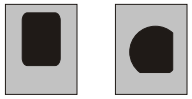
On 11:1 Compression engines out of the box performance is usually 80+ HP. These heads can support pump gas combinations up to 700+ HP and race combinations up to 900+ HP.





PRICING
Assembled
PLEASE CALL

Bare Castings
$1695.00



Port Configurations

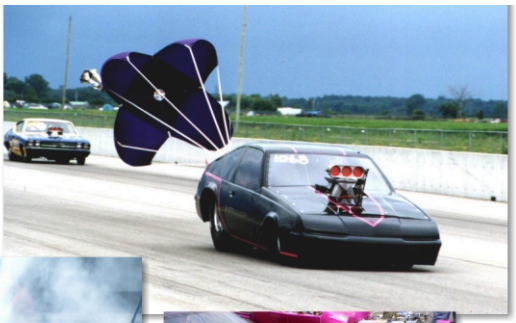
Stage 4 Primary Use:

- When the highest performance full race head is required for the most extreme combinations
- When Hood clearance is not an issue
- When the purchase of headers, rockers, intake, etc are not an issue
- When 11:1 or more compression is desired

Ask about other upgrades such as even larger 2.300" Intake Valves!

Dave Mongeon ▶
Guelph, Ontario, Canada
`87 Skyhawk
529 cid (Buick 455 bored and stroked)
TA Ported Stage 4 Heads,
TA Roller Cam
Alcohol Injected
Powerglide w/ 9" Converter
Ford 9" Rear
Best E.T. 8.11 @ 166.68 mph

Dave Mongeon



Please See Our Spring Compressor Tool On Page 148!

Cylinder Head Replacement Parts

All parts used with our cylinder heads are available separately. We have guides and seats for our Aluminum heads as well as Iron factory heads.

Thin walled Brass Tube for sleeving Pushrod or Head Bolt holes that have been ported through. Available in 12" lengths in most popular diameters.

1/2" or 17/32" diameter brass tube, per foot	$3.00
1/2" outside diameter stainless tube for V6 head bolt holes	$CALL
Replacement bronze guide for TA Heads	$5.00
Replacement bronze guide for Iron Heads	$5.25
Replacement valve seats for TA Heads (state size needed)	$6.50
Replacement valve seats for Iron Heads (state size needed)	$5.00

Replacement Iron Cylinder Heads

We offer replacement Iron Cylinder Heads for 350, 400-430 & 455 engines. First, each head is cleaned and magnafluxed to check for cracks. Then new magnesium-bronze guides and hardened steel exhaust seats ** are installed. The guides are then honed and we continue with our competition, multi angle valve job. When doing our valve jobs we maintain NASCAR standard concentricity, which ensures the best alignment of the guide to the seat, most shops do not even check concentricity! Then we set the tip heights and select the correct springs for your combination. Prior to assembly we cut the head surface to provide the best seal for the head gasket, then the heads are thoroughly cleaned to remove all debris. Finally, we assemble the heads and set the springs to the proper installed height and spring tension for your camshaft while confirming proper coil bind parameters. The assembled heads are then bagged and are ready to install.

Most of our combinations use our popular Stage 1 high flow, swirl polished, stainless steel valves for best flow, standard size valves available upon request. Other options are available please inquire. This service is available for other Buick and non-Buick heads, please inquire. Subject to core availability or we can use your cores. '75-'76 heads are **not** acceptable for core credit

Part Nos.

TA Stage 1	400-430-455 Iron Replacement Cylinder Heads	$1245.00 pair
TA Stage1-350	350 Iron Replacement Cylinder Heads	$1145.00 pair

Core charges also apply, please inquire when ordering

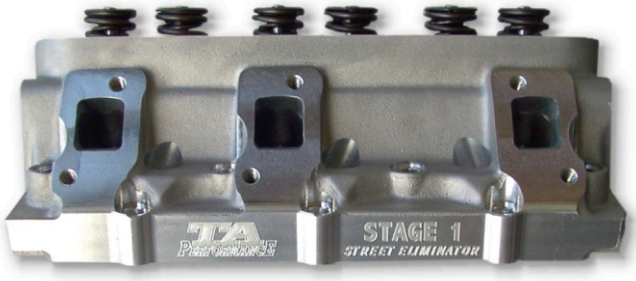
1971 350 Buick

** In most cases we do not install hardened intake seats, we install them as needed. For one, the Buick cylinder heads had a high nickel content which essentially made the entire head hardened. Also, the water ports are very close to the intake seat area, and the head can be compromised if a shop rushes into changing all of the seats. We also use high grade specially made magnesium-bronze guides for the best performance, most other shops use a generic iron sleeve.

See more about our Cylinder Head work in the Services Section!

225-231-252 V6 Aluminum Heads

STAGE 1 SERIES

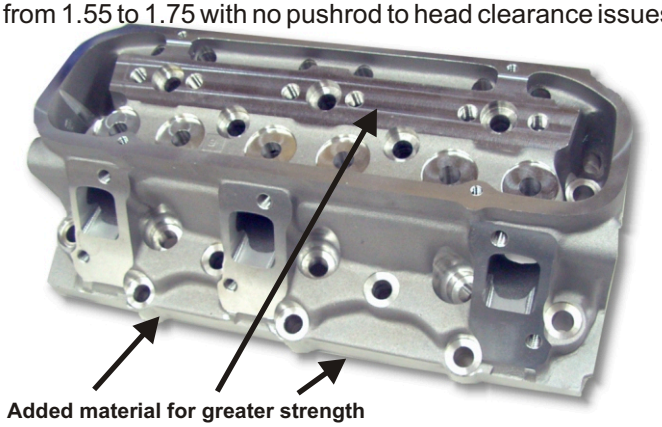


In continuation of pushing the performance envelope of the Turbo V6, we have developed a line of aluminum cylinder heads for street and/or race. Available in two versions, both of these heads were designed to out perform previously available heads both in power and quality. Improvements in all areas have been made to increase flow, strength, durability, serviceability and valve train alignment. Painstaking detail has been applied to ensure that pushrods will clear with any rocker combination. Both have provisions for 14 head bolts, however, they work equally well with production 8 or 14 bolt blocks.

Other areas of improvement/refinement include:
- a raised valve cover rail which allows better clearance for roller rockers with OE valve covers. This enhancement also reduces the chance of oil running down the side of the head when the valve covers are removed.
- all threads are rolled, were as a conventional tap cuts the metal, the roll taps used with our heads form the thread which results in a stronger thread due to hardening of the aluminum during this process. Ideal for header and valve cover bolt locations!

Street Intimidator - Our entry level head, requires the least investment in order to upgrade to aluminum heads. Provides considerable performance gain right out of the box or can be upgraded and ported for more serious combinations. The ***SI*** head uses the stock type rocker mounting design so stock rockers or roller rockers configured for stock heads can be used. Rocker ratios of 1.55 to 1.65 can be used without any pushrod to head interference.

Street Eliminator - Our high performance head. Early versions of this head with big valves and heavy porting have made 1200 hp on a 274 inch twin turbo application, and our production head has been refined even further! Use this head for serious street/strip and race applications, where the most power potential is desired. Requires TA V1308 series pedestal type roller rockers. Works with rocker ratios from 1.55 to 1.75 with no pushrod to head clearance issues.



Added material for greater strength

	Street Intimidator **SI**	***Street Eliminator*** **SE**
Intake Manifold	Stock, BGC	Stock, BGC Port Matched ①
Exhaust Manifold / Headers	Same as stock Heads	Same as stock Heads ②
Rocker Assembly	Stock, **TA 1309**, T&D**	**TA V1308** Series
Head Stud Kit	**TA 1133A** (8 bolt) **TA 1133B** (14 bolt)	**TA 1133A** (8 bolt) **TA 1133B** (14 bolt)
Camshaft	Any	Any
Power Potential ③	Will support up to 1000 HP ③	Will support 1200+ HP ③
Application	Street / Strip / Race	Street / Strip / Race
Valves Int./Exh.	④ 1.900 / 1.600	④ 1.900 / 1.600
CFM (base) Int./Exh.	200 / 160 .500" Lift	210 / 175 .500" Lift
CFM (max) Int./Exh.	240/195 550" Lift	265/205 .575" Lift ⑤
Chamber CC's	46	46
Runner CC's Int./Exh. Base	156 / TBA	163/ TBA

① Based off Felpro 1200 series gasket
② Based off Felpro 1400 series gasket
③ Indicates the potential based on the cylinder heads ability to flow, as well as the strength of the head in order to withstand the associated cylinder pressures. Amount of boost, fuel and degree of tuning are the major factors.
④ Optional 1.940" or 2.020" Intake valves available. Must chamfer bore on 3.8 blocks for 2.020"
⑤ With 2.020" Intake valve and FULL porting
Assembled heads include standard valves, springs, keepers, retainers.

Part Nos.	Castings	Assembled	w/Rockers
TA V3850 SE	$1,195	$1850.00	$2710.25
TA V3850 SI	$1,195**	$1850.00	$2545.00

** requires TA V3850SI rocker mounting stands

V6 Head Options & Accessories

We offer all of the necessary parts to complete your aluminum cylinder heads. Whether for mild combinations or all out, high end, twin turbo race applications.

Part Nos.

VALVES

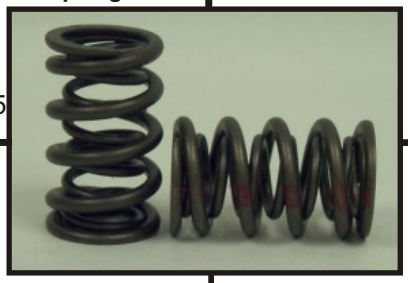
TA V1022A	1.900" x 11/32" x 5.010" Stainless, Intake	$112.50
TA V1022B	1.940" x 11/32" x 5.010" Stainless, Intake	$112.50
TA V1022C	2.020" x 11/32" x 5.010" Stainless, Intake	$112.50
TA V1023A	1.600" x 11/32" x 5.010" Stainless, Exhaust	$112.50
TA V1023B	1.600" x 11/32" x 5.060" Stainless, Exhaust, Semi Tulip	$112.50
TA V1025	2.020" x 11/32" x 5.060" Stainless, Intake,	$112.50
TA V1026	1.600" x 11/32" x 5.060" Super Alloy, Exhaust	$198.00

225-231-252 V6 Stage 1 Springs

Ideal spring for most street strip 225-231-252 V6 applications.

- ***Use stock retainers***
- ***Guides will have to be cut for smaller O.D. seals or dampener spring must be removed***

O.D. 1.260
110 lbs @ 1.727
280 lbs @ 1.227
Coil Bind 1.115
TA V1436.....$56.25



Dual Spring Notes

DUAL springs are comprised fo two coil springs one in side of the other, springs that have a coil outer spring and a flat (dampener) spring are SINGLE springs. When using dual valve springs it will be necessary to machine the O.D. of the stock guides due to the I.D. of the inner spring.

225-231-252 V6 DUAL "Super Springs"

TA *Super Springs* will compliment all levels of performance from hot street cams to huge roller profiles.

O.D.	1.385	O.D.	1.385
125 lbs	@1.900	125 lbs	@1.900
295 lbs	@1.400	275 lbs	@1.400
Coil Bind	1.030	Coil Bind	1.060
Retainer:	**TA 1450**	Retainer:	**TA 1450**
TA V1125.....$97.50		**TA V1125AL**.....$97.50	

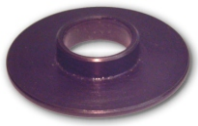
O.D.	1.500	O.D.	1.500
190 lbs	@1.850	190 lbs	@1.850
515 lbs	@1.250	515 lbs	@1.250
Coil Bind	1.060	Coil Bind	1.060
Retainer:	**TA 1451**	Retainer:	**TA 1451B** or **TA 1451BT**
TA V1190.....$112.50		**TA V1195**.....$250.00	

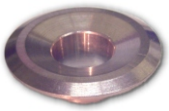
IMPORTANT INSTALLATION NOTE

ON APPLICATIONS USING TA V1125, V1125AL, V1190, AND V1195 SERIES SPRINGS *(WITH EXCLUSION TO ROLLER CAM APPLICATIONS)* ***TA PERFORMANCE HIGHLY RECOMMENDS REMOVING THE INNER SPRING DURING CAMSHAFT BREAK-IN TO REDUCE THE CHANCE OF CAM FAILURE DURING THIS CRITICAL PROCESS. AFTER CAM BREAK-IN, THE INNER SPRINGS CAN BE RE-INSTALLED AND RUN AS INTENDED.***

SPRING LOCATORS

TA V1452A-.060	Spring Locator 1.55" O.D x .570" I.D. x .060" Spring I.D. .690"	$ 40.00
TA V1452B-.045	Spring Locator 1.535" O.D x .567" I.D. x .045" Spring I.D. .740"	$ 55.00
TA V1452C-.060	Spring Locator 1.535" O.D x .570" I.D. x .062" Spring I.D. .810"	$ 49.00





RETAINERS

TA V1450A	7 Degree Steel Retainers, 11/32" Stem for TA V1125 Springs	$ 52.50
TA V1450C	10 Degree Steel Retainers, 11/32" Stem for TA V1125 Springs	$ 52.50
TA V1451B	10 Degree Titanium Retainers, 11/32" Stem for TA V1195 Springs	$135.00
TA V1451C	10 Degree Titanium Retainers, 11/32" Stem for TA V1190 Springs	$135.00

Please see our Valve Train Section beginning on page 60 for additional information

V6 Head Options & Accessories, cont.

VALVE LOCKS

TA V1434A	7 Degree, Stock Type Valve Keepers	$ 22.00
TA V1434C	10 Degree, Standard, 11/32” Chevy Type Valve Keepers	$ 39.99
TA V1434C.050	10 Degree, +.050”, 11/32” Chevy Type Valve Keepers	$ 39.99

VALVE SEALS

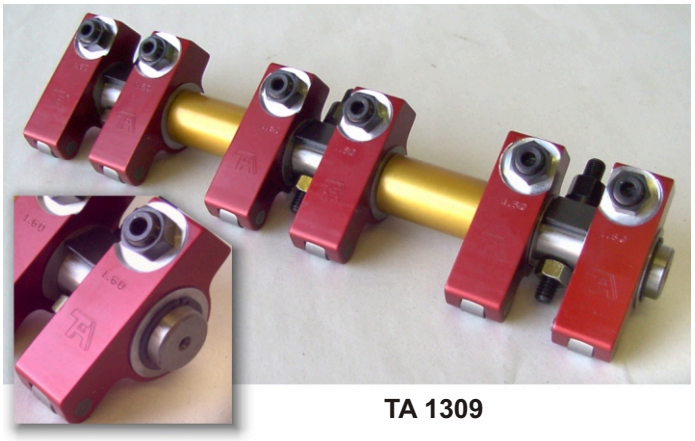
TA V1433H	Rubber w/Teflon,	O.D. .500”, Stem.341” (11/32”)	$ 15.00
TA V1433HV	Viton Metal Clad Seals	O.D. .500" Stem .341" (11/32)	$ 26.00
TA V1433I	Rubber w/Teflon,	O.D. .531”, Stem.341” (11/32”)	$ 15.00
TA V1433IV	Viton Metal Clad Seals	O.D .531, Stem .341” (11/32)	$ 23.00

Please see our Valve Train Section beginning on page 60 for additional information

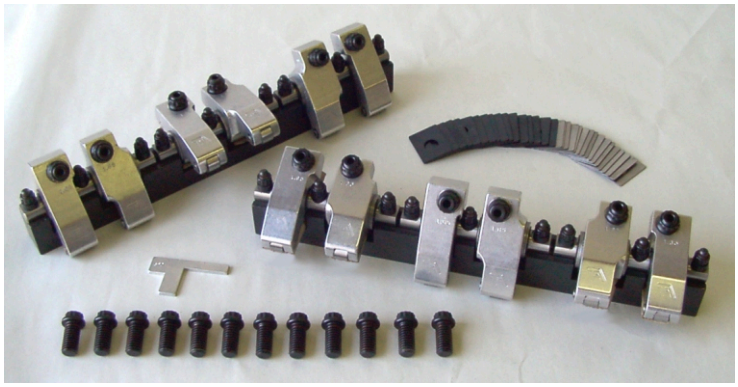
ROLLER ROCKERS

TA V1308-1.55	1.55 Ratio Roller Rockers, fits TA V3850 SE heads	$860.25
TA V1308-1.60	1.60 Ratio Roller Rockers, fits TA V3850 SE heads	$860.25
TA V1308-1.65	1.65 Ratio Roller Rockers, fits TA V3850 SE heads	$860.25
TA V1308-1.70	1.70 Ratio Roller Rockers, fits TA V3850 SE heads	$860.25
TA V1308-1.75	1.75 Ratio Roller Rockers, fits TA V3850 SE heads	$860.25
TA V1308-CUSTOM	Custom Ratio Roller Rockers, use for mixed ratios, fits TA V3850 SE heads	$860.25

TA V1309-1.55	1.55 Ratio Roller Rockers, fits Stock and TA V3850 SI heads	$525.00
TA V1309-1.60	1.60 Ratio Roller Rockers, fits Stock and TA V3850 SI heads	$525.00
TA V1309-1.65	1.65 Ratio Roller Rockers, fits Stock and TA V3850 SI heads	$525.00



TA 1309



TA V1308

ROCKER STANDS

TA V3850 SI STAND Required on TA SI heads for rocker shaft mounting..... $170.00 pair

Please see additional information about our Roller Rockers on pages 47 & 48

V6 Head Options & Accessories, cont.

VALVE COVERS

TA V1325A Satin, Low Profile, fits ALL 4 bolt heads, recommended for TA SE & SI heads $189.95
TA V1325B Krinkle Black, Low Profile, fits ALL 4 bolt heads, recommended for TA SE & SI heads $189.95

TA V1133B

See Additional Information About Our Valve Covers On Page 46

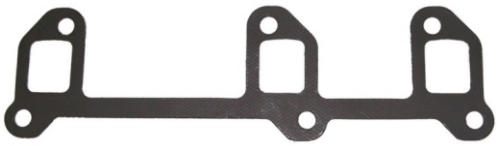
HARDWARE

TA V1133A 12 Point Head Stud Kit for TA SE & SI heads, 8 bolt cylinder block $120.00
TA V1133B 12 Point Head Stud Kit for TA SE & SI heads, 14 bolt cylinder block $159.00

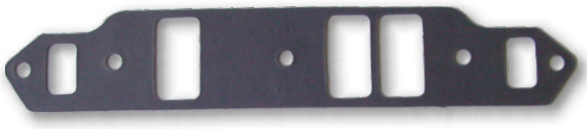
See Additional Information About V6 Hardware On Pages 25, 26 and 27

INTAKE GASKETS

TA V1710A	231-252 V6 Stock port sizes	.016,.031,.047 or .062" thick	.....$17.50
TA V1710A	231-252 V6 Stock port sizes	*.075,.093 or.125" thick*	.....$20.00
TA V1710B	231-252 V6, Large intake ports	Felpro #1200	.....$32.00
TA V1710C	231-252 V6, Large intake ports	.016,.031,.04.7 or .062" thick	..... $17.50
TA V1710C	231-252 V6, Large intake ports	.075,.093 or.125" thick	.....$20.00



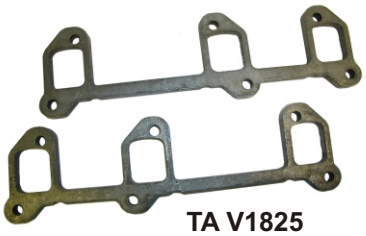
TA V1720B



TA V1710A

HEADER GASKETS

TA V1720B 1400 degree big port header gaskets, fits stock, TA Intimidator and Eliminator Heads $25.00
TA V1721 Felpro Stage 2 V6 header gaskets..... $30.00



TA V1825

TA V1826

HEADER FLANGES

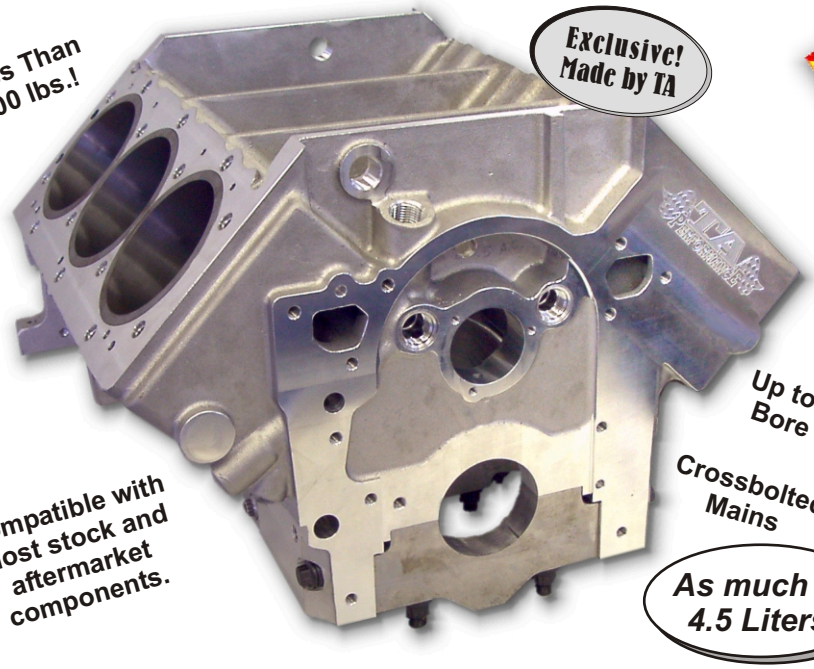
TA V1825 Use when fabricating new headers, for 8 or 14 bolt heads...$115.60
TA V1826 3 Bolt turbo flange 2 5/16" I.D. 2" thick w/gasket .....$ 18.95

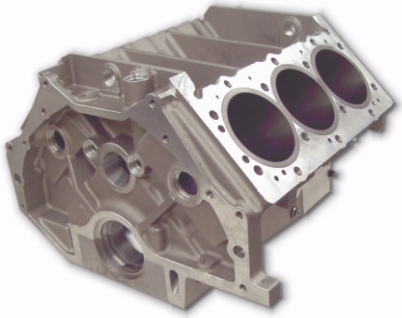
See Additional Information About V6 Intake and Header Gaskets On Pages 86 and 87

V6 Extreme Duty Aluminum Cylinder Block

Awesome

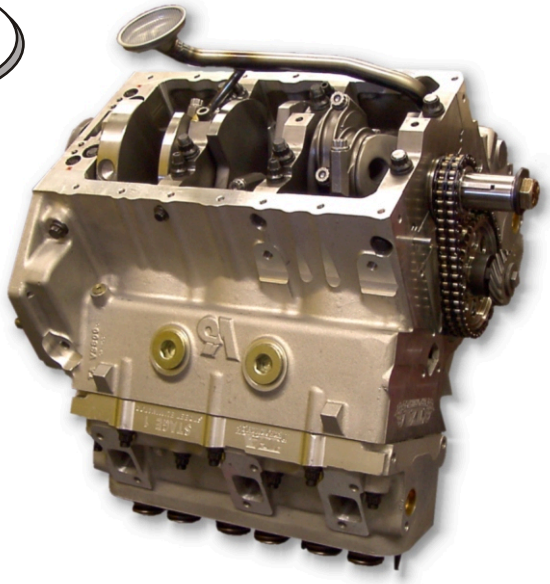
~~Good~~ Things Come In Small Packages





The First Ever All Aluminum V6 Extreme Duty Block Based On The Buick 3.8 Turbo V6

Larry Gable
Derby, NY
Full Assembly, 272 cid stroker
TA Street Eliminator Heads
Intake to Oil Pan - 285 lbs!!!



TA Performance, again has gone were no other Buick parts vendor has gone before... The first ever aftermarket Buick cylinder block! Designed specifically for the performance minded Turbo 6 enthusiast, this block offers the strength *and* options that previous blocks did not provide. The TA block incorporates superior rigidity and similar cubic inch potential to the Stage 2 iron blocks with out alienating the street and strip individual. This block incorporates all the necessary features to be used as a replacement block for a daily driver all the way to a 2000 HP full race application, and everywhere in between!

- Available in OFF center or ON center versions
- Six bolt mains, 4 vertical, 2 horizontal (front cap has 2 vertical, 2 horizontal)
- Dual bell housing bolt pattern to fit Chevrolet and B.O.P. type transmissions
- Improved oil passages and grooved main journals for maximum oil delivery
- Thick steel sleeves for strength and overbore options up to 4.000”
- 14 bolt “dry” head pattern allows use of 8 bolt or 14 bolt heads with no additional preparation
- Works with 3.400” (stock) or 3.625” stroke crankshafts
- Dry sump oil feed and return provisions front and rear
- Turbo oil feed and return provisions
- Additional coolant feeds at the front
- Cross braced lifter valley and reinforced lifter bores
- Manual transmission linkage provision
- Knock sensor provision
- Steel Billet Main caps included
- Oil gage boss
- Coolant drain bosses

Part Nos.

TA V3800 OFF Off center configuration $3900.00
TA V3800 ON On center configuration $3900.00

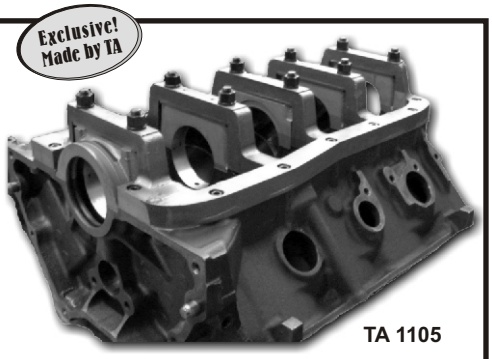
Bare blocks ship via UPS!

OFF Center was the production version and is recommended for street/strip/race applications where original accessory brackets will be used and/or when reusing certain parts from stock block combinations.

ON Center was the race block produced by Buick. This block has the pistons located directly on center with the crank pin, this results in less piston drag. ON center blocks will shift the cylinder heads, so accessory brackets and certain other parts can not be reused from production blocks.

Please ask a TA Tech for details.

Block & Halo Girdles



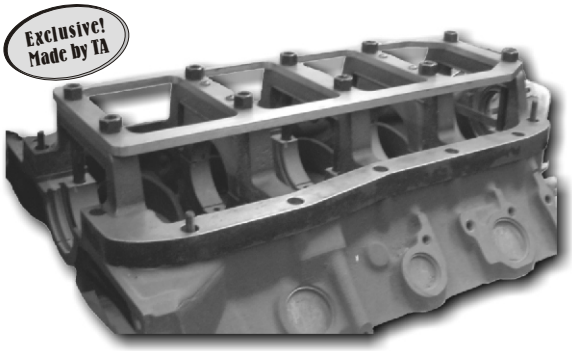
TA 1105

The **TA Performance** block girdle is a must with any higher horsepower or high RPM Buick 400-430-455. The conservative casting of the factory Buick big block has main webs that are approximately 3/8" thick which is adequate for stock and mildly built big blocks, but is far from what it should be with serious HP and RPM. Buick engineers used a combination of a conservative casting with a large main journal crank to distribute the loads found during a stock application. However, severe main cap oscillation takes place when power levels go beyond the 600 HP mark, when RPM levels are above 6000 and/ or with the use of heavy aftermarket steel crankshafts.

The TA girdle is made from 1" thick high tensile strength ductile iron which is stronger than the iron used in the block. The girdle requires installation by a machine shop and when installed the girdle is an integral part of the block. The main caps must be cut and machined to fit within the saddle of the girdle. The girdle ties into the pan rail to complete this structural upgrade. This is the only way to prepare your foundation for the potential horsepower that these big blocks have. (Use of any type of girdled oil pan, no matter what type of material used will only give you a false sense of security). Ask anyone using a TA block girdle that has had a rod bolt break or Nitrous mishap, and they will tell you that the block stayed together. All that was needed was to refurbish the engine and they were back to business. Why spend so much money to race prep a block then have it gone in seconds due to a mishap.

The design of the TA girdle will help prevent blocks from distorting, cranks from breaking and main webs from cracking, all while allowing the use of a stock or deep sump oil pan. Each block girdle is machined to clear the starter, and crank counterweights and comes with complete instructions, main studs, other required hardware and necessary spacers for a complete package. Weighs 25 lbs.

Note: use **TA 1106** Halo Girdle to supplement the TA Block girdle for even more strength on 900+ hp applications. Use of the halo girdle will require the use of a fabricated oil pan (usually dry sump type) and is intended to fit chassis cars, or cars with heavily modified stock engine cross members.



Block Girdle with optional Halo Girdle

Part Nos.

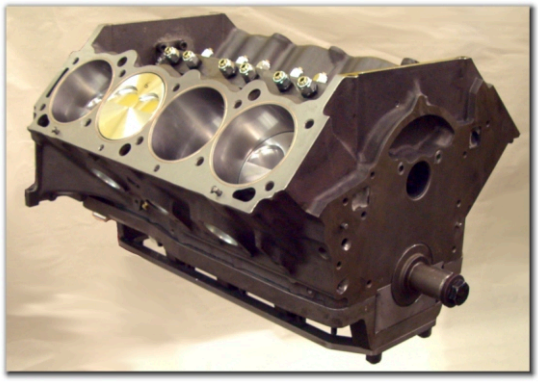
TA 1105	400-430-455 Block Girdle	$495.00
TA 1106	400-430-455 Halo Girdle	$259.00

When To Use	*600+ HP*	*900+ HP*	*6000+ RPM*	*7500+ RPM*	*Billet Crank*	*Power Adder*
TA 1105	Yes	Yes	Yes	Yes	Yes	Yes
TA 1106		Yes		Yes	*	*

* *If power combination exceeds 900 HP and/or 7500 RPM*

Paul Becker
Lakeside, CA
494 cid (455 Buick bored and stroked)
Stage 3 Heads, Roller Cam
100 Yard Sand Drag
ET 3.82 @ 93 mph, 1.25 60'
120" wheelbase Austin Pro
Stock Chassis w/center steering

Gary Giessen
Escondido, CA
469 cid Race Engine
Lifter Girdle, Block Girdle, Halo Girdle



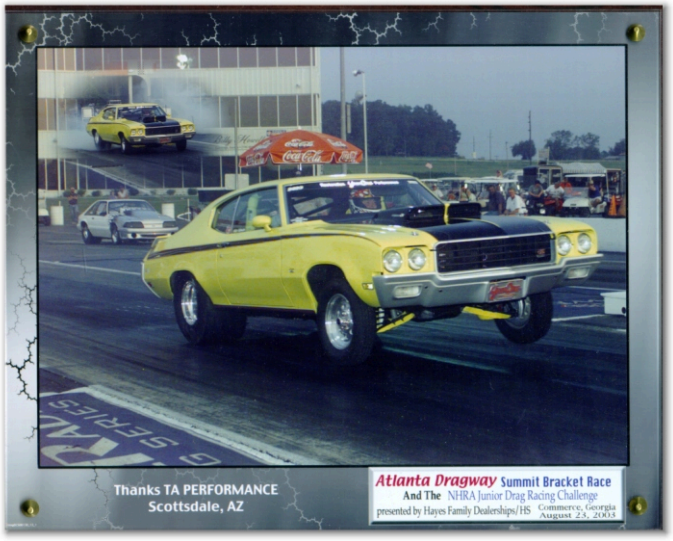
Lifter Bore Girdle

Hi-Lift Hydraulic, Solid and Roller Cams can add an excessive amount of stress to the conservative Buick lifter bores. Ensure your block against lifter bore breakage by incorporating this structural item.

The TA lifter bore girdle is a structural unit, just like our block girdle. It is made from 1-1/2" bar stock machined to fit precisely into the lifter valley of the block. The lifter bore girdle uses adjustable load bolts for each lifter bore to ensure proper support to each lifter boss. As with our block girdle, once installed, the lifter girdle becomes an integral part of your engine and is bolted in place. Far better insurance against lifter bore breakage than that found with putties and metal plates. And the TA Lifter Bore Girdle does not pose a possible debris problem that can happen with putties.

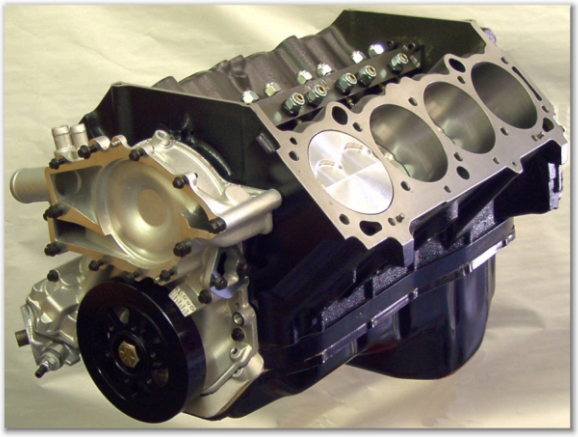
Developed and proven on Mike Tomaszewski's 950hp normally aspirated, roller cam 533 cid engine. And now considered by many as a mandatory upgrade when race preparing a Buick 455 Block. Recommended for most roller cam combinations and higher end hydraulic and solid flat tappet combinations. Please call for more information.

Part No.
TA 1104 400-430-455 Lifter Bore Girdle $395.00



▲ **Mike Holman**
Covington, GA

▼ **Bruce Hunter** - Chagrin Falls, OH
523 cid Race Engine
Lifter Girdle, Block Girdle, Billet Crank, Billet Rods



Specialty Machining Services

TA Performance can perform the specialty machine work needed when installing a block girdle or lifter bore girdle. We have developed programs to CNC machine cylinder blocks in preparation for block girdle usage as well as main journal grooving for better oil feed to the mains. We pioneered the block girdle design and installation technique which we have perfected over the years and have installed countless girdles on some of the most successful Buick Big Blocks in the country. The lifter bore girdle was developed on the "TA Wagon" and has been one of our more requested services in the past few years. Call and talk to a TA engine builder about race preparing a block for your next project.

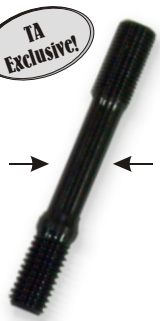
V8 Head Stud Kits

TA Performance offers quality head stud kits to replace stock head bolts on your Buick. Our head studs improve cylinder head sealing and ensure consistent torque values while saving the threads in the block from damage. In addition, studs help position the cylinder head and gasket during installation. Some kits include special undercut studs that reduce head gasket failure (see listings). Studs are made of heat treated 8740 chrome moly steel, hardened parallel-ground washers and heat treated nuts. Black oxided. Recommended for both street and competition. <u>Please Note:</u> *Many of our stud kits are TA Exclusive items, made to our specification, resulting in hardware that fits and performs better than pre-packaged kits.*

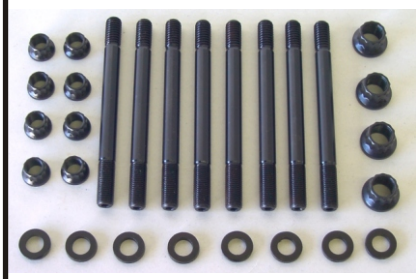
TA 1135

Part Nos.		
TA 1133	`68-`81 350 Head Stud Kit	$ 75.00
TA 1133B	`61-`63 215 V8, Hex Head Nuts	$147.95
TA 1133D	Rover 3.5L V8, Hex Head Nuts	$133.25
TA 1134	400-430-455, fits Standard and Stg 1 iron heads	$ 95.00
TA 1134A	400-430-455, fits TA Aluminum Stg 1 heads	$ 95.00
	-same as TA 1134 except has (4) 12 point nuts for additional wrenching clearance	
TA 1134AX	400-430-455, fits TA Stg 1 Aluminum Heads	$139.95
	-same as TA 1134A but includes TA 1134X	
TA 1134X	400-430-455,for TA Stg 1 Aluminum Heads with 8 extra (optional) 3/8" studs	$ 49.95
	-upgrades TA 1134A to TA 1134AX or TA 1135A to TA 1135AX	
TA 1134NH	`59-`66 401-425 Head Stud Kit **(undercut)**	$129.00
	-TA 1134NH does not incorporate the original type bolt head, these studs secure the head and accessory brackets with the same nut	
TA 1135	400-430-455 Stg 1 Head Stud Kit **(undercut)**	$115.00
TA 1135A	400-430-455, fits TA Aluminum Stg 1 heads **(undercut)**	$115.00
	-same as TA 1135 except has (4) 12 point nuts for additional wrenching clearance	
TA 1135AX	400-430-455, fits TA Stg 1 Aluminum Heads **(undercut)**	$159.00
	same as TA 1135A but includes the optional 8 extra head studs	
TA 1136	400-430-455 Stg 2,3, 4 Head Stud Kit **(undercut)**	$159.00
TA 1136X	400-430-455 Stg 2 Optional 3/8" stud kit for Stage 2, 3, 4 aluminum heads	$ 49.95

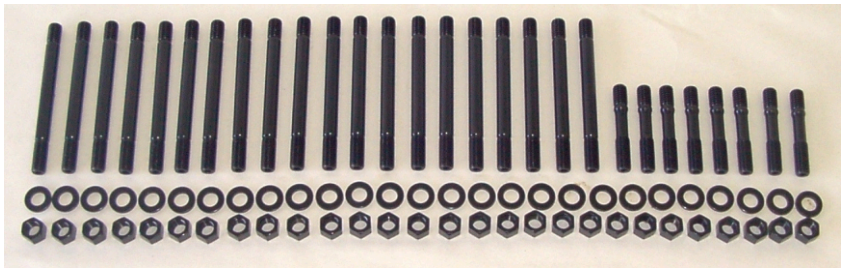
Undercut Note: *TA offers undercut head studs, doing so increases the clamping force applied to the cylinder head. By undercutting the shank, the stud is allowed to stretch when torqued to specification, thus creating a consistent clamping load under all hot and cold conditions. The fastener is constantly trying to return to its original state (like stretching a rubber band, the farther you stretch it, the harder it pulls back). Only the shorter bolts are under cut, the longer bolts already have a stretch factor, this way all of the head studs stretch at a similar rate. TA Performance is the only one offering this type of fastener for the older Buicks. This type of fastener is highly recommended and is used in all types of high tech automotive racing engines world wide.*



Undercut Stud



TA 1134X



TA 1134NH

Studs or Bolts? Head studs are recommended for most high end engine combinations to help with cylinder head sealing. They are also good insurance if using nitrous on street/strip combinations. However, one thing to take into consideration is head studs can hamper the removal of the cylinder head when the engine is installed in the car. Brake boosters and air conditioning/heater boxes may obstruct the head from being able to be raised high enough to clear the studs.

V8 Head Bolt Kits

TA head bolts offer the ultimate in quality and the convenience of bolts for your big block Buick. Allows you to retorque your cylinder heads without removing the rocker arms or valve springs because of our reduced 9/16" hex head diameter (1/2" on small block and Nailhead). TA head bolts are cold-formed from 8740 chrome moly steel for strength and heat treated prior to thread rolling and machining. Kits include the bolts with hardened and parallel ground washers to ensure even loading and accurate torque readings.

Part Nos.

TA 1128	`68-`81 350	$ 69.00
TA 1129	400-430-455, fits Standard & Stage 1 Iron or TA Aluminum heads	$ 60.00
TA 1129AL	400-430-455, fits TA Aluminum Stage 1 heads *same as TA 1129 but includes the optional 8 extra head bolts*	$ 95.00
TA 1129X	400-430-455, fits TA Aluminum Stage 1 heads *upgrades TA 1129 to TA 1129AL*	$ 39.95
TA 1129NH	`59-`66 401-425 *does not incorporate the original type bolt head with integrated stud, the accessory brackets and head are secured together with a conventional bolt.*	$ 65.00
TA 1131	400-430-455 Stg 2, 3&4 includes the optional 8 extra head studs	$145.00

TA 1129

TA 1129X

V8 Main Stud Kits

TA main studs are stronger and more practical than the stock main bolts. The benefits of installing our main studs are increased bearing life by preventing main cap walk, while giving additional strength to the bottom end of your engine. Studs will draw down more evenly producing better clamping force and because studs aren't removed as often as bolts they provide less wear on block threads. All studs are thread rolled and machined from the highest quality heat treated 8740 chrome moly steel. All kits also include heat treated hex nuts and parallel-ground washers for proper installation. Recommended for street or competition build ups. *Our big block main stud kits also include TA Exclusive features such as special 12 point nuts for the first main journal, custom length studs and proper thread lengths. These 3 key upgrades ensure adequate clearance to the oil pan!*

TA 1120

Part Nos.

TA 1120	400-430-455	$59.00
TA 1121	`68-`81 350	$59.00
TA 1121A	`61-`63 215 V8, Rover 3.5L	$65.75
TA 1121NH	`59-`66 401-425	$59.00

Note: TA 1121NH has one stud that has a clearance issue with the oil pump, slight modification of the cap and stud will be required

TA 1121NH

PARTS INTERCHANGEABILITY

In many applications 400-430-455 items interchange, so if an item has a 455 part number it probably covers the 400 and 430 as well. Also in many instances, items with 350 part numbers fit other small block and V6 applications, such as the 215,225,231,300,340. We have made every attempt to note when items are not interchangeable.

V8 Main Bolt Kits

TA offers replacement main bolts that are far superior in strength over OEM main bolts. These high performance main bolts are forged from 8740 chrome moly and include such desirable features as generous under-head radius and rolled threads for the utmost in reliability. These bolts provide a nominal rating of 170,000 psi, and are 1000% less prone to fatigue as compared to stock bolts because of the unique process of rolling the threads *after* the heat treating process.

Part No.		
TA 1122	67-`76 400-430-455 Main Bolt Kit	$ 59.00

V6 Head Stud Kits

Turbo charged applications experience extreme cylinder pressures that literally want to lift the head off of the block. Head studs are the ideal fastener in these applications. Keeping the head under tension at all times helps to ensure against head gasket failure. Available for most popular V6 combinations.

Iron Production, Stage 1 & Stage 2 Blocks

Part Nos.		
TA V1132A	`86-`87 GN 231 (8 Bolt) Hex Head Nuts	$ 75.00
TA V1132B	`86-`87 GN 231 (8 Bolt) 12 Point Nuts	$ 75.00
TA V1132C	`77-`85 Stage 1 (8 Bolt) Hex Head Nuts	$ 75.00
TA V1132D	`77-`85 Stage 1 (8 Bolt) 12 Point Nuts	$ 75.00
TA V1132E	Stage 2 (14 Bolt) Hex Head Nuts	$159.00
TA V1132F	Stage 2 (14 Bolt) 12 Point Nuts	$159.00
TA V1132G	Stage 2 Champion (14 Bolt) 12 Point Nuts	$159.00
TA V1132H	GN 1 Champion (14 Bolt) 12 Point Nuts	$159.00
TA V1133A	TA Street Intimidator (SI) and Street Eliminator (SE), (8 Bolt), 12 Point Nuts	$120.00
TA V1133B	TA Street Intimidator (SI) and Street Eliminator (SE), (14 Bolt), 12 Point Nuts	$159.00

TA V3800 Series Aluminum Cylinder Block

Part Nos.		
TA V1134A	TA Street Intimidator (SI) and Street Eliminator (SE), (14Bolt), 12 Point Nuts	$199.00
TA V1134B	Stage 2 (14 Bolt), 12 Point Nuts	$199.00
TA V1134C	`77-`85 Stage 1 (8 Bolt), 12 Point Nuts	$129.00

TA V1132A

TA V1132B

TA V1133B

V6 Head Bolt Kits

We offer head bolt kits for most V6 applications. Two levels of performance are available, *High Performance Series* and *Professional Series*.

High Performance Series bolts are available in the small hex head design or 12 point, both of which (in most cases) allows for head re-torquing without removing the valve train. High Performance Series Bolts are **175,000 psi** (which is 15% stronger than Grade 8), kits come complete with hardened parallel-ground washers.

Professional Series bolts are cold-forged to ensure molecular integrity and are heat treated prior to thread rolling and machining, and are rated at **190,000** psi. Professional Series bolts are available with 12 point heads and come with hardened and parallel-ground washers to ensure even load distribution and accurate torque readings.

Part Nos.		
TA V1128	Stage 1, `77-`85, *High Performance*, Hex Head	$ 32.00
TA V1128A	Stage 1, `77-`85, *High Performance*, 12-Point Head	$ 35.00
TA V1128B	Stage 1, `77-`85, *Pro Series*, 12-Point Head	$ 83.00
TA V1128C	`86-87, Grand National, *High Performance*, Hex Head	$ 34.00
TA V1128D	`86-87, Grand National, *High Performance*, 12-Point Head	$ 35.00
TA V1128E	`86-87, Grand National, *Pro Series*, 12-Point Head	$ 65.00
TA V1128F	Stage II, *Pro Series*, 12-Point Head	$155.00
TA V1128G	Champion Heads with Stage II Block, *Pro Series*, 12-Point Head	$115.00

V6 Main Stud Kits

We recommend using main studs over bolts for most performance build ups for several key reasons. First, because studs provide more accurate torque readings because studs do not have to “twist” into the cylinder block threads, thus all clamping forces are on one axis. Second, because the threads in the block will be under less stress, and because studs will not have to be removed every time during disassembly, the life of the threads in the block will be improved greatly. And lastly, studs on race engines will aid in quicker tear downs and easier reassembly because the studs will locate the caps more accurately than bolts.

Part Nos.		
TA V1121	Stage I & 2, 2 Bolt Mains	$ 50.00
TA V1121A	Stage II, 4 Bolt Mains, no windage tray	$ 99.00
TA V1121B	Stage II, 4 Bolt Mains, with splayed cap bolts	$ 99.00

V6 Main Bolt Kits

TA offers replacement main bolts that are far superior in strength over OEM main bolts. *High Performance Series* main bolts are forged from 8740 chrome moly and include such desirable features as generous under-head radius and rolled threads for the utmost in reliability. These bolts provide a nominal rating of 170,000 psi, and are 1000% less prone to fatigue as compared to stock bolts because of the unique process of rolling the threads *after* the heat treating process. *Pro Series* main bolts incorporate all the key features of the High Performance Series but are rated at a higher 190,000 psi.

Part Nos.		
TA V1122	Stage I, 4-bolt main, *High Performance Series*	$ 47.00
TA V1122A	Stage II, MBK, *High Performance Series*	$ 45.00
TA V1122B	Stage II, *Pro Series*	$100.00

V6 Billet Main Caps

Billet main caps can extend the life of your Buick V6. Recommended for combinations of 450 HP or more. Available for all four caps or just the front three. Please call for additional information.

Part Nos.		
TA V1102C	V6 Buick, #1 Billet Steel 2 Bolt Front Main Cap	$75.00
TA V1102A	V6 Buick, #2 & #3 Billet Steel 2 Bolt Center Main Cap Set	$145.00
TA V1102D	V6 Buick, #4 Billet Steel 2 Bolt Rear Main Cap	$256.00
TA V1102B	V6 Buick Stage2, #2 & #3 Billet Steel 4 Bolt Splayed Center Main Cap Set	$200.00

V8 & V6 Connecting Rod Bolts

TA 1645

TA 1646 & TA 1648 Series

TA 1647 Series

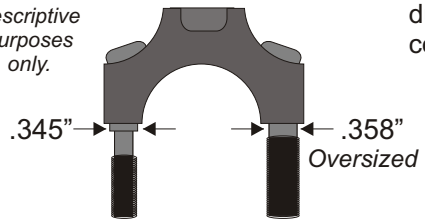
TA 1649

NEW
Now available for `66-`72
340 & 350 Engines

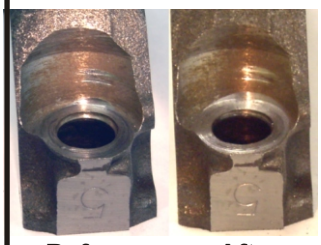
One of the first upgrades that should be done for any engine rebuild is the use of performance rod bolts. Rod bolts see the most severe abuse of all engine hardware, and they also cause the most damage when they fail. TA's performance rod bolts help to ensure against catastrophic failure, they are made from 8740 steel for the ultimate in durability. A must for any stock or performance upgraded engine. Black Oxide coated for corrosion resistance.

Measuring Bolt Diameter For
TA 1647 *series*
`66-`72 340-350

Diagram is for descriptive purposes only.



Part Nos.		
TA 1645	264-322-364-400-401-425-430-455	$ 70.00
TA 1646	`73-`81 350 Capscrew	$ 85.00
TA 1647	`66-`72 340-350 (.345" diameter)	$116.75
TA 1647A	`66-`72 340-350 (oversized - .358" dia)	$116.75
TA 1648	V6 1.70" Long	$ 86.99
TA 1648A	V6 1.50" Long	$ 69.95
TA 1649	`64-`67 300	$ 70.00
TA 1649A	`61-`63 215 & Rover 3.5L V8	$ 70.00



Before **After**

On 400-430-455 models, check for proper clearance with the rod bolt nut and the counterbore on the rod cap. If there is interference, it will cause the cap to shift when the nut is torqued. When reconditioning the rods with ARP rod bolts check for this condition and correct by spot facing with a 21/32"counter bore as needed.

V6 & V8 Balancer, Flexplate & Flywheel Bolt Kits

High quality hardware to replace worn or lower quality originals. Safe insurance when increasing horsepower and RPM. Anytime the flexplate or flywheel is changed it is recommended to replace the bolts. Because balancer bolts and balancer washers' have the highest torque specification, it is best to replace them anytime the balancer is installed. We have gone to great lengths to make the balancer washers available again at an economical price.

Part Nos.		
TA 1108A	Flex Plate Bolt Kit (fits all, ask for washers for non-SFI flywheel),170,000psi	$11.00
TA 1108B	Flywheel Bolt Kit (fits all), 170,000 psi	$11.25
TA 1108C	Pressure Plate Bolts, (fits all), Grade 8	$11.25
TA 1108D	Grade 8 Harmonic Balancer Bolt, 400-430-455, stock balancer	$ 4.00
TA 1108E	Grade 8 Harmonic Balancer Bolt, 400-430-455, SFI balancer	$ 4.00
TA 1108F	Grade 8 Harmonic Balancer Bolt, 231-252, stock balancer	$ 4.00
TA 1108G	Grade 8 Harmonic Balancer Bolt, 231-252, SFI balancer	$ 4.00
TA 1108H	Grade 8 Harmonic Balancer Bolt, 350, fits stock or SFI balancer	$ 4.00
TA 1108I	Grade 8 Harmonic Balancer Bolt, 401-425, fits stock balancer	$ 4.00
TA 1108P	Crank Pulley Bolt Kit, (set of 6) fits V6, 350, 400-430-455	$ 6.00
TA 1108W	Balancer Washer, fits 364-400-401-425-430-455 & 231-252 V6	$ 5.00

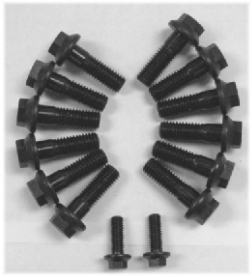
TA 1108W

1108 Series Balancer Bolt

1108 Series Flex Plate & Flywheel Bolt

V6 & V8 Intake Manifold Bolt Kits

Prevent intake manifold leaks and improve your engine's appearance by using our quality intake bolts. These bolts are rated at 170,000 psi and are precision machined for optimum thread engagement. Small hex head design increases accessibility while wide under head flanges and accompanying washers provide even load distribution. Highly recommended when using aluminum intakes.



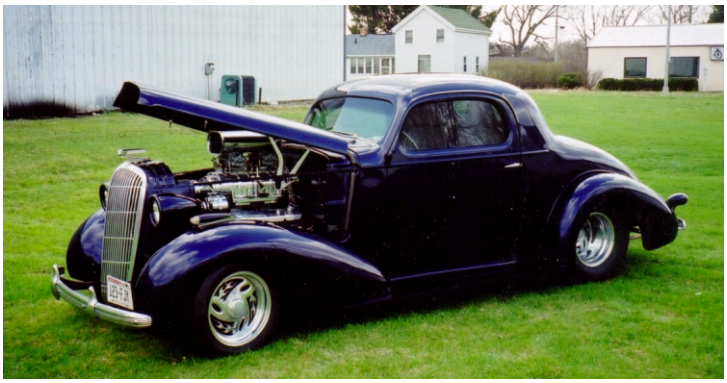
TA 1111 Series

Part Nos.		
TA 1111-215	Intake Manifold Bolts, fits 215, Rover V8, 300-340	$33.95
TA 1111-231	Intake Manifold Bolts, fits 231 (3.8L) and 252 (4.1L) V6	$29.95
TA 1111-350	Intake Manifold Bolts 350, fits Stock and TA intakes only, includes water outlet bolts	$39.95
TA 1111-430	Intake Manifold Bolts 400-430, use with 400-430 cylinder heads, includes water outlet bolts	$39.95
TA 1111-455	Intake Manifold Bolts 455, does not fit `72-`76 OEM intakes, includes water outlet bolts	$39.95

Note: *Use TA 1111-430 with 455 block and 400/430 heads*

Also See Our Stainless Intake Bolts For The 455 In The Stainless Hardware Section On Page 31!

Jeff Schwartz ▶
Fond du Lac, WI
1936 Buick Pro Street
455 Buick, 8:71 Blower



V6 & V8 Header & Exhaust Manifold Bolt Kits

TA offers 3/8", 12-point header bolts to ease header installation. Use of these bolts can reduce wrenching time in half. Increased accessibility and the ability to use smaller wrenches such as 3/8" ignition wrenches can make header installation a little more pleasant. Exhaust manifold bolt sets replace corroded, stripped or broken originals and incorporate the small hex head design.

Part Nos.

TA 1112	Standard and Stage One (set of 14) fits 350, 400-430-455 and Iron Stage 2 heads **	$15.00
TA 1112B	Stage 2 Header Bolts (set of 14), for TA produced Stage 2, 3, 4 series aluminum heads	$15.00
TA V1112	V6 Header bolts (set of 12) fits 225-231-252	$12.95
TA 1112NH	Nailhead Header bolts (set of 16) fits 264-322-364-401-425, also 215-300-340	$17.95
TA 1117	Exhaust Manifold Bolts, fits 350	$18.00

Please See Our Stainless Hardware Section On Page 31 For 400-430-455 Exhaust Manifold Bolts AndAdditional Header Bolts .

TA 1112 Series

V6 & V8 Oil Pan & Timing Cover Bolt Kits

TA's oil pan and timing cover bolt kits incorporate the same small hex head style as our intake manifold and head bolts for that uniform performance look. Oil pan bolt kits do *not* include any stud type fasteners that were used on some models for wire loom retention. Timing cover sets include all of the bolts for the water pump, timing cover as well as alternator bracket and fuel pump (where applicable).

Also See Our Stainless Section On Page 31 For Stainless Oil Pan And Timing Cover Bolts

Part Nos.

TA 1109	Oil Pan Bolt set (set of 18) fits ALL V8 & 225 V6	$15.00
TA V1109	Oil Pan Bolt set, fits 14 bolt oil pan V6, including 14 bolt TA V3800 series blocks	$11.95
TA V1109A	Oil Pan Bolt set, fits 20 bolt oil pan V6	$16.95
TA V1109B	Oil Pan Bolt set, fits 20 bolt oil pan TA V3800 series block	$16.95
TA V1110-231	Timing Cover Bolts 231-252 V6 F.I., no fuel pump bolts, metric alternator bolt	$39.95
TA 1110-350	Timing Cover Bolts 215-225(V6)-300-340-350, includes water pump & fuel pump	$39.95
TA 1110-401	Timing Cover Bolts 264-322-364-401-425, includes water pump & fuel pump	$39.95
TA 1110-455	Timing Cover Bolts 400-430-455, includes water pump & fuel pump	$39.95
TA 1340	Billet Aluminum Distributor Hold Down Clamp and Bolt, fits 400-430-455	$15.95
TA 1340A	Distributor Hold Down Bolt & Washer, 215,225,231,252,300,340,350	$ 6.95

Use TA 1340A with original late model 350 & V6 Timing Covers plus TA 1530 Replacement Timing Covers

TA 1340A

TA 1110 Series

TA 1109

NOTE: Some of the long timing cover to block bolt locations are drilled through into the coolant passages. Prior to assembly, inspect which ones and apply a light film of RTV sealant to the threads of those bolts, then install the bolts and allow the sealant to cure prior to filling the engine with coolant.

Miscellaneous Bolt and Stud Kits

Complete Bolt Sets

Our complete bolt sets include TA 1109 series oil pan bolts, TA 1110 series timing cover bolts, and TA 1111 series intake bolts. Please note: TA 1112 series header bolts are no longer included, available separately.

Part Nos.

TA 1113-215	Complete bolt set 215-300-340 (includes TA 1109, TA 1110-350, TA 1111-215)	$90.00
TA 1113-225	Complete bolt set early V6 (includes TA 1109, TA 1110-350, TA 1111-231)	$90.00
TA 1113-231A	Complete bolt set 14 bolt 231 F.I. (includes TA V1109, TA 1110-231, TA 1111-231)	$90.00
TA 1113-231B	Complete bolt set 20 bolt 231 F.I. (includes TA V1109A, TA 1110-231, TA 1111-231)	$90.00
TA 1113-350	Complete bolt set 350 (includes TA 1109, 1110, 1111)	$90.00
TA 1114-430	Complete bolt set 400-430 (includes TA 1109, 1110, 1111)	$90.00
TA 1114-455	Complete bolt set 455 (includes TA 1109, 1110, 1111)	$90.00

Rocker Shaft Mounting

We offer 170,000 psi hold down bolts or hold down stud kits (preferred) to positively secure the rocker shaft to the cylinder heads. Stud kits include: studs, washers and nuts. Also available - rocker shaft hold down clamps. These clamps are used on our roller rockers and are a popular upgrade for stock shafts or our Heavy Duty shafts with stock rockers. These heavy steel clamps are placed over the shaft at the bolt location and distribute the clamping force over a greater area were it is needed most. Use TA 1323A Rocker Shaft Stud Kit with the hold down clamp kit.

TA 1321A **TA 1322** **TA 1323A**

Part Nos.

TA 1320A	Rocker shaft hold down clamp kit (set of 8), fits 350	$25.95
TA V1320A	Rocker shaft hold down clamp kit (set of 6), fits 231-252 V6, does not fit 225 V6	$35.00
TA 1321A	Rocker shaft hold down clamp kit (set of 8), fits 400-430-455	$25.95
TA 1322	Replacement Rocker Shaft Bolts,(set of 8) fits 350, 400-430-455, does not fit 215-300-340	$13.50
TA V1322	Replacement Rocker Shaft Bolts, (Set of 6) fits 231-252 V6, does not fit 225 V6	$11.50
TA 1323A	Rocker Shaft Stud Kit, (set of 8) fits 350, 400-430-455, recommended for aluminum heads	$29.95
TA V1323A	Rocker Shaft Stud Kit, (set of 6) fits 231-252 V6, does not fit 225 V6	$11.95

Carburetor Mounting

Available in bolts or studs to secure the carburetor to prevent leaks. Bolt kits come with bolts and washers. Stud Kits come with studs, washers and nuts.

Part Nos.

TA 1238	Allen head carburetor bolt kit (set of 4) fits square bore carburetors	$ 3.95
TA 1238B	Small Hex head carburetor bolt kit (set of 4) fits Quadrajet carburetors	$ 6.95
TA 1238C	Carburetor stud kit (set of 4) fits square bore carburetors, also use with engine lift plates	$13.50

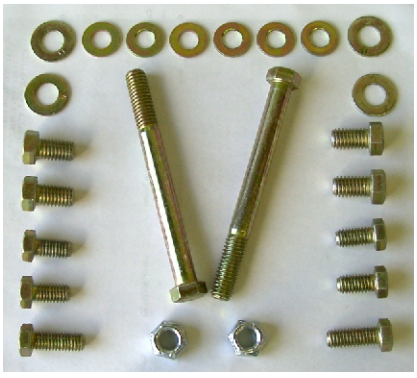
Frame Pad And Motor Mount Hardware Kit

Grade 8 hardware kit for installing bolt in frame pads into `64-`72 Skylark/GS and other GM A-body cars. Ideal for 400-430-455 transplants or were original hardware is lost or damaged. Use with our TA 1820 series frame pads. Includes (4) motor mount to block bolts, (6) frame pad to frame bolts, (2) motor mount to frame pad bolts plus washers and nuts.

Part No.

TA 1820 400-430-455 Engine Mount Kit, Grade 8 ..... $ 5.00

Great Value!



TA 1820

Stainless Steel Bolt Kits

TA Performance offers hi quality stainless steel hardware for many popular applications. We use only 170,000 psi (better than grade 8) material, polished to a chrome like luster. These bolts are capable of withstanding the proper amount of torque for the intended application. Please be aware that standard and less expensive stainless hardware will twist or break when fully torqued. The bolt head design is the small hex for that performance look and easier accessibility. Ideal for use on timing covers and water pumps as well as exhaust manifolds where original type hardware is prone to corrosion. Also, a great upgrade for the intake manifold for that sanitary and custom look.

Part Nos.

TA 1108HSS	Stainless Steel Crank Pulley Bolt Kit, (set of 6) fits V6, 350, 400-430-455	$16.95
TA 1109SS	Stainless Steel Oil Pan Bolts (set of 18) fits ALL V8, 225 V6	$49.95
TA 1110-231SS	Stainless Steel Timing Cover Bolt Set, fits 231 (3.8) V6 and 252 (4.1) V6 no fuel pump bolts	$29.75
TA 1110-350SS	Stainless Steel Timing Cover Bolt Set, fits V6, 215-300-340-350,includes water pump & fuel pump	$49.95
TA 1110-455SS	Stainless Steel Timing Cover Bolt Set, fits 400-430-455 includes water pump & fuel pump	$49.95
TA 1328BSS	Stainless Steel Valve Cover Bolt Set, (set of 4) fits 264-322-364-401-425 Nailhead	$10.95
TA 1404BSS	Stainless Steel Distributor Hold Down Bolt, fits all except Nailhead	$ 5.00
TA 1111-215SS	Stainless Steel Intake Manifold Bolt kit, fits 215 and Rover V8	$37.95
TA 1111-231SS	Stainless Steel Intake Manifold Bolt kit, fits 231 (3.8) and 252 (4.1) V6	$26.95
TA 1111-350SS	Stainless Steel Intake Manifold Bolt kit, fits 350 V8	$40.50
TA 1111-455SS	Stainless Steel Intake Manifold Bolts, fits 455, includes water outlet bolts	$54.00
	does not work with 400-430 cylinder heads or `72-`76 OEM intake manifolds	
TA 1111-401SS	Stainless Steel Intake Manifold Bolts, (set of 8) fits 264-322-364-401-425 Nailhead	$19.95
TA 1111-401VSS	Stainless Steel Valley Cover Bolts, (set of 2) fits 264-322-364-401-425 Nailhead	$ 6.95
TA 1112SS	Stainless Steel 12 Point Header Bolts, (Set of 14) fits Standard and Stage 1 Heads	$30.00
TA 1112BSS	Stainless Steel 12 Point Header Bolts, (Set of 14) fits Stage 2, 3, 4 Aluminum Heads	$30.00

TA 1112SS Series

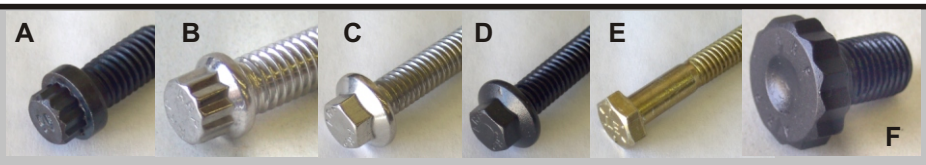
TA 1118

All Other Stainless Series

HARDWARE NOTES:

Did You Know...

When using high performance fasteners there are different washers for bolts and studs? Because of the radius at the base of the bolt head there is a chamfer on the accompanying washer, so that when torqued the bolt is not held up by the radius. Washers used with studs do not have a chamfer.



A. 12 point Grade 8, 120,000 psi
B. 12 point, Stainless, 170,000 psi
C. Small Hex, Stainless, 170,000 psi
D. Small Hex, Black Oxide, 170,000 psi
E. Hex, plated, Grade 8, 120,000 psi
F. Large 12 Point, 170,000 psi

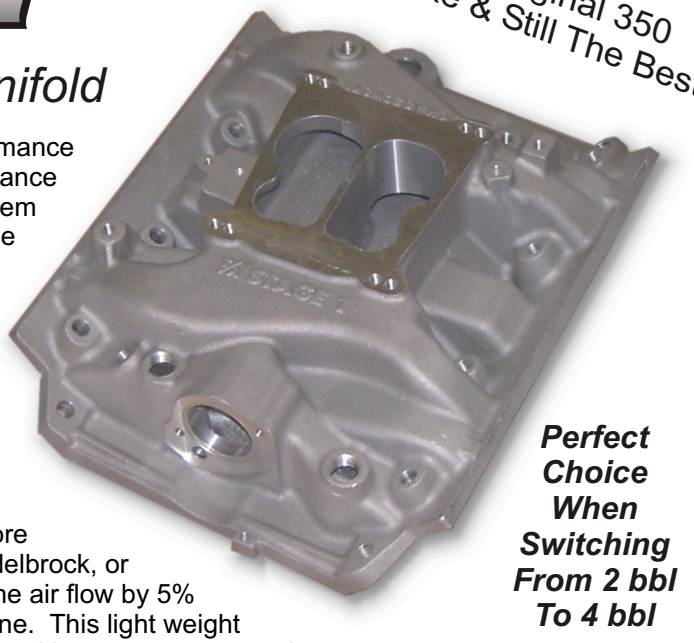
Produced Exclusively By TA Performance

Exclusive! Made by TA

Stage 1

The Original 350 Intake & Still The Best

350 Buick *Aluminum Intake Manifold*



Perfect Choice When Switching From 2 bbl To 4 bbl

The 350 Buick engine has a surprising amount of performance potential, but it has been hampered by the lack of a high performance intake manifold. TA Performance Products solved the problem when we introduced our very first product in 1983... the Stage One, aluminum dual plane intake manifold for the `68-`81 Buick 350 Engines.

Since it's inception, the TA Stage 1 manifold has been a perfect compliment to street and strip combinations by giving a substantial increase in engine efficiency and economy through it's proven dual plane runner design. The TA manifold maintains excellent low speed and mid-range torque for optimum driveability, yet increases top end power as well. For maximum versatility the manifold is machined to accept Quadrajet and other spread bore carburetors, or square bore carburetors such as the Holley, Edelbrock, or Demon. When bolted on, this manifold will actually increase the air flow by 5% at .300" valve lift and 2.3% at .600" valve lift over the head alone. This light weight manifold (16 lbs) will give the Buick 350 a 15-35 HP increase, and improves torque and power from 0-6500 RPM all while reducing engine weight by 40 lbs.

Part No. **TA 1235** `68-`81 350 ..... $299.95

Manifold Features

- 15-35 HP increase, based on combination
- .320 sec. /3.5 MPH over Poston S-Divider
- Improves Power from 0-6500 RPM
- Reduces engine weight 40 lbs
- Improves fuel economy
- Use for street or strip
- Better throttle response
- Works with GS Ram Air, Air Cleaner
- Clears hood with all stock air cleaners
- Fits ALL 350 Buicks

Switching from 2 bbl to 4 bbl? Ask us about our Carburetors!

NOTE: *Use TA 1246 mounting plate when using Square Bore carburetors. Please see Our Intake Accessories Section starting on page 37!*

Mike Atwood, Cedar Rapids, IA ▶
1970 GS350 restored then upgraded with the TA Stage 1 Intake, TA 212 Camshaft and other TA valve train components. Mike says the car still gets 16+ mpg on the highway which is outstanding. Mike also commented on the quality of the TA parts and how they made his installation much easier than expected.

The Birth Of An Intake And Of A Company

In 1983, Mike Tomaszewski made his first Part: the ***Stage 1, 350 Intake Manifold***. This was the very first aftermarket intake produced for the Buick 350 (2 years after the 350 Buick was discontinued!) and his first Dealer was Kenne-Bell Buick. Jim Bell at K-B grew tired of referring to it as the Tomaszewski intake, so the term TA was coined, thus the beginning of TA Performance Products, Inc.

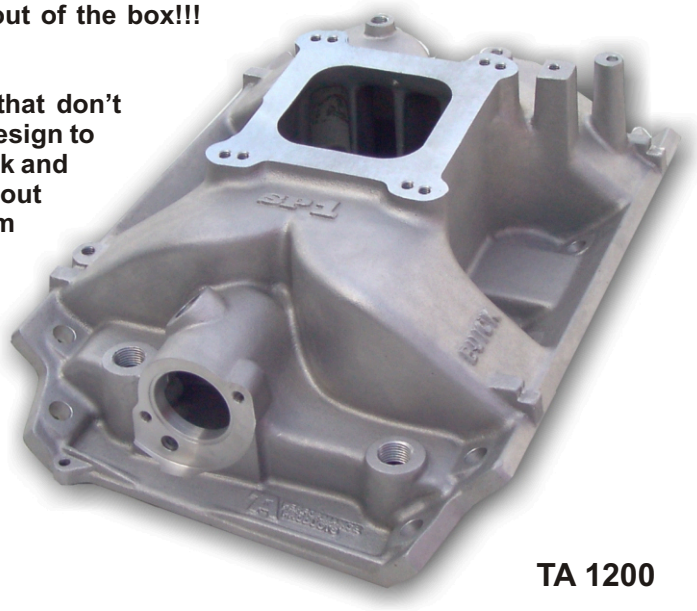
The Infamous... SP Still The Most POWERFUL Street/Strip Intake Available

Single Plane Intake

Exclusive! Made by TA

The Only 400-430-455 Buick Intake Manifold to Increase Torque and Horsepower through the whole RPM range out of the box!!! With even more potential when ported!

Don't waste your money on Novelty intake manifold designs that don't perform. The SP Series intakes are all business, a single plane design to support your big block into RPM ranges currently limited by stock and competitors intakes. Yet with our long straight runners coming out of the plenum, low RPM velocity is retained resulting in bottom end gains as well. The results... Power gains throughout the big block's full power range!



TA 1200

This intake is the best choice for 400+ hp combinations that will be street/strip or full race with power bands that peak between 5500 and 6500 RPM. Performs equally well on the street as well as in competition, this single plane intake manifold makes power from idle to 6200 RPM out of the box and with a match port job this intake will run to 7000 RPM. The runners are long and narrow to keep velocity up, and the last 2-3 inches of runner are straight to direct the air and fuel right at the valves. This means faster airflow and less fuel dropping out of the charge, which results in better throttle response and less low end power loss normally associated with single plane intake designs. In most cases, each runner is capable of flowing more air than the cylinder head can deliver, ensuring that the intake is not a restriction. This feature also allows for a stronger "draw" on the carburetor to fill the plenum more efficiently.

The S.P. Series intake manifolds have an open plenum and are available in Spread Bore, Square Bore or Dominator flange configurations. **SP-1** Models fit ***ALL*** factory iron heads as well as TA's Aluminum Stage 1 and Stage 2 Street Eliminator Heads. **SP-2** (Tall Port) Models fit TA Stage 1 and Stage 2 Track Eliminator, Stage 3, and Stage 4 aluminum cylinder heads.

Part Nos.

TA 1200	SP-1 Holley (Square Bore)	$349.95	**TA 1203**	SP-2 Holley (Square Bore)	$359.95
TA 1201	SP-1 Quadrajet (Spread Bore)	$349.95	**TA 1204**	SP-2 Dominator *	$389.95
TA 1202	SP-1 Dominator *	$379.95	**TA 1205**	SP-2 Quadrajet (Spread Bore)	$359.95

▶▶▶ *New bolts are required on `72-`76 455 applications and optional on all others.*
Please see Our Intake Accessories Section starting on page 37!

Please Note:

SP-1 Series intake manifolds are 1-3/4" taller than stock.
SP-2 Series intake manifolds are 2" taller than stock.

Using a drop base air cleaner with 3" element in most cases allows adequate hood clearance. GS Ram Air type air cleaners will NOT work.

Other applications that have hood clearance issues are `67-`70 Riviera and `64-`67 GS/Skylark. Please confirm clearance.

Bill Lagna ▶
SP-1 Intake
Stage 2 Heads
TA Roller Rockers
494 Stroker
Deep Oil Pan,
1050 Dominator
E.T. 10.45 @ 127.81 mph

* *Dominator plenums are CNC machined into the runners. Finishing with a rotary sander is recommended.*

400-430-455 SPX

Introducing... **SPX**

Extreme Performance Intake

This single plane intake has been developed and refined for Extreme Big Block Combinations. Supports engine designs that will run 6500+ RPM and will support Horsepower Levels in excess of 800 with appropriate carburetion. Recommended for combinations with power bands that start at 4000 RPM and higher with shift points at or above 6500 RPM.

TA Exclusive NEW Features

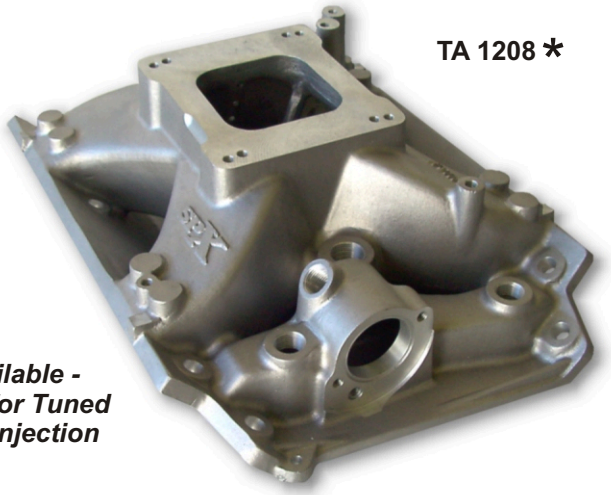
- Upper A/C bracket mounting boss
- Angled carb pad, flat available for chassis cars
- CNC matchported runner exits
- 3 Vacuum ports at rear of plenum for power brakes, PCV, transmission modulator, etc.
- Heater hose connections
- Improved port alignment
- Full intake to head flange, blocks all air injection ports on late model heads.

Part Nos.

TA 1206 SPX Holley (Square) Flange Intake .....$ 369.95
TA 1207 SPX Quadrajet (Spread) Flange Intake .....$ 369.95
TA 1208 SPX Domintaor Flange Intake *.....$ 399.95

* *Dominator plenums are CNC machined into the runners. Finishing with a rotary sander is recommended.*

TA 1208 *



Also available - machined for Tuned Port Fuel Injection

New bolts are required on `72-`76 455 applications and optional on all others. Please see Our Intake Accessories Section starting on page 37!

Please Note:

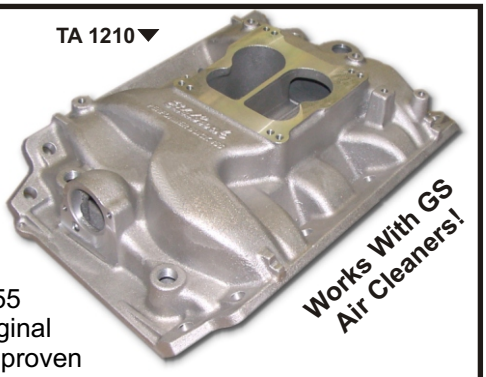
SPX Series intake manifolds are 1-3/4" taller than stock.

Using a drop base air cleaner with 3" element in most cases allows adequate hood clearance. GS Ram Air type air cleaners will NOT work.
Other applications that have hood clearance issues are `67-`70 Riviera and `64-`67 GS/Skylark. Please confirm clearance.

400-430-455 Edelbrock Performer & B4B

Designed for street 400-430-455 Buick Big Blocks. 50 State Street Legal on `67-`71, fits all `67-`76, eliminates EGR and Air Injection on `72-`76 applications. Works with GS Ram Air, air cleaners. Best suited for combinations up to 450 HP.

TA 1210



Part No.
TA 1210 400-430-455, Edelbrock Performer ..... $ 275.00

TA 1211

Back by popular demand, The TA 1211 is a resurrection of the popular B-4B manifold made in the late 1960s for street 400-430-455 c.i.d. Buick V8s. The only change to the original design is the addition of Edelbrock's proven Performer-style carb pad that accepts either square-bore or spread-bore carburetors, making this manifold an excellent choice for both restoration and performance-minded Buick fans. *Note:* Does not work with GS air cleaners because the carburetor location is in a different position than stock.

Part No.
TA 1211 400-430-455, Edelbrock B4B ..... $ 275.00

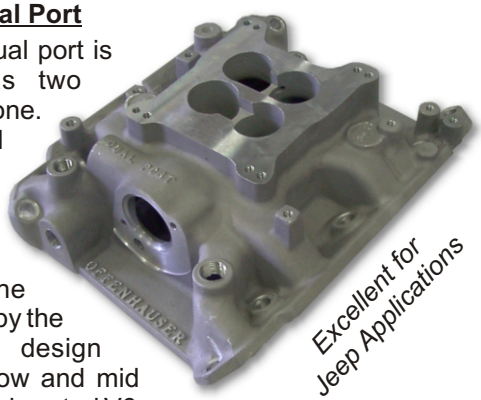
Notes about Edelbrock Performer and B4B Intake Manifolds

There are NO hood clearance issues when using these intakes. New bolts will be required on `72-`76 455 applications and optional on all others. *Use **TA 1246** when mounting a squarebore carburetor on TA 1210 or TA 1211 intake manifolds. On B4B Intake Manifolds with 1972 & later heads, must plug four smog pump holes. Please see Our Intake Accessories Section starting on page 37!*

Odd Fire — 198-225-231-252 V6 — Even Fire

Offenhauser Dual Port

The Offenhauser dual port is best described as two intake manifolds in one. The intake is divided into two sets of runners, the lower portion is fed by the primaries of the carburetor and the upper portion is fed by the secondaries. This design provides the best low and mid range power for a carbureted V6.



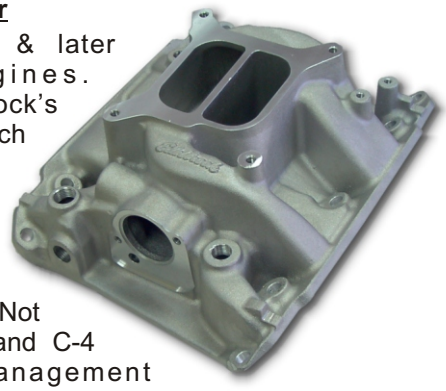
Excellent for Jeep Applications

TA 6153DP 198 cid `62-`63 ..... $285.00
TA 6035DP 225 cid `64-`72 ..... $285.00
TA 6167DP 231 cid `76-`78 ..... $285.00

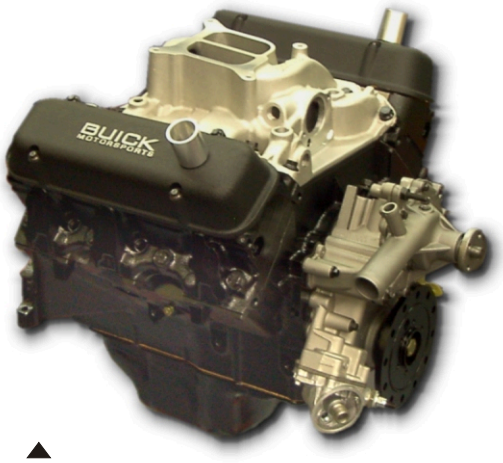
Offenhauser's exclusive Dual Port design. Splits the runner into an upper level and lower level to maximize low speed torque, yet maintain a full powerband. ▶

Edelbrock Performer

Designed for 1979 & later 231/252 V6 engines. Incorporates Edelbrock's patented design which greatly improves torque over a wide rpm range. Ideal for cars trucks & Jeeps. Manifold is not equipped with EGR. Not compatible with C-3 and C-4 electronic fuel management systems. Uses TA 1535 water neck.



TA 5486 231/252 Carbureted V6 ..... $265.00



▲

Jim McCalmont's 225 V6. Converted with 231 Heads to use the Edelbrock 5486 Intake Manifold. Engine Built By TA Performance.

Offenhauser Nailhead Intake Notes

On most late 50's thru mid 60's Buicks, there are hood clearance issues when using the Offy intakes. We highly recommend using the Low Rise version intakes with drop base, short air cleaners. It may also be necessary to cut one or two studs that secure the center hood molding, if equipped. Earlier Buicks and most street rod applications should not have clearance issues.

Nailhead

Offenhauser Dual Quad

Flaunt the power of your Buick Nailhead! The aggressive look and performance of this intake is sure to get the attention of every car lover, wether at shows, on the street or at the track. *Please see our dual carb linkage in the accessories section.*

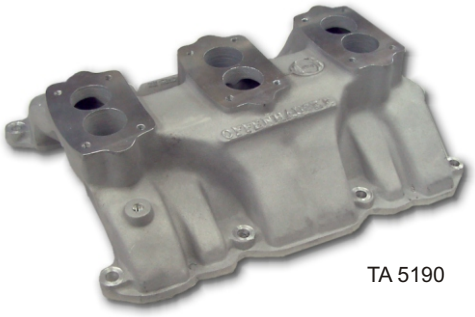
TA 5692

Get That Factory 2 Four Barrel Look!

Part Nos.
TA 3412 264-322 Low Profile $385.00
TA 3556 364 Low Profile $385.00
TA 5191 401-425 Low Profile, AFB carbs only $385.00
TA 5692 401-425 High Rise, AFB carbs only $389.00
Please Note 5191 is only 3/8" shorter than 5692

Offenhauser Tri-Power

Tri-Power intakes available with 3 bolt for Stromberg carburetors or 4 bolt for small Rochester, please specify.



TA 5190

Part Nos.
TA 3413 264-322 ..... $345.00
TA 3557 364 ..... $345.00
TA 5190 401-425 ..... $345.00

400-430-455 Dual Quad

Want that aggressive look of two four barrel carburetors feeding your big block Buick? The Offenhauser dual quad intake not only looks great but performs equally well. The dual plane configuration coupled with short runners provides extra performance throughout the entire RPM range.

TA 5882 Shown

Part Nos.
TA 5882 For *Square* bore carburetors ..... $ 395.00
TA 5885 For *Spread* bore carburetors ..... $ 410.00

Please See Linkages and other intake related items In our Intake Accessories section.

215 & Rover 3500

TA 2198

Edelbrock Performer designed for Rover 3500cc V8's (`68 & later) and `61-`63 Buick and Oldsmobile aluminum 215 V8s. Manifold not equipped with EGR. Will not work with OEM carburetors (except Carter AVS).

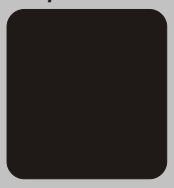
TA 2198 Performer Buick/Rover $265.00

Offenhauser Dual Port is best described as two intake manifolds in one. The intake is divided into two sets of runners, the lower portion is fed by the primaries of the carburetor and the upper portion is fed by the secondaries.

TA 7001DP Offenhauser Buick/Rover $285.00

PLENUM STYLES

Holley
"Square bore"



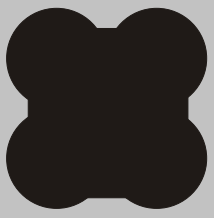
- Holley 4150 -
- Holley 4150HP -
- Holley 4160 -
- Edelbrock Performer -
- Carter AFB -
- Demon -
- Barry Grant -
- Any other Square bore type carburetor -

Quadrajet
"Spread bore"

- OE Quadrajet -
- Holley 4175 -
- Edelbrock Q-Jet -
- Thermoquad -
- Any other Spread bore type carburetor -

See Note ↓

Dominator



- Holley Dominator -
- King Demon -

Quadrajet series intakes are also drilled for Square bore carburetors. Use TA 1246 found in the accessories section starting on page 37 for proper gasket support when using a square bore carburetor on our spread bore intakes.

Turbo V6 Intake Manifolds

Brand new item. Call for current price and availability. Comes complete with fuel rails and upper plenum.

New Item.....Starting at $695.00

PCV Grommet

Save yourself some headaches by using ***TA***'s PCV Grommet with any intake change. Most parts stores don't carry the Buick grommet or the ones they do offer are too hard, making it extremely difficult to install the PCV valve. Also save yourself the aggravation of trying to transfer a brittle used grommet from your old intake manifold. Fits V6, 350 & 400-430-455

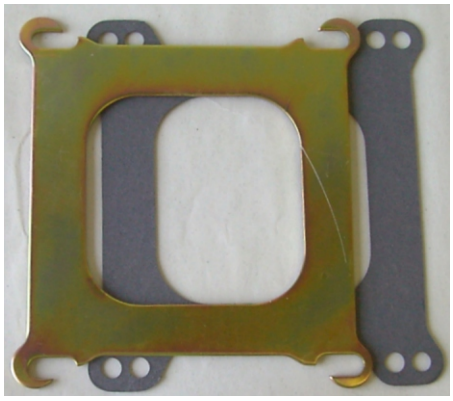
Part No
TA 1240 PCV Grommet ..$6.95

PCV Valve

The correct PCV valve for Buick applications. Recommended when changing intake manifolds and as periodic maintenance. Oil coming from the breather, or mystery leaks at valve covers and oil pan, can be signs of excess crankcase pressure caused by blow by or as simple as the PCV not working properly. Fits V6, 350, 400-430-455 & Nailhead

Part No.
TA 1240A PCV Valve $4.15

Square Bore Adaptor



Use this thin adapter plate when using a square bore type carburetor, such as a Holley or Edelbrock, on Intake Manifolds that are machined for a spread bore type carburetor such as the Quadrajet. Made from steel about the thickness of a gasket. Does not compromise hood clearance. Does not work on stock intake manifolds.

Part No.
TA 1246 350, 400-430-455 ..... $15.00

455 PCV Hose

Use this PCV hose with any carburetor on our SP Series Intakes. Connects to the stock PCV Location and the vacuum port on the rear of the SP-1, SP-2, SPX plenum or spacer plates with such vacuum provisions. Preformed, cut to length. Also available is the barbed fitting that threads into the intake manifold.

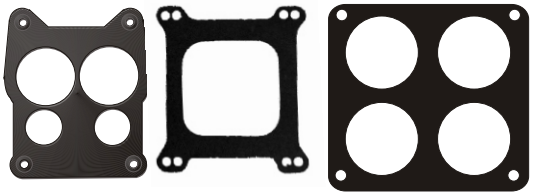
Part No.
TA 1240B 400-430-455 .. $11.50
TA 1240F Fitting ..... $ 2.25

Rubber End Seals

Make intake installation easier, order end seals separately for use with TA composite intake gaskets. Note: End seals are included with stock type valley pan gaskets. Sold in pairs.

Part Nos.
TA 1239A 350..... ..... $6.00
TA 1239B 400-430-455..... $6.00

Carburetor Gaskets



TA 1247 **TA 1247A** **TA 1247B**

Spread Bore Gaskets

High quality thick gasket/insulator helps prevent heat transfer from the intake to the carburetor. Fits most Quadrajet applications.

Part No.
TA 1247 `68-`80 V6 & V8, Thick $14.35
TA 1247E `68-`80 V6 & V8, Thin ..... $ 4.25

Square Bore & Dominator Gaskets

High Quality square bore gasket for Holley, Demon, Edelbrock and Carter AFB type carburetors. Dominator version also fits King Demon.

Part No.
TA 1247A Square Bore, Open ..... $ 3.00
TA 1247B Dominator, 4 Hole ..... $ 3.00
TA 1247C Square Bore, 4 Hole ..... $ 3.00
TA 1247D Dominator, Open ..... $ 3.00

Choke Thermostat and Cover

Use this choke assembly with your ***TA*** or Edelbrock intake manifold when using an original Quadrajet carburetor. Designed for use with carburetors that used the coil type choke and rod. Will not work with carburetors that had heated air type chokes. Simple fabrication of a new rod or modification of the original choke rod is required.

Part No.
TA 1241 Buick Quadrajet $25.00
TA 1241A Edelbrock Quadrajet $25.00

PCV Valve Installation Tip

When changing out an intake manifold, you can save yourself some aggravation by installing the PCV Grommet and PCV valve into the intake prior to installing the intake manifold.

Please See Thermostats, Thermostat Housings And By-Pass Hoses In the Cooling Section On Pages 102 And 103

Manifold Plates

Use for fabrication of sheet metal intake manifolds. These precision CNC machined plates will save hours of fabrication time while providing a clean fit and finish.

TA 1244A

Part Nos.

TA 1244	Stage 1 & 2	$145.00
TA 1244A	Stage 2 TE & Stage 3	$145.00
TA 1244B	Stage 4	$145.00

Dominator Manifold Adapter

TA Performance now makes a Dominator adapter plate for your 455 intake manifold. Made of light weight billet aluminum and machined to fit all big block manifolds**, this adapter plate bolts on or can be welded on to give you the correct bolt pattern to run your dominator carburetor on your 455 manifold. It can also be used as a spacer plate on manifolds already set up to accept a Dominator. Available in 1/2" and 1" thicknesses, please specify thickness needed.

TA 1245
Bolts Included

NOTE: Manifold has to be contoured to match the shape of the adapter plate.

** Bolts to Q-jet bolt pattern, will need to be welded in place for Square Bore bolt patterns

Part Nos.

TA 1245	455 1/2"	$45.00
TA 1245A	455 1"	$50.00

Multi-Carb Linkage

Special progressive linkage kit for two in-line 4 barrel carburetors.

TA 6068 Dual Quad $47.50

Heater Hose Connections

Original heater hose connections are nearly impossible to transfer over to your new intake. By using a new one you will save yourself the hassle and it will look nicer as well.

Part No.

TA 1535C	400-430-455 ...	$ 7.25
TA 1535D	350	$ 7.25

350 Accessories Checklist

- __ **TA 1535** Thermostat Housing *PG 103*
- __ **TA 1535A** Thermostat (160, 180, 195 degree available) *PG 102*
- __ **TA 1535B350** 350 Coolant By-Pass Hose *PG 102*
- __ **TA 1535C** 350 Heater Hose Connection *PG 102*
- __ **TA 1241** Choke and Cover Assy *PG 37*
- __ **TA 1240** PCV Grommet *PG 37*
- __ **TA 1240A** PCV Valve *PG 37*
- __ **TA 1246** Gasket Support Plate (adapter) *PG 37*
- __ **TA 1111-350** Intake Bolts *PG 28*
- __ **TA 1735** Stock Valley Pan Intake Gasket *PG 85*
- __ **TA 1712** Two Piece Composite Intake Gaskets *PG 86*
- __ **TA 1239A** Rubber End Seals *PG 37*

Use **TA 1241** when using a `67-`74Q-Jet Carburetor
Use **TA 1246** Gasket Support Plate when using Square Bore Carburetors such as Holley, Edelbrock or Demon
Use **TA 1111-350** Bolt Kit to prevent damage to bolt holes
Use **TA 1735** Stock Intake Gasket when the rest of the engine is mostly stock
Use **TA 1712** Composite Gaskets on performance combinations i.e. when heads or block have been milled or shaved for more compression
TA 1239A Rubber end seals are not included with Composite Gaskets, please order separately

400-430-455 Accessories Checklist

- __ **TA 1535** Thermostat Housing *PG 103*
- __ **TA 1535A** Thermostat (160, 180, 195 deg available) *PG 102*
- __ **TA 1535B** 400-430-455 Coolant By-Pass Hose *PG 102*
- __ **TA 1241** Choke and Cover Assy *PG 37*
- __ **TA 1240** PCV Grommet *PG 37*
- __ **TA 1240A** PCV Valve *PG 37*
- __ **TA 1246** Gasket Support Plate (adapter) *PG 37*
- __ **TA 1111-430** 400-430 Intake Bolts *PG 28*
- __ **TA 1111-455** 455 Intake Bolts *PG 28*
- __ **TA 1736** `67-`71 400-430-455 Stock Intake Gasket *PG 85*
- __ **TA 1737** `72-`76 455 Stock Intake Gasket *PG 85*
- __ **TA 1710/ TA 1711** 2 Piece Composite Int. Gaskets *PG 86*
- __ **TA 1239B** Rubber End Seals *PG 37*

Use **TA 1241** when using a `67-`74 Q-Jet Carburetor
Use **TA 1111 Series** Bolt Kits to prevent damage to bolt holes
Use **TA 1736/TA 1737** Stock Intake Gasket when the rest of the engine is mostly stock
Use **TA 1710/TA 1711** Composite Gaskets on performance combinations i.e. when heads or block have been milled for more compression, or when using aluminum heads.
TA 1239B Rubber end seals are not included with Composite Gaskets, please order separately

Please See Thermostats, Thermostat Housings And By-Pass Hoses In the Cooling Section On Pages 102 And 103

Holley Street / Strip

750 CFM model 4150 in chromate finish and electric choke

The classic Holley Street Performance Carburetor available in 390 CFM to 850 CFM sizes to cover most power combinations whether V6 or V8. Model 4150 and 4160 square bore style or 4175 Spread bore. Some models available in bright or chromate finish. Manual or electric choke, vacuum or mechanical secondaries, double pumper or single available, please specify.

Part Nos.

TA 1277A	390 CFM for V6	$ 325.00
TA 1277CMV	600 CFM, vacuum secondaries, with manual choke	$320.95
TA 1277CCV	600 CFM, vac. sec., electric choke, bright shinny finish	$295.00
TA 1277DC	650 CFM , mechanical secondaries, double pumper, electric choke..	$385.00
TA 1277DM	650 CFM, mechanical secondaries, double pumper, manual choke..	$336.00
TA 1277ECV	750 CFM, vacuum secondaries with electric choke	$319.00
TA 1277EM	750 CFM, mechanical secondaries, double pumper, manual choke ..	$450.00
TA 1277EC	750 CFM, mechanical secondaries, double pumper, electric choke ..	$475.00
TA 1277F	850 CFM, for 450+ HP manual choke	$460.00

Part Number description TA 1277ECV: TA 1277E = series number, C = electric choke, V = vacuum secondaries

Edelbrock Performer

600 CFM Shown

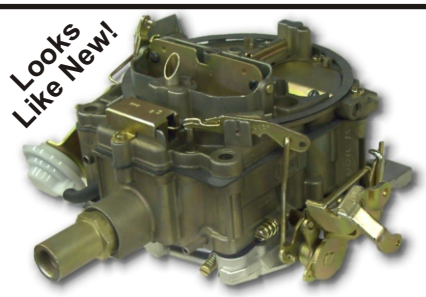
For best results use with Edelbrock Performer, TA SP-1, SPX or SP-2 series intakes on 400-430-455 engines, on 350 engines use TA Stage 1 Intake manifold. If using stock intake manifold must use a 1" spacer.

Performer Series Square bore carburetors are designed to provide the widest possible torque range when used with stock or performance cam and intake combinations. Performer carbs utilize a two piece construction of lightweight ball burnished aluminum which resists warping and leaks. There are no power valves or plastic parts used on these carburetors. Metering rods can be changed within seconds without having to remove the carb from the engine. Available in several different sizes.

Part Nos.

TA 1275A	500 CFM for V6 and small V8, manual choke	$269.00
TA 1275AC	500 CFM for V6 and small V8, electric choke	$290.00
TA 1275B	600 CFM for 325 HP and Less, manual choke	$259.00
TA 1275BC	600 CFM for 325 HP and Less, electric choke	$289.00
TA 1275C	750 CFM for 350 -450 HP, manual choke	$275.00
TA 1275CC	750 CFM for 350 -450 HP, electric choke	$300.00
TA 1275D	800 CFM for 450+ HP, manual choke	$295.00
TA 1275DC	800 CFM for 450+ HP, electric choke	$325.00

Performance Quadrajets



Performs Better Than New!

One of TA's many services is Quadrajet Restoration and Upgrading. We can take your Q-jet and restore it to like new condition and tune it to your particular combination. All coatings are like original... plated, not painted. You get YOUR carburetor back, perfect for numbers matching combinations. We also have cores available. This service is available for most other carburetors as well.

Part No.

TA 1253 Level 3 Carburetor Service $395.00

Q-jet Information

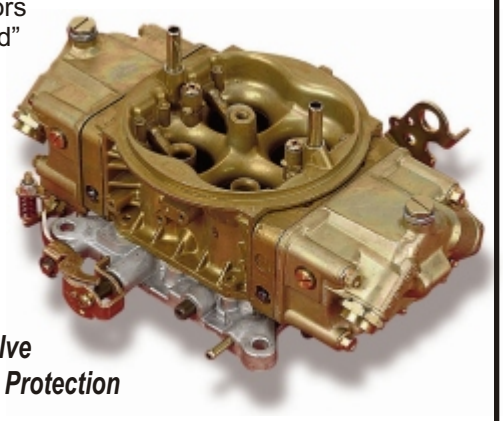
1966 was the first year for the quadrajet and starting in 1967 all 4 barrel Buicks used the Quadrajet. 1966 & `67's have a side inlet for the fuel line all others have the distinctive front inlet.The 4th digit of the part number indicates the year. Most 1972 & later Big Blocks used 800 CFM Quadrajets.

Holley HP Series

HP Series Carbs provide that performance edge right out of the box. HP carburetors include premium features that allow them to perform like more expensive "modified" units . Key features include:

- Double-step down leg boosters
- Calibrated for Gasoline or Methanol
- Double 30 cc accelerator pumps
- Progressive mechanical secondaries
- Four-corner idle system
- Power valve blow-out protection
- Screw-in air bleeds
- Non-stick *Viton* gaskets
- 750CFM HP and smaller available with vacuum secondaries
- 950 CFM HP and larger include Dominator fuel bowls
- 1000 CFM HP uses a 50 cc secondary accelerator pump

Available In Most Popular Sizes From 600 to 1000 CFM
Please Call For Additional Info.

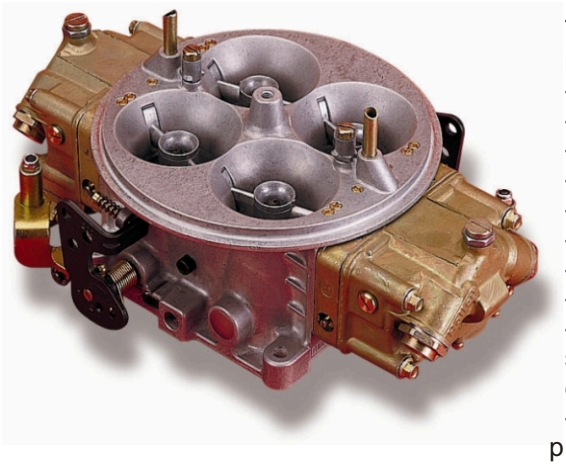


Now with Power Valve Blow-Out Protection

Part Nos.

TA 1279A	750 CFM HP series carburetor	$650.00
TA 1279B	830 CFM HP series carburetor w/annular boosters	$859.00
TA 1279C	950 CFM HP series carburetor	$695.00
TA 1279D	950 CFM HP series carburetor	$765.00

Holley Dominator

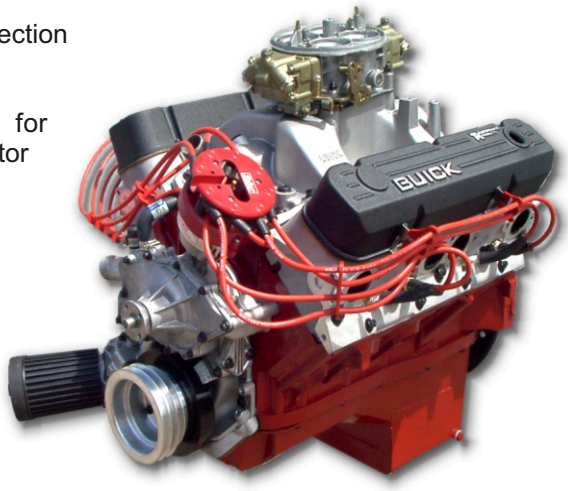


Available In Most Popular Sizes From 750 to 1250 CFM
Please call for P/N's and Pricing

The most famous name in race carburetors... ***Dominator*** is available with many of the key features that today's racers demand.

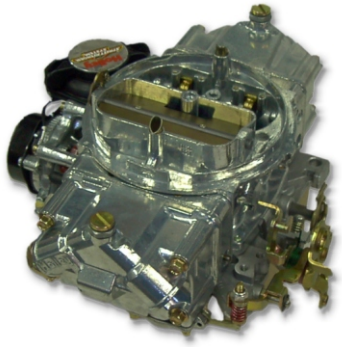
- Annular boosters
- 2-circuit metering
- Progressive mechanical linkage
- Dual 50 cc accelerator pumps
- Four-corner idle system
- Power valve blow-out protection
- Screw-in air bleeds
- Non-stick *Viton* gaskets
- Calibrations available for single and dual carburetor combinations
- Also available with "Soft" progressive linkage and/or 3-Circuit metering on some models.

Steve Berry
Saylorsburg, PA



TA 1280A	1050 CFM Street and Strip 1x4 Dominator	$710.00
TA 1280B	1050 CFM Strip 1x4 Dominator	$710.00
TA 1280C	1050 CFM Strip 2X4 Dominator	$710.00

Holley Street Avenger



Holley Street Avenger carburetors incorporate Holley's "No Trouble" Tuning features such as adjustable vacuum secondaries, adjustable electric choke, and adjustable floats with see-through sights. Holley also incorporated their Gen IV power valve with *million mile blow out protection*. Each Street Avenger also has 4 vacuum ports for accessories such as PCV, power brakes, vacuum advance, etc. Available in several different sizes.

Part Nos.

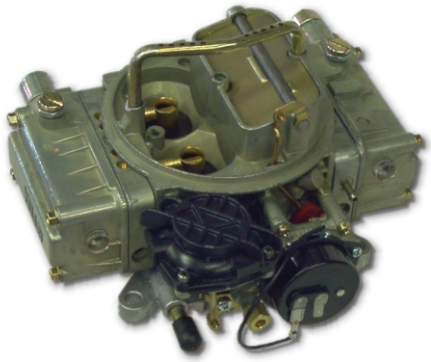
TA 1276A	570 CFM for 300 HP and Less	$350.00
TA 1276B	670 CFM for 300-400 HP	$360.00
TA 1276C	770 CFM for 400-450 HP	$380.00
TA 1276D	870 CFM for 450+ HP	$420.00

Holley Truck Avenger

Have a Buick Powered Jeep or other offroad vehicle? The Holley Truck Avenger Series Carburetors incorporate Holley's "No Trouble" tuning features found on the Street Avenger Carburetors while providing the upgrades and features necessary for rough terrain and rock climbing situations.

Most Popular Sizes Available

Please call for P/N's and Pricing



Carburetors... Decisions , Decisions

Selecting a carburetor can be one of the most complicated decisions made when upgrading your engine.

MAKE AND MODEL

Traditional Holley use for street/strip combinations, due to some of it's performance features expect regular tuning and some maintenance.
Edelbrock Performer most applications will be a bolt on and go, tuning is very simple.
Holley Avenger allows for the tuning control of traditional Holleys but has been updated to be more user friendly.
Holley HP is the serious street/strip/race carburetor, excellent choice for higher end applications.
Holley Dominator use when maximum CFM is required for extreme HP combinations and high end RPM.
OEM Quadrajet ideal street/strip carburetor, best all around gas mileage and performance. Can be difficult to tune, especially when unrestored.
TA Tuned Port Fuel Injection use when modern type drive ability, gas mileage, crisp throttle response and additional HP from properly metered fuel delivery is desired.

HOW MUCH CFM

350 engines
- bone stock upgrade from 2 to 4 barrel: 600-650 CFM
- moderate cam, Stage 1 Intake and Competition Headers: 750 CFM

455 engines
- stock and basic re-builds: 750 cfm
- average 400 to 500 HP build ups: 800-850 CFM
- 500+ HP combos: 950 CFM
- 650+ HP combos: 1050+ CFM

EXAMPLES

- 350 engine converting from 2 barrel to 4 barrel use Edelbrock Performer 600 CFM with electric choke or OEM Quadrajet
- Moderately built 350 and stock 455 use Edelbrock Performer 750 CFM, Holley Traditional 750, Avenger 770 CFM with electric choke or OEM Quadrajet
- 455 Performance Street use Edelbrock Performer 800 CFM, Holley Traditional 850 CFM, Avenger 870 CFM or HP 750 CFM or OEM Quadrajet (800 CFM)
- High End Street/Strip 455 use HP 950 CFM
- Extreme Street Combo and Full Race 455 use HP 950 CFM or Dominator 1050/1150 CFM

Recommendations reflect popular Buick combinations used by TA Performance, our dealers, racers & customers.

Carburetor Calibration Kits

Dial that carburetor in for the best performance and drive ability. Calibration kits provide multiple combinations of jets and rods as well as hangers and accelerator pump upgrades. A properly tuned carburetor can make a world of difference when changing to a larger camshaft and usually provides improved gas mileage. Quadrajet version works with OE Q-jets and Edelbrock Q-jets. Performer version works with Carter AFB and Edelbrock Performer type carburetors.

Part Nos.
TA 1256 Quadrajet calibration kit $123.00
TA 1256A Performer calibration kit $123.00

Carburetor Replacement Parts

We offer replacement and upgrade parts for Stock Quadrajets and most of the new carburetors we sell. Please call for price and availability on items not listed.

Part Nos.
TA 1252A Float assembly, Buick Quadrajet..... $20.19

Air Filter Assemblies and Elements

We offer Edelbrock & K&N air filter assemblies to fit Buick combinations. A great compliment to your new carburetor or intake manifold, or just to breathe new life into your existing combination.

TA 1271A

Part Nos.
TA 1270A Chrome 14" dia, 3" tall element, Edelbrock Logo, use with Q-jet and Holley carburetors, Low profile .....$ 40.00
TA 1270B Chrome 14" dia, 3" tall element, Edelbrock Logo, use with Edelbrock and AFB carburetors, Low profile, 3/8 taller mount than TA 1270A $40.00
TA 1271A K&N 14" diameter washable element air filter top.....$65.00
TA 1271B K&N 14" diameter, 3" tall air filter element.....$40.00

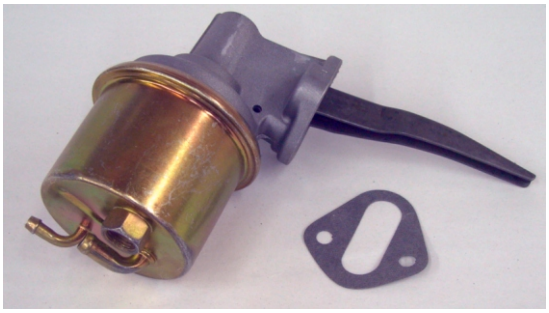
Fuel Pump Block Off Plate

Chrome plated fuel pump block off plates are ideal for engines using aftermarket electric fuel pumps. Also perfect for original `69 & `70 Riviera with factory electric fuel pumps.

Part Nos.
TA 1532 Fits all except Nailhead $9.95

▲ **The Buick Blackhawk -** Concept Vehicle
455 Buick, TA Stage 2 SE Heads, TA SP1 w/ TPI
TA Roller Rockers, TA Valve Covers
Many More TA Parts

Stage 1 Fuel Pump



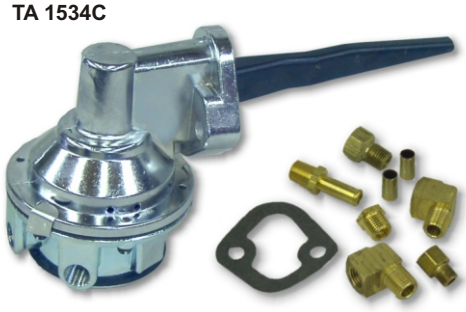
The Stage 1 mechanical fuel pump is one of the most popular upgrades for street/strip performance engines. A larger fuel bowl and higher pressure output ensure adequate fuel delivery on most engines up to 500-550 HP. This is the same pump that was used on original Stage 1 455 applications. Pump features a return line fitting which all original Stage 1 cars and all air conditioned equipped big block cars utilized. Applications that do not have a return line provision can simply plug the fitting.

Supports combinations up to 450 HP.

Part No.
TA 1534B 400-430-455 ..... $49.95

Street/Strip Mechanical Fuel Pumps

TA 1534C



Chrome plated mechanical fuel pump for street/strip applications. Incorporates inlet, outlet and return threaded bosses. Fittings included. Return boss is plugged. Flows maximum of 8 psi, and 80 GPH, safe for all carburetors including Quadrajet and Carter AFB/Edelbrock Performer.

Supports combinations up to 500 HP.

Part Nos.
TA 1534A 350 ..... $75.00
TA 1534C 400-430-455 ..... $75.00

TA 1534A

Electric Fuel Pumps

Mallory fuel pumps are well known for being some of the best on the market. These Gerotor designed pumps ensure quiet operation and stable output pressure and volume.
TA MAL4110 has a free flow rate of 110 GPH and is internally set at 7 psi, which makes it ideal for most street/strip applications. This pump incorporates 3/8" fittings and a 5/16" line is recommended.
TA MAL4140 has a free flow rate of 140 GPH and is internally set to 12 psi, this pump is for the more serious street/strip or race applications. An adjustable fuel pressure regulator is included with TA MAL4140. This pump incorporates 3/8" fittings and a 3/8" line is recommended.

Part Nos.
TA MAL4110 110 GPH Electric Fuel Pump $199.95
TA MAL4140 140 GPH Electric Fuel Pump, w/ adjustable regulator $275.00

TA MAL4140 Shown

Fuel Pressure Regulators

TA 1501

Fuel pressure is vital to optimizing your power combination. Too low of pressure leads to a lean condition which can be catastrophic in high performance applications. Too high of pressure can damage and or flood carburetors, or damage injectors. Using a high quality fuel pressure regulator will give you the control necessary to optimize your fuel delivery system.

Part Nos.
TA 1501 231-252 SFI, also fits other GM SFI & TPI systems, billet aluminum .. $119.95
TA MAL4207 Fits all carbureted applications using electric fuel pumps..... $ 99.99

TA MAL4207

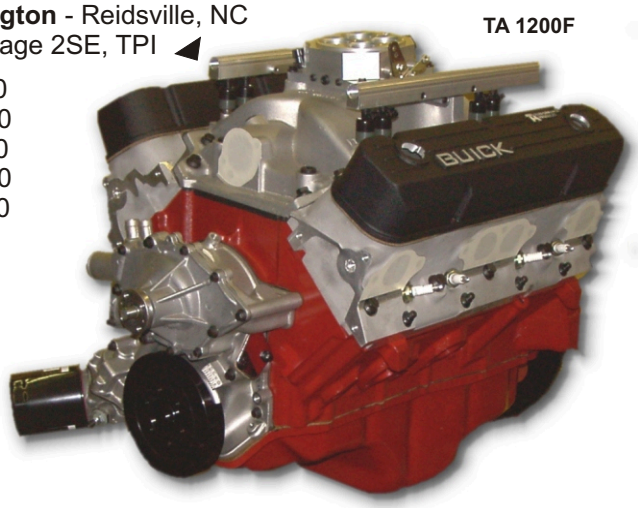
Tuned Port Fuel Injection

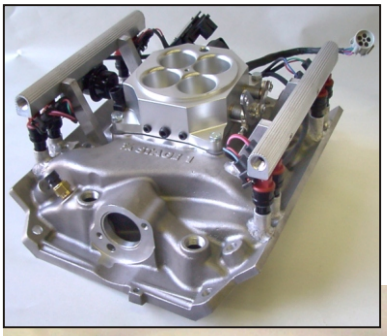
Improve your performance, fuel economy and driveability with one single upgrade. TA Performance Fuel Injection Systems are state-of-the-art, incorporating the performance features that you want with the quality of OEM systems for ease of installation and dependability. Intake ships plumbed as shown and all necessary hardware, software, wiring and instructions are included. The system will need to be installed, some fuel lines will have to be altered and added, then the combination will need to be initially tuned by a shop with a chassis dyno. After the initial tune, the system will be able to compensate for weather and elevation changes, etc. Results vary based on each combination but 6-8 *more* miles per gallon are average and 20-75 HP gains have been reported.

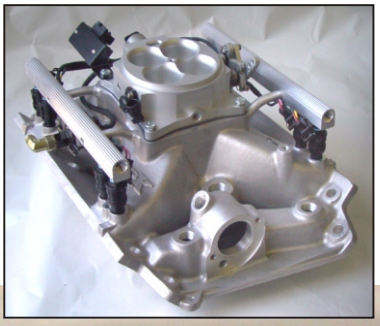
Harold Pennington - Reidsville, NC
TA Built 462, Stage 2SE, TPI

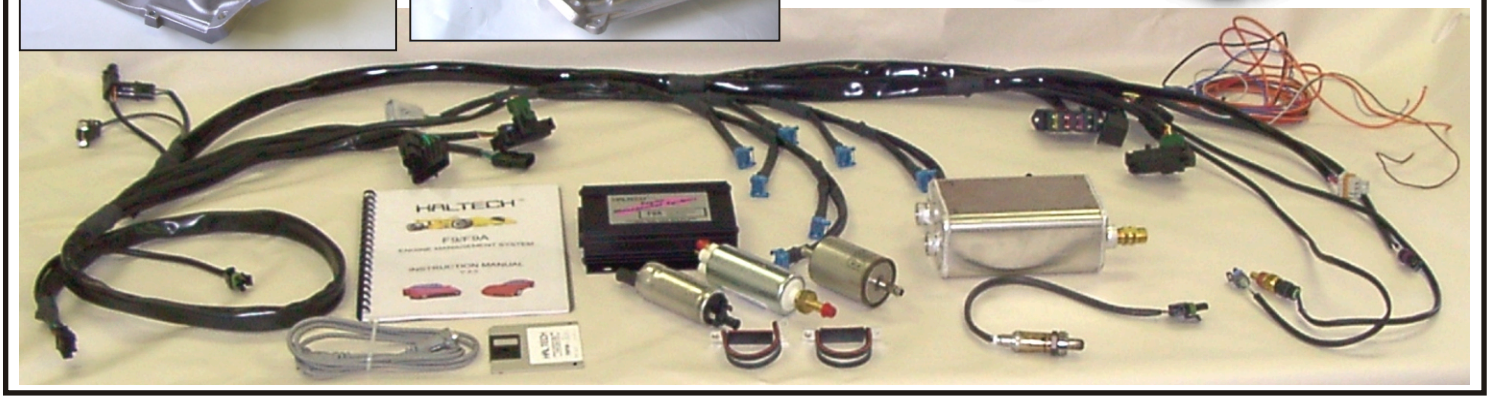
Part Nos.

TA 1200F	400-430-455, SP-1 Intake	$3750.00
TA 1203F	400-430-455, SP-2 (Tall Port) Intake	$3750.00
TA 1206F	400-430-455, SPX Intake	$3750.00
TA 1210F	400-430-455, Edelbrock Performer Intake	$3750.00
TA 1235F	350, Stage 1 Intake	$3750.00









Mechanical or Electric Fuel Pump?

If you have a higher end carbureted street combination that demands more fuel delivery than that of a mechanical pump but don't want to run an electric all the time, there is a solution. By incorporating an electric pump in the fuel line near the fuel tank and wiring in a switch at the dash, you can have the benefits of both a mechanical and electric pump . When driving on the street and the demand is low or moderate, the mechanical will be sufficient, if more fuel is needed as with heavy street driving or racing just flip the switch and the fuel delivery will be increased via the electric pump. When working off of just the mechanical pump it will draw the fuel through the lines like normal including being able to draw through the in line electric pump. When the electric pump is engaged it will push the fuel through the mechanical pump right up to the carburetor. *Please note this combination only works with the Stage 1 455 fuel pump.* Use TA 1534B Stage 1 (mechanical) and TA MAL 4140 (electric) fuel pumps for this combination.

Combinations that are less than 500 hp should be fine with a mechanical pump only. Combinations up to 600 hp can take advantage of the mechanical/electric combination mentioned above. HP levels above 600 hp should use electric pumps only.

TA Performance Cast Aluminum Buick Valve Covers

TA 1324

◀ TA 1325 with $65.00 optional machine work

TA 1325 with optional machine work, breather, grommet and fill cap ▼

High quality and great looks make these Buick valve covers the most popular valve cover for the 350 and 400-430-455 engines. Available in krinkle black or natural cast aluminum. Machine work to highlight lettering and oil fill and breather holes $65.00 additional. Bolts are included.

Part Nos.

TA 1324	`68-`81 350 Satin	$139.00
TA 1325	`68-`81 350 Black	$139.00
TA 1326	`67-`76 400-430-455 Satin	$139.00
TA 1327	`67-`76 400-430-455 Black	$139.00

NEW not re-chromed! Chrome Valve Covers

Item **A** is 1970 455 Reproduction Chrome Valve Covers
Item **B** is 1971-1974 Reproduction Chrome Valve Covers
Item **E** is a brand new set of 350 chrome valve covers that includes rubber grommets and plug for the passenger side on air conditioned applications. *Imported. Picture illustrates valve cover configuration when installed.*

*Don't forget the decals! Use TA # **DB0056** (350-4) With 350 Chrome Valve Covers*

E.

B.

Please Note:
Part Numbers Have Changed

Part Nos.

TA 1329A	1970 455	*Coming Soon*
TA 1329B	`71-`74 455	$125.00
TA 1329C	`75-`76 455, Re-chromed (+$50 core charge)	$250.00
TA 1329D	`67-`69 400-430 Re-chromed(+$50 core charge)	$250.00
TA 1329E	`68-`81 350	$ 59.95

400-430-455 valve covers are interchangeable between all of the years (`67-`76) the years listed for big block valve covers are based off of the visual differences Buick used over the generations. Chrome Hardware subject to availability. New hardware coming soon.

Chrome Valve Covers Will Dress Up Any Engine Compartment.

Re-chromed covers subject to availability

A.

Nailhead Aluminum Valve Covers

These reproductions of the original finned aluminum valve covers found on the Riviera GS models with the Super Wildcat 425 option, look great and flaunt the Buick name. Includes valve covers, PCV grommet and gaskets. Fits with all factory brackets including A/C.

Part No.

TA 1328	264-322-364-401-425	$ 299.95

V6 Aluminum Valve Covers

Cast aluminum valve covers specifically made for the late model turbo V6 to accommodate roller rockers and to enhance the performance look of these engines. These covers will fit any V6 Buick with the 4 bolt valve cover configuration. Available in black krinkle powder coat or natural cast aluminum. Includes valve covers, breather grommets, hardware and machine work as pictured.

Part Nos.

TA V1324A	231-252 V6 Satin	$159.95
TA V1324B	231-252 V6 Krinkle Black	$159.95

NEW **LOW PROFILE**

Specifically Designed to clear roller rockers and stock rockers on all cylinder heads while also providing plenty of clearance to the A/C box!

Part Nos.

TA V1325A	231-252 V6 Satin	$189.95
TA V1325B	231-252 V6 Krinkle Black	$189.95

Valve Cover Accessories

430.4 STAGE 1

Please See Our Decals in the Miscellaneous Section on Pages 137 and 138!

TA 1331A **TA 1331B** **TA 1331** **TA 1330**

TA 1335

TA 1332

TA 1334

We offer all of the accessories for your valve covers. We have brand new fill caps, as well as different grommet and breather combinations. Order with your valve covers and save yourself the hassle of hunting down those accessory parts!

Part Nos.

TA 1330	1" I.D. Breather grommet, aluminum valve covers	$ 6.00
TA 1331	3/4" I.D. Breather grommet, aluminum valve covers..	$ 4.00
TA 1331A	3/4" I.D. Breather grommet, stock valve covers.....	$ 6.95
TA 1331B	1" I.D. Breather grommet, stock valve covers.....	$ 6.95
TA 1332	2" Diameter, 1" stem, Rubber top breather	$18.00
TA 1333	2" Diameter, 3/4" stem, Rubber top breather	$18.00
TA 1333	3" Diameter, 3/4" stem, Rubber top breather	$18.00
TA 1335	Stock replacement oil fill cap, cad plated (satin look) ..	$ 4.98

Application Chart

TA 1330 - Fits all TA aftermarket valve covers, use with 1" stem breathers or Evac systems.
TA 1331 - Fits all TA aftermarket valve covers, Primary Buick grommet, use with 3/4" stem breathers or original breather hose connections.
TA 1331 A&B - Same applications as TA 1330/1331 but for use on OEM sheet metal valve covers.
TA 1332 - Use with OEM or TA Turbo V6 valve covers.
TA 1333 - Use with Skylark/GS combinations to clear the power brake booster.
TA 1334 - Use with fullsize applications and Skylark/GS without brake booster.
TA 1335 - Use with stock or TA 350, 400-430-455 valve covers.

Roller Rocker Arm Assemblies

TA Exclusive!

We at TA Performance pride ourselves in providing the best parts for Buick engines, one key item from our product line is our proprietary designed Roller Rockers. TA Roller Rockers feature the best materials, strongest hardware, an internal girdle feature and superior fit which make these full roller design rockers the best on the market.


TA 1312

All of our rockers incorporate these key features:

- 2024-T4 extruded aluminum alloy with a tensile strength equivalent to 75,000 lbs, far stronger than 6061-T6 material used on other rockers that equal only 48,000 lbs. tensile strength.
- 7/16" 8620 steel adjuster screws that have been specially treated and hardened as opposed to breakage prone 3/8" adjusters found on other rockers.
- Torrington bearings on the shaft reduce friction and provide increased durability over bushed rockers.
- 8620 solid steel shafts incorporate a special heat treatment and copper plating method that also incorporates exact tolerance bolt holes which results in the strongest shaft on the market.
- Our TA 1323 rocker stud kit is included with all rockers for the most secure installation to the cylinder head.
- TA Performance rockers are red anodized with gold anodized spacers, and each rocker is stamped with the TA logo on the top.
- All rocker sets are fully assembled and ready to bolt on.

If using oversized diameter springs the rockers will need additional clearancing. This is a very CRITICAL process! DO NOT grind the rockers to clear, they must be machined as minimal as possible. We encourage your machinist to contact us for details on performing this modification, or we can perform the additional clearancing. If done incorrectly, you WILL break a rocker!

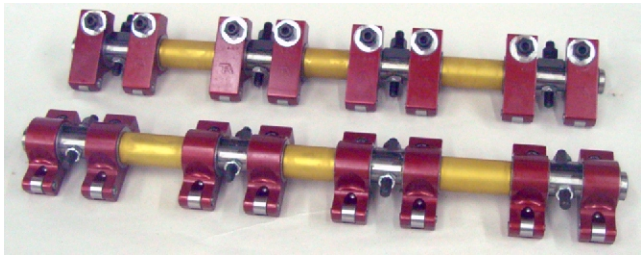
STAGE 1 & 2 rockers fit all factory 400-430-455 (see note at bottom of page) Standard, Stage 1 and Stage 2 cylinder heads, as well as TA Performance Stage 1 and Stage 2 series aluminum heads. These rockers are .990" wide which is .090" wider than other rockers on the market. The wider rocker allows us to incorporate an internal girdle in the center, between the two shaft bearings, this increases the strength of the arm and allows for additional clearancing of the rocker underside to clear larger O.D. springs.

STAGE 3 rockers include the same features as our Stage 1 & 2, rockers but are larger in width in order to incorporate the necessary offset for the additional valve spacing used on Stage 3 heads.

STAGE 4 rockers take it one step further and incorporate a wider intake rocker to accommodate a .200" adjuster screw, offset due to the repositioned intake pushrod incorporated on Stage 4 heads.

350 rockers include all features of our Stage 1 & 2 rockers and will fit `68-`81 350 engines (see note at bottom of page).

Part Nos.		
TA 1310	1.60 ratio, 350 engine	$ 655.00
TA 1311	1.65 ratio, 350 engine	$ 655.00
TA 1312A	1.55 ratio, 400-430-455 Stage 1 & 2	$ 655.00
TA 1312	1.60 ratio, 400-430-455 Stage 1 & 2	$ 655.00
TA 1313	1.65 ratio, 400-430-455 Stage 1 & 2	$ 655.00
TA 1314A	1.65 ratio, 430-455 Stage 3	$ 789.00
TA 1314B	1.65 ratio, 430-455 Stage 4	$ 789.00
TA 1314C	1.65 ratio, 430-455 Stage 3, *Shaft Mount*	$1054.00
TA 1314D	1.65 ratio, 430-455 Stage 4, *Shaft Mount*	$1054.00
TA 1315A	1.70 ratio, 430-455 Stage 3	$ 789.00
TA 1315B	1.70 ratio, 430-455 Stage 4	$ 789.00
TA 1315C	1.70 ratio, 430-455 Stage 3, *Shaft Mount*	$1054.00
TA 1315D	1.70 ratio, 430-455 Stage 4, *Shaft Mount*	$1054.00



TA 1312 Shown
TA 1310, 1311, 1313, 1314A &B, 1315A&B similar

TA 1314C&D, 1315C&D similar to TA V1308 shown on next page

Note: On `67-`69 400-430 special gun drilled shafts are available for those engines using the original valve train oiling system, or the valve train oiling system can be updated to the `70 and later type. On `68-`69 350 engines, upgrading to `70 later valve train oiling will be necessary. Please ask a TA technician for details on this popular upgrade.

V6 Roller Rocker Arm Assemblies

TA Exclusive!

We offer roller rocker assemblies for stock and TA V3850 Series cylinder heads. Both styles are made for us by T&D Machine with our proprietary designs to ensure the highest quality. TA 1309 series rockers are for stock heads and TA V3850 SI *Street Intimidator* series heads. These rockers mount to the original pedestals on stock heads (a mounting stand is required on SI heads) and like original all of the rockers are on one shaft per head. TA V1308 series rockers are of the pedestal type and are for use with our TA V3850SE Street Eliminator series heads. This design is similar to rocker configurations found on other engine designs were the rockers are mounted in pairs on an individual shaft.

TA V1308 Installed

TA V3850SI STAND

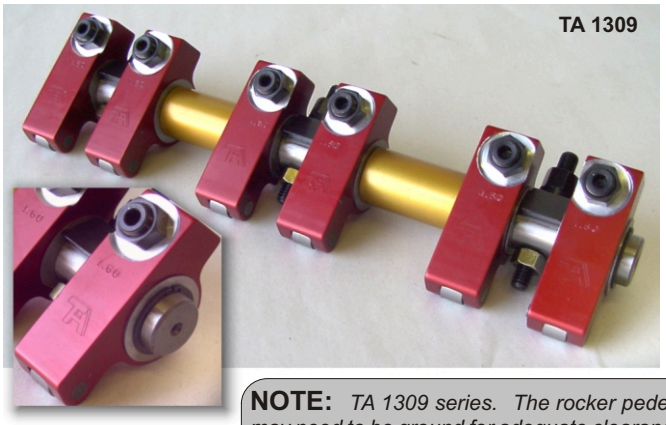
STOCK & STREET INTIMIDATOR

Part Nos.

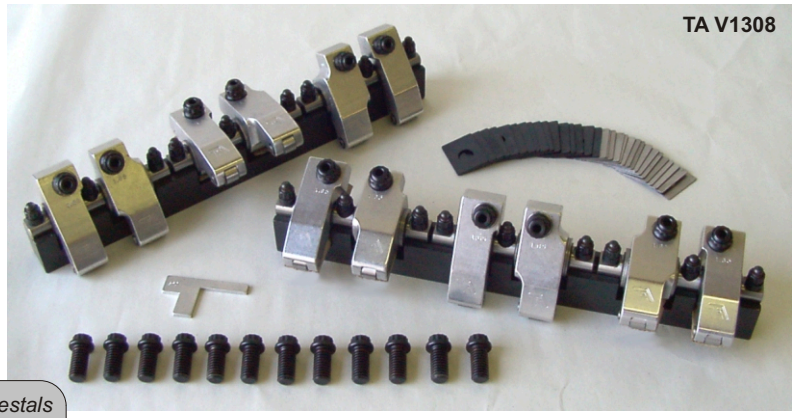
TA V1309-1.55	Stock and TA V3850SI series heads, 1.55:1 Ratio	$525.00
TA V1309-1.60	Stock and TA V3850SI series heads, 1.60:1 Ratio	$525.00
TA V1309-1.65	Stock and TA V3850SI series heads, 1.65:1 Ratio	$525.00
TA V3850SI STAND	Mounting stand for SI heads, 2 pc set	$170.00

STREET ELIMINATOR

TA V1308-1.55	TA V3850SE series heads, 1.55:1 Ratio	$860.25
TA V1308-1.60	TA V3850SE series heads, 1.60:1 Ratio	$860.25
TA V1308-1.65	TA V3850SE series heads, 1.65:1 Ratio	$860.25
TA V1308-1.70	TA V3850SE series heads, 1.70:1 Ratio	$860.25
TA V1308-1.75	TA V3850SE series heads, 1.75:1 Ratio	$860.25



TA 1309



TA V1308

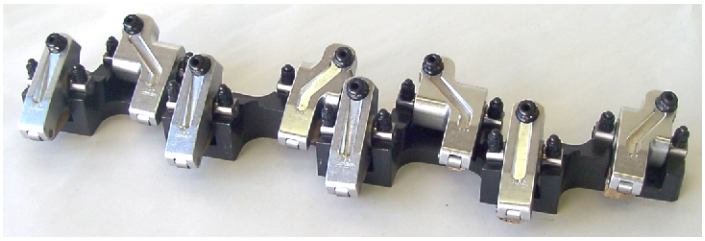
NOTE: *TA 1309 series. The rocker pedestals may need to be ground for adequate clearance on stock cylinder heads. Please ask for details.*

Nailhead Roller Rockers

COMING SOON...

401-425 Nailhead Roller Rockers!

T&D Roller Rockers



Big Block Chevy with 1.80/1.90 ratio rockers

TA Performance is one of T&D Machine's largest independent dealers, therefore we are able to offer rockers for other makes and models at very competitive prices. T&D's full line is available. *Please inquire.*

Roller Rocker Replacement Parts

Direct replacement parts for TA Roller Rockers. Our shafts can be used on Kenne Bell and T&D made rockers. Hold down assemblies include shims, tube spacers, studs, hold down clamps and snap rings. These parts are also available separately.

Part Nos.

TA 1318	350 Competition Shafts, each	$ 95.00
TA 1318B	215-300-340 Competition Shafts, each	$ 95.00
TA 1319	455 Competition Shafts, each	$ 95.00
TA 1319A	400-430 Competition Gun Drilled Shafts, each	$125.00
TA 1320	350 Hold Down Assembly	$ 85.00
TA 1321	400-430-455 Hold Dowm Assembly	$ 85.00
TA 1323A	Rocker Shaft Stud Kit	$ 29.95
TA 1323B	TA Rocker Arm Adjusting Screws, each	$ 9.00
TA 1323C	TA Rocker Arm Adjusting Screw Lock Nuts, each	$ 2.00
TA 1323D	Replacement Roller Rocker Arm, Stage 1 and 2	$ 45.00
TA 1323E	Replacement Roller Rocker Arm, Stage 3 or 4	$ 49.95

TA1318 & 1319

TA 1319A

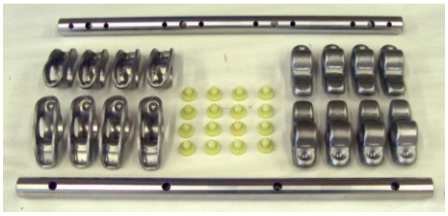
Tube Spacers

Snap Rings

Hold Down Clamps

Shims

NEW Replacement Rocker Assemblies



TA 1316

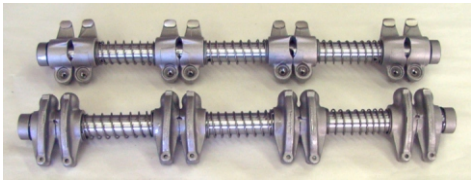
TA Performance replacement rocker arms are direct replacements for stock rocker arms. Sold as a kit that includes polished chromed shafts, steel rockers, and new nylon buttons. TA replacement rockers are recommended for any mild street application or Buick rebuild to replace worn rockers.

Part Nos.

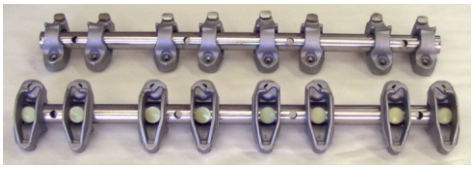
TA 1316	1970-`81 350 Rocker Assembly	$155.00
TA 1316-231	1976-`87 231 V6 Rocker Assembly	$139.00
TA 1317	1970-`76 455 Rocker Assembly	$155.00

Reconditioned Replacement Rocker Assemblies

TA 1300-322



TA 1300-350



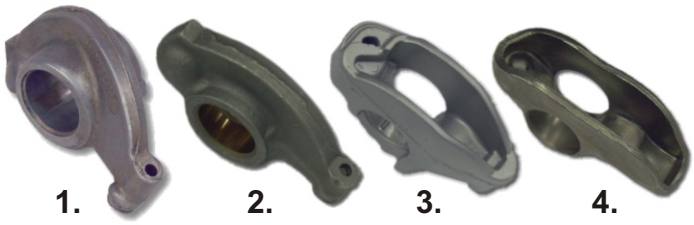
TA 1300-455A

High quality re-built rocker assemblies available for all models. The re-building process begins with hard chroming the shafts then centerless grinding them back to original specifications. Then the rockers are cleaned and shot peened, followed by a reaming process and bushed with an SAE 660 bronze bushing. The valve tip is re-radiused or replaced (as required) to insure proper contact with the valve tip. Each rocker is dial indicated from tip to cup insert and then matched in sets. All of the wear parts such as the tip, cup and bushing are moly-disulfide coated for the ultimate barrier against wear. We stock most models already re-furbished for quick turn around time. Please note: a refundable core charge applies to re-built rocker assemblies.

Part Nos.	Application	Core Charge	Price
TA 1300-215	`61-`67 215,300,340	$125.00	$249.00
TA 1300-225	All 198 and 225 V6	$125.00	$249.00
TA 1300-322	`53-`61 264,322,364	$125.00	$285.00
TA 1300-350	`68-`69 350	$125.00	$249.00
TA 1300-350B	`70-`81 350	Return Core	$119.00
TA 1300-350BAL	`70-`72 350 (Aluminum Rocker)	$ 75.00	$159.00
TA 1300-400	`67-`69 400, 430	$125.00	$259.00
TA 1300-401	`59-`66 401,425	$125.00	$285.00
TA 1300-455	`70-`76 455	Return Core	$119.00
TA 1300-455A	`70-`72 455 (Aluminum Rocker)	$ 75.00	$139.00

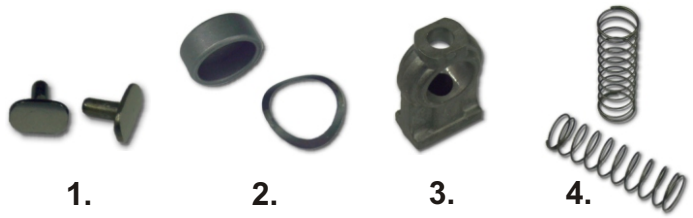
Also available for other makes and models, please inquire.

Replacement Rocker Arms



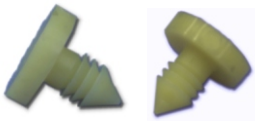
1. First generation rockers available for 264-322-364-401-425. Reconditioned part ..... $ 15.00 ea
2. First generation rocker available for 215-225-300-340-350-400-430. Reconditioned part ..... $ 15.00 ea
3. Second generation rocker (cast aluminum) available for 350-455. Reconditioned Part ..... $ 15.00 ea
4. Second generation rocker (stamped steel) available for 231-252-350-455. New Part ..... $ 6.00 ea

Replacement Rocker Arm Parts



1. Tips for first generation rockers ..... $ 2.50 ea
**Subject To Availability*
2. End cap and tension spring for first generation rocker shafts ..... caps $ 2.50 ea, springs $ 1.00 ea
3. Rocker shaft towers for 215-225-264-300-340 or 322-364-401-425 ..... $ 5.00 ea
4. Rocker shaft springs for first generation rockers ..... $ 1.00 ea

Replacement Nylon Buttons

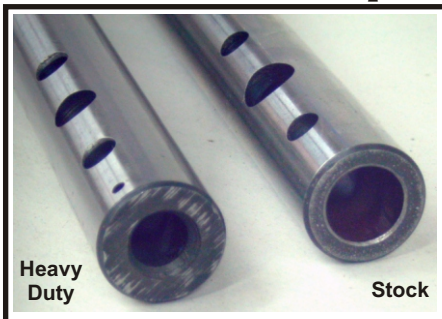


Use to replace broken or brittle nylon buttons on 1970 and later Buick V6 and V8 engines. Works with aluminum and stamped steel rocker arms. Sold in sets of 12 for V6 and sets of 16 for V8.

Part Nos.
TA 1316-1 `70-`81 V8 ..... $15.00
TA 1316-2 `70-`87 V6 ..... $11.25

Installation Tip
Use a punch or *solid* rod approximately the same size as the head of the button and drive in with a few hammer blows, this will prevent the button from breaking.

Replacement & Heavy Duty Rocker Shafts



Heavy Duty vs Stock Shafts

	Heavy Duty	Stock
Shaft Thickness	**.235"**	.165"
Bolt Hole Dia.	**.340"**	.412"

TA Performance offers replacement or heavy duty shafts for use with stock rockers. Stock shafts are of the same material and quality as original equipment pieces and are sold individually. Our Heavy Duty upgrade shafts incorporate 30% thicker walled shafts with 17% more material around the bolt locations for a considerably stronger piece, these are sold in a kit which includes 2 shafts and replacement nylon buttons.

HEAVY DUTY SHAFTS
TA Exclusive

Part Nos.
TA 1316-231-1 231-252 V6 Stock Replacement Shaft, each ..... $ 29.00
TA 1316-231-2 231-252 V6 Heavy Duty Rocker Shaft Kit $139.95
TA 1317-1 455 Stock Replacement Rocker Shaft, each ..... $ 39.00
TA 1317-2 455 Heavy Duty Rocker Shaft Kit $139.95

Rocker Shaft Bolt and Stud Kits

Heavy Duty replacement rocker shaft bolt kits for stock type rocker assemblies or Stud Kits for stock and roller rocker assemblies.
Part Nos.
TA V1320A* 231-252 V6 Hold down clamp kit.....$ 35.00
TA 1320A 350 Hold down clamp kit.....$ 45.00
TA 1321A 400-430-455 Hold down clamp kit $ 45.00
TA 1322 350-400-430-455 Bolt Kit ..... $ 13.50
TA 1323A 350-400-430-455 Stud Kit .....$ 29.95
*will not fit 225 V6


TA 1321A TA 1322 TA 1323A

V6 & V8 CAM HARDWARE

Use when installing a billet roller camshaft in a 231, 252 or TA V3800 V6 engine blocks. Will also work as stock replacement for 350 V8 applications. Use the cam spacer when a mechanical fuel pump is not required.

TA 1116C

TA V1396

Part No.

TA 1399	231, 252, V3800 V6 & 350 V8 Distributor drive gear	$ 65.00
TA 1397	231, 252 V6 & 350 V8 Fuel pump eccentric	$ 19.95
TA V1396	231, 252, V3800 Cam Spacer for fuel injected engines	$ 18.00
TA 1108J	231, 252, V3800 V6 & 350 V8 Cam gear bolt & washer	$ 10.00
TA VRL100	231, 252, V3800 V6 Bronze roller cam thrust plate	$ 59.00
TA 1116C	All V6 & 215-300-340-350 Cam & Crankshaft woodruff key	$ 2.00

TA 1108J TA 1399 TA 1397

CAMSHAFT WORKSHEET FOR SPECIAL ORDER CAMS

ENGINE SIZE /TYPE_____

YEAR _____

CAMSHAFT TYPE **HYD** **SOLID** **HYD ROLLER** **SOLID ROLLER**

INTAKE LIFT_____ DURATION_____AT .050

EXH LIFT _____ DURATION_____AT .050

LOBE CENTER_____ CRANKSHAFT TYPE **STOCK** **STROKER**

SPECIAL GRINDING INSTRUCTIONS_____

_____

_____

_____

_____

215
300
340
350
400
430
455

TA 290-08H-455 Shown

HYDRAULIC

Part Nos.	VALVE LIFT STOCK 1.55 RATIO IN.	VALVE LIFT STOCK 1.55 RATIO EXH.	VALVE LIFT TA ROLLERS 1.60 RATIO IN.	VALVE LIFT TA ROLLERS 1.60 RATIO EXH.	DURATION AT .050 IN.	DURATION AT .050 EXH.	DURATION ADVERTISED IN.	DURATION ADVERTISED EXH.	LOBE CENTER	POWER RANGE	PRICE CODE
TA RV 12	.440”	.468”	.454”	.483”	205	215	255	262	112*	1000-5500	A,D
TA STG 1	.406”	.441”	.418”	.455”	210	224	260	276	113*	1100-5500	A,D
TA 112	.455”	.468”	.470”	.483”	210	215	260	262	112*	1100-5500	A,D
TA C110	.455”	.465”	.470”	.480”	218	224	280	284	110	1000-5200	A,D
TA 212	.459”	.470”	.473”	.485”	218	230	265	280	112*	1500-5500	A,D
TA 284-88H	.460”	.460”	.475”	.475”	223	230	284	288	110	1500-5500	A,D
TA 290-94H	.476”	.486”	.491”	.502”	226	235	290	294	110	1500-5500	A,D
TA 288-94H	.488”	.488”	.504”	.504”	230	240	288	294	114	2000-6000	A,D
TA 310	.499”	.499”	.515”	.515”	232	232	284	284	110	2000-6000	B,C,D
TA 288-92H	.508”	.508”	.525”	.525”	231	234	288	292	110	2000-6000	B,C,E
TA C118	.478”	.475”	.494”	.491”	228	247	276	295	118	2500-6000	A,D
TA C113	.478”	.475”	.494”	.491”	228	247	276	295	113	2500-6000	A,D
TA 292-02H	.481”	.481”	.496”	.496”	230	245	292	302	112	2000-6000	A,D
TA 288-96H	.499”	.509”	.515”	.525”	230	240	288	296	116	2000-6000	B,C,E
TA 288-98H	.501”	.501”	.517”	.517”	230	245	288	298	116	2000-6000	B,C,E
TA 290H	.508”	.508”	.525”	.525”	238	238	290	290	112	2000-6000	B,C,E
TA 413	.500”	.500”	.516”	.516”	234	244	286	296	113	2000-6000	B,C,E
TA 298H	.504”	.504”	.520”	.520”	241	241	298	298	110	2000-6000	B,C,E
TA 286-08H	.500”	.504”	.516”	.520”	234	248	286	308	112	2000-6000	B,C,E
TA 290-08H	.509”	.504”	.525”	.520”	238	248	290	308	112	2000-6000	B,C,E
TA 286-08HL	.526”	.543”	.543”	.560”	234	248	286	308	112	2000-6000	B,C,E
TA 290-08HL	.523”	.543”	.540”	.560”	238	248	290	308	112	2000-6000	B,C,E
TA 296-06H	.506”	.535”	.522”	.552”	242	250	296	306	115	2500-6000	B,C,E
TA 296-08H10	.514”	.504”	.535”	.520”	243	247	296	308	110	3000-6000	B,C,E
TA 296-08H	.514”	.504”	.535”	.520”	243	247	296	308	107	3000-6000	B,C,E
TA C107	.458”	.458”	.473”	.473”	244	264	292	318	107	3300-6000	A,D
TA 510	.558”	.558”	.576”	.576”	255	265	305	315	110	3500-6500	C,E
TA 608	.576”	.582”	.595”	.601”	258	272	296	310	108	3500-7000	C,E
TA 608B	.565”	.565”	.580”	.580”	260	268	312	320	108	4000-7000	C,E
TA 708	.573”	.601”	.592”	.620”	270	284	310	323	108	4000-7000	C,E

** For 350, 215-300-340, 225-231-252 Ground on 110 Lobe Center*

Above grinds available on normally aspirated 225-231-252 V6 Also!

TA Performance Products, Inc.
www.TAPERFORMANCE.com
Order and Tech Line
480-922-6807

HYDRAULIC CAMSHAFT DESCRIPTIONS

Idle Quality: ***Smooth Idle*** - just like stock, ***Good Idle*** - mild lump, but doesn't impair driveability, ***Moderate Idle*** - nice performance sound, ***Fair Idle*** - heavy lump, ***Rough Idle*** - very lumpy race type idle

RV-12	Excellent stock type replacement cam which gives an average power gain of 10 HP over stock. Strong low rpm torque, ideal for heavy cars, tow vehicles, V6 & V8 Jeeps. No other special parts required. Smooth idle. 8.0:1 to 9.5:1 CR
TA STG1	This cam is a direct copy of a factory Stage 1 cam. Buick has claimed a 10 HP increase (under rated) over a stock cam. Stock valve train ok. Smooth idle. 8.5:1 to 10.0:1 CR
TA 112	Excellent street cam, giving 20 HP increase over stock cams. Good fuel economy, stock valve train ok. Smooth idle. 8.0:1 to 10.0:1 CR
TA C110	Recommended for street, giving 20 HP increase over stock cams. Stg1 springs recommended. Good choice when some lump is desired with lower compression engines. Good idle. 8.5:1 to 10:1 CR
TA 212	Excellent performance cam. Gives 25 HP increase over stock cam. Substantial improvement without hurting fuel economy. Stock valve train, converter and gears ok. Good idle. 9.0:1 or more CR
TA 284-88H	Excellent performance cam. Gives 25 HP increase over stock cam. Slightly more torque than TA 212. Substantial improvement without hurting fuel economy. Stock valve train, converter and gears ok. Good idle. 9.0:1 or more CR
TA 290-94H	Good street/strip cam. Gives 30 HP over stock cam. Stock rockers ok, TA valve springs recommended. Small stall converter recommended. Power Brakes ok. Fair Idle. 9.0:1 or more CR
TA 288-94	Good street/strip cam. Gives 30 HP over stock cam. Stock rockers ok, TA valve springs recommended. Small stall converter recommended. Power Brakes ok. Good Idle. Sleeper type grind. 9.0:1 or more CR
TA 310	Excellent street/strip cam. Gives 30+ HP over stock cam. You'll know you put a cam in. Stock rockers ok, TA valve springs recommended. 2500 -3000 stall converter recommended. Power Brakes ok. Fair Idle. 9.5:1 or more CR
TA 288-92H	"The Car Craft Shoot Out Winner" Made 560 HP with TA Stage 2 heads on pump gas. TA roller rockers and valve springs recommended. 2500 -3000 stall converter recommended. Power Brakes ok. Fair Idle. 9.5:1 or more CR
TA C118	Easy on the valve train. TA valve springs recommended. 3000 -3500 stall converter recommended. Power Brakes ok. Good Idle. 10:1 or more CR.
TA C113	Recommended for street and strip giving a 30-40 HP increase over stock cams. Stock rockers are ok. Gives 10 HP over TA C118 camshaft. Moderate idle. 3000-3500 stall converter recommended. 9.5:1 or more CR.
TA 292-02H	Recommended for street and strip giving a 30-40 HP increase over stock cams. Stock rockers are ok. Slightly stronger than TA C113 camshaft. Moderate idle. 3000-3500 stall converter recommended. 9.5:1 or more CR.
TA 288-96H	Great street/strip cam. TA roller rockers and valve springs recommended. Good Blower Cam with low compression (7:1 to 8:1) up to 10 lbs of boost for pump gas. Power Brakes ok. Moderate idle. 9.5:1 (normally aspirated) or more CR.
TA 288-98H	"Stocker Shoot Out" Cam . Great for street/strip. Gives 40+ HP over stock cam. TA roller rockers and valve springs recommended. 2500 -3000 stall converter recommended. Power Brakes ok. Moderate idle. 9.5:1 or more CR.
TA 290H	Straight pattern version of our "500 HP Cam" ideal for Stage 2 Heads. Makes more torque than the 413 and 290-08. TA roller rockers and valve springs recommended. 2500 -3000 stall converter recommended. Fair idle. 9.5:1 or more CR.
TA 413	Good bracket cam but still streetable. Strong mid-range, top end power, plenty of torque across the whole power range. TA roller rockers and valve springs recommended. 2500 -3000 stall converter recommended. Fair idle. 9.5:1 or more CR.
TA 298H	The infamous "Hemi Killer". Good bracket cam but still streetable. Strong mid-range, top end power. TA roller rockers and valve springs recommended. 2500 -3000 stall converter recommended. Fair idle. 9.5:1 or more CR.
TA 286-08H	Slightly larger than the TA 413. Good bracket cam but still streetable. Strong mid-range, top end power. TA roller rockers and valve springs recommended. 2500 -3000 stall converter recommended. Fair idle. 9.5:1 or more CR.
TA 290-08H	The "500 HP Street Cam". Good bracket cam but still streetable. Strong mid-range, top end power. TA roller rockers and valve springs recommended. 2500 -3000 stall converter recommended. Fair idle. 9.5:1 or more CR.
TA 286-08HL	Slightly stronger than the TA 290-08H. Good bracket cam but still streetable. Strong mid-range, top end power. TA roller rockers required and valve springs recommended. 2500 -3000 stall converter recommended. Fair idle. 9.5:1 or more
TA 290-08HL	The "525 HP Street Cam". Good bracket cam but still streetable. Strong mid-range, top end power. TA roller rockers required and valve springs recommended. 2500 -3000 stall converter recommended. Fair idle. 9.5:1 or more CR.
TA 296-06H	High End Street or Race cam. Strong mid-range, top end power. TA roller rockers and valve springs required. 3000-3500 stall converter recommended. Fair idle. 10:1 or more CR.
TA 296-08H10	The "Gibson 110" Cam. High End Street or Race cam. Strong mid-range, top end power. TA roller rockers and valve springs recommended. 3000-3500 stall converter recommended. Fair idle. 10:1 or more CR.
TA 296-08H	The original "Gibson" Cam. High End Street or Race cam. Strong mid-range, top end power. TA roller rockers and valve springs recommended. 3000-3500 stall converter recommended. Rough idle. 10:1 or more CR.
TA C107	Recommended for street and strip, for big blocks only. Must have converter and gears to be streatable. Idles at 1200 RPM. Requires Notched Pistons. Stock rockers ok, TA springs recommended. Rough idle. 10:1 or more CR.

HYDRAULIC CAMSHAFT DESCRIPTIONS, Cont.

TA 510	Very strong bracket cam, limited street use. TA roller rockers, valve springs required. Makes lots of HP with relatively low compression. 3500 +stall converter recommended. Rough idle. 10.25:1 or more CR.
TA 608	Serious bracket cam, but still streetable with all the good stuff. Ported heads highly recommended. TA roller rockers and valve springs required. This cam makes serious Power. Rough idle. 10.5:1 or more CR.
TA 608B	Stage 2 Series camshaft. Modified ramp profile really takes advantage of the Stage 2 cylinder heads for optimum power. Recommend all the good stuff. TA roller rockers and valve springs required. Rough idle. 11:1 or more CR.
TA 708	Recommended for race only. Good midrange and upper RPM power. Needs all the good stuff for best performance. 4500-5000 stall converter recommended. Rough idle. 12:1 or more CR.

SOLID

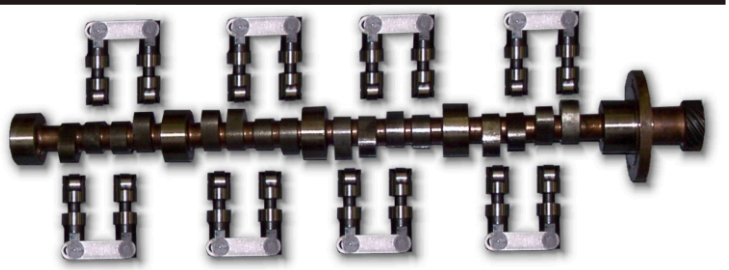
Part Nos.	VALVE LIFT				DURATION				LOBE CENTER	POWER RANGE	PRICE CODE
	STOCK 1.55 RATIO		TA ROLLERS 1.60 RATIO		AT .050		ADVERTISED				
	IN.	EXH.	IN.	EXH.	IN.	EXH.	IN.	EXH.			
TA 112S	.465”	.494”	.480”	.510”	228	240	276	286	112	2000-6000	**F**
TA 210S	.511”	.511”	.528”	.528”	248	254	288	298	110	3000-6000	**F**
TA 284-86F	.546”	.548”	.563”	.566”	245	253	284	286	108	3000-6000	**F**
TA 210S-HL	.551”	.549”	.567”	.565”	248	254	288	298	110	3000-6000	**F**
TA 284-94F	.543”	.566”	.560”	.584”	245	262	284	294	108	3500-6500	**F**
TA 284-96F	.550”	.558”	.568”	.576”	252	263	284	296	108	3500-6500	**F**
TA 294-98F	.566”	.592”	.584”	.611”	260	266	294	298	110	3500-6000	**F**
TA 294-04F	.566”	.578”	.584”	.596”	258	273	294	304	108	4000-6500	**F**
TA 304S	.580”	.580”	.598”	.598”	268	268	304	304	108	3500-6500	**F**
TA 308S	.580”	.565”	.598”	.584”	268	274	304	314	108	3500-6500	**F**
TA 508S	.600”	.600”	.620”	.620”	276	276	312	312	108	3500-7000	**F**
TA 408S	.605”	.617”	.624”	.637”	274	288	312	323	108	4000-7000	**F**
TA 608S	.615”	.615”	.635”	.635”	286	286	323	323	108	4200-7500	**F**

400-430-455 SOLID ROLLER

Part Nos.	VALVE LIFT				DURATION				LOBE CENTER	POWER RANGE	PRICE CODE
	TA ROLLERS 1.60 RATIO		TA ROLLERS 1.65 RATIO		AT .050		ADVERTISED				
	IN.	EXH.	IN.	EXH.	IN.	EXH.	IN.	EXH.			
TA 278R	.573”	.573”	.590”	.590”	238	238	278	278	108	2000-6000	**G**
TA 290-08R	.576”	.584”	.593”	.601”	238	248	290	308	112	2500-6000	**G**
TA 284-88R	.610”	.620”	.628”	.639”	243	248	284	288	108	2500-6000	**G**
TA 308S-R	.616”	.608”	.635”	.627”	268	274	308	314	108	3000-6500	**G**
TA 308HL-R	.662”	.641”	.683”	.661”	268	274	308	314	108	3500-7000	**G**
TA 306R	.688”	.688”	.710”	.710”	273	273	306	306	108	4000-7000	**G**
TA 302-14R	.712”	.712”	.734”	.734”	272	278	302	314	108	4000-7000	**G**

Roller Cam Notes:
Roller cams are available for 231 V6 and 400-430-455 only, with solid lifters only, hydraulic lifters are not available. 400-430-455 applications will need to use TA 1106 Lifter Bore girdle, oil through pushrods, TA Grooved cam bearings and TA Roller Rockers.

Ask a TA Tech for additional information.



SOLID CAMSHAFT DESCRIPTIONS

Idle Quality: ***Smooth Idle*** - just like stock, ***Good Idle*** - mild lump, but doesn't impair driveability, ***Moderate Idle*** - nice performance sound, ***Fair Idle*** - heavy lump, ***Rough Idle*** - very lumpy race type idle

RV-112S	Recommended for street or strip. Good all-around performance. Easy on valve train. TA roller rockers or adjustable pushrods required. Moderate idle. 2500 stall converter recommended. 9.5:1 or more CR.
TA 210S	Recommended for street or strip. Increased midrange power. TA roller rockers or adjustable pushrods required. Needs notched pistons. Fair idle. 10.25:1 or more CR.
TA 284-86F	Very similar to TA 210S-HL
TA 210S-HL	High Lift version of our popular TA 210S Cam. Compliments ported heads for additional power across the full range. TA roller rockers and valve springs required. Fair idle. 10.25:1 or more CR.
TA 284-94F	Split pattern cam with considerable emphasis on the exhaust side. TA roller rockers and valve springs required. Rough idle. 11:1 or more CR.
TA 284-96F	Stronger intake side than TA 284-94F. TA roller rockers and valve springs required. Rough idle. 11:1 or more CR.
TA 294-98F	110 Lobe separation helps make this one of the hottest cam combinations that can still be driven on the street. TA roller rockers and valve springs required. Rough idle. 11:1 or more CR.
TA 294-04F	Additional duration over the TA 294-98F gives this cam a slightly wider power range advantage. TA roller rockers and valve springs required. Rough idle. 11:1 or more CR.
TA 304S	Straight pattern version of the 308S, specifically designed for Stage 2 & Stage 3 combinations. TA roller rockers and valve springs required. 4000 + stall converter recommended. Rough idle. 11:1 or more CR.
TA 308S	Our most popular solid cam. This cam regularly makes 600+ HP on Iron Stage 1 combinations. TA roller rockers and valve springs required. 4000 + stall converter recommended. Rough idle. 11:1 or more CR.
TA 508S	Recommended for Race only. Developed in Dave Mongeon's TA Stage 2 1969 GS. His car ran 10.00 @ 134 MPH the first time out. Needs all the good stuff to get full benefit. Rough idle. 12:1 or more CR.
TA 408S	Recommended for Race only. Very strong running cam. Lots of mid to upper RPM power. Should have all the good stuff to get the full benefit. Rough idle. 12:1 or more CR.
TA 608S	Recommended for Race only. The biggest solid cam we make. Lots of upper RPM power. Should have all the good stuff to get the full benefit. Rough idle. 12:1 or more CR.

ROLLER CAMSHAFT DESCRIPTIONS

Idle Quality: ***Smooth Idle*** - just like stock, ***Good Idle*** - mild lump, but doesn't impair driveability, ***Moderate Idle*** - nice performance sound, ***Fair Idle*** - heavy lump, ***Rough Idle*** - very lumpy race type idle

TA 278R	Recommended for street or strip. Good all-around performance. Easy on valve train. TA roller rockers required. Needs notched pistons Moderate idle. 2500+ stall converter recommended. 10:1 or more CR.
TA 290-08R	Roller version of our popular hydraulic cam. Recommended for street or strip. Increased midrange power. TA roller rockers required. Needs notched pistons. Moderate idle. 10.:1 or more CR.
TA 284-88R	Recommended for high end street use or race. Increased midrange power. TA roller rockers required. Needs notched pistons. Fair idle. 10.5:1 or more CR.
TA 306R	Race only. needs all the good stuff, needs good flowing heads .TA roller rockers required. Needs notched pistons. Rough idle. 12:1 or more CR.
TA 284-94F	Race only. needs all the good stuff, fully ported heads make tons of power with this cam .TA roller rockers required. Needs notched pistons. Rough idle. 12:1 or more CR.

These are just a few of the Roller grinds, We can grind almost any combination, please inquire

TA has designed and produced the only roller cam available for the 400-430-455 Buicks. These cams are semi finished, everything is done except the final grind. Lobe profile parameters are .320 to .430 lobe lift, and 108 to 112 lobe separation, 106 to 114 depending on amount of lobe lift. We can grind you a street/strip or race profile.

364-401-425 Nailhead

Ground on new cam blanks, not old cores!

HYDRAULIC

VALVE LIFT DURATION

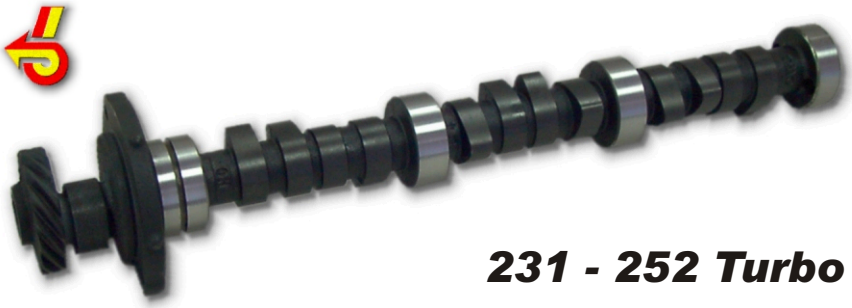
Part Nos.	1.55 RATIO IN.	1.55 RATIO EXH.	1.60 RATIO IN.	1.60 RATIO EXH.	AT .050 IN.	AT .050 EXH.	ADVERTISED IN.	ADVERTISED EXH.	LOBE CENTER	POWER RANGE	PRICE CODE
TA 112	.450”	.466”	.464”	.481”	210	215	260	262	112	1500-5000	H
TA 20	.455”	.455”	.470”	.470”	218	218	280	280	112	1500-5000	H
TA 25	.459”	.479”	.480”	.495”	218	228	280	288	112	1500-5000	H
TA 30	.472”	.472”	.488”	.488”	228	228	276	276	112	2000-5500	H
TA 413-401	.500”	.500”	.516”	.516”	234	244	286	296	113	2000-5500	I

Nailhead CAMSHAFT DESCRIPTIONS

Idle Quality: ***Smooth Idle*** - just like stock, ***Good Idle*** - mild lump, but doesn’t impair driveability, ***Moderate Idle*** - nice performance sound, ***Fair Idle*** - heavy lump, ***Rough Idle*** - very lumpy race type idle

TA 112	Similar to stock with some extra lift resulting in the same driveability as original. Works well with low compression engines and smaller displacements. TA 1440 Stage 1 springs recommended. Stock converter and gears ok. Good idle.
TA 20	Recommended for all around street performance, an upgrade over the dual quad Riviera cam gives 20 HP increase in most combinations. TA 1440 Stage 1 springs recommended. Stock converter and gears ok. Good idle.
TA 25	Performance street and strip cam, gives 25+ HP increase. TA 1440 Stage 1 springs required. Moderate idle. 2000+ stall converter recommended.
TA 30	Hot street/race cam, gives 30+ HP increase. TA 1440 Stage 1 springs required. Fair idle. 2500+ stall converter and gears recommended.
TA 413-401	Hot street/race cam, gives 40+ HP increase. TA 1440 Stage 1 springs required. Rough idle. 2500+ stall converter and gears recommended.

These and other grinds available, also available for 264 - 322



Other Grinds and Roller Grinds Available. Please Inquire!

231 - 252 Turbo V6

HYDRAULIC

VALVE LIFT DURATION

Part Nos.	STOCK 1.55 RATIO IN.	STOCK 1.55 RATIO EXH.	TA ROLLERS 1.60 RATIO IN.	TA ROLLERS 1.60 RATIO EXH.	AT .050 IN.	AT .050 EXH.	ADVERTISED IN.	ADVERTISED EXH.	LOBE CENTER	POWER RANGE	PRICE CODE
TA V260H	.434”	.434”	.440”	.440”	206	206	260	260	112	1500-5500	J
TA V264H	.449”	.449”	.464”	.464”	208	208	264	264	112	1500-6000	J
TA V270H	.455”	.455”	.470”	.470”	214	214	270	270	110	1500-6000	J

Turbo V6 CAMSHAFT DESCRIPTIONS

Idle Quality: ***Smooth Idle*** - just like stock, ***Good Idle*** - mild lump, but doesn’t impair driveability, ***Moderate Idle*** - nice performance sound, ***Fair Idle*** - heavy lump, ***Rough Idle*** - very lumpy race type idle

TA V260H	Great street/strip cam, makes lots of power without compromising drivability. 112 degree lobe center allows the use of more boost before experiencing detonation. Smooth idle.
TA V264H	Excellent street/strip cam, makes more upper rpm power without sacificing low end torque. 112 degree lobe center allows the use of more boost before experiencing detonation. Good idle.
TA V270H	Great strip or hot street cam, designed for high flowing heads and larger turbos. 110 degree lobe center for explosive top end torque and horsepower. Moderate idle.

350-400-430-455 Hydraulic

	Cam Only	Pre 1970 Kit	1970 & Later Kit	Kit Contents
A	$159.00	$378.00	$337.00	Camshaft, Lifters, *Stage 1* Springs (SINGLE), Keepers
B	$159.00	$382.95	$341.95	Camshaft, Lifters, *Stage 1 Plus* Springs (SINGLE), Keepers
C	$159.00	$473.00	$432.00	Camshaft, Lifters, TA Super Springs (DUAL), Retainers, Keepers

215-300-340 Hydraulic

	Cam Only	Pre 1970 Kit	Kit Contents
D	$189.00	$408.00	Camshaft, Lifters, *Stage 1* Springs (SINGLE), Keepers
E	$189.00	$503.00	Camshaft, Lifters, TA Super Springs (DUAL), Retainers, Keepers

350 & 400-430-455 Solid

	Cam Only	1970 & Later Kit	Kit Contents
F	$159.00	$459.00	Camshaft, Lifters, TA Super Springs (DUAL), Retainers, Keepers

400-430-455 Solid Roller

	Roller Blank	+ Roller Grind	
G	$455.00	$165.00	Billet Blank Only (**TA Roller**) Or Blank Ground (**Z-Grind**)To Customer's Specifications

364-401-425 Nailhead Hydraulic

	Cam Only	Cam Kit	Kit Contents
H	$179.00	$443.00	Camshaft, TA 1406 Lifters, TA 1440 Stage 1 Springs, Keepers
I	$189.00	$453.00	Camshaft, TA 1406 Lifters, TA 1440 Stage 1 Springs, Keepers

231-252 V6 Hydraulic

	Cam Only	Cam Kit	Kit Contents
J	$159.00	$297.20	Camshaft, TA V1405 Lifters, TA V1436 Stage 1 Springs, Keepers

Special Order Camshafts

	Cam Only	
SPO	$189.00	215-225-231-252-300-340-350-400-430-455, $209 for 264-322-364-401-425

Camshaft Kit Notes:

LIFTER SELECTION

"Pre 1970" and *"1970 & later"* refers to the lifter type. Use **TA 1406** series lifters for 1953-1969 applications (must use TA camshaft for 1953-1955). Use **TA 1405** series lifters for 1970-1987 applications. Also use **TA 1405** series lifters for earlier applications that are converted to pushrod oiling or when using roller rockers were pushrod oiling is required.

SPRING SELECTION

215-300-340-350 & 225-231-252 V6 - use **TA 1436** ***Stage One*** series SINGLE springs for camshaft lift up to .500". Use **TA 1130** DUAL springs for camlifts greater than .500". Call for V6 roller cam spring recommendations.

400-430-455 - use **TA 1435** ***Stage One*** SINGLE springs for camshaft lift up to .490". Use **TA 1435A** ***Stage One Plus*** SINGLE springs for camlifts between .490" and .575". Use **TA 1107** DUAL springs for mild street/strip hydraulic cam combinations up to .550" lift. Use **TA 1125 (TA 1125 AL)** DUAL springs for serious hydraulic cams up to .625" Lift and Solid Cams up to .600" lift. Use **TA 1160** DUAL springs for Race only solid cam applications were increased pressures are desired or small street roller cam applications. Use **TA 1195** Dual springs for most street/strip and all race, roller cam applications.

364-401-425 - use **TA 1440** DUAL springs for lifts up to .460". Use **TA 1440** ***Stage One*** DUAL springs for all others. Note: Nailheads were originally equiped with DUAL springs and all replacement springs are DUAL.

Please See Our Small Block & V6 Cam Accessories
Woodruff Keys on Page 91, Distributor Drive Gears and Fuel Pump Eccentrics on Page 109

Performance Lifters

HYDRAULIC LIFTERS

Do not under estimate the importance of your lifters. TA 1405 series lifters use the original GM type valving and have a hardened face to prevent wear. We recommend you use our TA Hydraulic lifters for any hydraulic cam combination. TA Hydraulic lifters can rev to 6500 RPM and are designed to maintain precise valve timing under all operating conditions. Part No TA 1405 incorporates a constant orifice metering ball check valve that provides precise oil flow to Buick shaft mounted rockers via the hollow pushrods.

Part Nos.

TA 1405	350, 455 `70 & later	$ 79.00
TA 1405J	350, 455 `70 & later (Johnson lifter)	$ 85.00
TA 1406	ALL V8 1956-1969	$120.00
TA V1405	231, 252 V6	$ 59.95
TA V1406	ALL V6 1960-1969	$ 90.00

SOLID LIFTERS

TA Solid lifters are recommended for competition engines reaching 7000+ RPM. These lifters must be used in conjunction with TA Adjustable pushrods or TA Adjustable Roller Rockers.

Part No.

TA 1410 350, 455 `70 & later $106.00

Please Note: Beginning in the Spring of 2004 the solid lifters for the Buicks changed. The cup of the NEW lifter is approximately .125" lower than the "OLD" style which will effect your pushrod length, please take this into consideration when ordering. SEE MORE INFORMATION IN THE REFERENCE SECTION ON PAGE 151!

RHOADS LIFTERS

Rhoads lifters are an ideal lifter for the Buick engine where rough idle, low fuel economy and poor driveability are the results of a larger cam. Rhoads lifters give the illusion of running two different cams at the same time. The lifters "bleed down" at low speeds through an oil orifice to make the cam act smaller than it is. Then at higher RPMs the lifter expands to let the cam be it's actual size.

Part No.

TA 1415 350, 455 `70 & later ..... $ 115.00

ROLLER LIFTERS

Unlike transplanted Chevy type lifters, TA Roller Lifters are specifically designed for the Buick Big Block. These solid roller lifters are semi-shrouded to reduce oil spillage from the lifter bore at full lift. TA 1413 is for use with any Stage 1, 2 or 3 roller cam combination. TA 1414 is for use with Stage 4 heads, these lifters incorporate a .200" offset for the intake valve. TA 1104 Lifter Bore Girdle is highly recommended with the use of any roller camshaft.

Part Nos.

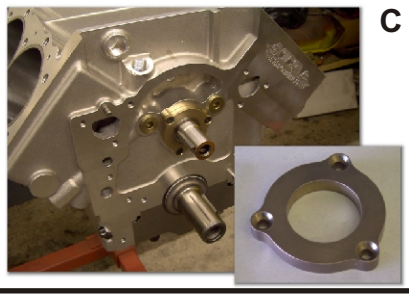
TA 1413	400-430-455 Solid roller lifter	$495.00
TA 1414	455 Solid roller lifter w/ .200" intake offset	$495.00
TA V1413	231-252 V6 Solid roller lifter shielded foot	$375.00

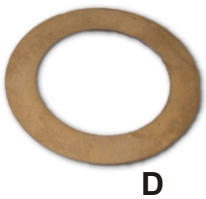
-- Prior to 1970 Buick oiled their rockers via integral passages on the cylinder block and cylinder heads. Oil was delivered through these passages direct into the rocker shafts. The oil was then distributed to each rocker by a feed hole in the shaft at each rocker position.

-- 1970 and later Buicks oiled the valve train in the more conventional manner: up through the pushrods.

-- In order to use TA 1405, TA 1410 or TA 1415 lifters in pre 1970 engines a few simple changes are necessary. Other than changing the lifter to the later model you will also need to use a hollow pushrod (`70 and later) and `70 and later rocker assemblies. If you would like to retain the earlier style rocker assembly; TA offers Hybrid adjustable pushrods that incorporate the smaller radius tip at the lifter and the larger radius tip at the rocker. You will also need to block the oil feed passage that delivered oil to the rocker shafts. Block this passage in the head itself or in the cylinder block. Ask a TA technician about additional information on this popular upgrade.

Roller Cam Accessories





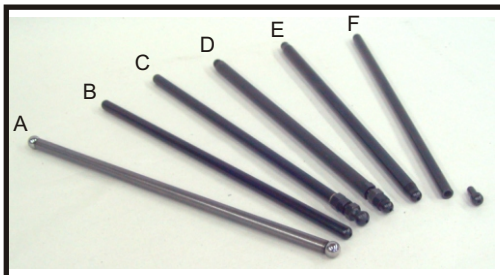
A. TA ROL150 Torrington roller bearing cam bumper, use on roller cams with counter bored nose..... $59.95

B. TA ROL 150A Spring type cam bumper. Used on original V6 applications. $12.00

C. TA VRL100 Bronze roller cam thrust plate, fits 231-252 V6 and TA V3800 series cylinder blocks. $59.00

D. TA ROL 100 Bronze thrust washer, protects cam and block from wear when using roller cams. Included with 455 roller cam purchase. $20.00

TA Performance Pushrods



A. Stock
B. TA 1423 Series
C. Hybrid Adjustable
D. 3/8" O.D. Adjustable
E. 3/8" O.D. Non-Adjustable
F. Cut To Length

NON-ADJUSTABLE

Our **TA 1423** series pushrods are the best on the market. Made from .080" thick, 5/16" O.D., chrome moly tube, these pushrods offer the strength required for increased spring pressures while still maintaining a small O.D. for maximum clearance in the pushrod hole of the cylinder head. We stock these pushrods in several lengths to accommodate most combinations.

Part Nos.

TA 1423-9.250	.....	$115.00
TA 1423-9.275	.....	$115.00
TA 1423-9.300	.....	$115.00
TA 1423-9.325	.....	$115.00
TA 1423-9.350	Stock 400-430-455 length	$115.00
TA 1423-9.375	.....	$115.00
TA 1423-9.400	.....	$115.00
TA 1423-9.450	.....	$115.00
TA 1423-9.500	.....	$115.00
TA 1423-9.550	.....	$115.00
TA 1423-9.600	.....	$115.00
TA 1423-9.650	Stock 350 length	$115.00
TA 1423-9.700	.....	$115.00
TA 1423-9.750	.....	$115.00

Special Order lengths also available

TA offers fixed length performance pushrods for most Buick V6 and V8 Buick engines. Available in 5/16" or 3/8" O.D. and made from thick wall chrome moly tube.

5/16" O.D.

Part Nos.

TA 1424	`70-`76 455 (400-430*) +.100"	$ 99.00

▶▶▶ *Please see our **TA 1423** section above for stock and alternate lengths for 350-400-430-455 engines.*

3/8" O.D.

Part Nos.

TA 1420	`70-`81 350	$ 99.00
TA 1421	`70-`76 455 (400-430*)	$125.00

STOCK PUSHRODS

Stock replacement pushrods meet or exceed original specifications, available for almost any Buick engine.

Part Nos.

TA 1417A	215 V8	$ 85.00
TA 1417B	`64 225 V6	$ 85.00
TA 1417C	`65-`67 225 V6	$ 85.00
TA 1417D	`64 300	$ 85.00
TA 1419A	`68-`69 350	$ 85.00
TA 1419B	`65-`67 300 & 401-425 (8.700")	$ 85.00
TA 1419C	340 & 400-430	$ 85.00
TA 1419D	`70-`76 455.....	$ 59.00
TA 1419E	`70-`81 350	$ 39.95

ADJUSTABLE PUSHRODS

TA adjustable pushrods are ideal for many performance combinations. They provide an inexpensive way to incorporate an adjustable valve train when needed. Hybrid adjustable pushrods are a TA Exclusive, they allow the use of a late model oiling system (through the pushrods) while retaining the early style rockers. Also available in 5/16" or 3/8" tube O.D.

5/16" O.D.

Part Nos.

TA 1427	`70-`81 350	$149.00
TA 1427A	`68-`69 350	$149.00
TA 1427B	350 Hybrid	$149.00
TA 1427C	`80-`88 3.8 & 4.1L V6	$119.00
TA 1428	`70-`76 455 (400-430*)	$149.00
TA 1428-401	364-401-425	$149.00
TA 1428A	`67-`69 400-430	$149.00
TA 1428B	400-430-455 Hybrid	$149.00

3/8" O.D.

TA 1425	`70-`81 350	$149.00
TA 1425A	`68-`69 350	$149.00
TA 1426	`70-`76 455 (400-430*)	$149.00

Replacement Tips and Nuts Available, Please Call

** Indicates 455 type parts that can also fit 400-430 engines. Ask a TA Tech for details.*

Pushrod Facts: ***Tube*** diameters are available in 5/16" and 3/8" O.D. ***Ball Ends*** are available in 5/32" or 3/16" radius. Prior to 1970 Buicks used a 3/16" radius ball end, and beginning with 1970 and later, Buicks used 5/32" radius ball ends. It is common for these two measurements to be confused. Please ask a TA Tech if you have any questions.

NOTE It is important that pushrod length be checked any time an engine is re-built, heads or block are shaved or when changing to a different lift camshaft. Ask a TA technician how to check for proper pushrod length.

Valve Stem Seals

Rubber | Rubber w/ Teflon | All Teflon

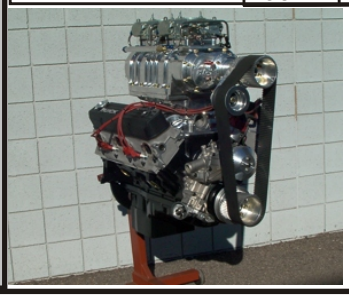
Use to help reduce oil consumption by preventing oil from passing into the combustion chamber. This occurs when the valve guides begin to wear. Available in Rubber for street, Rubber with Teflon for street/strip or all Teflon for race applications. Available for V8 and V6 applications. *Please note that TA 1433NH is for 1966 401-425 engines only and is used on the intake guide only.*

Many Buick engines did not use seals on the exhaust side. It will be necessary to cut the height of the guide down in order to use a seal.

.625 = stock guide O.D.for 350, 400-430-455
.372 = 3/8" Valve Stem
.341 = 11/32" Valve Stem

-Rubber seals are direct replacements for stock applications
-Rubber w/ Teflon seals are your best all around performance seal
- All Teflon is best for race applications were the maximum oil control is needed due to the high volume of oil circulation.
- Viton is a high performance rubber seal that has become very popular for its durability

Material	Guide O.D.	Stem O.D.	Part Nos.	Qty.	Price
Rubber	.625	.372	**TA 1433**	16	$12.00
	1966 401-425		**TA 1433NH**	8	$16.00
Rubber w/ Teflon	.500	.372	**TA 1433A**	16	$16.00
	.531	.372	**TA 1433B**	16	$16.00
	.625	.372	**TA 1433C**	16	$16.00
	.500	.341	**TA 1433H**	16	$20.00
	.531	.341	**TA 1433I**	16	$20.00
	.500	.341	**TA V1433H**	12	$15.00
	.531	.341	**TA V1433I**	12	$15.00
All Teflon	.500	.341	**TA 1433D**	16	$20.00
	.531	.341	**TA 1433E**	16	$20.00
	.500	.372	**TA 1433F**	16	$25.00
	.531	.372	**TA 1433G**	16	$20.00
Viton Rubber	.500	.372	**TA 1433AV**	16	$30.00
	.531	.372	**TA 1433BV**	16	$30.00
	.500	.341	**TA 1433HV**	16	$34.00
	.531	.341	**TA 1433IV**	16	$30.00
	.625	.372	**TA 1433-V**	16	$30.00
	.500	.341	**TA V1433HV**	12	$26.00
	.531	.341	**TA V1433IV**	12	$23.00



MATT STRYKER - TA Built Stage 2 498
TA Billet Stroker Crankshaft
TA Billet Rods
TA Forged Pistons
TA Block Girdle
TA Stage2 Full Port Street Eliminator Heads
TA Roller Rockers
BDS 8-71 Blower With Custom Intake
10 lbs Boost

Valve Keepers

TA 1434

TA 1434B, TA V1434A

Heat treated valve locks designed as a direct replacement for the Buick 3/8" or 11/32" valve stems. Will hold any spring, made from formed alloy steel that is stronger than any stock valve lock. Sold in sets of 32 for V-8 and 24 for V-6.

TA 1434, eleven degree lock is for use with stock or aftermarket 3/8" dia. valves on most Buick V-8's. **TA 1434B** and **TA V1434A** seven degree lock is for use with stock or aftermarket 11/32" dia. valves for Buick V6 or when using 11/32" dia. valves on the 400-430-455.

Part Nos.

TA 1434	264-322-350-364-400-401-425-430-455, 11 degree , stock replacement	$29.00
TA 1434A	225 V6, 215-300-340, stock replacement	$29.00
TA 1434B	V-8 with 11/32" dia. valve stems, 7 degree	$29.00
TA 1434C	V-8 with 11/32" dia. valve stems, 10 degree	$39.99
TA 1434C-.050	V-8 with 11/32" dia. valve stems, 10 degree, gives .050" additional spring height	$39.99
TA V1434A	231-252 V6 11/32" dia. valve stems, 7 degree, stock replacement	$22.00
TA V1434C	V-6 with 11/32" dia. valve stems, 10 degree	$39.99
TA V1434C-.050	V-6 with 11/32" dia. valve stems, 10 degree, gives .050" additional spring height	$39.99

Chrome - Moly & Titanium Retainers

TA 1450 TA 1450-.050 TA 1451 TA 1451A

Eliminates dropped valves due to retainer failure and provides your engine with maximum valve train protection. They are magna fluxed and black oxided for appearance. Perfect for both street or strip. These retainers provide a positive hold that controls the valve spring from sliding around the retainer, especially at higher RPM's and higher spring loads where the added stress can cause increased valve, guide and retainer wear, poor sealing, increased oil consumption, improper valve seating and broken springs. Protect your Buick with the best retainer available. Available for 3/8" and 11/32" valves. Set of 16. Single spring applications such as TA 1435 & TA 1436 series will re-use stock retainers.

Part Nos.

TA 1450 For TA 1107, TA 1125, TA 1125AL, TA 1130, TA 1160, TA 1440, TA 1440 Stage 1 springs, 3/8" stem..... $ 55.00

TA 1450.050 For TA 1107, TA 1125, TA 1125AL, TA 1130, TA 1160, TA 1440, TA 1440 Stage 1 springs, 3/8" stem..... $ 75.00

TA 1450-.050 gives .050" taller spring installed height

TA 1450A For TA 1125, TA 1125AL, TA 1130, TA 1160 springs, 11/32" stem, 7 degree .....$ 69.95

TA 1451 For TA 1150, TA 1190, TA 1190 Vasco springs, 3/8" stem .....$ 55.00

TA 1451A For TA 1150, TA 1190, TA 1190 Vasco springs, 11/32" stem, 7 degree .....$ 55.00

TA 1451B For TA 1195 springs, 11/32" stem, 10 degree .....$ 55.00

TA 1451B-TITANIUM For TA 1195 springs, 11/32" stem, 10 degree, *Titanium* $150.00

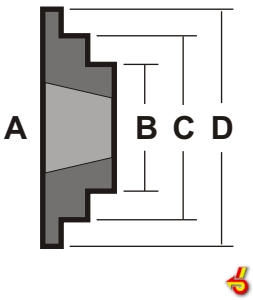
TA 1451CT-TITANIUM For TA 1150, TA 1190, TA 1190 Vasco springs, 11/32" stem, 10 degree, *Titanium* $150.00

V6 Retainers

TA V1450A For TA 1125, TA 1125AL, TA 1130, TA 1160 springs, 11/32" stem, 7 degree .....$ 52.50

TA V1451BT For TA 1195 springs, 11/32" stem, 10 degree, *Titanium* $135.00

Retainer Dimensions



Part Nos.	A	B	C	D	Stem Dia.	Material	Notes:
TA 1450	11°	.721	1.011	1.326	3/8"	Chrome-Moly	
TA 1450-.050	11°	.721	1.011	1.326	3/8"	Chrome-Moly	+ .050" installed height
TA 1450A	7°	.686	1.018	1.365	11/32"	Chrome-Moly	①
TA 1451	11°	.795	1.080	1.375	3/8"	Chrome-Moly	
TA 1451A	7°	.795	1.080	1.375	11/32"	Chrome-Moly	①
TA 1451B	10°	.710	1.105	1.500	11/32"	Chrome-Moly	①
TA 1451BT	10°	.710	1.105	1.500	11/32"	Titanium	①
TA 1451CT	10°	.740	1.112	1.500	11/32"	Titanium	①
TA V1450A	7°	.686	1.018	1.365	11/32"	Chrome-Moly	
TA V1451BT	10°	.710	1.105	1.500	11/32"	Titanium	

① ***Springs may need chamfering to clear inner radius of retainers. We can chamfer the springs for you for $25.***

Spring Locators

Use spring locators to protect aluminum heads and to positively position the valve springs. TA 1452 series has 16 per set, TA V1452 series has 12 per set.

Part Nos.

TA 1452A.060 1.55" O.D. x .570" x .060", Spring I.D. .690" $48.95

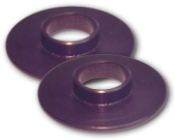
TA 1452B.045 1.535" O.D. x .567" x .045", Spring I.D. .740" $69.95

TA 1452C.060 1.535" O.D. x .570" x .062", Spring I.D. .810" $59.95

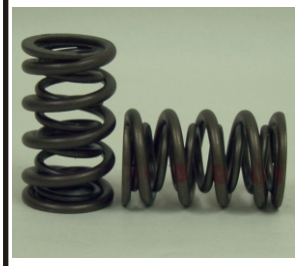
TA V1452A.060 1.55" O.D. x .570" x .060", Spring I.D. .690" $40.00

TA V1452B.045 1.535" O.D. x .567" x .045", Spring I.D. .740" $55.00

TA V1452C.060 1.535" O.D. x .570" x .062", Spring I.D. .810" $49.00



TA Performance DUAL "Super Springs"



TA 1125AL

TA Performance continues to carry some of the best dual valve springs for the Buick engines, this line of *Super Springs* will compliment all levels of performance from hot street cams to huge roller profiles.

All of the **TA** *Super Springs* are manufactured from the highest quality chrome silicone tempered steel, and they are considered by many engine builders as the best and only springs to consider when building a Buick engine. TA 1107, TA 1125, TA 1125AL, TA 1130, TA 1440 and TA 1440 Stage 1 springs were specifically designed for Buick applications, these springs will accommodate most hydraulic and solid grinds up to .650" lift, all while maintaining as much clearance to the rocker as possible. Other springs offered on the market will not clear your rockers without modification. TA 1190 and TA 1195 are for extreme combinations and will require clearancing of the rocker assemblies. TA offers this service, please call for additional information.

TA 1190

350*-400-430-455

O.D.		1.360
100 lbs	@	1.900
250 lbs	@	1.400
Coil Bind		1.060
Retainer:		**TA 1450** Series

*350 with solid lifters

Part No.
TA 1107 ..... $ 85.00

400-430-455

O.D.		1.385
125 lbs	@	1.900
295 lbs	@	1.400
Coil Bind		1.030
Retainer:		**TA 1450** Series

Part No.
TA 1125 ..... $130.00

400-430-455

O.D.		1.385
125 lbs	@	1.900
275 lbs	@	1.400
Coil Bind		1.060
Retainer:		**TA 1450** Series

Part No.
TA 1125AL $130.00

350

O.D.		1.360
125 lbs	@	1.730
325 lbs	@	1.230
Coil Bind		.990
Retainer:		**TA 1450** Series

Part No.
TA 1130 ..... $130.00

400-430-455

O.D.		1.385
160 lbs	@	1.900
360 lbs	@	1.400
Coil Bind		1.175
Retainer:		**TA 1450** Series

Part No.
TA 1160 ..... $130.00

400-430-455

O.D.		1.500
190 lbs	@	1.850
515 lbs	@	1.250
Coil Bind		1.060
Retainer:		**TA 1451** Series

Part No.
TA 1190 ..... $150.00

400-430-455

O.D.		1.525
250 lbs	@	1.850
600 lbs	@	1.210
Coil Bind		1.110
Retainer:		**TA 1451B** or **TA 1451BT**

Part No.
TA 1195 ..... $299.00

264-322-364-401-425

O.D.		1.300
90 lbs	@	1.600
230 lbs	@	1.100
Coil Bind		.985
Retainer:		Stock or **TA 1450** Series**

Part No.
TA 1440Stg1 ... $130.00

***TA 1450 Retainer and TA 1440 Stg 1 springs must be pressed together or slightly reduce the diameter of the inner spring step on the retainer.*

Some spring and retainer combinations will require chamfering of the spring to clear the underside radius of the retainer. See Retainer listings on previous page for such applications.

DUAL Spring Notes:

DUAL springs are comprised of two coil springs one in side of the other, springs that have a coil outer spring and a flat (dampener) spring are SINGLE springs.

When using dual valve springs it will be necessary to machine the O.D. of the stock guides due to the I.D. of the inner spring. *Does not apply to TA 1440 Series Springs.*

TA 1190 & TA 1195 Series Springs will require the spring pads on stock heads to be enlarged for the larger O.D. spring. A TA roller rocker assembly (or similar) must be used, and additional machining of the rocker will be required to clear the spring.

On applications using TA 1125, 1130, and 1190 series springs (with exclusion to roller cam applications) TA Performance highly recommends removing the inner spring during camshaft break-in to reduce the chance of cam failure during this critical process. After cam break-in, the inner springs can be re-installed and run as intended.

264-322-364-401-425

O.D.		1.335
140 lbs	@	1.600
300 lbs	@	1.100
Coil Bind		.915
Retainer:		Stock or **TA 1450** Series**

Part No.
TA 1440Stg2 ... $225.00

***TA 1450 Retainer and TA 1440 Stg 2 springs must be pressed together or slightly reduce the diameter of the inner spring step on the retainer.*

Stage 1 Valve Springs

Introduction

TA's Stage 1 series valve springs are made from high quality chrome-silicone steel and are a direct replacement ** for stock valve springs. These springs work with stock retainers and keepers yet provide the additional spring pressure required for larger street cams and extra rpm.

*** use of smaller O.D. valve seals may be required.*

400-430-455 Stage 1 *PLUS*

Our latest addition, these springs have been specifically designed to work with camshafts up to .575".

- *Use stock retainers*
- *Guides will have to be cut for smaller O.D. seals or dampener spring must be removed*

O.D.		1.360
100 lbs	@	1.870
315 lbs	@	1.300
Coil Bind		1.030

Part No.
TA 1435A $89.95

400-430-455 Stage 1

Factory Stage 1 replacemet spring for mild to moderate cam combinations on any Big Block Buick.

O.D.		1.360
100 lbs	@	1.860
315 lbs	@	1.360
Coil Bind		1.320

- *Use stock retainers*
- *Use stock seals*
- *No machine work required*

Part No.
TA 1435 ..... $85.00

350 Stage 1

Ideal spring for most street strip 300-340-350 V8's as well as 225-231-252 V6 applications.

O.D.		1.260
110 lbs	@	1.727
280 lbs	@	1.227
Coil Bind		1.115

- *Use stock retainers*
- *Guides will have to be cut for smaller O.D. seals or dampener spring must be removed*

Part No.
TA 1436 ..... $75.00

Stock Valve Springs

Perfect for restoration projects, our stock valve springs will put your spring pressures back to stock specs.

Part Nos.

TA 1435B	`67-`76, 400-430-455	80 lbs @ 1.860", 220 lbs @ 1.360", Coil Bind 1.175"	$ 59.00
TA 1436B	`68-`81, 350	75 lbs @ 1.727", 225 lbs @ 1.227", Coil Bind 1.180"	$ 59.00
TA 1440	`59-`66, 401-425	75 lbs @ 1.600", 195 lbs @ 1.100, Coil Bind .985"	$ 79.00

Ask Us About Replacement Guides And Seats For Most Buick Cylinder Heads!

Mark Dalquist - `67 Riviera
Fargo, ND
462 Buick, 9.5:1 CR, SP-1 Intake,
TA Custom Roller Cam, Stage 1 ported iron heads
4500 lbs, 3.42 rear gear, stock driveshaft and rear end
Best E.T. 11.98 @ 112 mph, 5600 rpm through the traps

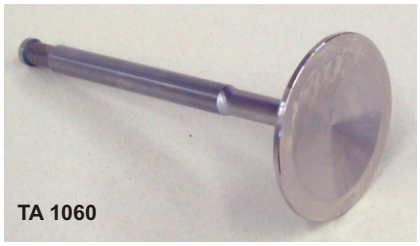
Tom Spresser
Phoenix, AZ
TA Built 462, Stage 1 ported iron heads
Best E.T. 11.66 @ 116 MPH

High-Flow Stainless Steel Valves

TA 1432C

TA 1430A

Who better to improve a valve than the manufacturer of the TA Stage 2 Aluminum Heads! Our Severe Duty stainless steel valves are nearly twice as strong at operating temperature as most import valves. They offer increased durability, extended service life, increased flow and lighter weight than stock valves. Key features such as a swirl polished backside radius, undercut and chromed stems, laser impregnated hardened stalite tips result in a higher flow and lighter combination compared to other performance valves, all while maintaining the utmost in durability. Our 3/8" High flow valves work with all other stock spec. components. Our 11/32" series valves will require different guides, retainers and locks than stock (except V6) applications.



High-Flow, Swirl Polished, Back Cut, Stainless Steel

3/8" Stem

Part Nos.

TA 1430A 430-455, Stage 1&2 Valve Set $225.00
TA 1060 430-455, 2.130" Intake, Stage 1&2 .....$125.00
TA 1070 430-455, 1.755" Exhaust, Stage 1&2 .....$125.00

TA 1430B 400-430-455 Standard Size Valve Set $225.00
TA 1030 400-430-455, 2.000" Intake, Std. $125.00
TA 1031 400-430-455, 1.625" Exhaust, Std. $125.00

TA 1431A 455, Stage 3&4 Valve Set $279.00
TA 1040 455, 2.250" Intake, Stage 3&4 ..... $150.00
TA 1050 455, 1.800" Exhaust, Stage 3&4 ..... $150.00

TA 1432A 350 *Stage 1* Valve Set $225.00
TA 1080 350, 1.920" Intake $125.00
TA 1090 350, 1.550" Exhaust $125.00

NEW **TA 1432C** 401-425 *Stage 1* Valve Set $225.00
TA 1010 401-425, 1.920" Intake $125.00
TA 1011 401-425, 1.550" Exhaust $125.00

11/32" Stem

NEW **TA 1430C** 430-455, Stage 1&2 Valve Set $225.00
TA 1061 430-455, 2.130" Intake, Stage 1&2 .....$125.00
TA 1071 430-455, 1.755" Exhaust, Stage 1&2 .....$125.00

TA 1431B 455, Stage 3&4 Valve Set $299.00
TA 1041 455, 2.260" Intake, Stage 3&4 ..... $150.00
TA 1051 455, 1.810" Exhaust, Stage 3&4 .....$150.00

TA 1432B 231 V6 *Stage 1* Valve Set $225.00
TA 1020 231 V6, 1.770" Intake $115.00
TA 1021 231 V6, 1.500" Exhaust, *Tulip* $115.00

-- Other Performance V6 Valves Available, Please See Our V6 Head Section

-- Single valves also available, please inquire.

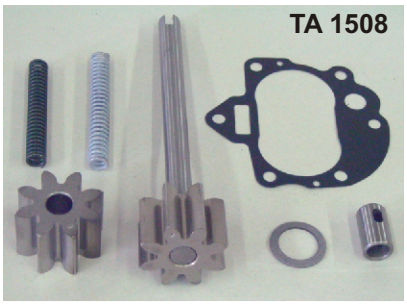
Stock Replacement Valves

Stock Replacement Valve (SRV) Series

High quality replacement valves ideal for stock or low budget rebuilds. These valves match sizes, design and material specifications of original valves. *Available in full sets, half sets or singles, please inquire.*

Engine Size	Int. Dia.	Exh. Dia	Part Nos.	Full Set
215 V-8	1.500	1.312	**SRV 215**	$299.00
225 V-6	1.625	1.375	**SRV 225**	$159.00
231 V-6 `75-`76	1.625	1.425	**SRV 231A**	$159.00
`77-`78	1.625	1.425	**SRV 231B**	$129.00
`79-`88	1.710	1.500	**SRV 231C**	$ 99.00
252 V-6	1.710	1.500	**SRV 252**	$ 99.00
300 V-8 1964	1.630	1.310	**SRV 300**	$195.00
300/340 V-8 `65-`67	1.812	1.375	**SRV 340**	$195.00
350 V-8	1.875	1.550	**SRV 350**	$189.00
364-401-425 V-8	1.875	1.500	**SRV 401**	$225.00
400-430-455 V-8	2.000	1.687	*Replaced by TA 1430B*	
455 Stage 1	2.125	1.750	*Replaced by TA 1430A*	

Stock Type Oil Pumps

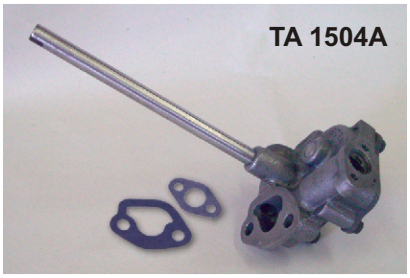

TA 1508

The key to an effective Buick oil system is a properly set up oil pump, which begins with a replacement gear set. Oil pump kits for 198-215-225-231-252-300-340-350-400-430 and 455 include new gear set, relief springs, gaskets and relief valve. Oil pump kits for 401-425 Nailheads include assembled housing with new gear set and gaskets.

Part Nos.

TA 1504A	`62-`66 401-425	$115.00
TA 1507	`61-`81 198-215-225-231-252-300-340-350	$ 29.95
TA 1508	`67-`76 400-430-455	$ 29.95

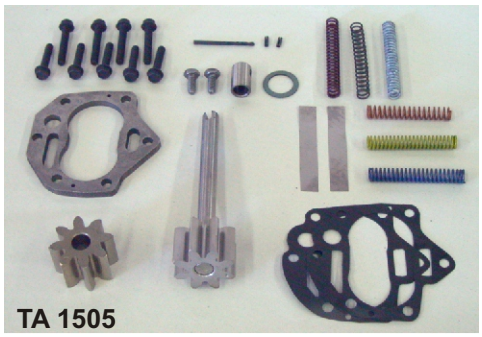
Please see next page for early Nailheads and Performance Pump Assemblies.


TA 1504A

Check out our TA 1509 Oil Primer Tool in the TOOLS section!

TA's Oil Pump Recipe. The best oil pump combination for stock, restoration and street/strip set ups is the use of a stock oil pump gear set such as TA 1507 or TA 1508 complimented by a TA 1510 Booster Plate and a TA 1502 Adjustable Regulator. These three pieces in conjunction with a good original timing cover or a TA timing cover and oil pump end clearance of .002" to .003" will provide proper oil pressure and volume throughout the entire power range for most applications. TA 1704 Shim kit is highly recommended for setting up proper end clearance.

Hi-Volume, Hi-Pressure Oil Pumps


TA 1505

For severe combinations TA offers Hi-Volume, Hi- Pressure oil pumps. These oil pumps increase oil circulation via 1/4" longer gears. Ideal for severe duty applications, and engines with excessive bearing clearance. TA *HIGHLY* recommends the use of a stock relief spring or a TA 1502 adjustable regulator when using hi-volume, hi-pressure oil pumps.

Part Nos.

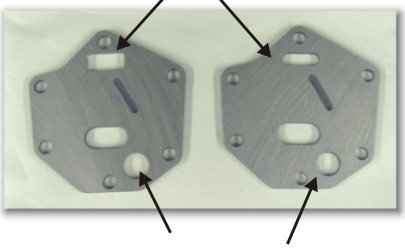
TA 1505	`61-`81 198-215-225-231-252-300-340-350	$75.00
TA 1506	`67-`76 400-430-455	$75.00

Please see next page for Performance Pump Assemblies.

TA Performance does not recommend Hi-Volume, Hi-Pressure oil pumps for most combinations due to the increased load they apply to the front of the camshaft. This extra loading can lead to excessive distributor gear and drive gear wear, distributor gear pin breakage, and front cam bearing failure.

Booster Plate Kit

TA 1510A (L) Compared To TA 1510 (R)

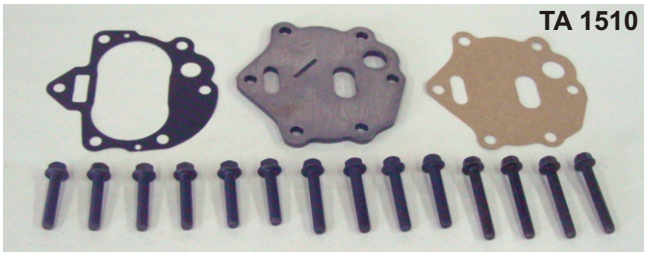



TA 1704

Recommended with any oil pump re-build. The booster plate kit will provide additional oil pressure throughout the rpm range, especially at idle. Eliminating the tendency of the steel gears to chew into the aluminum cover, this ductile iron plate will make the pump more efficient at low rpm. The steel plate also acts as a girdle reducing the amount that the aluminum timing cover expands when hot, keeping pump clearances tighter thus resulting in additional pressure. Includes booster plate, gaskets, bolts and instructions. Fits 198-215-225-231-252-300-340-350-400-430-455. Also available : TA 1510A, TA prepared Booster Plate. Includes the specially machined plate that is used in our HP oil pump assemblies.

Part. Nos

TA 1510	Standard	$20.95
TA 1510A	Modified	$35.00
TA 1704	Oil pump shim kit	$14.95


TA 1510

Adjustable Oil Pressure Regulator

It's best to maintain between 10 and 15 lbs of oil pressure for every 1000 rpm. If your pressure readings are on the low side the TA 1502 Adjustable Oil Pressure Regulator may be just what you need. This key part replaces the relief valve nut and spring (next to the oil filter). Turning the adjuster screw in will increase oil pressure and backing out the screw will lower the pressure. Recommended for any oil pump re-build and much safer than using heavy weight (color coded) springs. Fits 198-215-225-231-252-300-340-350-400-430-455.

Part No.
TA 1502 ..... $19.95

Oil Pump Covers

TA 1512A

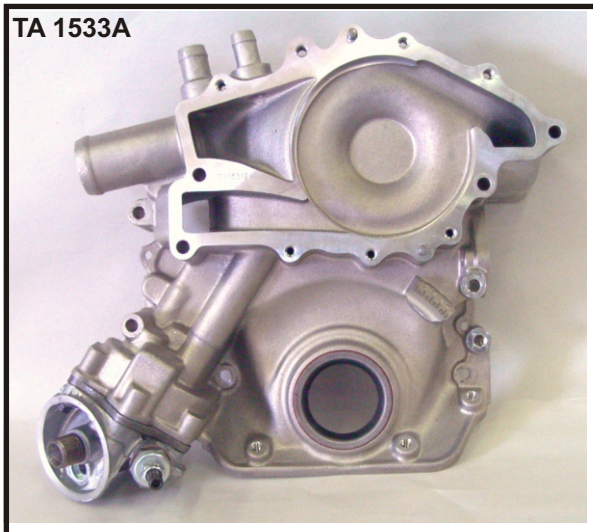
The oil pump cover is another key component of the oiling system. The pressure relief valve, oil filter by-pass and oil filter inlet and outlet passages are all incorporated in this small but important piece. Replace when excessively worn, when the bypass is damaged or when the housing itself is physically damaged. *Please note that over the years the clock position has changed slightly, but are fully compatible with all earlier designs.*

Part Nos.
TA 1512A 198-215-225-300-340-350-400-430-455 ..... $ 59.95
TA 1512B 3.8 (231), 4.1(252) V6 *METRIC* ..... $ 49.95

TA 1512B

High Performance Oil Pump Assemblies

TA 1533A



20 Years of experience and a thorough understanding of the Buick oiling system have resulted in the best oil pump assemblies in the entire Buick community. Famous for their high level of craftsmanship and oil delivery, the TA High Performance Oil Pump Assemblies are regarded by many as a mandatory part of any engine rebuild. Wether a restoration, street performance or for race the TA unit provides the oil pressure and volume necessary to ensure proper delivery through the entire RPM range, doing so without increasing the load placed upon the distributor. Assemblies for 198,215,225,231,252,300,340,350,400,430 & 455 are available. They include new timing cover, pump cover, gear set, booster plate, adjustable regulator and all the special machine work and hand work such as port matching and gear prep. Comes fully assembled and ready to install onto your block. TA also offers a performance assembly for the `62-`66 401 & 425 Nailheads. TA starts with a new pump assembly and completely goes through it resulting in much better volume and pressure than a standard pump.

Part Nos.
TA 1504 `62-`66 401-425 ..... $169.00
TA 1533 198-215-225-300-340-350 ... $539.00
TA 1533A 400-430-455 ..... $699.95
TA 1533B 231-252 V6, including turbo . $424.00

`57 & `58 Nailhead

TA can also overhaul *your* oil pump assembly, this is ideal for applications were new housings are no longer available such as with pre 1962 Nailheads, TA can even overhaul oil pumps with integral vacuum pumps. Please Call for Details.

Check out our TA 1509 Oil Primer Tool in the TOOLS section!

Oil Pick Up Tube Assemblies

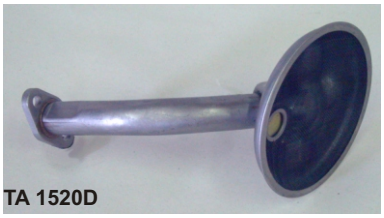

TA 1520A


TA 1520B

`67-`70

TA Exclusive!


TA 1520C


TA 1520D

TA Performance offers high quality original replacement and performance oil pick up tube assemblies. Recommended for most rebuilds. Many early small and big block Buicks used 1/2" oil pick up tubes, this was barely adequate for stock engines. Even Buick engineers recognized this issue and went to 5/8" oil pick up tubes on `72 and later 455's. TA highly recommends upgrading to 5/8" oil pick ups on most re-builds. Ask a TA Technician about this popular upgrade.

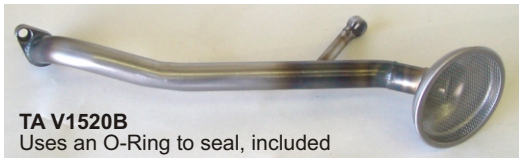
Both TA 1520A and TA 1520C are manufactured for TA Performance. TA 1520C is a TA Exclusive item made specifically for center sump oil pan applications such as the `67-`70 Riviera.

TA V1520B is specifically for use with our TA V3800 Series aluminum block.

Part Nos.		
TA 1520	`69-`81 350 1/2"	***Use TA 1520B***
TA 1520A	`67-76 400-430-455 5/8" *Rear Sump*	$ 65.00
TA 1520B	`69-`81 350 5/8"	$ 29.00
TA V1520B	TA V3800 Block, 5/8"	$135.00
TA 1520C	`67-`76 400-430-455 5/8" *Center Sump*	$ 75.00
TA 1520D	All 225-231-252-300-340 &1968 350 5/8".....	$ 29.00
TA 1520E	'62-'66 401-425 1/2" *Rear Sump*.....	$ 110.00

Don't forget
TA 1708 pick-up tube gasket!

We Also Have Replacement Pick Up Tubes For Our TA 1511A Deep Sump Oil Pan, Please Inquire


TA V1520B
Uses an O-Ring to seal, included

Oil Dipstick & Tube Assemblies

TA Exclusive!

BRAND NEW - Reproduction!

Finally a reproduction 400-430-455 oil dipstick and tube assembly. Made to function and look like original pieces. Works correctly for all 1967-1976 Buick Big Blocks where a dipstick and tube are required.

Part No.		
TA 1500	400-430-455 Reproduction Oil Dipstick and Tube	$ 65.00

A TA PERFORMANCE REINVESTMENT PRODUCT

NOTES ABOUT OILING & OIL PRESSURE

Oil Pressure Scales

Idle - minimum of 10 lbs, preferably 15 to 20+
Acceleration - 10 to 15 lbs per 1000 RPM. I.E. 50-75 lbs @ 5000 RPM.
Daily Driver & Restorations use low side of scale
Street/Strip use mid range of scale
Full Race use high side of scale

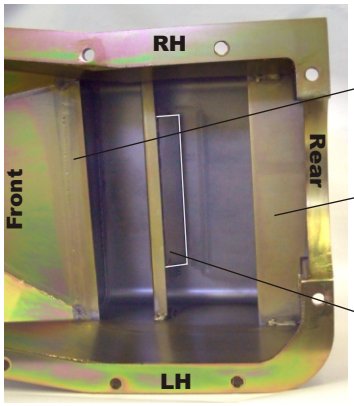
Note: All readings taken at stock location with engine at operating temperature

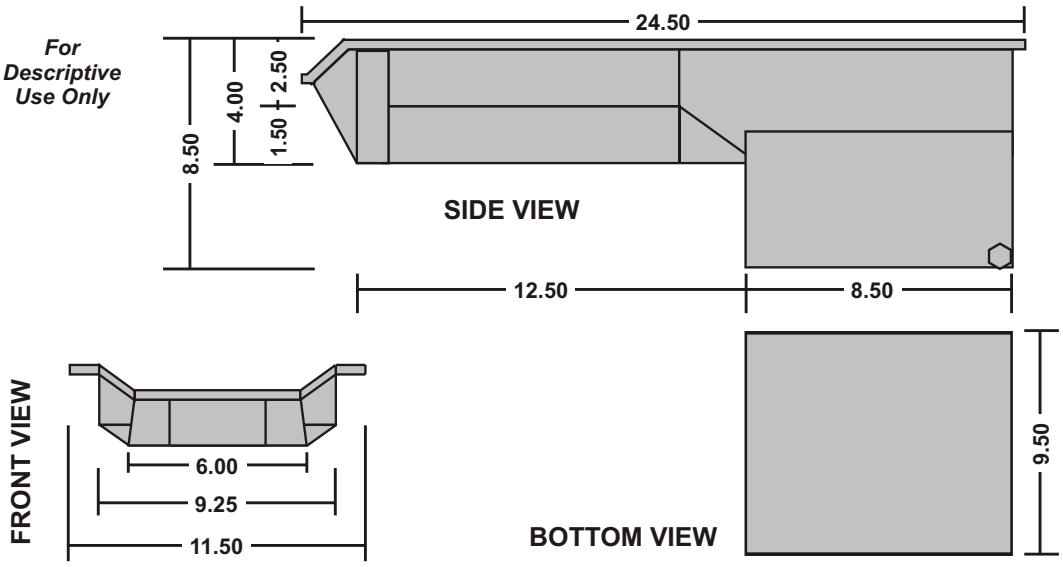
Oil Viscosity & Oil Types

TA recommends to use the thinnest oil possible to adequately protect the engine, preferably a high grade synthetic such as *AMSOIL*. Thin oils circulate much better than heavier weight oils. Thicker weights circulate poorly at start up and can cause top end noise and accelerated bearing wear. Synthetic oils provide superior film strength to carry the extra loads of performance combinations and are less affected by temperature. Most synthetics will flow the same when the engine is 50 degrees as well as 200 degrees. Using thick oils to increase oil pressure readings will not be the solution to your oiling problems. Ask a TA Tech for more information.

Deep Sump Oil Pan

A good oil system relies on an adequate supply of oil. In race applications prolonged high RPM and looser oil clearances can quickly distribute all the oil through out the engine resulting in oil starvation when working with a stock pan. TA's oil pan capacity ranges from 7 to 9 quarts depending on needs. This will insure a constant supply to the pickup tube and will also stabilize oil temperatures. The sump area incorporates two horizontal baffles and a gated vertical baffle. This design keeps as much oil as possible around the pick up during all conditions. The gated baffle opens from the momentum created by heavy acceleration, while the rear baffle prevents the oil from running up the back of the block. On deceleration (or when the front end comes back down) the gated baffle closes and along with the forward baffle greatly reduces the amount of oil that would normally rush towards the front of the engine. This pan is a fully fabricated steel piece made with exceptional quality and welding and cad plated for good looks and corrosion resistance. Pick up tube included.





Please note that some fitting may be necessary on certain combinations, please ask a TA Tech for more information. Does not fit cars originally equipped with center sump pans such as `67-`70 Riviera and other early Big Block fullsize cars.

Part No.
TA 1511A 400-430-455 ..... $435.00

Reproduction 400-430-455 Oil Pans

TA Exclusive!

COMING SOON...

New, never before offered for the popular rear sump Big Block applications. Incorporates increased oil capacity.

Part No.
TA 1511 400-430-455 ..... $150.00**

**Tentative price

Stock Replacement Timing Chain and Gear Sets

TA 1521

Ideal for stock and mild re-builds or routine maintenance. Unlike original nylon coated cam gears these gear sets are all high tensile strength cast iron, for the utmost in durability. Original type nylon gears are prone to stripping as they get brittle with age.

Part Nos.

TA 1521	198-215-225-231(odd fire)-300-340-350	$ 39.95
TA 1522	400-430-455	$ 49.95
TA 1522NH	364-401-425	$100.00
TA V1521	`78-`88,231-252 (even fire)	$ 39.95

◀ TA 1522

TA 1522NH ▶

Performance & Double Row Timing Sets

TA 1521B

TA V1521B

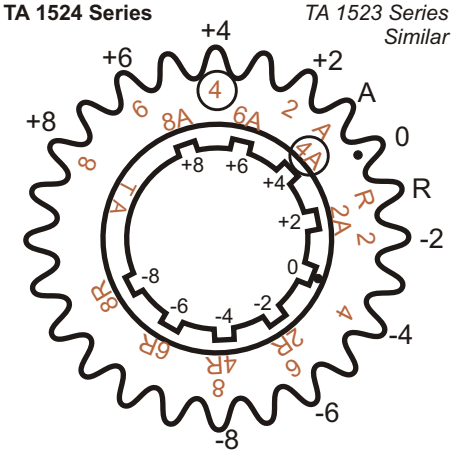
TA 1522NH 7KEY
Single Row

TA's performance and double row timing sets are made from high tensile strength cast iron, for the utmost in durability. These sets offer multiple position crank gears for advancing or retarding the camshaft. Recommended for most performance combinations.

Part Nos.

TA 1521B	odd fire V6, 215-300-340-350, *3 Key Way*	$ 79.95
TA 1522NH 7KEY	364-401-425, *Single Row, 7 Key Way*	$ 125.00
TA V1521B	`78-`88, 231-252 even fire V6, *3 Key Way*	$ 79.95
TA 1522B	400-430-455, *3 Key Way*	$ 110.00

TA 1524 Series *TA 1523 Series Similar*



Example Installation of 4 degrees advanced is circled on diagram.

Tips When Using Multi-key Way Timing Sets

Determine what position you will install the timing set either by degreeing the camshaft (preferred) or per cam card recommendations. Using 4 degrees advance as an example. First note there are 2 sets of markings; the inner markings are for the key ways and the outer markings are for the teeth. In essence the gear is machined to change the relationship between the key way and the tooth, in this case for 4 (out of 360) degrees advance. So by eye it will look like you are not changing by much, but again we are talking only 2-8 degrees out of 360.

FIRST: Install and position the cam gear so the dot is at the 6 o'clock position (pointing down)

SECOND: Slide the gear on to the crank using the 4A *key way*

THIRD: Rotate the crank as necessary so the 4 *tooth* (counter clockwise of the dot) is at the 12 o'clock position (pointing up). The dot on the cam gear should be pointing at the 4 (advance) tooth on the crank gear.

That is it, you are done, a very simple process

Also note when you change the degree of the camshaft you are affecting valve timing in relation to the piston, you are NOT affecting ignition timing.

TA Steel Billet Double Roller Timing Sets

D

THE BEST!

TA 1523

TA 1523A

TA 1524

TA 1524NH

The ULTIMATE in double roller timing sets! The difference is accuracy. No more problems degreeing cams because these billet timing sets have nine keyways (2,4,6,8, advance and retard as well as straight up), providing full control of camshaft set up. Both the cam and crank sprockets are machined from high grade steel - stronger than cast iron sprockets which are then matched in pairs . These sets utilize a true roller type chain made of the highest quality materials. Available in oversized sets to compensate when the block has been align bored and/or honed.

Part Nos.

TA 1523	215-300-340-350 and `64-`77 198-225-231 (Odd Fire V6), Standard	$ 139.95
TA 1523.002	215-300-340-350 and `64-`77 198-225-231 (Odd Fire V6), +.002"	$ 139.95
TA 1523.004	215-300-340-350 and `64-`77 198-225-231 (Odd Fire V6), +.004"	$ 139.95
TA 1523.006	215-300-340-350 and `64-`77 198-225-231 (Odd Fire V6), +.006"	$ 139.95
TA 1523.008	215-300-340-350 and `64-`77 198-225-231 (Odd Fire V6), +.008"	$ 139.95
TA 1523.010	215-300-340-350 and `64-`77 198-225-231 (Odd Fire V6), +.010"	$ 139.95

Note: Also use above sets for Roller Cam Even Fire V6 when camshaft does not have an integral distributor drive gear

TA 1523A	`78-`88 231-252 (Even Fire V6), Standard	$ 139.95
TA 1523A.002	`78-`88 231-252 (Even Fire V6),+.002"	$ 139.95
TA 1523A.004	`78-`88 231-252 (Even Fire V6),+.004"	$ 139.95
TA 1523A.005	`78-`88 231-252 (Even Fire V6),+.005"	$ 139.95
TA 1523A.010	`78-`88 231-252 (Even Fire V6),+.010"	$ 139.95

TA 1524	`67-`76 400-430-455, Standard	$ 139.95
TA 1524A	`67-`76 400-430-455, +.005"	$ 139.95
TA 1524B	`67-`76 400-430-455, +.010"	$ 139.95
TA 1524C	`67-`76 400-430-455, +.004"	$ 139.95
TA 1524D	`67-`76 400-430-455, +.006"	$ 139.95
TA 1524E	`67-`76 400-430-455, +.008"	$ 139.95

TA 1524NH	364-401-425, Standard,	$ 189.00

"Inaccurate" Timing Sets

Some people will refer to the Billet timing sets as being 4 degrees inaccurate. However, it is the stock timing set that is *technically* inaccurate, stock timing sets had 4 degrees of advance built into them. TA Performance was deeply involved in the development of the Billet, 9 Key Timing Sets. During the development of these sets it was determined to make them true "straight up" keeping with industry standards and giving the most flexibility for degreeing camshafts. So all but the TA Billet 9 Key sets will have 4 degrees built into them.

Over sized gear sets are available for align honed/bored engines. The compensation is NOT in the chain itself, but in the two gears. The gears are larger diameter to take up the slack that would otherwise be in the chain. If you need an oversize you will need an entire gear set. Replacement chains are the same wether the gears are standard size or oversized. Also note that the gears can not be mixed and matched, due to the phasing of the teeth and chain.

Replacement Timing Chain Sets


TA 1526B Shown

Replace worn or stretched timing chains. Replacement chains will extend the life of most timing gear sets. Many racers will change chains on a regular basis to keep valve train timing optimized. In other cases, engines that see regular driving will benefit from a chain change as the miles accumulate. These chains are made from the same materials as those they are replacing.

Part Nos.

TA 1525	V6 (odd and even fire), 215-300-340-350 *Single Row*, for TA 1521 & TA V1521	$20.00
TA 1525A	V6 (odd and even fire), 215-300-340-350 *Double Row*, for TA 1521B & TA V1521B	$20.00
TA 1525B	V6 (odd and even fire), 215-300-340-350 *Double Row,* for TA 1523 & TA 1523A	$45.00
TA 1526	400-430-455 *Single Row*, for TA 1522	$20.00
TA 1526A	400-430-455 *Double Row*, for TA 1522B & TA 1522C	$20.00
TA 1526B	400-430-455 *Double Row*, for TA 1524	$45.00

Advance/Retard Crank Gears


TA 1527


TA 1528

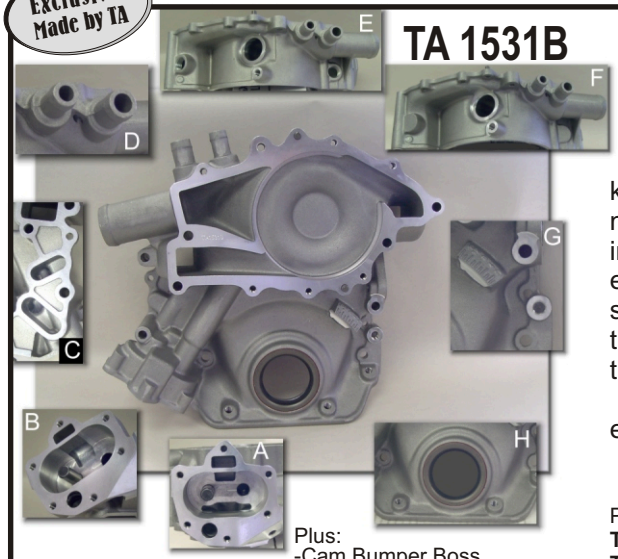
TA offers special billet crankshaft gears with the nine key way flexibility. Just like the gears used on our Billet timing set series they utilize 0,2,4,6 & 8 degree increments for advance or retard of the camshaft. Unlike offset crank keys which not only alter the timing mark location, but throw the engine completely out of balance which can cause severe damage. Offset keys will advance or retard the cam AND the balancer at the same time, and don't forget that Buick engines are external balanced.
These crank gears are compatible with all TA double row sets (excluding over sizes) as well as other manufacturers double row sets.

Part Nos.

TA 1527	`61-`88 198-225-231-252 V6 (odd & even fire), 215-300-340-350	$59.95
TA 1528	`67-`76 400-430-455	$59.95

Timing Chain Covers

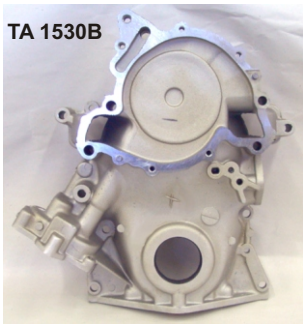
Exclusive! Made by TA



Plus:
-Cam Bumper Boss
-Better Positioned Fuel Pump
to clear double roller timing sets

A. Improved oil passages
B. Larger oil passages
C. Improved oil transitions
D. Repairable bypass and heater hose bosses
E. Optional direct cooling bosses
F. Standard configuration
G. Crank trigger provision
H. Modern, front mounted, Neoprene seal *INSTALLED*

The greatest thing to come to the Buick Big Block since the Stage 2 Heads!


TA 1530B

Years of development have gone into this key piece for the Buick 400-430-455. The materials and final casting are the best in the industry. TA utilizes an aerospace foundry to ensure the highest quality and consistency of such an important part. Like many TA Products, these covers are machined in house to ensure the highest in quality control.

TA offers GM and aftermarket timing covers for other Buick V6 and V8 engines. *Gaskets sold separately.*

Please See Indicators and Hold Downs on page 111

Part Nos.

TA 1530	215-225-231(except 84-87)-252-300-340-350	$189.95
TA 1530A	`84-`85 231 Turbo	$199.95
TA 1530B	`86-`87 231 Turbo	$220.00
TA 1530C	`86-`87 231 Turbo High Volume Pump Housing (Long Gears)	$225.00
TA 1531B	`67-`76 400-430-455 ***TA*** *EXCLUSIVE*	$425.00

Fighting Oil Pressure Problems?
A new timing cover, in many cases can solve oil pressure problems. Used timing covers may have been exposed to overheating which can cause the oil pump cavity to expand beyond the point of it's ability to return within tolerance.

Stock Replacement Cast Pistons

215 | 300/340 | 350 | 400 | 425 (401 Similar) | 430 | 455

We offer high quality cast replacement pistons for all Buick V6 and V8 engines `53 to `87. Pistons are available for stock compression ratios, both high and low where applicable. Wrist pins are included with all cast piston sets. Please specify engine size, overbore, and compression ratio when ordering. Notched pistons for additional piston to valve clearance available (exclusively from TA Performance) upon request.

We Stock Over 200 Sets Of Pistons For All Sizes Of Buick Engines!

Part Nos.		
TA 1600	`61-`63 215 (std, +.020,.030,.040)	$300.00
TA 1601	`64-`67 300-340 (std, +.020,.030,.040,.060)	$335.00
TA V1601	`62-`71 225 V6 (std, +.020,.030,.040,.060)	$229.00
TA 1602	`68-`81 350 (std, +.020,.030,.040,.060), 8.5 or 10:1 CR **	$335.00
TA V1602	`78-`87 231 (std, +.020,.030,.040,.060)	$229.00
TA V1602A	`78-`87 231 Turbo (std, +.020,.030,.040,.060)	$229.00
TA 1603	`67-`69 400 (std, +.020,.030,.040,.060), 10:1 CR **	$335.00
TA 1604	`59-`66 401 (std, +.030,.040,.060), 10:1 CR **	$335.00
TA 1605	`63-`66 425 (std, +.030,.040,.060), 10:1 CR **	$335.00
TA 1606	`67-`69 430 (std, +.030,.040,.060), 10:1 CR **	$335.00
TA 1607	`70-`76 455 (std, +.020,.030,.040,**.050**,.060), 8.5 or 10:1 CR **	$335.00
*.050 Pistons are a **TA Exclusive**. Just another piece to extend the life of your precious Buick 455!*		$345.00

Please Add $85 For Notched Pistons
Except TA 1600, TA 1604, TA 1605

***** Note: Compression ratios are advertised and may not calculate out the same with your combination, please inquire when ordering***

Also available for other engine sizes, please inquire

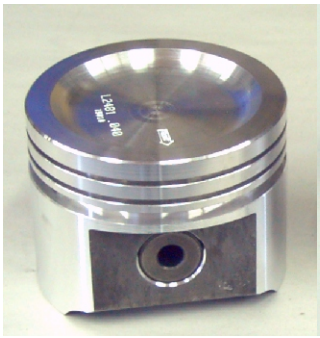
Mike Modena
Scottsdale, AZ
Scrap Iron Screamer 2

John Csordas Jr.
Putnam Valley, NY
2004 BPG Nationals Winner

NOTE: You will notice that **TA** does not list the Hyperutectic pistons. This is for good reason, the Hyperutectic pistons have additional silicone added to the casting resulting in a stronger but more brittle material, unlike the forging process that results in a stronger material while maintaining a good degree of ductility. These pistons must be installed with extremely close tolerances that most engine builders are reluctant to adhere to, any skirt contact (piston slap) with the bore will result in the piston breaking apart and the debris will be distributed throughout the engine, causing total engine failure. The same holds true if detonation, a lean condition or piston to valve contact occurs. This design of piston is unforgiving in these situations. Worst case scenario with a cast or forged piston such as the ones **TA** offers is a crack or a hole burned into the top of the piston, with very little or no foreign object damage to the rest of the engine.

Forged Production Pistons

When a more durable piston is required either for race or with the addition of nitrous or forced induction, TA offers economical forged pistons. These pistons are based on the stock design and are available in stock compression ratios. The forging process makes the aluminum stronger than with a cast process which allows these pistons to handle extra abuse. Wrist pins are included with all forged piston sets. Please specify engine size, overbore.. Notched pistons for additional piston to valve clearance available (exclusively from TA Performance) upon request.



231 Turbo

455

Part Nos.

TA 1616A	`78-`87 231 Turbo V6, Low Compression (+.030, .040)	$ 359.99
TA 1621A	`70-`76 455 (std., +.030, .040, .060), 10:1 CR **	$ 399.99
TA 1621B	`70-`76 455 (std., +.030, .040, .060) *WITH Notches,* , 10:1 CR **	$ 485.00

***** Note: Compression ratios are advertised and may not calculate out the same with your combination, please inquire when ordering***

Forged Lite Weight Race Pistons

TA Performance Forged Lite Weight Racing Pistons are custom forged and machined from the highest quality aluminum alloy 2618-T6. Each piston blank made undergoes a strict quality control program that includes zyglo and ultrasonic inspection of each forging. After extensive studies of competitive forged pistons, we found that incorporating the proper ribbing, an arched head and the use of filleting are of the utmost importance in providing the added reliability needed for todays higher RPM, high compression Buick engines. These pistons are heat resistant with low expansion characteristics, giving greater strength at higher engine cylinder temperatures. Another important feature of the TA Forged piston is the proper spacing of the ring grooves to prevent oil from entering the combustion chamber. Also, every TA Forged piston is pin fitted, balanced and inspected before shipping.

TA 1610 Custom
Dome Piston Shown

TA 1611

TA 1611B

TA 1610 Custom pistons are made to order and are available for most engines and almost any bore size or compression ratio. Ideal for a low compression piston for use with a Supercharger or opt for a dome design for ultra high compression. Equally suited for applications that a pre made forged piston is not available for. Please Inquire.

TA 1611 pistons come in .038" over bore for 455 engines and are a flat top design with valve reliefs. These pistons utilize the popular 1/16", 1/16", 3/16" ring package, these thinner and lighter 1/16" compression rings reduce ring flutter and piston drag which results in less parasitic horsepower loss. Approx. 11:1 compression with stock deck height and 70 cc combustion chamber heads, and 12:1 with .010" deck height. These flat top pistons can achieve over 13:1 depending on your combination.

TA 1611B pistons incorporate all of the great features as our 11:1 piston with the addition of a Spherical Dish to obtain 10:1 compression. This Spherical Dish concentrates the load placed on the piston by the ignited charge directly down the center line of the piston and rod, resulting in even less piston drag.

Part Nos.

TA 1610	Custom, Made To Order Piston Set, V8	$895.00
TA V1610	Custom, Made To Order Piston Set, V6	$725.00
TA 1611	455 .038 11:1-13:1 Compression Ratio	$740.00
TA 1611B	455 .038 10:1 Compression Ratio, Spherical Dish	$599.00
TA 1612	455 .038 11:1 Stroker Piston for 494 Kit	$745.00

We recommend using TA Total Seal or Plasma Moly rings for maximum sealing with these pistons.

Please consult with a TA Technician when determining Compression Ratio

JE Pistons are used by over 80% of Winston Cup/Grand National cars and 50% of Top Fuel and Funny car teams!

Stock, Lite Weight and Hi-Performance Wrist Pins

Have a need for a stock replacement or a stronger and lighter wrist pin? Then TA has the right pin for you. Stock wrist pins match material and weight specs as original pins. If using our Cast or Forged pistons, our stock dimension lite weight pins when substituted, will save approximately 60 grams over standard pins. Our 4340 wrist pins that come standard with our TA 1610 and TA 1611 Series Pistons provide the best strength to weight ratio for most performance applications. Our Super Duty pins are made from tool steel and are designed for extreme stress applications such as with Nitrous, Superchargers or Turbo chargers. Our Taper Wall pins are engineered to provide the best of both worlds and are recommended when combinations require a more durable pin than our standard Lite Weight yet do not require a Super Duty pin.

Stock | **Lite Weight** | **Super Duty** | **Taper Wall**

Stock pins weigh 220 grams, Stock Lite Weight pins weigh 188 grams, Lite Weight Pins for Race Pistons weigh 136 grams, Super Duty pins for Race Pistons weigh 180 grams and Taper Wall pins for Race Pistons weigh 152 grams. *All weights are approximate, and subject to change.*

Part Nos.

TA 1623	4340 Lite Weight 400-430-455, for TA 1610 & TA 1611 Series pistons	$105.00
TA 1623A	4340 Taper Wall 400-430-455, for TA 1610 & TA 1611 Series pistons	$180.00
TA 1623B	4340 Super Duty 00-430-455, for TA 1610 & TA 1611 Series pistons	$165.00
TA 1624	Stock Replacement 350 or 400-430-455	$ 45.00
TA 1625	Stock Lite Weight 400-430-455, 1.000" OD	$105.00
TA 1625A	Stock Lite Weight 400-430-455, 1.0013" OD	$105.00
TA 1625B	Stock Lite Weight 400-430-455, 1.003" OD	$105.00

Spiral & True Arc Locks

Spiral | **True Arc**

For use with our Lite Weight Forged Race Pistons to secure the pin on floating pin combinations. TA stocks both the spiral design and the True Arc design to meet the needs of most engine builders.

TA 1622A	True Arc Locks, .927" Pin, set of 24 (V6)	$12.00
TA 1622B	True Arc locks, 1.000" Pin, set of 32 (V8)	$16.00
TA 1622C	True Arc Locks , .990" Pin, set of 32 (V8)	$16.00
TA 1622M	Spiral Locks, .927" Pin, set of 24 (V6)	$14.00
TA 1622N	Spiral Locks, 1.000" Pin, set of 32 (V8)	$18.00
TA 1622O	Spiral Locks, .990" Pin, set of 32 (V8)	$18.00

A Classic Match Up

Scotty Guadagno
Pee Gee Performance
Brooklyn, NY

Dave Mongeon
Guelph, Ontario, Canada

TA offers Total Seal®piston rings with the patented gapless middle or top ring. As a normal ring wears, the gap opens up, allowing more combustion gases to escape. The Total Seal gapless ring has no gap. Instead, it's patented design incorporates a two-part interlocking ring to close off the gap and provide a more perfect seal between the piston and cylinder. As the Total Seal ring wears, the gap stays sealed, even after dozens of grueling races.

Conventional leakdown on a very good engine averages 5-8%. After a few races with even the best high performance rings, leakdown of 12% or more is common, and anything over 8% is uncompetitive. The Total Seal gapless ring keeps leakdown to 2% or less. Readings of 0-1% are not uncommon-even after several races. The result is more compression, more horsepower, more torque, cleaner oil, better fuel economy and more stable conditions for timing and air-fuel ratios. *Available for almost any engine, please inquire.*

Moly Piston Rings

Moly rings are ideal for most stock and street/strip combinations. A moly coating on the top ring makes these rings more durable than a standard cast ring. No filing required. These rings are recommended for use with our Cast or Forged pistons.

Also available with the Total Seal Gapless conversion. Get the ® benefits of a gapless ring package with out having to file fit.

Please specify engine size and overbore when ordering.

Part Nos.		
TA 1635	350, Std., .020, .030,.040,.060	$ 79.00
TA V1635	231 Turbo, Std.,.020,.030,.040,.060	$ 74.95
TA V1635A	231 Non-Turbo, Std.,.010,.020,.030,.040,.060	$ 79.95
TA 1636	425 and 455, Std.,.020,.030,.040,.050,.060	$ 89.95
TA 1636TS	425 and 455, *Total Seal*, Std.,.020,.030,.040,.050,.060	$199.00
TA 1640	400, Std.,.020,.030.,.040,.060	$ 79.00
TA 1641	401 and 430, Std.,.020,.030.,.040,.060	$103.00

Available for most other Buick V6 and V8 engines, please inquire.

Cast Piston Rings

Cast piston rings are perfect for the budget minded re-build. Cast rings are well known for their more forgiving seal (as compared to moly rings).

Part Nos.		
TA 1635C	350, Std., .020, .030,.040,.060	$ 69.00
TA 1636C	425 and 455, Std.,.020,.030,.040,.050,.060	$ 70.00
TA 1640C	400, Std.,.020,.030.,.040,.060	$ 79.00
TA 1641C	401 and 430, Std.,.020,.030.,.040,.060	$103.00

Available for most other Buick V6 and V8 engines, please inquire.

We use Federal Mogul, Hastings and Total Seal brand rings, based on availability.

Plasma Moly "File-Fit" Ring Sets

The face of the top rings are filled with the latest generation plasma moly. The improved bond strength of the plasma applied coating provides resistance to moly flaking. The porosity of the coating results in improved ring lubrication. Due to the high melting point of moly, these ring sets offer maximum insurance against scuffing. Recommended for street use, drag racing (when air filters are used), and marine use.
Total Seal® offers their Classic Ring series which is equivelant to the Federal Mogul "R" series rings (Plasma Moly, File Fit) as well as their Gapless series.
When ordering please specify engine size, over-bore, and if you require the Total Seal Gapless conversion.

Engine Size	Nominal Bore	Standard Part Number	Sizes Available	# Cyl's	Ring Widths			"R" Regular	"G" Gapless
					Top	2nd	Oil		
231-350	3.800	**TA R10437**	.005/.035/.045/.065	6	5/64	5/64	3/16	$135.00	$266.00
		TA R10500*	.005/.025/.035/.045/.065	6	5/64	5/64	3/16	$130.00	CALL
		TA R9985	.005/.015./.025/.035	6	1/16	1/16	3/16	$135.00	CALL
		TA R10438	.005/.035/.045/.065	8	5/64	5/64	3/16	$190.98	CALL
		TA R10143*	.005/.035	8	1/16	1/16	3/16	$159.00	$298.95
252	3.965	**TA R10185***	.005/.015	6	1/16	1/16	3/16	$159.00	CALL
300-340	3.750	**TA R5872**	.005/.035/.065	8	5/64	5/64	3/16	$155.00	$298.95
		TA R9519*	.005/.035/.065	8	1/16	1/16	3/16	$165.00	$298.95
322	4.000	**TA R9343**	.005/.025/.035/.045/.065	8	5/64	5/64	3/16	$149.00	$298.95
364	4.125	**TA R5879**	.005/.035/.065	8	5/64	5/64	3/16	CALL	CALL
400	4.04	**TA R10332**	.005/.035/.065	8	5/64	5/64	3/16	$188.00	$298.95
		TA R9357	.005/.035/.065	8	1/16	1/16	3/16	$149.00	$298.95
425-455	4.3125	**TA R5883**	.005/.035/.065	8	5/64	5/64	3/16	$172.00	$298.95
	4.3200	**TA R9224**	.005/.035/.065	8	5/64	5/64	3/16	$195.00	CALL
		TA R9798	.005/.035/.065	8	1/16	1/16	3/16	$179.00	$298.95
		TA R9278*	.005/.035/.065	8	1/16	1/16	3/16	$179.00	$298.95
	4.3750	**TA R9799**	.005	8	1/16	1/16	3/16	$172.25	$298.95
		TA R9406*	.005	8	1/16	1/16	3/16	$201.50	CALL
		TA R10331	.005	8	.043	1/16	3/16	$159.00	$298.95
		TA R9789*	.005	8	.043	1/16	3/16	$210.00	CALL

When ordering, please replace the "R" prefix of the part number with a "G" for Total Seal (Gapless) conversion

Jason Line
Wright, MN
Current NHRA Pro Stock Driver
Previous Joe Gibbs Racing Team Member
In his TA sponsored Stage 1 GS

** Features low tension oil rings instead of standard*

Stroker Kits

There's no replacement for displacement. A stroker kit will increase the cubic inch of your big block or V6 engine while greatly increasing peak torque. A good flowing cylinder head will be required to achieve substantial horsepower gains. Stroker kits include crankshaft, connecting rods, and pistons, all other items are available but sold separately.

Part Nos.	Block	Crank	Rods	Pistons	Bore ①	Stroke	C.I.D. ②	CR ③	Price
TA 1613	455	TA 1627C	TA 1632A	TA 1612	4.350"	4.150"	494	12.4:1	$2595.00
TA 1614	455	TA 1627D	TA 1632B	TA 1610	4.350"	4.400"	523	13.0:1	$4750.00
TA V1613	231	TA V1627	TA V1632	TA V1610	4.000"	3.625"	273	*	$4435.00

① Nominal bore, other bore sizes available as required
② Nominal cubic inch, C.I.D. varies based on bore size
③ Nominal compression ratio based on .040" gasket, 64 cc chamber and stock deck height. CR can be increased or decreased as needed via deck work or piston design. We can accommodate any compression ratio desired.
* V6 Pistons are made to order, state compression desired 8.5:1 to 9.5:1 is the normal range.

TA Performance Reconditioned Connecting Rods

TA offers reconditioned stock rods for stock to moderate buildups. We use original cores that have been checked for cracks, and inspected to insure proper pin size. The big end is then professionally resized and TA-ARP rod bolts installed and torqued to spec. A core charge applies, which is refundable if a useable rod set is returned.

TA 1629A

Part Nos.

TA V1628 225, 231, 252 V6..... $206.99
TA 1628A 340-350, please specify `68-`72 or `73-`81..... $230.00
TA 1629A 400-430-455 ..... $230.00
Also available for other engines, please inquire

Rod Bolts: *Please see our rod bolt listing in the Hardware Section*

TA's In-House Equipment
Rod and Cap Grinder,
Plus Rod Hone

Rod Selection

TA Performance offers several different Connecting Rods to accommodate all performance combinations used with Buick engines. Our reconditioned rods are ideal for stock and mild street performance rebuilds. Our New Sportsman Rods are recommended for all combinations from 500 HP to 800 HP revving as high as 7000 RPM. Our Billet Aluminum rods are suited to the combinations that require the lightest rotating weight. Our 4340 Billet Steel rods are for the most serious of combinations. Billet Aluminum or Billet Steel rods are required on stroker combinations.

TA Sportsman Forged Rods

TA Exclusive!

IHRA & NHRA Approved !!!

TA Performance answers the call for a higher performance, cost effective connecting rod. TA's Sportsman Rods are the first aftermarket forged rods ever offered for the Buick 400-430-455. These rods will compliment any buildup between 500 HP and 800 HP revving as much as 7000 RPM. These rods are available in pressed fit, or floating and are made to original dimensions, such as 6.600" long, a 1.000" wrist pin, and 2.250" big end.

Part Nos.

TA 1633A	400-430-455 Press Fit	$725.00
TA 1633B	400-430-455 Bushed	$725.00

Save Yourself The Aggravation Of Reconditioning Stock Rods!

TA Billet Aluminum Rods

TA 1631

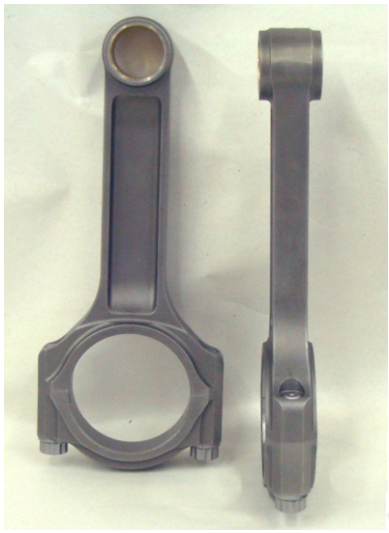
TA Performance Products offers high quality billet aluminum rods. Theses aluminum rods are considered some of the best rods available on the market for street and competition. These rods were designed, engineered and precision machined to be strong, using only the highest grade aluminum. The rod bolts are of a high tensile strength 4340 chrome moly, threaded to exact tolerances. Count on TA Forged Aluminum Rods for superior performance and reliability in your Buick.

We can make any custom aluminum rod up to 7.350" long, please inquire.

Part Nos.

TA 1630	350	$940.00
TA 1631	400-430-455	$940.00
TA 1631A	400-430-455, 494 Stroker	$940.00

TA 4340 Billet Steel Rods



TA 1632A

The goal of TA Performance Products is to provide Buick racers with the highest quality in high strength connecting rods. These steel rods are manufactured from aircraft quality 4340 billet material to replace the factory forged connecting rod. TA 455 connecting rods duplicate the stock weight in both rotating and reciprocating mass. They are heat treated to 170 KSI and feature a pinned cap to assure proper rod/cap alignment and to substantially increase the strength of the assembled connecting rod joint. In addition to superior material and heat treat, the interference fit cap to rod bushings decrease distortion of the bearing bore under severe loading conditions encountered in a modern race engine.

Part Nos.

TA 1632	400-430-455, Stock Stroke Rod, 6.600" long	$1245.95
TA 1632A	400-430-455, 494 Stroker Rod, 6.700" long	$1345.95
TA 1632B	400-430-455, 523 Stroker Rod, 6.800" long	$1245.95
TA V1631A	231-252 V6 Stock Stroke, Press Pin, 5.967" long, Off Center.	$1100.00
TA V1631B	231-252 V6 Stock Stroke, Bshd Pin, 5.967" long, Off Center..	$1100.00
TA V1632-OFF	231-252 V6 Stroker, Bushed Pin, 6.300" Long, Off Center.....	$1100.00
TA V1632 -ON	231-252 V6 Stroker, Bushed Pin, 6.300" Long, On Center.....	$1100.00

Stock & Stock Modified (Stroker) Crankshafts


TA 1627 Series

TA offers stock replacement and stock modified (stroker) crankshafts for Buick applications. TA replacement crankshafts come in kit form with bearings and assembly lube or crankshaft alone. TA's Custom crankshaft is a replacement crank that is ground to exact specifications to allow additional oil clearance for performance applications. TA's Stroker crankshaft most commonly used with our 494 c.i.d. packages, starts as a stock crank and then is offset ground to provide a 4.150" stroke and uses a 2.000" crank pin diameter. The TA Replacement, TA Custom and TA Stroker cranks are all based on original cores that have been magnafluxed and checked for straightness these cranks also include chamfered oil holes and micropolishing. A core charge applies, which is refundable if a useable crankshaft is returned.

Part Nos.

TA 1626 Crankshaft Kit 350, 400-430-455, ... $339.00
includes replacement crank, main and rod bearings plus assembly lube

TA 1627A Replacement Crank shaft only 350, 400-430-455 ..... $235.00
TA 1627B Custom Crankshaft only 350, 400-430-455 ..... $275.00
TA 1627C Stroker Crankshaft only 400-430-455, 4.150" Stroke, *"494"*..... $525.00

-- Core Charges Vary, Please Inquire --

Core Cranks Also Available, please call.

Available For Other Buick Engines As Well, Please Call For Price And Availability

V8 & V6 Billet 4340 Steel Standard & Stroker Crankshafts

For higher end performance applications TA offers Steel Billet 4340 crankshafts. These crankshafts are made for us by one of the premiere crank makers in the country and are available with all the features required for extreme applications. These cranks are available in almost any configuration to support every Buick combination. We stock the popular 4.400" stroke crank used in our 528 c.i.d. combination for immediate delivery.


TA V1627 Series

Part Nos.

TA 1627D Steel Billet 4340 Stroker Crankshaft only 400-430-455, 4.400" Stroke, *"528"*..... $2675.00

TA V1627-3.400 231-252 Steel Billet Crank, stock dimensions, 3.400" stroke $2610.00
TA V1627-3.625 231-252 Steel Billet Crank, wide rod journal, 3.625" stroke $2610.00

Forged Turbo V6 Crankshafts

The return of the Forged replacement crank for the Turbo V6. Available with stock stroke (3.400") and narrow (stock) rod journals. Made from 4340 Forged steel for the best combination of economy and strength. Works in all production 231 and 252 blocks as well as our Aluminum V3800 series cylinder blocks. Good for combinations up to 800hp.

Part No.

TA V1627 V-6 3.400", 4340 Forged, Narrow Journal, Crankshaft Only ..... $ 545.00

Please Note: This crankshaft will require you to INTERNALLY balance your engine.

Please See Our Woodruff Keys On Page 91

Stock Replacement Harmonic Balancers

We offer brand new, not re-built harmonic balancers for several Buick V6 and V8 applications. We use original GM units with the exception of our Big Block Balancer. Our TA 2026 Big Block Balancer is made specifically for us in the same way the original Buick produced ones were. ***Note: All Production Buick Engines Were Externally Balanced***


TA 2026

Part Nos.

V8

TA 2025	`68-`81350	$189.00
TA 2026	`67-`76 400-430-455	$249.95

V6

TA V2025A	`82-`87 231-252, Non-Turbo	$139.00
TA V2026	`86-`87 231 Turbo	$189.00

See Woodruff Keys On Page 91
See Balancer Bolts and Washers on Page 28

SFI Approved Harmonic Balancers

sfi SFI FOUNDATION INC. APPROVED

Our SFI approved balancers are of the *Encapsulated Elastomer* type and are specifically made for Buick engines, not retrofitted Chevy balancers. Our balancers fit like originals and use original type pulleys, while giving you the security of a high performance balancer that can handle the most severe combinations. Our Turbo V6 balancers incorporate the crank sensor ring for proper triggering. Most are available as original type *External* balance or as *Internal* balance for higher end combinations.


TA V2027A w/ crank sensor Front & Back


TA 2028

See Woodruff Keys On Page 91
See Balancer Bolts and Washers on Page 28

Part Nos.

V8

TA 2027	`68-`81 350, *External* balance	$465.00
TA 2028	`67-`76 400-430-455 *External* balance	$465.00
TA 2028INT	`67-`76 400-430-455 *Internal* balance	$465.00
TA 2028A	`67-`76 400-430-455 *External* balance ***ECONOMY***	$349.95
	TA 2028A does not clear block girdle applications	

V6

TA 2027	`78-`87 231-252, Non-F.I., *External* balance	$465.00
TA V2027A	Turbo V6 w/crank sensor, *External* balance	$469.00
TA V2027B	Turbo V6 w/crank sensor, *Internal* balance	$469.00

Information About Harmonic Balancers

Harmonic balancers are designed to dampen engine vibration by transferring the vibration through the rubber liner to the outer ring, much like the way wrapping a rubber strap around brake rotors and drums when turning them. The rubber strap dampens the vibration which allows for a nice smooth cut. When performance is being increased (higher compression, larger cam, headers, intake manifold, etc.) the harmonic tone of the engine is changed.

Balancers that appear to have dried, hardened, cracked rubber liners, or misaligned outer rings can no longer do the job they were designed to do. Exposing old, weathered balancers to a changed harmonic tone can cause the outer ring to walk off and explode into pieces. This can cause serious damage, especially at high RPM, having the engine drop drastically out of balance or puncturing a tire, oil filter or radiator hose. Cars that run quicker than 11 second E.T. and/or have more than 500 hp should use an SFI balancer. All others should be replaced with a stock specification balancer. Inspect your balancer carefully. If weathered or worn, replace it.

Timing Tape For Buick Balancers

Knowing what your initial and total timing is, is a crucial part to a properly tuned and running engine. Factory timing tabs are very limited on the amount of timing they represent. By incorporating a stick on timing tape to your balancer you will be able to read every increment of timing, so you will know exactly were your timing is. *Please note, our SFI balancers already incorporate additional timing marks.*

Part No.

TA 2024 Timing Tape for 6-3/4" Diameter Balancers ..... $ 9.00

NOTE: When reading your timing, make sure the vacuum advance is disconnected and plugged at the carburetor. Your *Total Timing* should be no more than 36 degrees, usually 30 to 34 for modified engines.

Stock Replacement Flexplates

Our flexplates are reproductions of originals and have the proper bolt pattern and weighting. They also incorporate the multiple torque converter bolt pattens to accommodate higher stall converters. We recommend replacing the flexplate with any rebuild. Don't take a chance with a fatigued flexplate on a fresh build up!

TA 2030

Part Nos.

V8

TA 2030 `67-`76 400-430-455 ..... $ 99.00
TA 2031 `64-`81300-340-350 ..... $ 99.00

V6

TA V2031 '78-87 231-252, '86-'87 231 Turbo ..... $ 99.00

See Flexplate Bolts on Page 28

SFI Approved Flexplates

sfi SFI FOUNDATION INC. APPROVED

Don't take a chance with a stock flexplate in your high performance Buick. SFI approved flexplates ensure against failure with high horsepower and high RPM combinations. Made from .190" thick, 4130 chrome moly material for the best in strength and durability. Recommended for all combinations over 500 HP.

TA V2032EXT

Part Nos.

See Flexplate Bolts on Page 28

V8

TA 2032 `64-`81300-340-350, *External* balanced $206.00
TA 2032INT `64-`81300-340-350, *Internal* balanced $206.00
TA 2033 `67-`76 400-430-455, *External* balanced $199.00
TA 2033INT `67-`76 400-430-455, *Internal* balanced $199.00

V6

TA 2032INT 231-252 V6, *Internal* Balance $206.00
TA V2032EXT 231-252 V6, *External* Balance $206.00

Please Note: Some of the aftermarket V6 crankshafts have symmetrical bolt holes for flexplate mounting. Production crankshafts used asymmetrical bolt patterns, i.e. the flexplate can only go on in one position. Please confirm your type when ordering.

TERMINOLOGY - ***Flexplates*** are used with automatic transmissions
Flywheels are used with manual transmissions

Note: All Production Buick Engines Were Externally Balanced

Billet Flywheels

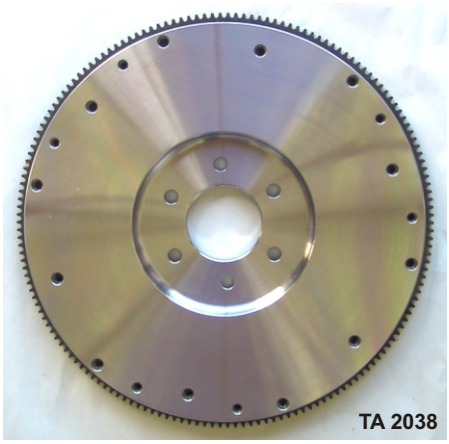
Our high quality steel billet flywheels are an excellent replacement for 30 year old cast iron factory flywheels. Also perfect for that manual transmission transplant, or were required for dyno testing. Most come with multiple bolt patterns for different clutch sizes.

See Flywheel Bolts on Page 28

Part Nos.

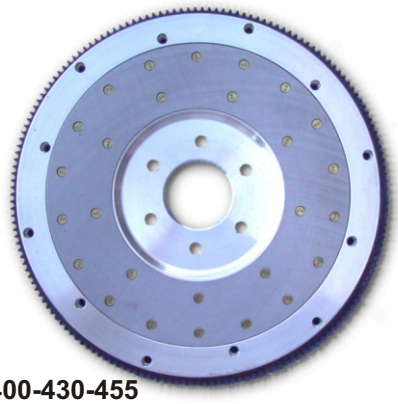
TA 2035	`61-`64 215 V8 & `62-`72 225 V6	$275.00
TA V2035	`78-`89 231 Evenfire V6 *	$249.95
TA 2036	`68-`81 350	$275.00
TA 2037	`64-`66 401-425 **	$275.00
TA 2038	`67-`76 400-430-455	$275.00

* TA V2035 Specify symmetrical or asymmetrical crankshaft bolt pattern
** TA 2037 Can be modified to fit Dynaflow type crankshafts on `63 & earlier Nailhead engines. The inner hub diameter will need to be enlarged. A late model starter will have to be used because the ring gear is on the flywheel instead of the torque converter. Will also need to be balanced to the engine or match balanced to the original flexplate.



TA 2038

Specialty Flywheels

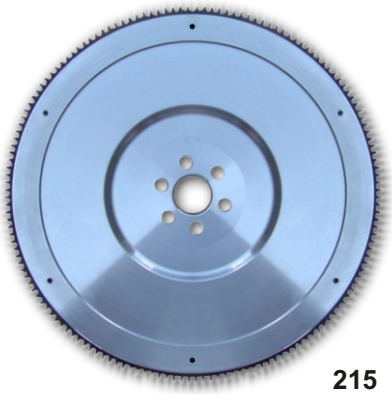


400-430-455 Lightweight

Specialty Flywheels are available for many applications. We have done lightweight race types to reduce reciprocating mass. We have done lightweight versions for 225 V6's that have saved almost 30 lbs! We have even done an ultralight 215 for a boat application were a clutch would not be used. As an example, a 350 race prepared aluminum flywheel with steel wear surface weighs approx. 13 lbs verses an all steel 35 lbs.

Please inquire for pricing

See Flywheel Bolts on Page 28



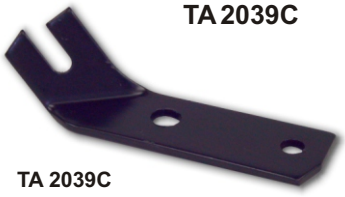
215 Ultralight

Clutches & Accessories

TA 2039

Part Nos.

TA 2034A	10.4" Centerforce Pressure plate and clutch disc	$269.95
TA 2034B	10.95" 2000 lb pressure plate	$151.25
TA 2034C	10.4" x 1-1/8" x 10T Velvet clutch disc	$149.95
TA 2034D	11" x 1-1/8" x 10T Velvet clutch disc	$149.95
TA 2034D1	10.4" x 1-1/8" x 10T Composite clutch disc	$ 59.95
TA 2034D2	11" x 1-1/8" x 10T Composite clutch disc	$ 59.95
TA 2039	350-400-430-455 Bronze Pilot bushing	$ 5.33
TA 2039B	`67-`72 Throwout bearing	$ 39.95
TA 2039C	`68-`72 Clutch frame bracket	$ 25.00

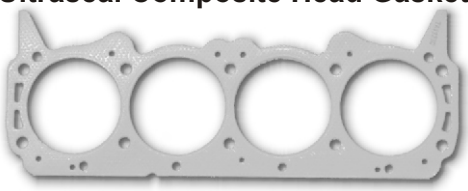


TA 2039C

More 4 Speed Parts Coming Soon
Please Call For More Details

V8 Head Gaskets

"Orange Crush" Ultraseal Composite Head Gasket



Specifically designed by TA's Engineering Department to address sealing issues of other gaskets. Uses a state of the art carbon graphite core sandwiched between two steel layers, coated with a cold seal compound. Good for use on compression ratios up to 13:1! Approx. .040" thick.

TA Exclusive

Part No.
TA 1723C 400-430-455 ..... $89.95

Orange Crush V2.0

The *Orange Crush* Head Gaskets were a breakthrough when first released in 1999. They allowed Buick Big Block enthusiasts to use a composite head gasket with high compression and high horsepower combinations. Until that point it was necessary to use Copper gaskets and O-rings, which are not known for being user friendly, especially when used on street driven vehicles. In 2004 TA Performance released the next generation of the Orange Crush Technology, which is actually a white color. The original manufacturer that was producing the Orange Crush exclusively for TA Performance, was acquired by another company. The first reason for the color change is that white is the new company's standard color. The second reason is the white material is an evolution of the orange, both have the same sealing qualities, yet the white is less prone to sticking during tear down making the preparation process for re-assembly easier.

Multi-Layer Steel Head Gaskets

TA 1725

The latest in cylinder head gasket technology. Multi layer design seals against high cylinder pressures such as with high compression and boosted/nitrous combinations. Available for400-430-455. Please specify thickness when ordering.

Close-up

Part Nos.
TA 1725 400-430-455, .027",.030",.040",.054"..... $150.00

Composite Head Gaskets

Use on street/strip combinations with 10.5:1 compression or less. Approximately .040" thick.

Part Nos.

TA 1723A	`68-`81 350	$35.00
TA 1723B	`67-`76 400-430-455 .045" Thick	$45.00
TA 1723B.055	`67-`76 400-430-455 .055" Thick	$110.00
TA 1723NH	`57-`66 364-401-425 Nailhead	$45.00

Copper Head Gaskets

Use on ultra high compression race engines. Available in the following thickness': .020, .030, .040, .060, .080, .090 and .125", please specify when ordering. O-ring of the block is recommended.

Part Nos.

TA 1730	350	$ 85.00
TA 1731	400-430-455 .020, .030, .040 Thick	$ 85.00
TA 1731	400-430-455 .060 Thick	$ 95.00
TA 1731	400-430-455 .080, .090, .125 Thick	$110.00

TA Performance now offers copper head gaskets for the V8 , that install without o-ring receiver grooves in the block, special sealants, or extra hassle. These gaskets incorporate a new integral combustion seal (Fire Ring) designed to withstand the punishment of real racing engines. Built in coolant seals eliminate leaks around water passages. Available in .032, .043, .050, .062, .072, .080, .093 thicknesses. Call for pricing information.

Steel Shim Head Gaskets

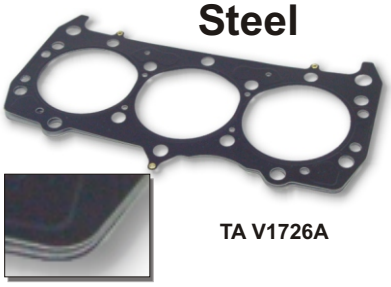
Replacement for Original GM steel head gaskets. .020" thick nets additional compression over composite gaskets.

Part Nos.

TA 1724B	`68-`71 350	$75.00
TA 1725B	`67-`69 400-430	$85.00

V6 Head Gaksets

Multi-Layer Steel



TA V1726A

Close-up

The latest in cylinder head gasket technology. Multi layer design seals against high cylinder pressures such as with high compression and boosted/nitrous combinations. Available for 231 (3.8L), 252 (4.1L). Thicknesses of .040, .054, .067, .078, and .120" are available. Please specify engine and thickness when ordering.

Part Nos.

TA V1726A	3.8 L V6, .040", .045", .054"	$150.00
	3.8 L V6, .067", .078", .120"	$255.00
TA V1726B	4.1 L V6, .040", .045", .054"	$150.00
	4.1 L V6, .067",. 078", .120"	$255.00

Performance Composite

Performance composite gaskets are the most versatile for turbo charged engines. These gaskets incorporate specific fire sealing methods for all conditions and head or block materials. Steel wire ring gaskets are best for street/strip/race iron head applications. Copper wire ring gaskets are best for street/strip/race aluminum head and/or aluminum block applications. We recommend the copper wire gaskets for most TA V3800 block applications. Lock wire gaskets offer an even better seal but will require special machining of the cylinder head to incorporate a receiver groove.

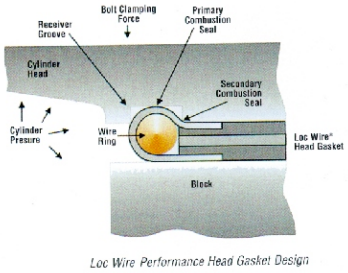
Part Nos.

TA V1723A	3.8 & 4.1 L V6, 8 or 14 bolt, Steel Wire	$ 75.00
TA V1723B	3.8 & 4.1 L V6, 8 or 14 bolt, Copper Wire	$ 75.00
TA V1723D	3.8 & 4.1 L V6, 8 or 14 bolt, Lock Wire	$169.75

Pre-flattened STEEL Wire Ring

Pre-flattened COPPER Wire Ring

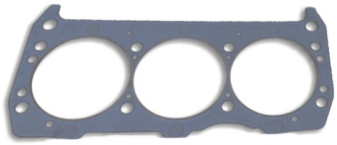
Oversized Loc Wire Ring



Loc Wire Performance Head Gasket Design

Loc Wire Performance Head Gasket Design

Standard Composite



Standard composite Head gaskets are ideal for normally aspirated combinations up to 10:1 compression as well as mild or stock rebuild turbo charged combinations. Composite gaskets are approximately .040" thick.

Part No.

TA V1723	`75-`87 231V6	$39.95

Steel Shim

.020" thick steel shim gaskets will increase compression over composite gaskets all while providing a superior seal via raised beads around coolant ports and the bores.

Part No.

TA 1724	`75-`87 231V6	$39.95

Copper V6 Head Gaskets

TA Performance now offers copper head gaskets for the V6, that install without o-ring receiver grooves in the block, special sealants, or extra hassle. These gaskets incorporate a new integral combustion seal (fire ring) designed to withstand the punishment of real racing engines. Built in coolant seals eliminate leaks around water passages. (Please state bore size when ordering, may be necessary to measure across chamber to insure correct size)

Part Nos.

TA V1732A.043 3.8L V6 , .043 thick.....$180.00
TA V1732A.050 3.8L V6, .050 thick.....$195.00
TA V1732A.062 3.8L V6, .062 thick.....$215.00
TA V1732A.072 3.8L V6, .072 thick.....$230.00
TA V1732A.080 3.8L V6, .080 thick.....$250.00
TA V1732A.093 3.8L V6, .093 thick.....$265.00

TA V1732A

TA Performance is continually making more and more gaskets available for the Turbo V6 engine. This ultra high temperature gasket is for the 3 bolt turbo flange on stock and aftermarket V6 headers.

Part Nos.

TA V1709 3 bolt turbo mount flange gasket, ultra high temp. material ..... $ 5.00

TA V1709

Stock Type Intake Gaskets

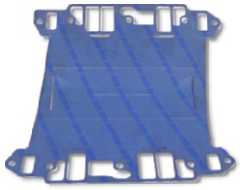
Stock type metal intake gaskets make intake installation simple. Not for use with aluminum heads or when the block and/or heads have been shaved considerably.

Part Nos.

V8

TA 1713 364-401-425 ..... $15.00
TA 1714A `61-`63 215 V8 ..... $30.00
TA 1714B `64 300 ..... $22.00
TA 1714C `65-`67 300 ..... $22.00
TA 1714D `66-`67 340 ..... $22.00
TA 1735 `68-`81 350 ..... $27.00
TA 1736 `67-`71 400-430-455 ..... $27.00
TA 1737 `72-`76 400-430-455 ..... $27.00

TA 1735

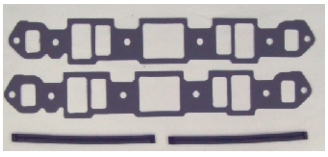


TA V1735D

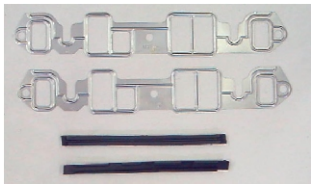
V6

TA V1714A `64-`67 225 ..... $ 22.00
TA V1735A `75-`76 231 Odd fire..... $ 35.00
TA V1735B `77-`78 231 Even fire..... $ 35.00
TA V1735C `79-`87 231 w/carb & alum. man. ..... $ 27.00
TA V1735D `79-`89 231 Even fire, Turbo.....$27.00

TA 1713

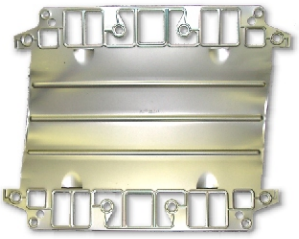


TA 1714C



TA V1714A

TA 1736



TA 1737

① Tom Jacot
② John Osborne
③ Fred Catlin
④ Dave Benisek
⑤ June Davis (Basketball Sam's Mom)

Apologies to the unidentified persons

TA Composite Intake Gaskets

TA Composite intake gaskets ensure positive sealing on modified Buick Engines. Must use with Aluminum Heads. Composite series intake gaskets are available in different thicknesses to obtain proper port alignment, especially when the heads or block have been shaved considerably. Please specify size when ordering.

Part Nos.		
TA 1710	400-430-455 Std, Stg. 1, Stg 1SE, Stg 2SE..... *specify .015,.032 or .062" thick*	$17.50
TA 1710	400-430-455 Std, Stg. 1, Stg 1SE, Stg 2SE..... *specify .075,.093 or .125" thick*	$22.50
TA 1711	400-430-455 Stg 1TE, Stg 2TE, Stg 3 & 4 ..... *specify .015,.032 or .062" thick*	$17.50
TA 1711	400-430-455 Stg 1TE, Stg 2TE, Stg 3 & 4 ..... *specify .075,.093 or .125" thick*	$22.50
TA 1712	`68 - `81 350 ..... *specify .015,.032 or .062" thick*	$17.50
TA V1710A	231-252 V6 TA V3850 SI & Stock port sizes ..... *specify .016, .031, .047 or.062" thick*	$17.50
TA V1710A	231-252 V6 TA V3850 SI & Stock port sizes ..... *specify .075, .093, or .125" thick*	$20.00
TA V1710B	231-252 V6 TA V3850 SE & Large port sizes..... *with silicone sealant Felpro # 1200*	$32.00
TA V1710C	231-252 V6, TA V3850SE & Large port sizes ..... *specify .016,.031,.047 or .062" thick*	$17.50
TA V1710C	231-252 V6, Large port sizes.... ..... *specify,.075,.093 or.125" thick*	$20.00
TA V1712	231-252 V6, Stg 2 Cyl. Heads, Felpro, .062" thick	$33.00

TA 1710

TA 1711

TA 1712

TA V1710A

TA V1710B

Note: Rubber end seals sold separately

▲ **Doug Hecker**
Bloomfield, NJ
`65 GS, full tube chassis with 4 link
2900 lbs w/driver - 830 HP
525 cid using early TA Stage 2 Tallport Heads
Powerglide Transmission, 5600 stall
Ford 9 inch rear, 4.30 gears

▲ **Bruce Wilson -** Mt. Airy, MD
`71 GS 455, 3710 lbs w/driver
464 cid, 12.2:1 CR
TA Stage 2 SE Heads (320/245 cfm)
608B Hydraulic Camshaft
4200 stall, 4.10 gears
9.96 @ 133
He even drives it to the track

TA Composite Header Gaskets

Our performance header gaskets are some of the best that you can buy. Offered at a reasonable price to allow you to stock your tool box with spares. Available in our original composite or high temp graphite.

Part Nos.			Material Type
TA 1720	400-430-455 Standard & Stg. 1 (Black).....	$23.00	A
TA 1720B	400-430- 455 Standard & Stg. 1 (Grape)....	$ 22.00	B
TA 1720A	400-430-455 Standard & Stg. 1 (Cranberry)	$19.00	C
TA 1720NH	364-401-425 (Black).....	$23.00	A
TA 1721	400-430-455 Stg. 2, 3 & 4 (Black).....	$23.00	A
TA 1721B	400-430-455 Stg. 2, 3 & 4 (Grape).....	$22.00	B
TA 1721A	400-430-455 Stg. 2, 3 & 4 (Cranberry).....	$19.00	C
TA 1722	All 350 (Black).....	$23.00	A
TA 1722B	All 350 (Grape)	$22.00	B
TA 1722A	All 350 (Cranberry)	$19.00	C
TA V1720B	`79-`87 V6, Production and TA Heads (Black)	$25.00	A
TA V1721	231-252 V6, Stg 2 Heads , Felpro (Blue).....	$30.00	A

TA 1720

TA 1720NH

TA 1721A

Material Descriptions

A - 1400 degree steel core with carbon graphite coating (Black)
B - 925 degree compressed graphite (Grape)
C - 825 degree compressed graphite (Cranberry)

Exhaust Manifold Gaskets

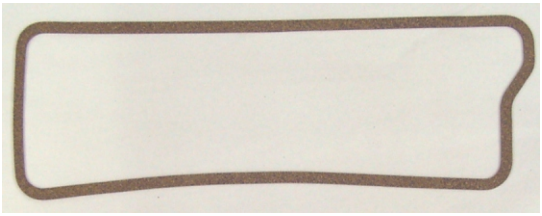
TA 1719NH

TA 1719B

Stock type exhaust gaskets for use with exhaust manifolds.

Part Nos.		
TA 1719A	`64-`67 300-340 (TA Exclusive).....	$12.95
TA1719NH	`57-`66 364-401-425	$17.50
TA 1722D	`68-`81 350	$15.00
TA 1720D	`67-`76 400-430-455	$12.50
TA V1719A	`79-`89 231-252 V6	$12.95

Valley Cover Gasket



Nailhead valley cover gasket. Made from cork.

Part No.
TA 1736NH `57-`66 364-401-425 engines $7.00

Bill Lee
South Windsor, CT
523 cid Buick, Stage 4
Nitrous and Alcohol Injected
Mud Drag Model A

Jeff Bullock
Des Moines, IA
He says:
"Thanks for the Muscle"

Valve Cover Gaskets

Available in cork and rubber for most Buick engines. Also available in extra thick Cork for Big Blocks using Roller Rockers and Stock Valve Covers.
Part Nos.

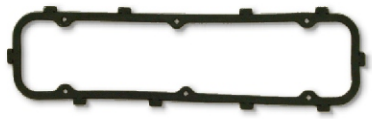
V8

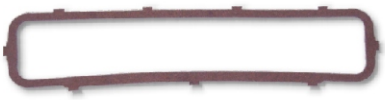
TA 1702-350	350 Cork	$15.00
TA 1702-350A	350 Rubber	$15.00
TA 1702-401	`53-`66 264-322-364-401-425	$15.00
TA 1702-455A	400-430-455 Rubber	$15.00
TA 1702-455B.250	400-430-455 1/4" thick Cork/Rubber*	$35.00
TA 1702-455B.312	400-430-455 5/16" thick Cork/Rubber*	$35.00
TA 1702-455B.375	400-430-455 3/8" thick Cork/Rubber*	$35.00
	**will require longer than stock bolts*	
TA 1702-455C	400-430-455 1/8" Cork (Stock Replacement).	$14.00

V6

TA 1702-231	V6 (4 bolt) Cork	$12.50
TA 1702-231R	V6 (4 bolt) Rubber	$12.50
TA V1702-231-M&A	V6 (2 bolt) extruded rubber, o-ring	$30.00

TA 1702-350A





TA 1702-401

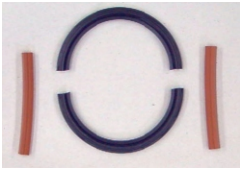
TA 1702-455B
(*shown on the right)*

Comparison of standard gasket and our 3/8" thick gasket.

Neoprene Seals

TA 1514

TA 1516



TA 1516NH

Modern neoprene type seals for your Buick engine! Installation of these modern seals is much easier than the old style rope type seals, ensuring a positive seal every time. Front seals are housed in a steel retainer and are pressed into the timing cover. Rear seals are a two piece design and are a direct replacement for rope seals. All of our rear main seals are *No Trim, Direct Fit*, including our 400-430-455 piece, other suppliers offer a more difficult to use cut to fit seal. The use of neoprene seals will also free horsepower because the drag on the crank is only a fraction of that compared to rope seals.

Front Seals

Part Nos.

TA 1513	V6, 300-340- 350 (GM Cover)	$9.95
TA 1513A	V6, 300-340- 350 (aftermarket cover)	$9.95
TA 1514	364-400-401-425-430-455	$9.95

Rear Seals

Part Nos.

TA 1515	340-350	$16.95
TA V1515	225, 231, 252 V6	$16.95
TA 1516	400-430-455 *No Trim*	$16.95
TA V1516	V3800 TA Aluminum Block	$15.95
TA 1516NH	401-425	$16.95

Oil Pump Gaskets

TA 1707

TA 1707A

Correct Gaskets for installation of the pump cover and/or booster plate. Fits all except Nailhead.

Part Nos.

TA 1707	Booster Plate Gasket	$3.00
TA 1707A	Oil Pump Gasket	$2.00

Oil Pump Shim Kit

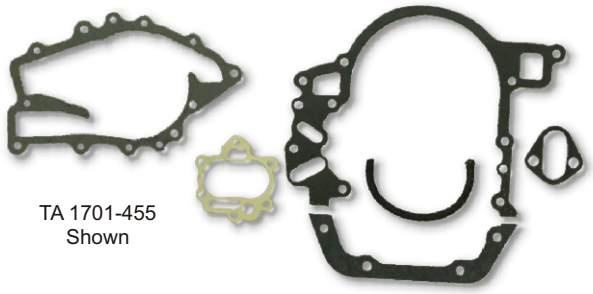
This shim kit is made up of several different thickness Mylar shims for ensuring proper oil pump gear end clearance. Kit includes a standard .008" gasket plus 8 Mylar gaskets in the following thickness' .001, .0015, .002, .003, .005, .0075, .010, and .0125. Fits all but Nailhead.

Part No.

TA 1704	fits all except nailhead	$14.95

TECH TIP After opening up the oil pump, ***always*** pack the oil pump cavity with petroleum jelly, *NOT* grease and prime the pump with a primer tool such as TA 1509 prior to running the engine.

Timing Cover Gasket Sets



TA 1701-455
Shown

These gasket sets include all of the gaskets needed for timing cover installation, including the front portion of the oil pan gasket!

Part Nos.

TA 1701-350	All V6 & 215-300-340- 350	$15.00
TA 1701-401	264-322-364-401-425	$15.00
TA 1701-455	400-430-455	$15.00

Water Manifold O-Ring

The correct water manifold o-ring for the Nailhead engine. Seals the manifold to timing cover connection. Note: is included with timing cover set above.

Part No.
TA 1701-401A $2.00

Thermostat Gaskets & O-Rings

Excellent Quality Thermostat Gasket for 215-225-300-340-350-400-455 As well as non F.I. 231 & 252.

Part No.

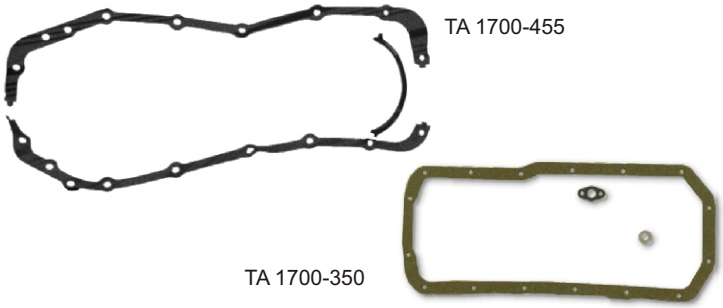
TA 1703	.....	$2.00
TA V1703	`86-`89 Turbo V6	$CALL

Gasgacinch

Multipurpose Gasgacinch holds gaskets in place while assembling parts, rejuvenates shrunken gaskets and gives a leak proof seal. Gasgacinch helps gaskets withstand heat, pressure, hot oils, and water, yet allows for easy gasket removal during disassembly. Highly recommended for use on all kinds of gaskets.

Part No.
TA 1740 4 Ounce $5.95

Oil Pan Gaskets



TA 1700-455

TA 1700-350

High quality cork rubber matrix to prevent leaks.

Part Nos.

TA 1700-215	`61-`63 215 V8	$17.50
TA V1700-231A	V6 w/ 14 Bolt pan	$15.00
TA V1700-231B	V6 w/ 20 Bolt pan	$15.00
TA 1700-350	`64-81 300-340-350	$17.50
TA 1700-401	`57-`66 364-401-425	$17.50
TA 1700-455	400-430-455	$17.50

Oil Pick Up Tube Gasket

A positive seal for the pick up tube is a must to ensure proper oil pump prime. Fits all except Nailhead.

Part No.
TA 1708 ..... $1.50

Collector Gasketts

TA 1709A

TA 1709B

TA V1709

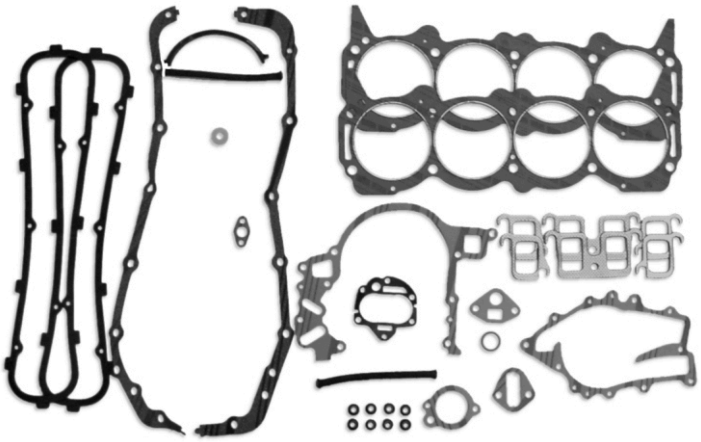
High quality collector gaskets made with a steel core and carbon graphite coating. Available for all of our headers, ensures against annoying leaks.

Part Nos.

TA 1709	3" Collector, 3 bolt	$ 5.00
TA 1709A	3.5" Collector, 3 bolt	$ 5.00
TA 1709B	3" Collector, 2 bolt, for Shorty headers ..	$10.00
TA V1709	3 Bolt Turbo mounting flange gasket	$ 5.00

Full Gasket Sets

TA Performance has complete overhaul sets for your Buick Engine. A must for any rebuild or just to have spares. Please Note that valley pan type intake gaskets are NOT included with full sets, but are available separately. Also, standard sets include rope type front and rear seals.

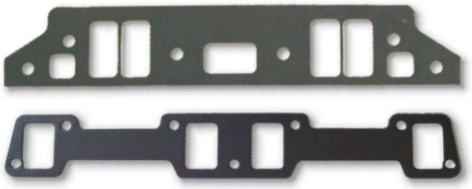


Part Nos.

TA 1705	`68-`81 350	$ 59.95
TA 1705-215	`61-`63 215 Buick & Pontiac	$ CALL
TA 1705-300	`64-`67 300, `66-`67 340	$ CALL
TA 1706	`67-`76 400-430-455	$ 69.95
TA 1706NH	364-401-425	$ 80.00
	TA 1706NH includes neoprene seals and intake gaskets	
TA 1706NHB	264-322	$ 80.00
TA V1705	`86-`87 231 Turbo	$155.00

*** *Also available for other V6 applications*

Complete gasket set PLUS TA Performance composite intake, header gaskets, neoprene front and rear crankshaft seals, and rubber end seals for additional savings. Please specify intake gasket thickness required.



Composite intake and header gaskets included with TA 1705A and TA 1706A.

Part Nos.

TA 1705A	350	$ 100.95
TA 1705B	350 *neoprene crank seals, rubber front and rear end seals*	$133.85
TA 1706A	400-430-455	$ 110.95
TA 1706B	400-430-455 *neoprene crank seals, rubber front and rear end seals*	$143.85
TA 1706C	400-430-455 *neoprene crank seals , rubber front and rear end seals, upgraded with TA 1723C Orange Crush head gaskets*	$199.95

Neoprene crankshaft seals included with TA 1705B, TA 1706B, TA 1706C,and TA 1706NH

Intake end seals also sold separately

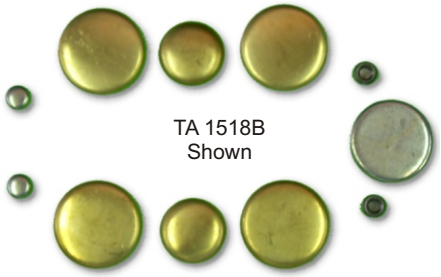
TA 1239A	350 Rubber end seals	$ 6.00
TA 1239B	455 Rubber end seals	$ 6.00

2004 Buick Performance Nationals

Kneeling - Dan Hopkins (L), George Tomaszewski (R)
Standing (L to R) - Gene Mongeon, Derrick Graham, Dave Mongeon, Mike Tomaszewski, Denny Manner

Cars - TA Wagon (background), Rod Hendrickson's Skyhawk (foreground)

Freeze Plug Kits



Replacement freeze plug kits for your engine. Recommended for any engine rebuild. Each kit contains all necessary block, cam and oil plugs. Available in original type steel or corrosion resistant brass.

Part Nos.

TA 1517A	Steel, 350	$ 5.00
TA 1517B	Brass, 350	$10.00
TA 1518A	Steel, 400-430-455	$ 5.00
TA 1518B	Brass, 400-430-455	$15.00
TA 1518ANH	Steel, 401-425	$10.00
TA 1518BNH	Brass, 401-425	$20.00
TA V1517A	Steel, 231-252 V6	$10.00
TA V1517B	Brass, 231-252 V6	$10.00

Oil Gallery Plugs

TA's oil gallery plugs are machined so they do not block off the oil flow on the passenger side of the engine. All plugs are teflon coated to prevent gaulding and leaking. Designed to replace the press in plugs at the front of the block. A must when drilling out gallery passages or when higher oil pressures will be used.

Part No.

TA 1519 Fits all except Nailhead $5.95

Cylinder Head Plugs

Correct brass plugs for the end of most Buick cylinder heads. Also fits late model TA aluminum heads. 2 per head req'd for most, 3 for Nailhead.

Part No.

TA 1518H Fits all ..... $ 1.00 ea.

Rear Cam Plug

Steel Cam plug at the rear of the block, available for most Buick V6 and V8 engines.

Part No.

TA 1518G Please specify engine size ..... $ 2.00

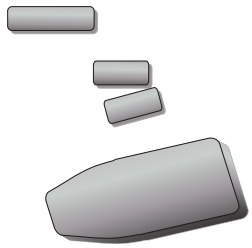
TA 1518G-401 401-425 Cam plug..... $ 2.00

Dowel Pins

Replace bent, missing or damaged woodruff keys to maintain parts alignment to retain originality.

Part Nos.

TA 1115B	Block to Transmission Bellhousing, 5/8" dia, 2 required	$ 1.50 ea
TA 1115H	Block to Head, 1/4" x .510", 4 required	$ .50 ea
TA 1115I	Block to Intake, 1/4" x .625", 2 required	$ .40 ea
TA 1115T	Block to Timing Cover, 1/4" x .625, 2 required	$ .40 ea
TA V1115T	Block to Timing Cover, 1/4" x 1.000", 2 required ..... *Use with even fire V6 & TA V3800 Series Blocks*	$ .40 ea



Woodruff Keys

Replace damaged or missing woodruff keys with brand new ones from TA Performance.

Part Nos.

TA 1116A	400-401-425-430-455 Crankshaft	$2.00
TA 1116B	401-425 Camshaft	$2.00
TA 1116C	ALL V6 & 215-300-340-350 Camshaft & Crankshaft	$2.00

Engine Kits

TA Performance offers different levels of engine kits for most re-build tasks. Basic kits include stock type replacement parts. Upgrades welcome. Available for all V6 & V8 Buicks, call for other engines not listed.

Kit Descriptions: (Plasma Moly or Total Seal rings may be substituted for Moly rings for additional cost)

Kit A - Connecting rod bearings, Main bearings, Cam bearings and assembly lube.
Kit B - Moly piston rings, Connecting rod bearings, Main bearings, Cam bearings and assembly lube.
Kit C - Pistons and Pins
Kit D - Pistons and Pins, Moly piston rings
Kit E - Pistons and Pins, Moly piston rings, Connecting rod bearings, Main bearings, Cam bearings and assembly lube.
Kit F - Pistons and Pins, Moly piston rings, Connecting rod bearings, Main bearings, Cam bearings, Brass freeze plugs, Gasket set and assembly lube.
Kit G - Pistons and Pins, Moly piston rings, Connecting rod bearings, Main bearings, Cam bearings, Camshaft and lifters, Stock replacement oil pump kit, Brass freeze plugs, Timing chain set, Gasket set and assembly lube.

For ordering purposes: Designate either **Cast pistons (CP)** or **Forged pistons (FP)**, the kit letter, and then the engine size.

Example: **FP D-350** is Forged pistons, kit D for a 350 motor. **CP A-455** is Cast Pistons, kit A for a 455 motor.

- Parts may be substituted - additional cost may apply.
- State connecting rod and main bearing sizes needed
- Notched pistons are available for additional cost
- Stroker kits available
- Connecting rods available

Dave England's TSM Legal Stock Block V6

Equipped with TA Performance Street Eliminator V6 Heads Full Race Port and Polish By TA, Stock Intake Ported and Polished by TA, TA Roller Rockers, TA Custom Ground Solid Roller Cam, TA Low Profile Valve Covers, TA Installed Block Girdle and Steel Main Caps. All Assembly and Machine Work Done by TA Performance Racing Engine Shop.

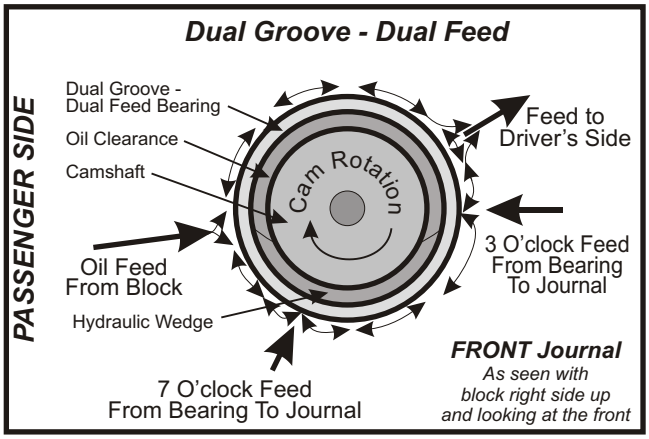
V6 & V8 Performance Cam Bearings

Hardened | *Hardened Dual Groove - Dual Feed Technology* | TA EXCLUSIVE!

TA 1558 | **TA 1563** | **TA 1557** | **TA 1559** | **TA 1559 - TEFLON**

TA Performance offers Hi-Performance cam bearings for most Buick applications. TA's hardened bearing series incorporates a steel backed alloy material. The hardened bearings also incorporate a larger footprint to distribute the additional loads created by higher pressure valve springs.

Dual Groove - Dual Feed



TA's exclusive ***Dual Groove - Dual Feed*** Technology bearings are the result of years of evaluation and testing. The dual groove - dual feed bearings include the same material specifications as our hardened bearing series with the addition of the dual groove and dual feed technologies on a wider foot print. The wider foot print disburses valve train loads over a greater area and the dual grooves allow oil to be directed around the circumference of the bearing, again, without compromising strength or load carrying ability.

When the camshaft rotates a "hydraulic wedge" is produced (see diagram), this wedge is created as a result of the cam being driven downward by the valve train. This causes extreme loads at the lower half of the bearing, and in relation considerably less at the top. The factory oil delivery location allowed the oil to "hemorrhage" out at the top half of the bearing and was prone to starving the bearing at the bottom half, especially with higher spring pressures. With the dual feed technology, one of the oil feed holes is located at the 3 o'clock position and allows oil to enter just prior to the hydraulic wedge, the other feed hole is at the 7 o'clock position and is designed to continue to feed oil through the remainder of the hydraulic wedge and around the rest of the bearing. The dual feed technology is also an oil control feature. The feed holes are elongated to fan oil across the bearing surface and are approximately one fourth the area of the feed holes used on conventional bearings. The shape and location of the feed holes allows for the precise delivery of the oil and considerably less oil bleed out, resulting in additional oil pressure for the rest of the engine. We recommend the Grooved bearings on ALL performance and most stock build ups.

Don't waste your time and money doing abnormal, specialty machine work that can compromise the block itself. For less than $50 and 30 minutes of labor, you SOLVE the cam bearing problem, period!

Dual Groove / Dual Feed Technology

Part Nos.

Hardened

TA 1558	350-400-430-455 , 231-252 V6 with 14 bolt oil pan	$49.95
TA 1555	231 V6 w/ 20 bolt oil pan	$39.95

Hardened, Dual Groove - Dual Feed

TA 1556	TA V3800 series aluminum block and Buick Stage 2 V6	$49.95
TA 1557	231 V6 w/ 20 bolt oil pan	$54.95
TA 1557S	Single 1.940" O.D. oversize bearing for TA 1559 applications, for oversized or spun journals	$15.00
TA 1559	350-400-430-455, 231-252 V6 with 14 bolt oil pan	$59.95

Hardened, Dual Groove - Dual Feed, TEFLON coated

TA 1556 - TEFLON	Same as our TA 1556 Bearing with Teflon coating on the I.D. of the bearing	$75.00
TA 1557 - TEFLON	Same as our TA 1557 Bearing with Teflon coating on the I.D. of the bearing	$79.95
TA 1559- TEFLON	Same as our TA 1559 Bearing with Teflon coating on the I.D. of the bearing	$89.95

NOTE: ***When using aftermarket roller camshafts that do not have an oil channel on the first journal, the grooved cam bearings MUST be used.***

V6 & V8 Stock Replacement Cam Bearings

TA 1560 TA 1560NH TA 1561 TA 1562 TA 1564

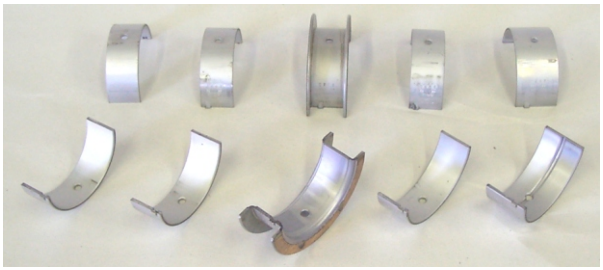
TA Performance has an expansive cam bearing inventory for Buick engines. Made to original specifications these bearing sets have all the correct feed holes and diameters on applications that use different size bearings per journal. Use these high quality stock replacement cam bearings for mild build up and stock build up combinations.

. Part Nos.

TA 1560	350-400-430-455 Stock Cam Bearings	$35.00
TA 1560NH	364-401-425 Stock Cam Bearings	$47.00
TA 1561	`62-`74 225 V6 Stock Cam Bearings	$35.00
TA 1562	`78-`85 231-252 V6 with 14 bolt oil pan, Stock Cam Bearings	$29.95
TA 1663	`86-`87 231-252 V6 with 20 bolt oil pan, Stock Cam Bearings	$29.95
TA 1564	`61-`67 215-300-340, Stock Cam Bearings	$47.00

V6 & V8 Main Bearings

TA 1551



TA 1551NH

Use our main bearings for insuring maximum oil flow to the main and rod bearings. These replacement main bearings are for street or stip applications for maximum bearing life and cooling. Available for most Buick V6 and V8 engines.

Part Nos.

TA 1548-STD	`61-`63 215 V8, Std.	$CALL
TA 1548-.010	`61-`63 215 V8, .010"	$CALL
TA 1548-.020	`61-`63 215 V8, .020"	$CALL
TA 1549-STD	`64-`67 300 V8, Std.	$ 95.00
TA 1549-.010	`64-`67 300 V8, .010"	$ 95.00
TA 1549-.020	`64-`67 300 V8, .020"	$ 95.00
TA V1549-STD	`64-`89 225-231-252 V6, Std.	$ 95.00
TA V1549-.010	`64-`89 225-231-252 V6, .010"	$ 95.00
TA V1549-.020	`64-`89 225-231-252 V6, .020"	$ 95.00
TA V1549-.030	`64-`89 225-231-252 V6, .030"	$ 95.00
TA V1549-.040	`64-`89 225-231-252 V6, .040"	$ 95.00
TA 1550-STD	`66-`81 340-350, Std.	$ 74.95
TA 1550-.010	`66-`81 340-350, .010"	$ 74.95
TA 1550-.020	`66-`81 340-350, .020"	$ 74.95
TA 1550-.030	`66-`81 340-350, .030"	$ 74.95
TA 1550-.040	`66-`81 340-350, .040"	$ 74.95
TA 1551-STD	`67-`76 400-430-455, Std.	$ 74.95
TA 1551-.010	`67-`76 400-430-455, .010"	$ 74.95
TA 1551-.020	`67-`76 400-430-455, .020"	$ 74.95
TA 1551-.030	`67-`76 400-430-455, .030"	$ 94.95
TA 1551-.040	`67-`76 400-430-455, .040"	$ 98.00
TA 1551NH-STD	`59-`66 401-425, Std.	$169.95
TA 1551NH-.010	`59-`66 401-425, .010"	$169.95
TA 1551NH-.020	`59-`66 401-425, .020"	$169.95
TA 1551NH-.030	`59-`66 401-425, .030"	$169.95

Also available for early NH

"Extreme Duty" Race Main Bearing Sets - V8

Finally, a Hi-Performance 3/4 Groove Main Bearing.

Made from a unique lining bonded to an extra strength steel backing for unparalleled durability. Additional Crush and Eccentricity have been incorporated into the design of these bearings ensuring the best in durability under extreme stress and high RPM. Additional Crush ensures that the bearing is firmly positioned to deter the main journal from spinning the bearing, additional Crush also aids in lowering oil temperature at the bearing surface to prevent the oil from breaking down. The additional Eccentricity gives additional clearance at the parting line to provide the extra clearance needed between the bearing and journal to prevent the bearing from contacting the crankshaft which can happen at higher RPM when the main journals are most likely to distort.

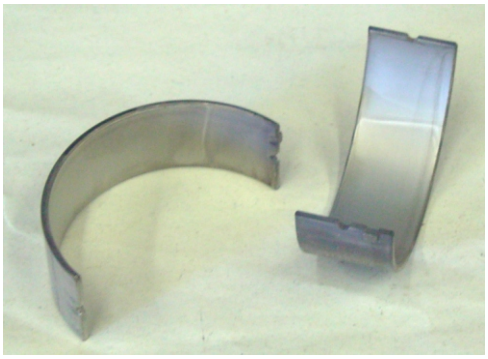
The 3/4 Groove Hi-Performance Main Bearing provides the best of both worlds in a main bearing. The 3/4 groove allows for the most efficient oiling to the journals, yet maintains full surface area in the most heavily loaded portion of the bearing. Crankshafts using the 3/4 grooved main bearings will not need to be cross drilled which will save time and money while improving crankshaft strength.

Part Nos.

TA 1551HP-STD	`67-`76 400-430-455 HP Race Main Bearing, Std.	$99.95
TA 1551HP-.001	`67-`76 400-430-455 HP Race Main Bearing, .001"	$99.95
TA 1551HP-.001X	`67-`76 400-430-455 HP Race Main Bearing, .001" w/extra oil clearance	$99.95
TA 1551HP-.010	`67-`76 400-430-455 HP Race Main Bearing, .010"	$99.95

V6 & V8 Rod Bearings

We carry high quality replacement rod bearings for most Buick V6 and V8 engines.



TA 1541

Part Nos.

TA 1539A-STD	`64-`77 Odd Fire 225-231 V6, Std.	$25.00
TA 1539A-010	`64-`77 Odd Fire 225-231 V6, .010"	$25.00
TA 1539A-020	`64-`77 Odd Fire 225-231 V6, .020"	$25.00
TA 1539A-030	`64-`77 Odd Fire 225-231 V6, .030"	$25.00
TA 1539A-040	`64-`77 Odd Fire 225-231 V6, .040"	$25.00
TA 1539B-STD	`78-`90 Even Fire 231-252 V6, STD.	$55.00
TA 1539B-010	`78-`90 Even Fire 231-252 V6, .010".	$55.00
TA 1539B-020	`78-`90 Even Fire 231-252 V6, .020".	$55.00
TA 1539B-030	`78-`90 Even Fire 231-252 V6, .030".	$55.00
TA 1539B-040	`78-`90 Even Fire 231-252 V6, .040".	$55.00
TA 1540-STD	`61-`81 215-300-340-350, Std.	$39.95
TA 1540-010	`61-`81 215-300-340-350, .010"	$39.95
TA 1540-020	`61-`81 215-300-340-350, .020"	$39.95
TA 1540-030	`61-`81 215-300-340-350, .030"	$39.95
TA 1540-040	`61-`81 215-300-340-350, .040"	$59.95
TA 1541-STD	`67-`76 400-430-455,Std.	$49.95
TA 1541-010	`67-`76 400-430-455,.010"	$49.95
TA 1541-020	`67-`76 400-430-455,.020"	$49.95
TA 1541-030	`67-`76 400-430-455,.030"	$49.95
TA 1541-040	`67-`76 400-430-455,.040"	$89.95

We also offer rod bearings with a dowel pin hole for use with aluminum connecting rods - p/n ***TA 1542***

"Extreme Duty" Race Rod Bearing Sets - V8

TA Performance now offers the FIRST ever "Extreme Duty" Rod bearing that is designed to add that extra durability and performance needed in the Buick Big Block. Just as with the TA Sportsman Rods these bearings will make High Power build ups easier and more reliable than ever before. Years of TA dedication and persistence have paid off with the release of these new bearings which are currently available in Std.-.001-.001X and .010 under sizes.

The Rod bearings are made from a unique lining bonded to an extra strength steel backing for unparalleled durability. Additional Crush and Eccentricity have been incorporated into the design of these bearings ensuring the best in durability under extreme stress and high RPM. Additional Crush ensures that the bearing is firmly positioned to deter the rod or main journal from spinning the bearing, additional Crush also aids in lowering oil temperature at the bearing surface to prevent the oil from breaking down. The additional Eccentricity gives additional clearance at the parting line to provide the extra clearance needed between the bearing and journal to prevent the bearing from contacting the crankshaft which can happen at higher RPM when the rod or main journals are most likely to distort. Another aspect of the Hi-Performance rod bearings is the chamfer added to the side of the bearing alongside the crankshaft counterweight, which allows for as much surface area as possible. The chamfer will give the clearance needed on performance ground crankshafts that incorporate a radius fillet. The "Extreme Duty" rod bearing will make hi-end engine building much simpler and straight forward by not forcing builders into Chevy rods just to get a better bearing. By using TA's Sportsman Rods and "Extreme Duty" Bearings, you will be able to plug these parts into your combination with out the expensive and time consuming modifications to the crankshaft and rods when transplanting the Chevy rods into the Buick. Using Chevy rods requires the rod journals to be widened and/or the rods to be narrowed which is an expensive task. The Buick Big Block is known for it's great Rod Ratio, which is one of the key reasons that the Buick makes such good power and torque, using the Chevy rod will lessen that key benefit.

Part Nos.

TA 1541HP-STD	364-400-401-425-430-455 HP Rod Bearing, Standard	$70.00
TA 1541HP-.001	364-400-401-425-430-455 HP Rod Bearing, +.001"	$70.00
TA 1541HP-.001X	364-400-401-425-430-455 HP Rod Bearing, +.001" with extra clearance	$70.00
TA 1541HP-.010	364-400-401-425-430-455 HP Rod Bearing, +.010"	$70.00
TA 1543A-STD	494 Stroker HP Rod Bearing, Standard	$75.00
TA 1543A-STDX	494 Stroker HP Rod Bearing, +.001" with extra clearance	$78.00
TA 1543A-.010	494 Stroker HP Rod Bearing, +.010"	$75.00
TA 1543A-.020	494 Stroker HP Rod Bearing, +.020"	$78.00
TA 1543B-STD	528 Stroker HP Rod Bearing, Standard	$95.00
TA 1543B-.010	528 Stroker HP Rod Bearing, + .010"	$95.00

The Quest

TA Performance began their quest for better bearings for the Buicks several years ago. Trying to convince major manufacturers to enter into production on performance bearings for engines that haven't been made in 20+ years is no easy task. In 1996 TA released the first ever performance cam bearing for the 350-400-430-455 engines with the innovative Grooved design that allowed repositioning of the oil feed hole to the cam journal. The New Millennium saw the birth of the first full grooved cam bearing for the Turbo V6 Buicks. In 2001 TA updated the grooved bearing with the release of the Dual Groove/Dual Feed design. With the success of the Dual Groove/Dual Feed bearing in the V8 Buicks, TA incorporated that technology into the Turbo V6 bearing in the spring of 2002. In late 2002 TA Performance released the first ever "Extreme Duty" Rod Bearings and Main Bearings for the Buick Big Block. The Quest for better bearings is just another way that TA re-invests back into the Buick Community.

A TA PERFORMANCE REINVESTMENT PRODUCT

The Buick Performance Group
Thanks TA Performance For Their Support

(L to R) Bruce Hunter, Rick Martinez, John Schmidt, George Tomaszewski, Mike Tomaszewski, Jim Haas, Doug Hecker, Mike Bucy

"Extreme Duty" Race Main Bearing Sets - V6

Hi-Performance 3/4 Groove Main Bearing

Made from a unique lining bonded to an extra strength steel backing for unparalleled durability. Additional Crush and Eccentricity have been incorporated into the design of these bearings ensuring the best in durability under extreme stress and high RPM. Additional Crush ensures that the bearing is firmly positioned to deter the main journal from spinning the bearing, additional Crush also aids in lowering oil temperature at the bearing surface to prevent the oil from breaking down. The additional Eccentricity gives additional clearance at the parting line to provide the extra clearance needed between the bearing and journal to prevent the bearing from contacting the crankshaft which can happen at higher RPM when the main journals are most likely to distort.

The 3/4 Groove Hi-Performance Main Bearing provides the best of both worlds in a main bearing. The 3/4 groove allows for the most efficient oiling to the journals, yet maintains full surface area in the most heavily loaded portion of the bearing. Crankshafts using the 3/4 grooved main bearings will not need to be cross drilled which will save time and money while improving crankshaft strength.

Fits All`78-`89 Production (turbo & non -turbo), Stage 1, Stage 2 and TA V3800 Series cylinder blocks.

Part Nos.

TA V1549-STD FM	`78-`89	231-252	V6 HP Race Main Bearing, Std.	$95.00
TA V1549-001 FM	`78-`89	231-252	V6 HP Race Main Bearing, .001"	$95.00
TA V1549-001X FM	`78-`89	231-252	V6 HP Race Main Bearing, .001" w/extra oil clearance	$95.00
TA V1549-010 FM	`78-`89	231-252	V6 HP Race Main Bearing, .010	$95.00

"Extreme Duty" Race Rod Bearing Sets - V6

These Rod bearings are made from a unique lining bonded to an extra strength steel backing for unparalleled durability. Additional Crush and Eccentricity have been incorporated into the design of these bearings ensuring the best in durability under extreme stress and high RPM. Additional Crush ensures that the bearing is firmly positioned to deter the rod or main journal from spinning the bearing, additional Crush also aids in lowering oil temperature at the bearing surface to prevent the oil from breaking down. The additional Eccentricity gives additional clearance at the parting line to provide the extra clearance needed between the bearing and journal to prevent the bearing from contacting the crankshaft which can happen at higher RPM when the rod or main journals are most likely to distort.

Another aspect of the Hi-Performance rod bearings is the chamfer added to the side of the bearing alongside the crankshaft counterweight, which allows for as much surface area as possible. The chamfer will give the clearance needed on performance ground crankshafts that incorporate a radius fillet.

Fits WIDE rod journal crankshafts only, does NOT fit production, TA V1627 or TA V1627-3.400 crankshafts. These bearings do fit most aftermarket stroker as well as TA V1627-3.625 crankshafts.

Part Nos.

TA V1539B-STD FM	Wide journal even fire V6 HP Rod Bearing, Std.	$55.00
TA V1539B-001 FM	Wide journal even fire V6 HP Rod Bearing, .001"	$55.00
TA V1539B-001X FM	Wide journal even fire V6 HP Rod Bearing, .001", w/extra oil clearance	$55.00
TA V1539B-010 FM	Wide journal even fire V6 HP Rod Bearing, .010".	$55.00

High Performance Water Pumps

COMING SOON...

Exclusive! Made by TA

Another First From *TA Performance!*

High Flow - High Pressure Replacement Water Pumps For Buick V6, Small Block and Big Block Engines! These all new pumps feature the latest fluid transfer vane technology. By just replacing your belt driven water pump you will now be able to take control of your engines operating temperature!

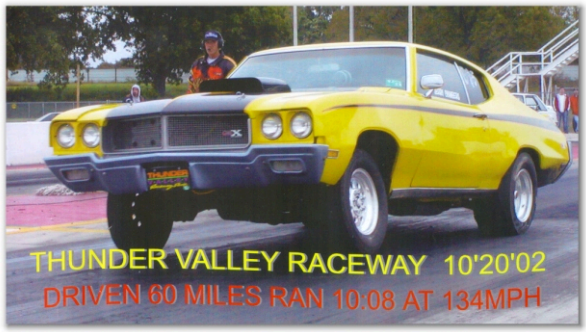
Please Call For Pricing & Availability

A TA PERFORMANCE REINVESTMENT PRODUCT

2004 BPG Nationals

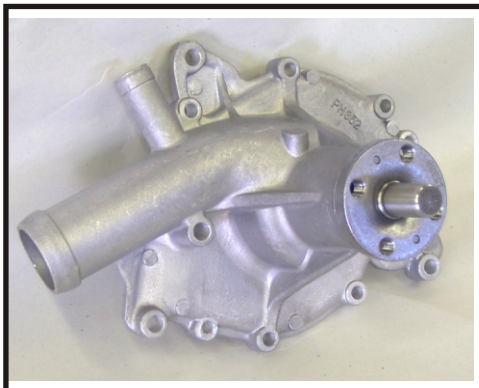
Pictured in the Foreground is Denny Manner - Buick power train engineer from the early 60's into the 90's. He is affectionately known as the father of the Big Block Buick. He worked on key Buick engine programs such as the dual quad Nailheads, Big Block Stage 1, Big Block Stage 2, Turbo V6 and Supercharged V6. He continues to be a great asset to the Buick Community by attending multiple Buick events each year.

Also pictured (L to R) Derek Graham, Gene Mongeon (with hat). In the background is Danie - Rod Hendrickson's Crew Chief.

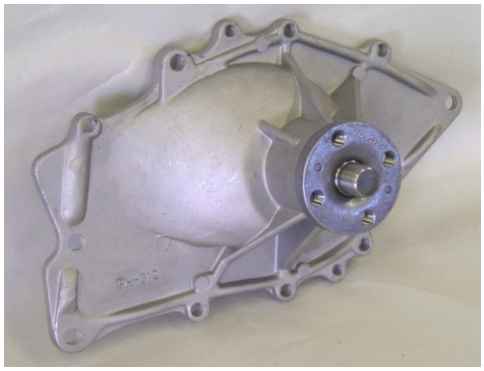


Jerry Chambers
Edmond, OK
The picture says it all

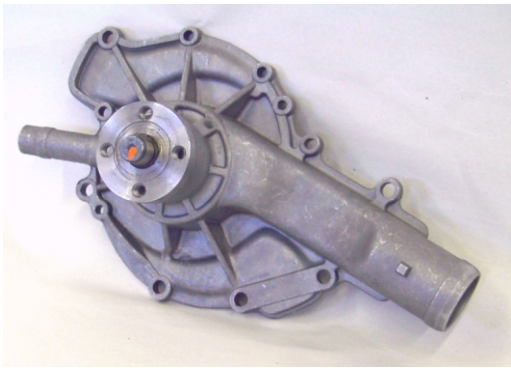
Replacement Water Pumps



TA 1536B



TA 1537B



TA 1538B

TA Performance offers some of the best replacement water pumps for the Buick engines. These water pumps are NEW, not re-built and incorporate bearings on the shaft vice bushings as most re-built pumps use. *Please see diagrams below to confirm your application!*

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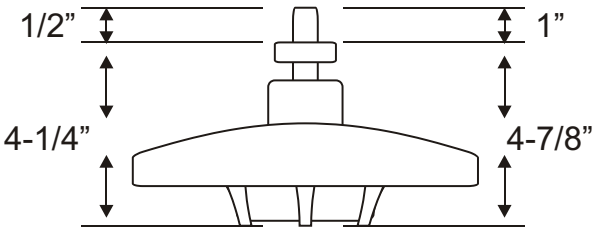
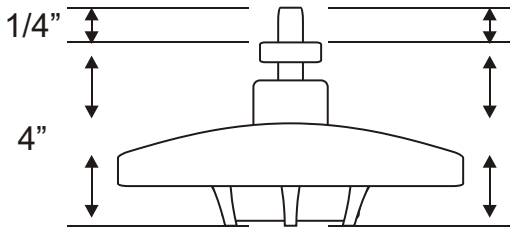
Part Nos.

TA 1536	`71-`72	350, Skylark, LeSabre (medium body)	$59.95
TA 1536A	`64-`70	225 V6, 300-340-350, `66-`71 225 & 350 Jeep applications (short body)	$59.95
TA 1536B	`73-`87	231-252 V6, 350 (long body)	$49.95
TA 1537	`71-`76	455 Fullsize cars, `73-`74 455 A-Body (long body)	$75.00
TA 1537B	`67-`70	430-455 All Fullsize cars, Some `71-`76 Fullsize without A/C, `67-`72 A-Body (short body) ***See Special Note Below***	$75.00
TA 1538B	`62-`66	401-425 With or Without Air Conditioning	$85.00

400-430-455

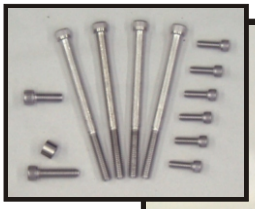


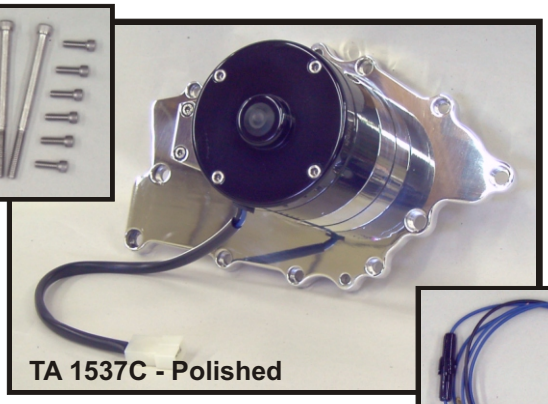
V6, 215-300-340-350



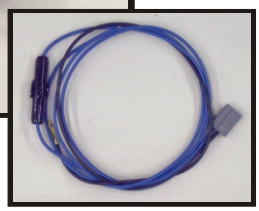
NOTE: When Transplanting a 400-430-455 engine into a `64-`72 A-Body or `78-`87 G-Body use water pump p/n **TA 1537B** for best fit. When using a donor 455 from a `71-`76 Fullsize car with a long nose pump it will be necessary to change the water pump pulley to the pulley used on `67-`70 fullsize and `67-`72 GS 400/455 cars originally equipped with short nose pumps . TA usually has good used original pulleys or our billet aluminum pulley p/n **TA 2029T** is also correct for this application. Please call for additional information.

Electric Water Pumps





TA 1537C - Polished



TA Performance's version includes an upgraded heavy duty motor. On 400-430-455 applications the motor has been re-located to allow clearance of ALL accessory belts!!!

We offer the best electric water pump for the Buick engines. No external motor with belt, these have a front mounted motor. As well as being functional, these electric water pumps are beautiful, available in all powder coated black, or polished aluminum with a black accenting motor cover. Keep in mind that switching to an electric water pump can net gains of approximately 15 HP over a conventional water pump due to the reduction in parasitic loss. Additional colors are available through special order..

TA 1536C & TA 1536CP applications will need some modification of the belt system to clear the waterpump motor.

Please Note: Switching to an electric water pump also requires switching to electric fans. Many of the inexpensive electric fans do not flow enough air to cool a large displacement, high horsepower engine. Please see our dual electric fan listing for more information

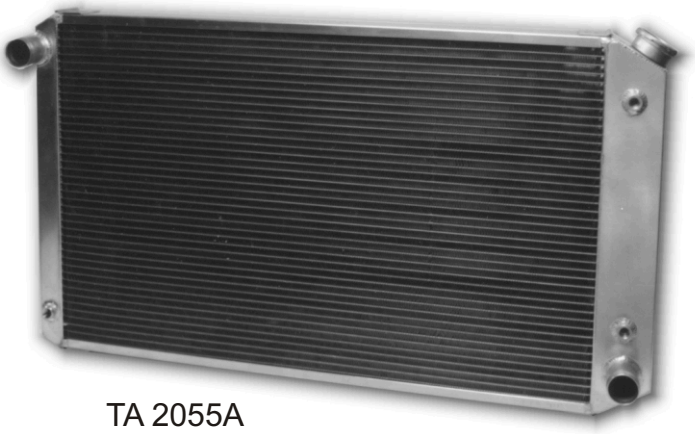
Part Nos.

TA 1536C	215-225-231-252-300-340-350, Black	$345.00
TA 1536CP	215-225-231-252-300-340-350, Polished ..	$340.00
TA 1537C	400-430-455, Black	$339.95
TA 1537CP	400-430-455, Polished	$339.95

Universal Remote Pump also available for custom applications, please call for details.

'Direct Fit' Aluminum Radiators

TA Performance offers these high quality, all aluminum, ***Direct Fit, Fullsize*** radiators that exceed the efficiency of original radiators, and they look great too!. They feature a vacuum brazed aluminum core with hand formed tanks that are beautifully heli-arc welded for exceptional cooling and reliability. The smooth tanks and top of these radiators give that custom, show car look. These radiators were developed in Phoenix, AZ where air temperatures can exceed 120 degrees and surface temperatures can be 160 degrees or more. We use two large cores as opposed to three or more smaller cores which results in better heat dissipation especially in low air flow situations. As the air passes through the radiator it takes with it heat from each core, on conventional radiators that use several cores the air is heat saturated by the time it reaches the last one or two cores, allowing the hot coolant to continue to circulate, thus raising the base temperature of the cooling system. TA Performance aluminum radiators that use two larger cores allows for a greater amount of heat to be introduced into the air stream without the saturation effect. These radiators are made to be installed directly into your Buick with no additional modification or fabrication. Beware of other aluminum radiators that are considerably less expensive, they are usually small universal type radiators that require additional work to install and are usually inadequate to cool a Big Block properly. Available with or with out a built in transmission cooler, please specify. Please confirm your radiator size when ordering.



TA 2055A

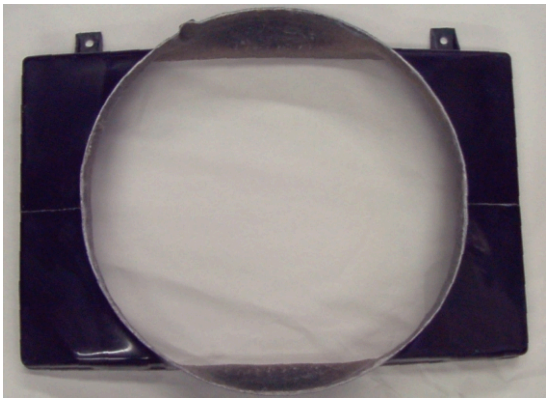
Overall Dimensions: 33" wide x 19" high x 3" thick
Core Size: 28" wide x 19" high x 3" thick
Mount Spacing: 28-1/2" apart

Part Nos.

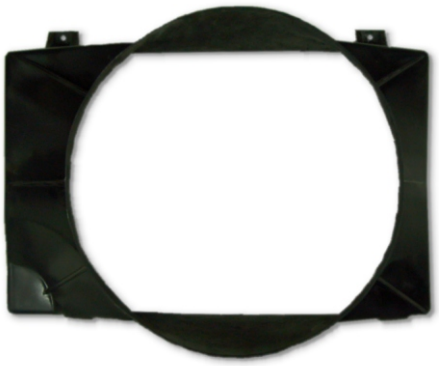
TA 2055	`68-`72 350, 400-430-455 Special, Skylark and GS, `71-`76 350, 455 Full size, NO trans. cooler	$488.50
TA 2055A	`68-`72 350, 400-430-455 Special, Skylark and GS, `71-`76 350, 455 Full size, WITH trans. cooler	$523.50

Also Available For Other Applications, Please Inquire

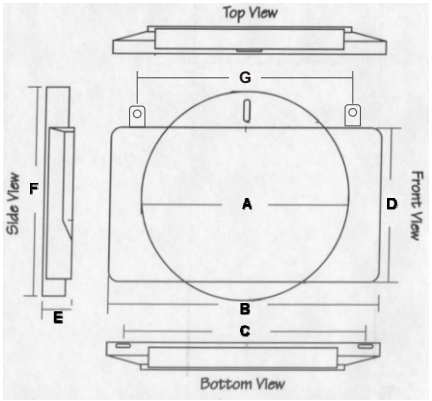
Radiator Fan Shrouds



TA 2040D



TA 2040E



Measurement Diagram

The radiator fan shroud is one of the key components to keeping your Buick engine cool. TA offers these quality fiberglass reproductions of original fan shrouds, for most V8 applications. Utilizing original Buick shrouds as patterns these shrouds will directly replace a broken or missing original, these shrouds incorporate the same mounting provisions as original as well as the upper hose support mount where applicable. *Please note: the use of fiberglass produces a much stronger and more durable piece than the original plastic. However, the inside will show the fiberglass texture and additional prep work may be needed in order to duplicate the exterior appearance of the original type plastic shroud.*

Dimensions (inches)

Part Nos.		A	B	C	D	E	F	G
TA 2040A	`63-`65 401-425 Riviera and fullsize with downflow $149.95	21.5	25.5	19.5	16.75	4	21.5	NA
TA 2040B	`65-`67 300-340-350 Special and Skylark with crossflow $149.95	19.75	20.25	16.75	17.5	4.75	21.75	NA
TA 2040C	`67-`70 400-430-455 Riviera and fullsize, *See Note Below $149.95	22.5	27.75	19.75	17.25	4	22.5	21
TA 2040D	`68-`69 GS400, `70-`71 GS 455 and `71-`72 455 Fullsize, ** $149.95	20.25	27.25	19.25	18	5	20.25	20.5
TA 2040E	`70-`72 Skylark/GS with 350 engine $149.95	20	27.75	20	17.5	6.5	20.75	20.75
TA 2040F	`65-`67 300-340 Special and Skylark with downflow $149.95	20.25	23.25	18.75	15.25	4.75	20.5	NA

NOTES:

TA 2040C: Fullsize cars used two mounting tabs on the top of the shroud, Riviera used one mounting point in the center of the shroud. Shroud incorporates both, if original appearance is desired the two mounting tabs can be removed and re-finished for Riviera applications.

TA 2040D: Incorporates upper hose support mount correct for 1970 GS 455, is compatible with `68-`69 & `71 - `72 type. Must measure opening for `71-`72 GS 455 models. Use this shroud when transplanting 400-430-455 engines in `68-`72 Skylark/ GS and `71-`72 LeSabre, Electra, Centurion.

The Essential Fan Shroud

If you are troubleshooting an engine that runs hot, the first place to look is the fan shroud. The shroud ensures that the maximum amount of air passes through the radiator. If the shroud is missing, broken or not dimensionally correct, or the fan is not positioned correctly or not the correct size for the shroud, the shroud will be ineffective. The diameter of the fan should be within 1/2" of the opening of the shroud. The depth of the blades in the shroud should be so 1/2 of the blade is in the shroud and 1/2 outside (towards the engine)of the shroud.

RMI-25 Coolant Conditioner

The heat generated by an engine, even in stock form, is great enough to severely damage or even melt down vital engine parts. With higher horsepower combinations the cooling system is taxed even further. If an engine's cooling system cannot dissipate that heat because of corrosion or deposit build-up, serious damage can be done to the engine, as well as your wallet. RMI-25 is a low cost, effective safeguard against cooling system failure. It cleans while you drive; inhibits rust, cavitation erosion, electrolysis and pitting; lubricates water pump seals and thermostats; stabilizes PH level and improves cooling by removing and preventing deposits. Just 1/16" of mineral deposits on cast iron reduces heat dissipation by 40 percent. Working in conjunction with your water pump, RMI-25 acts as a power flush while you drive. We highly recommended for all combinations especially to protect aluminum heads, radiators, timing covers and water pumps. Use 8 ounces of RMI-25 for 5 gallon or less cooling systems. Maintain every 15,000 miles.

Part Nos.

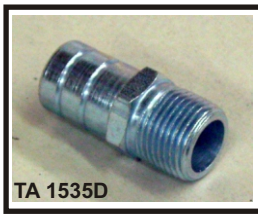
TA 1799A	8 ounce RMI-25	$10.00
TA 1799B	32 ounce RMI-25	$26.00

Ask us about using RMI 25 to flush existing systems!

Did You Know?

That the corrosion inhibitors in antifreeze/coolant dissipates over time? Though a hydrometer still shows good protection against freeze-up and boil over, the coolant can actually be worn out, because of the loss of the corrosion inhibitors.

Heater Hose Connections


TA 1535D

Heater hose connections save you the hassle of trying to remove the original from an old intake. Ideal for use when upgrading to an aftermarket aluminum intake

Part Nos.

TA 1535C	400-430-455	$ 7.25
TA 1535D	350	$ 7.25


TA 1535C

Coolant By-Pass Hoses


TA 1535B350

Original type, direct replacement *MOLDED* coolant by-pass hoses compliment any build up. Also recommended during intake or thermostat replacement when the original is deteriorated, or during routine maintenance when changing radiator hoses to prevent a failure.

TA 1535B

Part Nos.

TA 1535B	Fits `67-`76 400-430-455	$ 7.85
TA 1535B350	Fits `61-`87 196-215-225-231-252-300-340-350,except fuel injected 231	$ 7.85

GM Coolant Tabs

Used by original equipment manufacturers in new engines. We recommend using two tabs on fresh engines and as necessary on existing combos. Safe for all metals, will not impair cooling system. Five tabs per package.

Part No.

TA 1799C $3.00

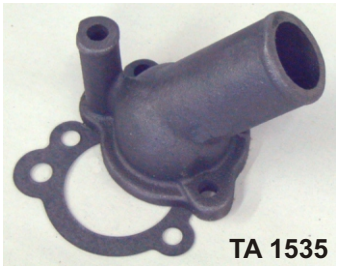
Thermostats

High quality thermostats available in different temperature levels. Fits`61-`87196-215-225-231-252-300-340-350-400-430-455, *except fuel injected 231*

Part Nos.

TA 1535A	160 degree	$6.00
TA 1535A180	180 degree	$6.00
TA 1535A195	195 degree	$6.00

Water Outlets


TA 1535


TA V1535

Made from durable cast iron. These water outlets are direct replacements for corroded or leak prone original aluminum or stamped steel outlets.

Part Nos.

TA 1535	Fits `61-`87 196-215-225-231-252-300-340-350-400-430-455, except fuel injected 231	$19.95
TA V1535	`87 Turbo V6, Vin code "9"	$35.95

Other applications available

Dual Electric Fans & Shroud

Specifically made for use on `68-`77 A-Body and `71-`76 Fullsize, using our TA 2055 series radiators. Designed to flow the CFM required to cool a high performance big block. Sold as a complete kit with shroud, fans, and wiring. Wiring kit includes everything to make fan operation automatic such as relays and thermostatic switches.

Part No.

TA 2054 ..... $495.00

Dual 16" Fans each flowing up to 2360 cfm for a maximum total of 4720 cfm!
Uses 2 Spal, Long Life, axial motor fans
Each fan uses approximately 22 amps with 13V input.
Also Available For Other Applications


Radiator
Not Included

Possibly the only NHRA finals between 2 Buicks. And Both are TA Sponsored Cars!

Larry Hodge
Laplace, IL

Isaac Zane
Pittsgrove, NJ

Unleash hidden horsepower by upgrading your ignition system with a Mallory Unilite®or Comp 9000®billet distributor. Most distributors that are over 20 years old are worn out. A new Mallory Unilite® Series distributor will make your timing more accurate, while eliminating the maintenance hassles of points. These distributors are very easy to install and wiring is straight forward. They work with stock coils or with most performance coils. Ignition boxes are not necessary but are recommended for higher end street combinations as well as all race applications. The Mallory distributors are fully tuneable and can be curved to fit any stock or performance combination. Our Technicians can custom curve your distributor and ship it to you ready to go, please inquire.

Mallory Unilite® Electronic Distributors

3764301

4764401

NEW

NAILHEAD

472920002

When changing from Points to Electronic Ignitions, You will also have to update your coil! See our coil listings for the best one for your application

SERIES NOS. 37, 45, 47 With Speed of Light Triggering

The Mallory Unilite® Electronic Distributor is considered the industry standard for electronic ignition distributors. Over 20 years of engineering, development and race testing has produced the most advanced ignition system in the performance industry.

The Mallory Unilite® Electronic Distributor is triggered by a photo optic, infrared L.E.D. that never varies or wears out and replaces the complete OEM Distributor with an easy to install three wire connection, electronic distributor that is completely maintenance and trouble free.

Available *with* or *without* Vacuum Advance

Mallory Unilite® Elctronic Distributor Features:

- Easy to install three wire connection.
- Self-lubricating bushings provide long life and prevent shaft wobble.
- High dielectric strength cap and rotor/shutter wheel combination prevent voltage leakage.
- Adjustable advance curve for performance tuning.
- L.E.D. triggering for accurate timing and maintenance free operation.

Part Nos.

TA MAL 3764301	215-300-340-350 *Without* Vacuum Advance ①	$350.00
TA MAL 3764401	400-430-455 *Without* Vacuum Advance	$350.00
TA MAL 4568101	78-87 Even Fire 3.0L, 3.8L, 4.1L V6 *Without* Vacuum Advance	$350.00
TA MAL 4764301	215-300-340-350 *With* Vacuum Advance ①	$395.00
TA MAL 4764401	400-430-455 *With* Vacuum Advance	$395.00
TA MAL 4768101	78-87 Even Fire 3.0L, 3.8L, 4.1L V6 *With* Vacuum Advance	$410.00
TA MAL 472920002	401-425 Nailhead *With* Vacuum Advance	$495.00
TA MAL 372920002	401-425 Nailhead *Without* Vacuum Advance	$495.00

①*Also Fits Rover V8, must re-use original distributor drive gear*

AVAILABLE FOR OTHER MAKES AS WELL, PLEASE INQUIRE

FYI Distributor curving is more than just changing springs and weights. Changing springs and weights just modifies when the total timing comes in. On OEM points or HEI distributors in order to change the curve of the distributor (in most cases to increase initial timing) it is necessary to disassemble the entire distributor and physically modify it by welding or brazing up the mechanical advance slot. If doing this procedure without a distributor machine it will be necessary to remove and install the distributor countless times to check the adjustments you have made. Most combinations including stock, can benefit from more initial timing. If you are upgrading the camshaft with any street/strip grind it is usually recommended to increase the initial timing to improve idle quality, vacuum and throttle response. You can save yourself the hassle by using a Mallory distributor that is intended to be tuned to your combination!

Be sure to ask about our distributor curving service!!!

Note: May not be legal for sale or use in California on pollution controlled motor vehicles.

Mallory COMP 9000® Distributors

8664301
SERIES NO. 91
With Speed of Light Triggering

The Mallory Comp 9000® Unilite Electronic Distributor is the culmination of years of development on the part of Mallory's engineering staff. It incorporates a redesigned version of the famous Unilte module which is now even more dependable than ever before.

COMP 9000® Performance Features:

- Redesigned Unilite module
- Spark plug wire retainer to insure positive plug wire contact
- The largest distributor cap offered in the high performance industry
- Specially designed, counterbalanced rotor and adapter shield that interlocks to prevent arcing and crossfiring
- New style, low inertia, Fully adjustable advance mechanism

Now With Vacuum Advance
We can eliminate the vacuum advance upon request

Not Compatible With Ram Air, Aircleaners

Part Nos.
TA MAL 8664301 350* *With* Vacuum Advance $475.00
TA MAL 8664401 400-430-455 *With* Vacuum Advance $475.00
AVAILABLE FOR OTHER MAKES AS WELL, PLEASE INQUIRE

* Not recommended on 215-300-340 and Rover due to clearance issues with the intake manifold.

Mallory Dual Point Distributors

SERIES NOS. 23 & 25

The most economical solution to replacing a worn out original distributor is with a Mallory Dual Point. Same great tuning features as the other Mallory Distributors yet with the less expensive points triggering. For extra savings you can run with one set of points and use the second set as a spare. You can even convert these distributors to electronic in the future.

Part Nos.
TA MAL 2362901 62-77 198-225-231 Odd Fire V6 ..... $316.00
TA MAL 2368101 78-87 3.0L, 3.8L, 4.1L Even Fire V6 ..... $316.00
TA MAL 2564301 215-300-340-350 ..... $316.00
TA MAL 2564401 400-430-455 ..... $316.00
AVAILABLE FOR OTHER MAKES AS WELL, PLEASE INQUIRE

Mallory Magnetic Breakerless Ignition

SERIES NOS. 50 & 57

The Magnetic breakerless distributor was designed for the customer who needs a complete magnetic pickup ignition system. Mallory Magnetic distributors incorporate all of the great features of the Unilite® distributors while incorporating Mallory's time tested magnetic breakerless ignition circuit.

Part Nos.
TA MAL 5064301 215-300-340-350 *Without vacuum advance* $410.00
TA MAL 5064401 400-430-455 *Without* vacuum advance $410.00
TA MAL 5764301 215-300-340-350 *With* vacuum advance $425.00
TA MAL 5764401 400-430-455 *With* vacuum advance $425.00
AVAILABLE FOR OTHER MAKES AS WELL, PLEASE INQUIRE

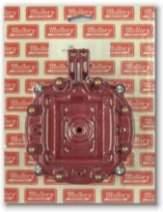
Be sure to ask about our distributor curving service!!!

Note: May not be legal for sale or use in California on any pollution controlled motor vehicles, please check local laws.

Performance Caps & Rotors For Stock & Mallory Distributors


202


209M


261


29745


303


335

362

29746

CAPS

TA MAL 202	MSD, GM, AMC, Studebaker, IHC 57-74 V8	$27.00
TA MAL 209M	Mallory 25,26,27,37,38,47,50,57 & 60 Series V8	$24.00
TA MAL 261	`75-`90 GM HEI V8	$27.95
TA MAL 262	`77-`87 GM HEI V6 Even Fire	$27.95
TA MAL 266M	`77-`87 GM HEI Coil Cover	$10.95
TA MAL 270	Mallory 23,24,27,45,46,47,50,57 & 60 Series V6	$16.00
TA MAL 29745	Mallory 81-99 Series including COMP 9000 V8	$48.00

ROTORS

TA MAL 303	GM, AMC, Studebaker, IHC 57-74 V8	$ 8.75
TA MAL 322	Mallory 47 Series V8	$11.00
TA MAL 335	Mallory 37 & 38 Series V8	$11.00
TA MAL 338	`57-`74 GM converted to Mallory Unilite, use with TA MAL 303	$11.00
TA MAL 362	`74-`90 GM HEI V8	$11.95
TA MAL 363	`77-`87 GM HEI V6 Even Fire	$10.95
TA MAL 29746	Mallory 91 & 93 Series V8 Comp 9000	$34.00

AVAILABLE FOR OTHER MAKES AS WELL, PLEASE INQUIRE

Mallory Unilite® and COMP 9000® Parts & Accessories

Ballast Resistor

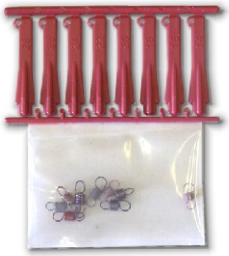
Use on applications that do not have a resistor wire incorporated in the wire harness. Usually `75 and later.

Part No. **TA MAL 700**

Replacement Modules

Direct replacement modules for Unilite® or Magnetic.

Part Nos.
TA MAL 605 Unilite
TA MAL 609 Magnetic®
TA MAL 6100M Economy Unilite "E-Spark"



Curve Kit

Special key set and springs allows for precise adjustment of curve plates on Mallory Distibutors

Part No. **TA MAL 29014**

Part Nos.

TA MAL 605	Replacement Unilite Module	$98.00
TA MAL 609	Replacement Magnetic Breakerless Module	$98.00
TA MAL 700	Ballast Resistor	$15.00
TA MAL 6100M	Replacement "E-SPark" Unilite Module	$49.99
TA MAL 29014	Curve Kit For Mallory Distributors	$35.00

UNILITE® Breakerless Electronic Conversion

- **Improved Performance**
- **Accurate Timing**
- **Reduced Maintenance**
- **Improved Fuel Economy**
- **Easy Installation**

TECHNICAL DATA	
Supply Voltage	12 volt, negative ground
Available secondary voltage	Up to 40,000 volts with Mallory PROMASTER coil
RPM range	6,000 rpm (8 cylinder) - 10,000 rpm with Mallory HYFIRE Ignition System
Spark duration	Approximately 1,500 microseconds (with Mallory electronic coil and Mallory power cell)
Tachometer operation	Operates with most tachometers
Operating temperature	-35 C to +100 C
Max. switching current	8 amperes
Triggering source	Photo optic infared light emitting diode

The Mallory Unilite® Breakerless Electronic Conversion Kit replaces the points and condenser in any OEM General Motors, Ford or Chrysler 8 cylinder distributor and any 4, 6 or 8 cylinder Mallory distributor, converting it to a maintenance free, breakerless electonic ignition system

With the electronic conversion, the points are replaced by a module that contains all of the circuitry needed for an electronic iginition system:

• an integrated photo coupler • a signal processor • a power switch

An optical interrupter makes and breaks the infrared light beam in the photo coupler. When the optical interrupter breaks the light beam, the circuitry energizes the ignition coil. The electronic circuitry fires the ignition coil whenever the optical interrupter allows the light beam to complete its path.

Part Nos.

TA MAL 501 8-Cylinder GM (single point distributors only) $135.00
TA MAL 504 8-Cylinder Mallory Distributors (except vacuum advance) $135.00

Pertronix Ignitor Conversion

PERTRONIX

Never Change Points Again.

Pertronix's solid-state ignition system delivers more energy with 1/4 degree of timing accuracy than points ignitions. The kit will replace factory points with an electronic HEI style trigger. The pickup is immune to heat, oil and debris, and installs easily. All components to make the conversion are included.

TA 700A Pertronix Ignitor Conversion for Buick V8 ..... $ 84.95
TA 700B Pertronix Ignitor II Conversion for Buick V8 ..... $115.00
TA 700C Pertronix Flame Thrower II Coil for Ignitor II Ignitions .. $ 40.00

Other models available for other distributor types

Mallory Hyfire® Ignition Control Boxes

Introducing a perfect ignition combination for racing and other high performance applications. The HYFIRE IV Electronic Ignition Control uses state of the art technology that is specifically designed for high performance gasoline engines. The capacitive discharge design gives stable, uniform output and spark duration to ensure complete ignition of the air/fuel mixture throughout the RPM range with no drop in output at higher RPM levels. This design also provides a strong spark at low speed for easy starting to ensure that the spark plugs stay clean and unfouled. The HYFIRE IV Electronic Ignition Control may be triggered from Points, Mallory Electronic Ignition Distributors (all models), original equipment electronic ignition amplifier, magnetic pickup distributor or crank trigger.

Part No.
TA MAL697 Hyfire IVa Ignition Control $237.00

Hyfire IV *with* Dual Rev Limiters
Everything the #697 HYFIRE control is with the addition of a programmable engine protection RPM limiter and a programable staging control RPM limiter. The limiters are programable from 1000 to 12,000 RPM in increments of 100 RPM. Not for use with points distributors.

Part No.
TA MAL692 Hyfire IVc Ignition Control $255.00

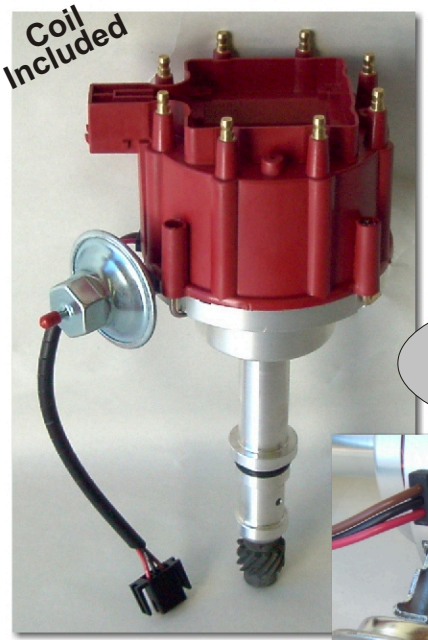
NEW From Mallory

NEW

Mallory recently introduced their HYFIRE 6A and 6AL series control boxes featuring multiple spark and a rev limiter on the 6AL. Similar to the MSD 6 series. Please inquire for more details.

IN STOCK NOW!

Part Nos.
TA MAL6852M HYFIRE 6A multi spark control box $145.00
TA MAL6853M HYFIRE 6AL multi spark control box with rev limiter $195.00



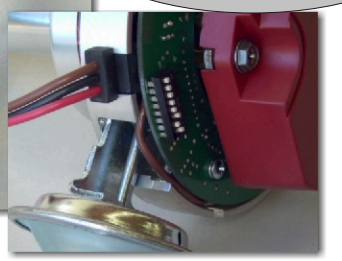
IN STOCK NOW!

HEI Distributors

Mallory has just released their HEI distributor series. Hailed as the ultimate HEI type distributor. Features include adjustable vacuum advance, adjustable mechanical advance with lock out and built in control box (w/ rev limiter) and coil. Please inquire for more details. Includes TA MAL 29212 Coil.

Part Nos.
TA MAL7564301C 350 Mallory HEI distributor $499.95**
TA MAL7564401C 400-430-455 Mallory HEI distributor $499.95**
*** Please Add $12 For TA MAL 29215 Coil*

Self Contained
With Hyfire Module & Rev Limiter



KEY FEATURES

- Billet aluminum housing with ball bearings and/or self-lubricating bushings to support the centerless ground ½"shaft.
- Mechanical advance adjustable from 0 - 28 degrees
- Fully Adjustable Vacuum Advance
- Built in Hyfire module with adjustable rev limiter (5000-9500 RPM)
- Indexed housing allows cap to be installed in 4 different positions

Not Compatible With Ram Air, Aircleaners

Mallory Ignition Coils


29212


29216


29440


29450


29625

HEI Performance Coil TA MAL29212
This is a Hi-performance coil for stock replacement 75 & later Delco HEI equipped applications with the coil mounted in the distributor cap. RPM range is 5500 and less.

HEI Performance Coil TA MAL29215
This Hi-performancecoil will give an extended rpm range to 75 & later Delco HEI equipped applications with coil mounted in the distributor cap.

Chrome Super Duty Coil TA MAL29216 & TA MAL29219
Oil filled design with arc resistant cap is constructed for optimum performance. Electronic version works great with Mallory Unilite, Hyfire IV and original breakerless electronic systems while the standard version works well for OEM and aftermarket breaker point distributors.

Street/Strip& Racing TA MAL29440
Designed especially for use with the original breakerless or Mallory Unilite electronic systems. This coil can be used with points, Mallory Unilite and Hyfire ignitions. Effective throughout the entire RPM range.

Designed for Unilite Distributors TA MAL29450
Designed for systems WITHOUT Hyfire CD ignitions. Delivers more power than ballast resistor equipped 29440 Promaster Coil. No ballast resistor required. Wires directly to 12 volts.

High RPM Racing TA MAL29625
Designed especially for use with Mallory Hyfire ignitions and high RPM engines. For engines that normally operate above 4000 RPM.

TA MAL29212	5500 & less rpm	$65.00
TA MAL 29215	4000-7000 rpm	$72.00
TA MAL29216	Electronic	$49.95
TA MAL29219	Standard	$49.95
TA MAL29440	.....	$89.00
TA MAL29450	.....	$90.00
TA MAL29625	.....	$90.00

Coil Selection
TA MAL29216 Use with Mallory Unilite or Comp 9000 and mounting the coil in the original (points) coil location.
TA MAL29219 Use to upgrade original points ignitions.
TA MAL29440 Use with any distributor, wires direct on `74 and earlier using original wiring.Use ballast resistor on `75 and later. Does not use original mounting.
TA MAL29450 Use with any distributor, NO Hyfire. Has an integral resistor so it wires direct to `75 and later cars and cars with modified or fab'd wire harness.

Replacement Distributor Gears & Distributor Drive Gears

TA offers brand new steel or bronze distributor gears for most Buick V6 and V8 applications. Use our steel gears as a direct replacement for a stock application. Use the bronze gear to protect the cam gear from wear. The bronze gear is highly recommended for use with roller cams. Also recommended for use with conventional cams when the loads on the cam are increased such as with high volume oil pumps. Please note that the bronze gear is a sacrificial piece, it will wear fairly easily, varying based on set-up. You will want to monitor the gear for wear and develop a regular schedule of replacing the gear. Ask a TA Tech for additional information. 350 gear fits 215,225,231,300,340,350. 455 gear fits 400-430-455.

We now offer Distributor Drive Gears for 215-300-340-350 V8, 225-231 Odd Fire V6 and 231-252 Even Fire V6 with roller camshafts.
P/N **TA 1399**

We also have new fuel pump eccentrics for the same applications as TA 1399

Part Nos.

TA 1399	Odd Fire Drive Gear ...	$65.00
	"Points" gear also fits Mallory distributors	
TA 1400	350 Bronze, Points	$20.00
TA 1400A	350 Bronze, MSD	$25.00
TA 1400B	350 Bronze, HEI	$40.00
TA 1401	455 Bronze, Points	$35.00
TA 1401A	455 Bronze, MSD	$45.00
TA 1401B	455 Bronze, HEI	$40.00
TA 1402	350 Steel, Points	$35.00
TA 1402A	350 Steel, MSD	$40.00
TA 1402B	350 Steel, HEI	$40.00
TA 1403	455 Steel, Points	$35.00
TA 1403A	455 Steel, MSD	$45.00
TA 1403B	455 Steel, HEI	$40.00
TA 1404	401-425 Nailhead	$59.00
TA V1396	V6 & 350 Cam Gear Spacer.....	$18.00
TA 1397	V6 & 350 Fuel Pump Eccentric.	$19.95
TA 1108J	V6 & 350 Cam Bolt & Washer...	$10.00

TA 1401


TA 1403

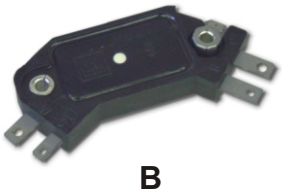

TA 1404


TA 1399

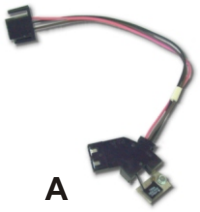

Upgrade & Replacement Parts For GM HEI & Points Distributors

E

D



B



A

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Lower Upper

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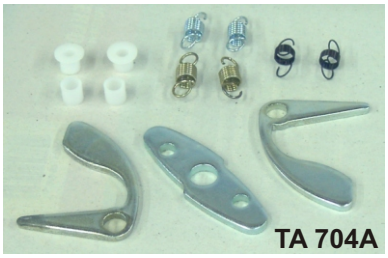
M



N

O

If you are restoring, maintaining or upgrading your original distributor, we have the parts for you.

Part Nos.

A.	TA 706	Terminal Block Wire Harness For GM HEI	$	22.00
B.	TA 706A	Module For GM HEI	$	37.75
D.	TA MAL266M	Mallory Performance HEI Coil Cover	$	10.95
E.	TA 706B	Plastic Shaft Seal Retainer For GM HEI and Points Distributors	$	2.00
F.	TA 706C	Felt Shaft Seal For GM HEI and Points Distributors	$	2.00
G.	TA 706D	Gear Shim For GM & Mallory Distributors	$	1.25
H.	TA 705	O-Ring For GM & Mallory Distributors, Please Specify Engine Size	$	2.95
H.	TA 705A	O-Ring For GM & Mallory Distributors, Nailhead Applications	$	2.95
I.	TA 1400P	Distributor Gear Pin For GM Points & Mallory Distributors	$	.25
I.	TA 1400AP	Distributor Gear Pin For GM HEI & MSD Distributors	$	.25
J.	TA 706E	Replacement Shaft Bushings For GM HEI & Points Distributors	$	10.00 ea
K.	TA 706F	Vacuum Advance Module For GM HEI and Points Distributors	$	25.00
L.	TA MAL102X	Mallory Points Set For GM Distributors	$	22.50
M.	TA MAL 401	Mallory Condensor For GM Points Distributors	$	8.50
N.	TA 704A	Distributor Curve Kit For GM HEI	$	14.95
N.	TA 704B	Distributor Curve Kit For 55-68 GM	$	14.95
N.	TA 704C	Distributor Curve Kit For 69-75 GM	$	14.95
O.	TA 706G	Wire Harness For GM Points Distributors	$	2.00

Tips For Installing Mallory Unilite Distributors

Wiring is very simple with these distributors, if you understand their history. The Unilite distributor was originally designed to replace points distributors easily, so customers can upgrade to electronic ignition without major re-wiring. They are designed to work on 9.6 volts just like the original points distributors.

On 1974 and earlier GM cars originally equipped with a points distributor the wiring is as follows: RED wire to +(pos) coil, GREEN wire to -(neg) coil and BROWN wire to engine ground such as a water pump bolt on most Buick models. This is assuming that you are still using the original (resistor) wire to the coil from the factory wire harness.

On 1975 and later GM cars or cars not using original wiring: run your 12 volt ignition source to one terminal of a ballast resistor (TA MAL700), run a wire from the other terminal of the resistor to the + (pos) side of the coil. Connect the distributor leads the same way as in the 1974 and earlier combination.

Use of ignition boxes (which are optional with Mallory distributors) is a little more involved, see your instruction sheet for additional information.

Ignition Accessories

NGK Spark Plugs


TA MAL 669

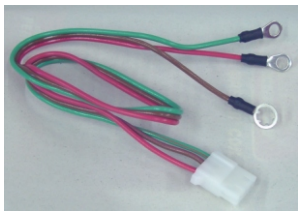

TA MAL 29101


TA MAL 29104


TA MAL 981


TA MAL 29040


TA MAL 29043

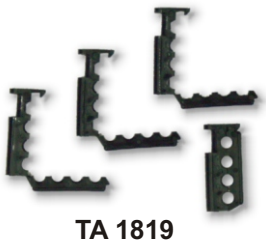

TA MAL 29349

Part Nos.

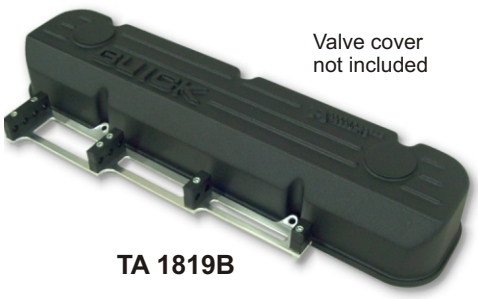
NGK BP4ES	NGK Spark Plugs for TA 455 Aluminum Heads	$ 2.69 ea
NGK BP5ES	NGK Spark Plugs for TA 455 Aluminum Heads	$ 2.69 ea
NGK BP6ES	NGK Spark Plugs for TA 455 Aluminum Heads	$ 2.69 ea
NGK BP7ES	NGK Spark Plugs for TA 455 Aluminum Heads	$ 2.69 ea
NGK BP8ES	NGK Spark Plugs for TA 455 Aluminum Heads	$ 2.69 ea
NGK BP9ES	NGK Spark Plugs for TA 455 Aluminum Heads	$ 2.69 ea
TA MAL669	HEI/COMP 9000 Wire terminal end kit, 10 pcs	$ 10.00
TA MAL981	COMP9000 Coil wire kit	$ CALL
TA MAL 29040	Mallory Hyfire HEI Wire Harness part 1 of 2	$ 22.00
TA MAL 29043	Mallory Hyfire HEI Wire Harness part 2 of 2	$ 22.00
TA MAL29101	Ignition wire separator use with TA MAL29104	$28.00
TA MAL29104	Stand-Off for TA MAL29101 wire separator kit	$20.00
TA MAL29349	Replacement wire harness for Mallory distributors	$15.00
TA 1340	Billet aluminum distributor hold down, 400-430-455	$15.95
TA 1340A	Distributor Hold Down Bolt & Washer, 215,225,231,252,300,340,350	$ 6.95
	Fits original late model V6 & 350 and TA 1530 Timing Covers	
TA 1341	Timing Indicator for late model 350, late carbureted V6 and TA 1530 Timing Covers	$10.00
TA V1341	Timing Indicator for `86-`87 Turbo V6	$12.00
TA 1819	Original type ignition wire looms (locate off of valve cover studs), 7 mm, 4 pcs	$19.50
TA 1819A	Original type ignition wire looms (locate off of valve cover studs), 8 mm, 4 pcs	$17.50
TA 1819B	Billet aluminum wire loom kit	$59.95


TA 1340


TA 1340A


TA 1819


TA 1819A



Valve cover not included

TA 1819B


TA 1341

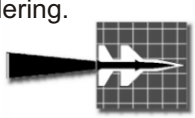

TA V1341

455 Aluminum Head Spark Plug Chart

Hotter			Colder
BP 4ES Lower Compression (Approx.)	BP 5ES 9.5:1 Compression (Approx.)	BP 6ES thru BP 8ES	BP 9ES 14:1 Compression (Approx.)

Shorty - Competition - Super Competition - Race

TA Performance has been producing the best headers for Buick combinations for more than 20 years. We are continually updating our headers to fit better, to fit more applications and to perform better than other header manufacturer's offerings. All TA headers use thick 5/16" flanges and mandrel bent 16 gauge tube steel and come with necessary gaskets and our exclusive 12 point header bolts. Headers may fit applications not listed, some applications have installation considerations, please inquire when ordering.



Jet-Hot Ceramic Coatings Available On All TA Headers! Please Inquire.

TA Exclusive!

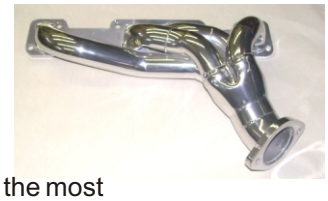
All TA V8 headers are made specifically for TA Performance. Shorty and Race Series Headers are TA Exclusive items!

400-430-455 Headers - Standard & Stage 1

Please Note: These headers fit all production heads including Standard and Stage 1 as well as Stage 1 Street Eliminator and Stage 1 Track Eliminator Aluminum heads.

Fits Rectangle Shaped Exhaust Ports

Riviera ***Shorty*** Headers are ideal for ease of installation and provide the maximum ground clearance . They were originally made for Cruciform framed (`67-`70) Rivieras, but also fit other popular combinations and transplants. **1-7/8"** primaries, 3" collectors. Exits similar to stock manifolds. 25-30 HP gain over stock manifolds on 400-500 HP combinations.



TA 2012CSH
w/ optional Jet-Hot

Competition Headers are the traditional full length header and are the most widely used for street/strip applications. Good ground clearance for full length headers.**1-7/8"** primaries, 3-1/2" collectors. 35-40 HP gain over stock manifolds on 400-500 HP combinations.

Super Competition Headers are used for higher end street/strip and full race applications. Similar design to our competition headers. **2"** primaries, 3-1/2" collectors.10-20 HP gain over *Competition* headers on 500-600 HP combinations.

Race Headers are for all out combinations. Similar design to our competition headers. **2-1/8"** primaries, 3-1/2" collectors. 20+ HP gain over *Super Competition* headers on 700+ HP combinations.

TA 2012SCHR

`67-`70 LeSabre, Wildcat, Electra
`64-`67 Skylark, GS, Sportwagon, Regal w/ 400-430-455

Currently there is not a direct fit header available. TA 2012CH Competition headers can be made to fit with the assistance of a fabrication shop, by rerouting the #5 & 7 tubes to clear the steering box. '64-67 models require fitting before Jet Hot Coating, due to clearance issues on some models.

Part Nos.

TA 2012CH ① *Competition.* **1 7/8" Primary** Fits `68-`77 Special, Skylark, GS, Sportwagon, Regal, Century. `71-`76LeSabre, Centurion, Electra, Riviera. `78-`88 Regal, Raw ..$425.00

TA 2012CSH *Shorty.* **1 7/8" Primary** Fits `67-`76 Riviera, `68-`77 Special, Skylark, GS, Sportwagon, Regal, Century. `71-`76 LeSabre,Centurion, Electra. `78-`88 Regal, Raw..... $420.00

TA 2012SCH ① *Super Competition.* **2" Primary** Fits `68-`77 Special, Skylark, GS, Sportwagon, Regal, Century. `71-`76 LeSabre,Centurion, Electra, Riviera.`78-`88 Regal, Raw $459.00

TA 2012SCHR ① *Race.* **2 1/8" Primary** Fits `68-`77 Special, Skylark, GS, Sportwagon, Regal, Century. `71-`76 LeSabre, Centurion,Electra, Riviera. `78-`88 Regal, Raw..... $525.00

CHROME

TA 2013CH ① *Competition.* **1 7/8" Primary** Fits `68-`77 Special, Skylark, GS, Sportwagon, Regal, Century. `71-`76 LeSabre,Centurion, Electra, Riviera. `78-`88 Regal,Chrome $459.00

TA 2013CSH *Shorty.* **1 7/8" Primary** Fits `67-`76 Riviera, `68-`77 Special, Skylark, GS, Sportwagon, Regal, Century. `71-`76 LeSabre, Centurion, Electra. `78-`88 Regal,Chrome..... $455.00

◀ Split Flange On Driver's Side For Dipstick Clearance

TA 2013CH

Notes: ① *Full length headers may not align correctly with the humps in transmission cross members of some full sized cars, please inquire.*

400-430-455 Headers - Stage 2, 3, 4

Please Note: These headers fit Buick produced Stage 2 Iron Heads and TA produced Stage 2, 3 & 4 Series Aluminum heads.

Fits Round and "D" Shaped Exhaust Ports

TA 2014CSH w/ optional Jet Hot

Riviera ***Shorty*** headers are ideal for ease of installation and provide the maximum ground clearance . They were originally made for Cruciform framed (`67-`70) Rivieras, but also fit other popular combinations and transplants. **1-7/8"** primaries, 3" collectors. Exits similar to stock manifolds. Approximately 10 HP less than *Competition* headers on 500 HP combinations.

Competition Headers are the traditional full length header and are the most widely used for street/strip applications. Good ground clearance for full length headers. **2"** primaries, 3-1/2" collectors. Use for combinations up to 650 HP.

Super Competition Headers are used for higher end street/strip and full race applications. Similar design to our competition headers. **2-1/8"** primaries, 3-1/2" collectors.10-20 HP gain over *Competition* headers on 600+ HP combinations.

Race Headers are for all out combinations. Designed for use with chassis cars or heavily modified stock frames. **2-1/4"** primaries, 4" collectors. Multi piece header design. Use for 800+ HP Race combinations.

Part Nos.

TA 2014CHA ① *Competition.* **2" Primary** Fits `68-`77 Special, Skylark, GS, Sportwagon, Regal,Century. 71-`76 LeSabre,Centurion,Electra, Riviera. `78-`88 Regal. **With Out Air**, Raw $489.00

TA 2014CHB ① *Competition.* **2" Primary** Fits `68-`77 Special, Skylark, GS, Sportwagon, Regal, Century. `71-`76 LeSabre, Centurion,Electra, Riviera. `78-`88 Regal.**With Air**, Raw $489.00

TA 2014CHC ① *Competition.* **2" Primary** Fits `64-`67 Special,Skylark,GS,Sportwagon,Regal.**With or With Out Air**...$489.00

TA 2014CSH *Shorty.* **1 7/8" Primary** Fits `67-`76 Riviera, `68-`77 Special, Skylark, GS, Sportwagon, Regal, Century. `71-`76 LeSabre,Centurion, Electra. `78-`88 Regal, Raw $420.00

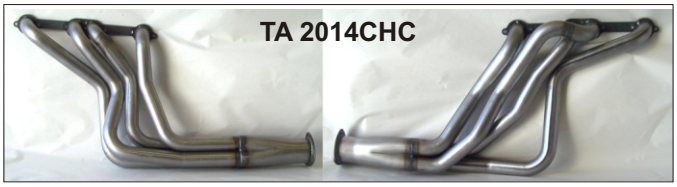
TA 2014SCHA ① *Super Competition.* **2 1/8" Primary** Fits `68-`77 Special, Skylark, GS, Sportwagon, Regal, Century. `71-`76 LeSabre,Centurion, Electra, Riviera . `78-`88 Regal. **With Out Air**, Raw ... $499.00

TA 2014SCHB ① *Super Competition.* **2 1/8" Primary** Fits `68-`77 Special, Skylark, GS, Sportwagon, Regal, Century. `71-`76 LeSabre,Centurion, Electra, Riviera. `78-`88 Regal. **With Air**, Raw $499.00

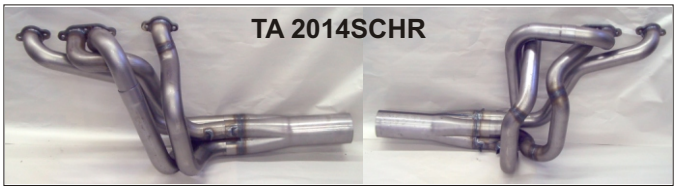
TA 2014SCHR ① *Race.* **2 1/4"** For use with chassis cars or heavily modified stock frames.Raw (formerly p/n TA2015).. $680.00

① *Full length headers may not align correctly with the humps in transmission cross members of some full sized cars, please inquire.*
With Air refers to cars that have an air conditioning box on the firewall. *With Out Air* refers to cars that never had A/C or the box has been removed.
-- Also use *With Air* headers on combinations were the engine was moved farther back in the engine compartment. --

TA 2014CHA



TA 2014CHC



TA 2014SCHR

Tom Rix's, IHRA Top Stock Record Holder
Using TA Stage 2SE Heads, Competition Headers, SPX Intake, Sportsman Rods and much more.

350 Headers

TA Exclusive!

Competition Headers are the traditional full length header and are the most widely used for street/strip applications. Good ground clearance for full length headers.**1-5/8"** primaries, 3" collectors. 25-30 HP gain over stock manifolds on 300 HP combinations. Most street/strip 350's work best with the 1-5/8" primary tube headers. TA is the only vendor offering this header, extensive testing with our sponsored cars has shown that in this case bigger is not always better.

Super Competition Headers are used for higher end street/strip and full race applications. Similar design to our competition headers. **1-3/4"** primaries, 3" collectors.10+HP gain over *Competition* headers on 400+ HP combinations.


TA 2010SCH LH


TA 2011CH RH

Part Nos.

TA 2010CH *Competition.* **1 5/8" Primary** `68-`77 Special, Skylark, GS, Sportwagon, Regal, Century. `71-`80 LeSabre,Centurion, Electra, Riviera. `75-`80,RWD Skylark. Raw..... $365.00

TA 2010SCH *Super Competition.* **1 3/4" Primary** `68-`77 Special, Skylark, GS, Sportwagon,Regal, Century. `71-`80 LeSabre, Centurion, Electra, Riviera. `75-`80 RWD Skylark. Raw $365.00

CHROME

TA 2011CH *Competition.* **1 5/8" Primary** `68-`77 Special Skylark, GS, Sportwagon, Regal, Century. `71-`80 LeSabre, Centurion, Electra, Riviera. `75-`80 RWD Skylark. Chrome $399.00

TA 2011SCH *Super Competition.* **1 3/4" Primary** `68-`77 Special, Skylark, GS, Sportwagon, Regal, Century. `71-`80 LeSabre, Centurion, Electra, Riviera. `75-`80 RWD Skylark. $399.00

NOTE: 350 Competition and Super Competition headers do not fit `64-`67 Skylark/GS or `78-`88 Regal transplants, due to clearance issues with the frame.

Larry Hodge's 350 Skylark Larry is one of the Buick Community's most successful Racers competing in NHRA Class Racing

Nailhead Headers


Jeff Mello's `63 Riviera w/ **TA 2015CSHB**

Shorty Headers were specifically designed for Nailhead Rivieras and other fullsize Buicks. **1-5/8"** primaries, 3" collectors. 20-25HP gain over stock manifolds.

TA 2015CSHB

Competition Headers are the traditional full length header and are the most widely used for street/strip applications. Good ground clearance for full length headers.**1-5/8"** primaries, 3" collectors. Other headers in the past used an undersized 2-3/4" collector. 25-30 HP gain over stock manifolds.

TA 2015CHA w/ optional Jet Hot

Part Nos.

TA 2015CHA *Competition.* `64-`67 Special, Skylark, GS, Sportwagon w/ 401-425. Raw $400.00

TA 2015CSHA *Shorty.* `63-`70 Riviera. `62-`70 LeSabre, Wildcat, Electra w/401-425. Raw $395.00

CHROME

TA 2015CHB *Competition.* `64-`67 Special, Skylark, GS, Sportwagon w/ 401-425. Chrome $425.00

TA 2015CSHB *Shorty.* `63-`70 Riviera. `62-`70 LeSabre, Wildcat, Electra w/401-425. Chrome . $415.00

Please Note: Nailhead Shorty Headers DO NOT fit cars that have the steering box on the *Outside* of the frame

231 V6 Headers

Turbo Headers

Make this the last set of headers you will ever have to buy. All new design incorporates our new flanges that allow the use of 14 bolt heads, clearance for mini starters,and 3 1/2 inch downpipes, no leak slip fit crossover, thick 5/16 flange. Available in 14 gauge mild steel and .083 thick 304 stainless. Header kits come with all gaskets and mounting hardware.

Part Nos.

TA V2010CH Mild Steel Turbo Headers.....$645.00
TA V2010CH-SS Stainless Steel Turbo Headers.....$955.00

86 - 87 Grand National Turbos

Choose from our selection of upgraded turbos for your GN or let us help you custom build a turbo for your combination. When ordering use part number **TA TA61B** for a TA series 61mm turbo with new adjustable actuator

TA-TA49/60/61/62-A Less actuator (Stock appearing, bolt on endbell).....$ 725.00
TA-TA49/60/61/62-B With actuator.....$ 775.00
TA-TE44/60/61/62-A Less actuator (Non-stock appearing, cast endbell)...$ 735.00
TA-TE44/60/61/62-B With actuator.....$ 785.00
TA-TE45A With HD actuator requires 3000+ stall convertor.....$1100.00
TA-LT66/70/72 P-Trim with HD actuator requires 3000+ stall convertor....$1310.00
TA-LT66/70/72 Q-Trim with HD actuator requires 3500+ stall convertor....$1500.00
TA-LT76P P-Trim with HD actuator requires 3500+ stall convertor...$1550.00
TA-LT76Q Q-Trim with HD actuator requires 3700+ stall convertor...$1700.00

Header Flange Kits

Use our header flange kits for fabricating custom headers. Ideal for transplants and other applications were a pre-made header is not available. On 350 and 400-430-455 Standard and Stage 1 flange kits, pre-formed stubs are already welded to the flange, reducing fabrication time and effort. Flange kits include a LH & RH flange assembly, header gaskets and our 12 point header bolts.

Part Nos.

TA 1825 350, 1-3/4" Header Flange Kit $136.00
TA 1825A 350, 1-5/8" Header Flange Kit $136.00
TA 1826 400-430-455 Standard & Stage 1, 1-7/8" Header Flange Kit . $136.00
TA 1826A 400-430-455 Standard & Stage 1, 2" Header Flange Kit $136.00
TA 1827 400-430-455 Stage 2,3 & 4, 2 thru 2-1/4" Header Flange Kit . $ 90.00
TA 1828 364-401-425 NH Header Flange Kit ..... $ 75.00
TA V1825 231-252 V6 Turbo Header Flange w/out stubs..... $ 75.00


TA 1825


TA 1826


TA 1827


TA 1828

Collector Flanges - Use these 3 bolt flanges when making headers, adding cut-outs or to make exhaust components easier to disconnect. 1/8" Steel. Gaskets sold separately. Please note: Not included with Header flange kits.

Part Nos.

TA 1825C 3" Collector flange ring..... $ 5.00
TA 1826C 3-1/2" Collector flange ring ..... $ 5.00
TA V1826 2-5/16" I.D. 2" thick 3 bolt turbo flange..... $18.95


TA 1825C


TA 1826C

Notes About Header Coatings

TA Offers Raw, Chrome and Jet-Hot levels of coating.

RAW is bare metal. The reason we don't offer the black painted headers is because the standard black that is used is not heat resistant. They look good out of the box, but when you run them the paint begins to burn off, making more of a mess and requiring removal and stripping to get your headers to look good again. If using the RAW version we recommend cleaning with solvent to remove all oil, sanding and/or scuffing then spraying with a high temp paint such as VHT.

CHROME. The chrome coating available on headers is just the nickel process. For the $25 dollar upgrade they will not be like a triple plated bumper. Once installed the chrome headers will present well. They will discolor some at the exhaust ports and over time the chrome will deteriorate. Having said all of that, there are many people that are very happy with their chrome headers and have gotten several years of use from them.

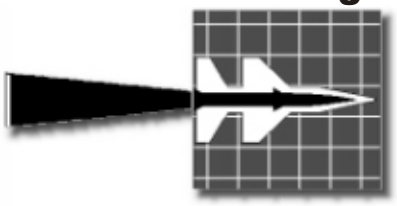
JET-HOT is the premier header coating. Prevents the metal from rust and reduces engine compartment temps by as much as 100 degrees. In the long run JET-HOT is the best value. They will look good for years and the Sterling color looks as close to chrome as a paint coating can.

Certain header applications may require minor modifications during installation, in these cases we recommend pre-fitting the headers prior to having the Jet Hot coating applied, please inquire when ordering headers.

Jet-Hot® Coatings

Keeps Your Headers Looking Great

Reduces Engine Compartment Temperatures



Black **Blue** **Gray** **High Luster** ***Sterling***

JET-HOT Sterling™ . Jet-Hot's exclusive formula works beautifully on new or used parts at temperatures up to 1,300°F. This high-luster coating, containing silver powder, shares the brilliance of chrome with the subtlety of nickel. It provides the most brilliant appearance in high-temp, high-tech coatings while delivering major performance advantages. The same basic formula is available in matte black, blue and cast-iron gray.

Because of its low emissivity and insulating effect, **JET-HOT Sterling** creates a thermal barrier to protect headers - inside and out - while reducing heat transfer into the engine compartment. But the good news goes beyond protecting headers from thermal fatigue and corrosion. Spark plugs, wires, fan motors, water pumps and other heat-sensitive parts get a break, too, in a cooler environment. Plus, power normally increases and safety for racers improves with lower temperatures.

A major US automobile manufacturer's engineering team was astounded by temperature reductions exceeding 300°F when **JET-HOT Sterling** was applied to standard exhaust components. ***Car Craft*** magazine also took a cool breath, after measuring temperature reductions of over 60% on header surfaces following the application of **JET-HOT**.

JET-HOT Sterling will normally boost power when applied to headers for two reasons. First, the coating promotes denser, more potent fuel/air charges by insulating the engine bay from exhaust heat. At the same time, it accelerates the pulsed-vacuum effect on headers, resulting in more effective scavenging of cylinders. The increased velocity of exhaust gases produced by higher exit inertia not only clears each cylinder more quickly; it also draws in the next fuel/air charge more efficiently.

Part Nos.

TA JETA	Sterling coating for 350 Headers	$265.00
TA JETB	Sterling coating for Standard & Stage1 Full Length 400-430-455 Headers	$289.00
TA JETC	Sterling coating for Shorty Headers	$200.00
TA JETD	Sterling coating for Stage 2, 3 & 4 Full Length Headers	$300.00

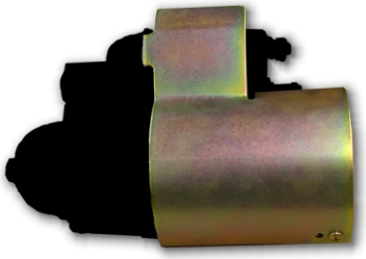
Exhaust Manifold with Cast Iron Gray Jet-Hot

Notes: ***1.*** *Prices above are in addition to the cost of the raw header set.* ***2.*** *Coating prices are for the Sterling color, please add $35 for other colors.* ***3.*** *Jet Hot can be applied to almost any item, it's a great choice for exhaust manifolds, heat shields and even mufflers and exhaust pipes. Please call for a price quote.*

Heat Shield with Sterling (high luster) Jet-Hot

Starter Heat Shield

Protect your starter from the excessive radiant heat that reduces the cranking power of your starter and causes premature starter failure. The heat shield is formed to match the contour of the starter allowing for a 1/4" clearance between the shield and starter, allowing for a cooling air flow. A must for any race vehicle, tow vehicle, RV or street machine running a Buick engine with headers and OE starter. Made from 1/8" steel plate with a zinc gold finishe for that performance look and corrosion resistance.



Part No. ***Save $5.00 When You Purchase Headers And The Starter Heat Shield***

TA 2005 Fits all with Original Equipment starter $25.00

Down Pipes

TA Performance offers mandrel bent down pipes for specific Buick applications. Most of our exhaust systems (and other similar systems) are designed to connect to full length headers, use our down pipe kits when connecting to stock exhaust manifolds or our shorty headers. Kits include (1) LH pipe, (1) RH pipe and a pair of attaching flanges.

Connecting to *Exhaust Manifolds* use:

Part Nos.

TA 2008A Fits `64-`77 Special, Skylark, GS, Sportwagon, Regal, Century. `78-`88 Regal, with 400-430-455, 2-1/2"... $ 85.00

TA 2008B Fits `64-`77 Special, Skylark, GS, Sportwagon, Regal, Century. `78-`88 Regal, with 400-430-455, 3"..... $ 89.95

TA 2008D Fits `64-`77 Special, Skylark, GS, Sportwagon, Regal, Century. `78-`88 Regal, with 350, 2-1/2"..... $ 79.95

TA 2008E Fits `66-`70 Riviera with 400-430-455, 3" ..... $ 99.95

Connecting to *Shorty Headers* use:

Part Nos.

TA 2008C Fits `64-`77 Special, Skylark, GS, Sportwagon, Regal, Century. `78-`88 Regal, with 400-430-455, 3"..... $ 99.95

TA 2008F Fits `66-`70 Riviera with 400-430-455, 3" ..... $ 99.95

TA 2008A

TA 2008C

TA 2008D

Notes: **1.** When using 2-1/2" exhaust and shorty headers on A & G body applications, use *TA 2008A* down pipes modified with the collector reducer that is supplied with the shorty headers.

2. When using 2-1/2" exhaust and shorty headers on Riviera applications, use the front pipes of the *TA 2004C* exhaust system modified with the collector reducer that is supplied with the shorty headers.

◀ **Jose Figueroa** ▶
Toa Baja, Puerto Rico
`72 Skylark
GS/GSX clone
455 Transplant

Mandrel Bent Performance Exhaust Systems

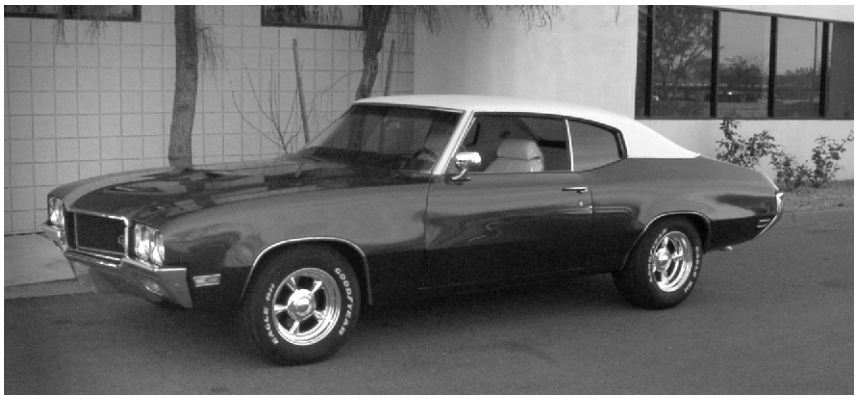
Mandrel Bent tubing ensures unrestricted flow via “kink free” bends. Mandrel bending is a Computer controlled, industrial process that Muffler shops CANNOT perform. For instance a muffler shop bent 2-1/2”systemwill measure 2” or less at the bends, whereas a mandrel bent 2-1/2” system is 2-1/2” throughout the entire pipe. TA Exhaust Pipes are aluminized 16 gage steel, for the best combination of corrosion resistance and value. These systems are slip fit and can be clamped or welded per your preference. We recommend installing the systems starting from the back and working forward, to ensure proper tailpipe and muffler location. The collector reducers are modified by cutting to accommodate the different header and muffler lengths. Doing so eliminates the need to modifiy any of the mandrel bent pipes.

GM A & G Body

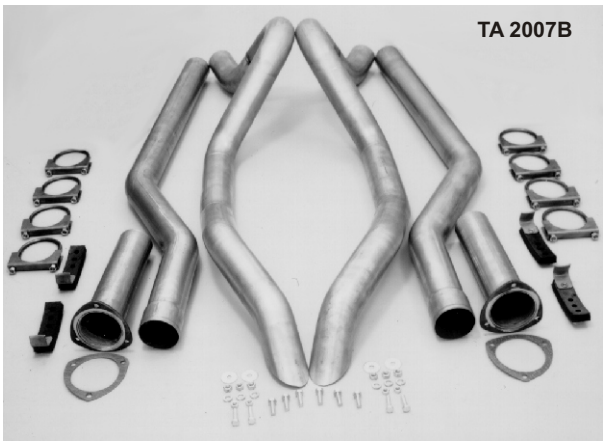
A-body = *Buick:* `64-`72 Special, Skylark, GS, Sportwagon &`73-`77 Century/Regal. *Chevy:* `64-`77 Chevelle, Malibu, Monte Carlo. *Olds:* `64-`77 F85, Cutlass, 442. *Pontiac:* `64-`77 Tempest, Lemans, GTO
G-Body = *Buick:* `78-`87 Regal. *Chevy:* `78-`88 Malibu, Monte Carlo. *Olds*: `78-`88 Cutlass. *Pontiac:* `78-`88 Grand Prix
Tailpipes may require modification for proper fit.

Part Nos.			Muffler Type
Full Systems - includes all pipes, collector reducers, hangers, clamps & hardware. Mufflers sold separately.			
TA 2007A	`64-`72 A-Body, `78-`88 G-Body, 2-1/2”, Full System	$285.00	A,B,C,D
TA 2007B	`64-`72 A-Body, `78-`88 G-Body, 3”, Full System	$310.00	A,B,C,D
Head and Tailpipe Kits - includes pair of Head Pipes or Tailpipes, plus necessary hangers and clamps.			
TA 2007AH	`64-`72 A-Body, `78-`88 G-Body, 2-1/2”, Head Pipe Kit	$139.00	A,B,C,D
TA 2007AT	`64-`72 A-Body, `78-`88 G-Body, 2-1/2”, Tail Pipe Kit	$159.00	A,B,C,D
TA 2007BH	`64-`72 A-Body, `78-`88 G-Body, 3”, Head Pipe Kit	$149.00	A,B,C,D
TA 2007BT	`64-`72 A-Body, `78-`88 G-Body, 3”, Tail Pipe Kit	$179.00	A,B,C,D
.Optional Items			
TA 2007A-EXT	`64-`67A-Body, `64-`87 El Camino, `64& Later Station Wagon extension kit, 2-1/2”	$ 41.00	
TA 2007B-EXT	`64-`67A-Body, `64-`87 El Camino, `64& Later Station Wagon extension kit, 3”	$ 41.00	
TA 2002A	Balance Tube / H-Pipe. Fits All A,F,G,X Body 2-1/2” and 3” Dual Exhaust Systems	$ 25.00	

Notes: **1.** Systems are designed to connect to full length aftermarket headers, please specify collector size when ordering. Downpipes are available for many Buick applications, in order to connect to exhaust manifolds. **2.** G-Body applications with single hump transmission cross members will need to modify their existing cross member or install an aftermarket dual hump type. **3.** Systems need to be modified for Station Wagon applications in consideration of the spare tire well. **4.** On `64-`67 A-body, ALL El Caminos and Station Wagons - the exhaust systems exit approximately 8” short of the rear bumper. Most customers seem to prefer that exit location, however, use TA extension kits listed above to locate the exhaust tip at the rear bumper. **5.** On A-body models with through the bumper exhaust, our systems end short of the bumper but properly positioned, use extensions, aftermarket tips or original tips to complete. **6.** Systems are based on long case mufflers, however short case mufflers will work also, some applications will require additional pipe to compensate for shorter mufflers.



George Tomaszewski’s 1970 Buick GS - 455, 4 speed
w/ TA 2013 CH Chrome Headers, 2007B 3” Exhaust & TA 2009BLC Mufflers



TA 2007B

GM F & X Body

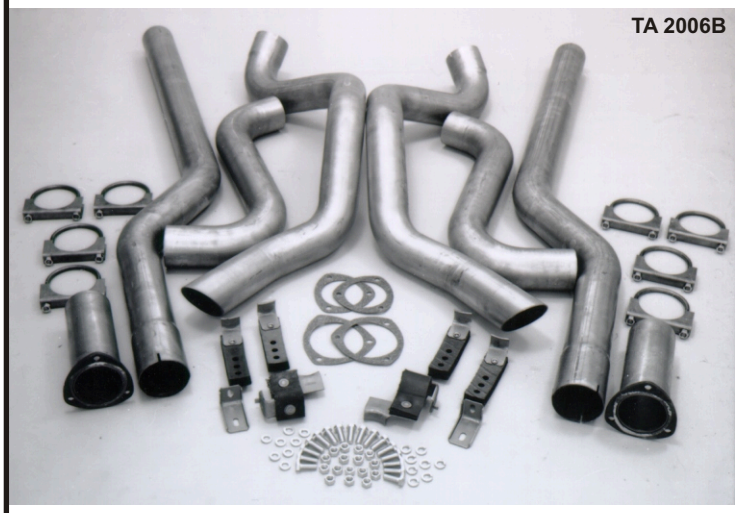
F-body = *Chevy:* `67-`81 Camaro. *Pontiac:* `67-`81 Firebird
X-Body = *Buick:* `73-`74 Apollo, *Chevy:* `68-`74 Nova, Chevy II. *Olds*: `73-`74 Omega. *Pontiac:* `73-`74 Ventura.

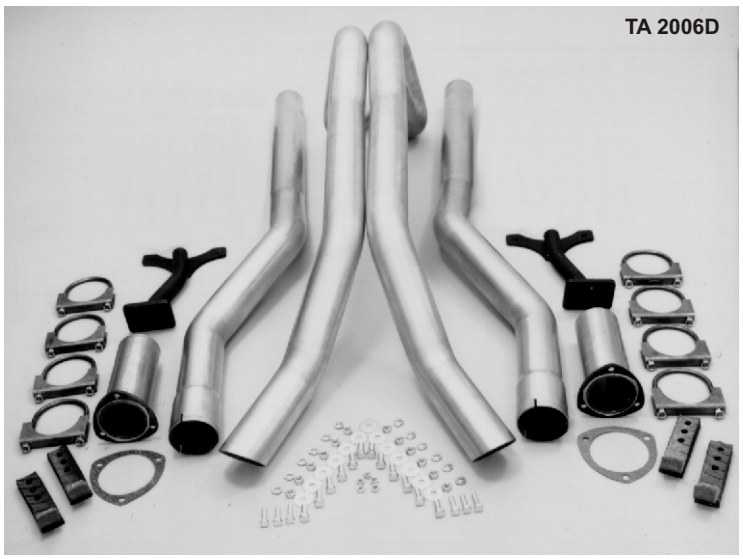
Part Nos.

			Muffler Type
Full Systems - includes all pipes, collector reducers, hangers, clamps & hardware. Mufflers sold separately.			
TA 2006A	`70-`81 F-Body, 2-1/2", Full System	$299.00	A
TA 2006B	`70-`81 F-body, 3", Full System	$375.00	A
TA 2006C	`67-69 F-Body, `68-`74 X-Body, 2-1/2", Full System	$325.00	A
TA 2006D	`67-69 F-Body, `68-`74 X-Body, 3", Full System	$395.00	A
Head and Tailpipe Kits - includes pair of Head Pipes or Tailpipes, plus necessary hangers and clamps.			
TA 2006AH	`70-`81 F-Body, 2-1/2", Head Pipe Kit	$139.00	A
TA 2006AT	`70-`81 F-Body, 2-1/2", Tailpipe Kit	$179.00	A
TA 2006BH	`70-`81 F-Body, 3", Head Pipe Kit	$189.00	A
TA 2007BT	`70-`81 F-Body, 3", Tailpipe Kit	$199.00	A
TA 2006CH	`67-`69 F-Body, `68-`74 X-Body, 2-1/2", Head Pipe Kit	$149.00	A
TA 2006CT	`67-`69 F-Body, `68-`74 X-Body, 2-1/2", Tailpipe Kit	$189.00	A
TA 2006DH	`67-`69 F-Body, `68-`74 X-Body, 3", Head Pipe Kit	$199.00	A
TA 2006DT	`67-`69 F-Body, `68-`74 X-Body, 3", Tailpipe Kit	$199.00	A

Optional Items
TA 2002A Balance Tube / H-Pipe. Fits All A,F,G,X Body 2-1/2" and 3" Dual Exhaust Systems.. $25.00

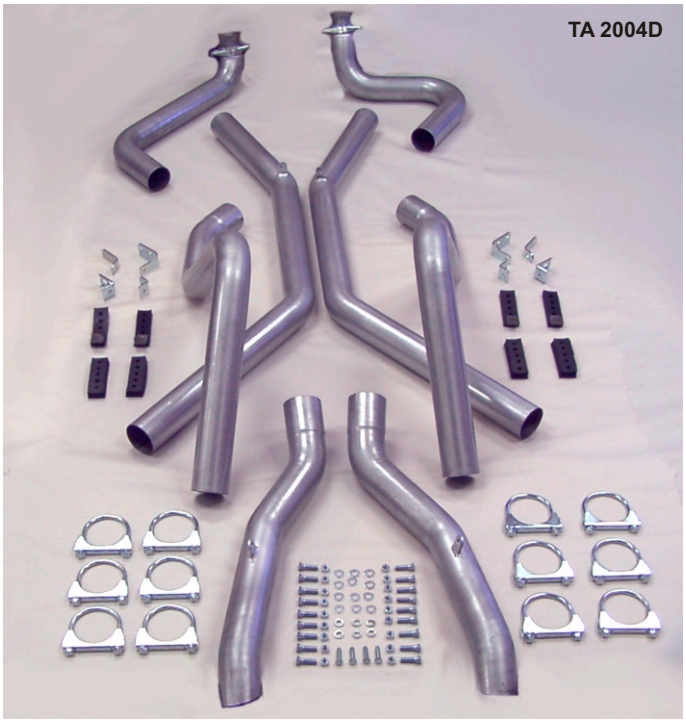
Notes: **1.** Systems are designed to connect to full length aftermarket headers, please specify collector size when ordering. Downpipes are available for many Buick applications, in order to connect to exhaust manifolds. **2.** Systems are not compatible with F-body convertibles that have a re-inforcing underbody pan. **3.** F & X Body systems require short case mufflers.


TA 2006B


TA 2006D

Buick Riviera

TA Exclusive!



Systems fit either `63-`65 or `67-`70 Buick Rivieras. System NOT available for 1966, unless with 400-430-455 transplant.

Part Nos.		Muffler Type
Full Systems - includes all pipes, hangers, clamps & hardware. Mufflers sold separately.		
TA 2004B	`63-`65 Buick Riviera with 401-425 engine, 2-1/2" $415.00	C, A
TA 2004C	`67-`70 Buick Riviera with 400-430-455 engine, 2-1/2"..... $395.00	C, A
TA 2004D	`67-`70 Buick Riviera with 400-430-455 engine, 3" $459.00	C, A

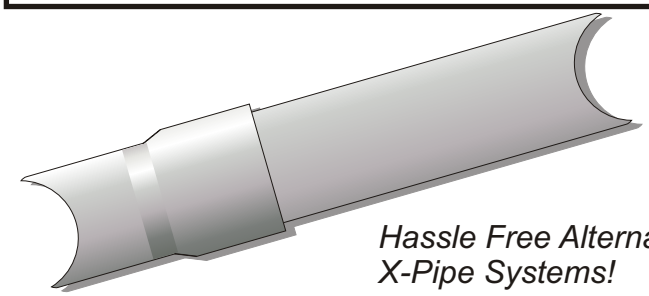
Notes: **1.** Systems are designed to connect to original exhaust manifolds or TA Shorty Headers. TA 2004D Applications may require an additional downpipe, please inquire when ordering. **2.** Systems require a CENTER Inlet and SIDE Outlet Muffler. Walker Dynomax and Race Magnum Mufflers can be installed in either direction, Flowmaster mufflers have specific inlet and outlet configurations. **3.** Systems do not fit 1966 models with 401-425 engines, TA 2004C & TA 2004D will fit 1966 models with 400-430-455 transplants.

63-65 Riviera Passenger side shown, Driver's side similar

Jeff "Yardley" Holthenrichs
Holland, PA
`69 Riviera
Stage 1+ 455
Best E.T. 13.82 @ 98 mph

Exhaust System Accessories

Drawing of **TA 2002A**, universal "H" Pipe. Because of the slip fit and pre-notched design this "H" pipe can be incorporated into almost any exhaust system with any engine and/or transmission combination. Requires welding. We recommend to Install as far forward as possible. Slip fit design allows adjustment for different width, as well as being able to separate the exhaust for such tasks as R&I of the transmission. ***TIP:*** *If installing yourself and do not have a welder available, install the main system at home, and have a muffler shop install the Crossover.*



Hassle Free Alternative To X-Pipe Systems!

2-1/2" Diameter

TA 2002A.....$25.00

Young Tommy Ivo(far left) and his unique four Buick engined dragster drew quite a crowd. Ivo made exhibition runs with the entry, smoking all four tires to a series of nine second passes.

GM Body Designations

A-body = Buick: `64-`72 Special, Skylark, GS, Sportwagon & `73-`77 Century/Regal.
Chevy: `64-`77 Chevelle, Malibu, Monte Carlo
Olds: `64-`77 F85, Cutlass
Pontiac: `64-`77 Tempest, GTO

B-Body = Buick LeSabre, Wildcat, Centurion. Chevy Impala/Caprice. Olds Delta 88. Pontiac Bonneville

C-Body = Buick Electra. Olds 98

E-Body = Buick Riviera

F-Body = Chevy Camaro. Pontiac Firebird

G-Body = Buick: `78-`87 Regal
Chevy: `78-`88 Malibu, Monte Carlo
Olds: `78-`88 Cutlass
Pontiac: `78-`88 Grand Prix

X-Body = Buick: `73-`74 Apollo, `75-`80 RWD Skylark
Chevy: `68-`80 Nova, Chevy II
Olds: `73-`80 Omega
Pontiac: `73-`80 Ventura

List represents years and models that pertain to products offered by ***TA Performance***

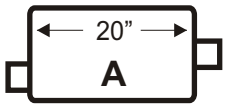
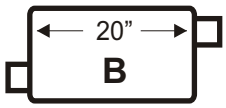
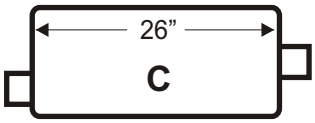
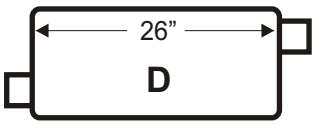
Another Good Year For Isaac Zane

Muffler Selection

Walker Dynomax - Many consider this muffler the best all around muffler on the market. Uses a production type case. Flows very well, has a nice sound at full throttle and very comfortable sound at cruising, little interior noise.

Walker Race Magnum - The best performing muffler on the market. Welded case. Awesome full throttle sound, deep tone when cruising.

Flowmaster - We carry the popular 40 (2 chamber) and 50 (3 chamber) series Flowmaster mufflers. Welded case. That famous deep muscle car sound. Great full throttle sound, will have some interior resonance.

Muffler Case Type	Applications	Walker Dynomax	Walker Race Magnum	Flowmaster
 Short Case Side Inlet/ Center Outlet	*Use On* All F & X Body *Optional* On `68-`88 A & G Body `63-`70 Riviera**	2-1/2" **TA 2009A** 3" **TA 2009B**	2-1/2" **TA 2009RM-2.5 SC** 3" **TA 2009RM**	2-1/2" **TA 2009F2.5/2 SC** 3" **TA 2009F 2/3 SC**
 Short Case Side Inlet/ Side Outlet	*Optional* On `64-`67 A-Body	2-1/2" **TA 2009A/SS** 3" **TA 2009BA/SS**	2-1/2" **TA 2009RM-2.5 SS** 3" **N/A**	2-1/2" **2009F-2.5/2SS** 3" **N/A**
 Long Case Side Inlet/ Center Outlet	*Use On* `68-`88 A & G Body `63-`70 Riviera**	2-1/2" **TA 2009ALC** 3" **TA 2009BLC**	2-1/2" **N/A** 3" **N/A**	2-1/2" **TA 2009F-2.5** 3" **TA 2009F**
 Long Case Side Inlet/ Side Outlet	*Use On* `64-`67 A-Body	2-1/2" **TA 2009ALC/SS** 3" **TA 2009BLC/SS**	2-1/2" **N/A** 3" **N/A**	2-1/2" **TA 2009F 2.5/3 SS** 3" **TA 2009F 3/3 SS**

*** Riviera models use CENTER inlet, SIDE outlet. Flowmaster type mufflers cannot be used.*

Part Nos.

Case Type			
		Walker Dynomax	
A	**TA 2009A**	2-12" Short Case, Side In Center Out	$ 44.95 ea
B	**TA 2009A/SS**	2-1/2" Short Case, Side In Side Out	$ 44.95 ea
C	**TA 2009ALC**	2-12" Long Case, Side In Center Out	$ 54.95 ea
D	**TA 2009ALC/SS**	2-12" Long Case, Side In Side Out	$ 54.95 ea
A	**TA 2009B**	3" Short Case, Side In Center Out	$ 84.95 ea
B	**TA 2009B/SS**	3" Short Case, Side In Side Out	$ 84.95 ea
C	**TA 2009BLC**	3" Long Case, Side In Center Out	$ 85.95 ea
D	**TA 2009BLC/SS**	3" Long Case, Side In Side Out	$ 85.95 ea
		Walker Race Magnum	
A	**TA 2009RM**	3" Short Case, Side In Center Out	$ 79.95 ea
A	**TA 2009RM-2.5 SC**	2-1/2" Short Case, Side In Center Out	$ 79.95 ea
B	**TA 2009RM-2.5 SS**	2-1/2" Short Case, Side In Side Out	$ 79.95 ea
		Flowmaster	
C	**TA 2009F**	3", 3 Chamber 50 Series, Long Case, Side In Center Out	$ 92.00 ea
A	**TA 2009F-2/3 SC**	3", 2 Chamber 40 Series, Short Case, Side In Center Out	$ 85.00 ea
D	**TA 2009F-3/3 SS**	3", 3 Chamber 50 Series, Long Case, Side In Side Out	$ 92.00 ea
C	**TA 2009F-2.5**	2-1/2", 3 Chamber 50 Series, Long Case, Side In Center Out	$ 92.00 ea
A	**TA 2009F-2.5/2 SC**	2-1/2", 2 Chamber 40 Series, Short Case, Side In Center Out	$ 85.00 ea
B	**TA 2009F-2.5/2 SS**	2-1/2", 2 Chamber 40 Series, Short Case, Side In Side Out	$ 85.00 ea
D	**TA 2009F-2.5/3 SS**	2-1/2", 3 Chamber 50 Series, Long Case, Side In Side Out	$ 92.00 ea

Torque Converters


TA TC30

Torque converters are an essential part of any combination using an automatic transmission, when the correct converter is selected, the driveability and performance desired is achievable. Production Buick engines obtained peak torque at relatively low RPM and in most applications used conservative rear gears for fuel economy. Anytime you go with a "bigger" camshaft you will be raising the RPM were peak torque occurs. With mild cams this will only be slight and a mild stall or stock converter will be ok. As you get into camshafts that are moderate (approx. 220 degrees duration @ .050" lift) and larger, a stall converter will be necessary. Mild stall converters can also improve the performance of stock engines, especially in heavier weight vehicles. The converter will get the engine closer to the peak torque quicker, thus quicker acceleration. Smaller stall converters of 2500 rpm and less, have similar driving characteristics to stock converters, but when full throttle is applied will "flash" higher. When you get into converters higher than 2500 they begin to slightly effect driveability, the main point being cruise speed, for instance a 3000 stall converter at light throttle may engage at 2000 rpm, so any rpm below that will slip the converter and create excessive heat. So with proper gearing a combination that requires a 3000 stall converter can be set up so that at cruising speed the engine will RPM higher than 2000. Stall ratings vary, based on engine torque, for example our 2500 stall converter will have a stall range of approximately 2300-2700 RPM, a mild 350 will stall on the low side and a high compression 455 will stall on the higher side.

We recommend an auxiliary transmission cooler with any stall converter.

STREET ROD 20 SERIES - This converter was designed and manufactured for the street rod enthusiast needing that slight edge over the stock converter. This unit has silicon brazing for strength, needle bearings for reliability and stator modifications for more torque multiplication.

STREET MASTER 25 SERIES - The "Street" converter was designed for the driver who is looking for that competitive advantage. By raising the stall RPM you can eliminate that slow, sluggish start. Recommended for stock to slightly modified engines to achieve performance, along with a smooth idle when the car is in gear.

PRO-STREET 30 SERIES - All pro street converters are brazed to increase strength and have full needle bearing design, front and rear to insure reliability.

STREET / STRIP 35 SERIES - Excellent for racing or high performance street use. All 35 Series converters are brazed and feature a strengthened sprag, special cut stator, and full needle bearings front and rear.

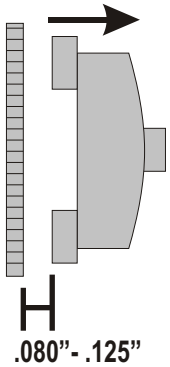
COMPETITION CONVERTER 40 SERIES - The most important factor in drag racing is how your car leaves the line. This street and strip converter is exclusively designed for the serious racer. The replacement of the fiber thrust washers with heavy duty needle bearing packages, enables this converter to be run on the street, but is recommended for the strip.

Part Nos.

TA TC20	2000(nominal) stall converter, 12", fits ST300, TH350, ST/TH400	$350.00
TA TC25	2500(nominal) stall converter, 11", fits ST300, TH350, ST/TH400	$350.00
TA TC30	3000(nominal) stall converter, 10", fits ST300, TH350, ST/TH400	$425.00
TA TC35	3500(nominal) stall converter, 10", fits ST300, TH350, ST/TH400	$475.00
TA TC40	4000(nominal) stall converter, 10", fits ST300, TH350, ST/TH400	$495.00

Converters listed above are Street/Strip Duty, they are not intended for Transbrake, Nitrous, Supercharged or Turbocharged applications.

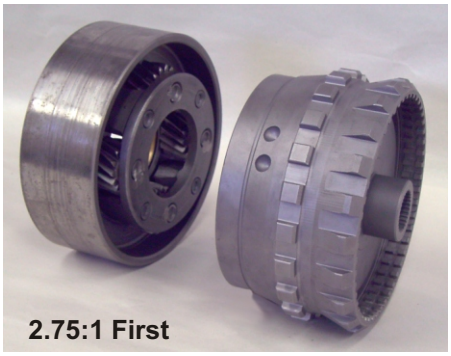
When installing the converter, push converter completely into the transmission, measure the distance from the base of the foot to the face of the flexplate. This measurement should be between .080" and .125". If measurement is in excess of .125" acquire and install appropriate flat washers to obtain the necessary gap. Ensure that identical washers are used for each pad. *Other installation considerations are required, please consult ALL included installation instructions.*



NOTE: *Most GM converters have Chevy type mounting pads that are fairly large and can contact the counterweight on Buick Flexplates. Our converters use the small mounting pads to ensure proper clearance with the counterweight.*

Low Gear Sets

Originally used in Motor Home applications, low gear sets can greatly improve the acceleration characteristics of heavy vehicles. These low gear sets are ideal for fullsize Buicks, especially when the rear gear is conservative and changing rear gears is not practical. Such as with the 9-3/8" rears commonly used in the fullsize and Riviera cars, lack of upgrade parts can make installing a better ratio rear gear almost impossible. Also perfect for tow applications, the low gear set will increase your mechanical advantage of your Turbo 400 transmission from a 2.45:1 ratio to a 2.75:1 or even a 3.00:1. The second gear is also changed in relationship to the first, while third gear remains a 1:1. This combination results in better acceleration while maintaining the same highway gas mileage and improving in town mileage, due to the cars ability to get up to speed quicker with less time in the throttle. Available in a 2.75:1, a 3.00:1 and a super duty 3.00:1 for extreme use such as that found with higher end racing.


2.75:1 First

Please call for more information and pricing.

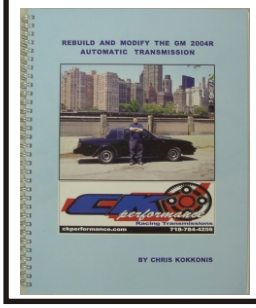
Transmission Pans

Cast aluminum deep and finned transmission pans greatly reduce transmission fluid temperatures. The extra capacity of this pan and the heat dissipation characteristics of aluminum make this great looking pan a must for any performance combination using the 200R4 transmission. Special pedestals in the sump area support the original filter and pickup, so no additional modification or parts are needed when switching to this pan. Bolts included.

Part No.

TA T200P Aluminum Deep Transmission Pan, 200R4 ..... $159.95

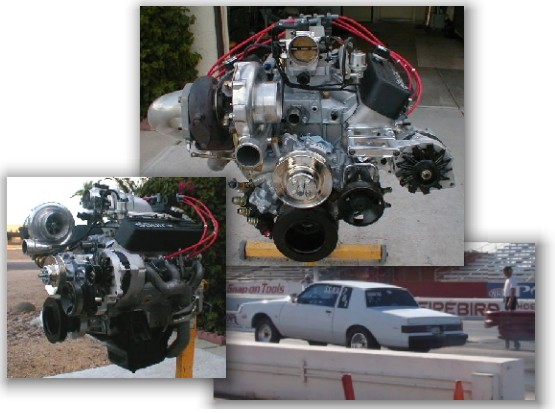
200R4 Transmission Repair Manual



The complete manual on 200r4 repair and upgrades. This manual was painstakingly put together to provide the experienced and novice transmission rebuilder with the information needed to rebuild and improve the 200r4 transmission.

Z-MISC 200R4 Transmission Repair Manual.....$60.00

Glen Calahan - Grants, NM
TA Built V3800 Aluminum Block Assembly
715 Rear Wheel HP with a conservative 22 PSI of Boost
First Time Out Ran 9.93 @ 132 mph
100% Stock Suspension



Nick Micale - Phoenix, AZ
V3800 Aluminum Cylinder Block
TA V3850SE Cylinder Heads

The Famous TA Rear End Girdle

Made by TA!

Made from 356-T6 cast aluminum, these girdles incorporate a reinforced crossbar. The crossbar houses the load bolts that apply pressure to the bearing caps. This feature, along with the thick casting, prevents bearing cap deflection under severe loads. Which in turn greatly reduces or eliminates (in most cases) bearing cap fatigue and failure.

TA has been manufacturing their rear girdles for almost 20 years and have continued to offer the most widely used and respected girdle in the industry. TA is proud to be the OEM supplier for Ford Racing Performance Parts, formerly SVO. The TA girdle is the ONLY girdle that has been thoroughly tested and approved by an automotive manufacturer.

TA also has a network of dealers that are synonymous with racing and high performance parts. The best names in the industry rely on the TA Performance Rear Girdles!

NEW *Introducing our low profile series girdles which incorporate recessed load bolts, reduced height cross bar and engraved logo. Ideal for applications that have clearance concerns with trunk pans, pan hard bars or sway bars. Low Profile series covers are approximately 3/4" shorter than standard covers.*

Load bolts apply 5 lbs of pressure to bearing caps

This keeps the caps from deflecting under severe conditions

All Girdles Come With Mounting Hardware, Gasket and Instructions

FORD

Please Confirm Your Application When Ordering

TA 1805
7.5 Ford

TA 1806
8.8 Ford
Low Profile

TA 1806A
8.8 Ford

Part Nos.	Type	Applications	Stud Kit*	Price
TA 1805	Ford 7.5	All RWD compact and intermediate models,`79-current Mustang, Aerostar Van, Ranger Pickup	TA 1816	$159.95
TA 1806	Ford 8.8	`81- Up Mustang, Truck, Bronco, Explorer. *Low Profile Series. Recommended For Mustang Applications.*	TA 1816	$159.95
TA 1806A	Ford 8.8	`81- Up Mustang, Truck, Bronco, Explorer. *Original Series*	TA 1816	$159.95

**Bearing Cap Stud Kits are $19.95 when purchased with girdle, $25.95 when purchased separately*

Make It A Kit & Save $10
Purchase any Girdle with Stud Kit, Fluid and Limited Slip Additive. Save an additional $10

All Girdles Come With Mounting Hardware, Gasket and Instructions

General Motors

Please Confirm Your Application When Ordering

TA 1807
8.2/8.5 Chevy

TA 1807
8.2/8.5 Chevy
Low Profile

TA 1809
7.5 GM

TA 1810
12 Chevy Car

TA 1810
12 Chevy Car
Low Profile

TA 1810
12 Chevy Truck

Part Nos.	Type	Applications	Stud Kit*	Price
TA 1807 ①	Chevy 8.2/8.5 10 Bolt	`64-`88 A & G Body Chevy, `72-`88 Buick, Olds, Pontiac A & G Body, Buick Grand National, `67-`81 Camaro, `72-`81 Firebird, `68-`75 Nova, RWD Chevy and GM Full Size Cars, Chevy/GMC 1/2 Ton Truck/Blazer. *Original Series*	TA 1815	$159.95
TA 1807A ①	Chevy 8.2/8.5 10 Bolt	`64-`88 A & G Body Chevy, `72-`88 Buick, Olds, Pontiac A & G Body, Buick Grand National, `67-`81 Camaro, `72-`81 Firebird, `78-`75 Nova, RWD Chevy and GM Full Size Cars, Chevy/GMC 1/2 Ton Truck/Blazer. *Low Profile Series. Use with 2nd generation (`70-`81) Camaro/Firebird.*	TA 1815	$159.95
***Note:** 2000 and later Chevy/GMC truck may need Metric mounting hardware. Original bolts will have an M8 head marking.*				
TA 1808 ①	B.O.P. 8.2/8.5 10 Bolt	`64-`71 Buick, Olds, Pontiac A-Body and some B-Body, `67-`71 Firebird	TA 1815	$159.95
TA 1809	Chevy 7.5	`82-`02 Camaro/Firebird, `77-Up S-10/S-15 Trucks, Most GM RWD `77 & Up.	TA 1815	$159.95
TA 1810	Chevy 12 Bolt Car	`65-`72 Chevy A,B,F,X Body, Canadian produced Buick A-body. *Original Series*	TA 1815	$159.95
TA 1810A	Chevy 12 Bolt Car	`65-`72 Chevy A,B,F,X Body, Canadian produced Buick A-body. *Low Profile Series. Use when transplanting into 3rd & 4th generation Camaro/Firebird.*	TA 1815	$159.95
TA 1811	Chevy 12 Bolt Truck	`63-`82 Chevy/ GMC Trucks	TA 1815	$159.95

**Bearing Cap Stud Kits are $19.95 when purchased with girdle, $25.95 when purchased separately*

① **Beginning in 1971 B.O.P. applications began using Chevy 8.5" Center sections while still using bolt in axles, please confirm your application.**

TA PERFORMANCE
Sample of Engraved Logo

Make It A Kit & Save $10
Purchase any Girdle with Stud Kit, Fluid and Limited Slip Additive. Save an additional $10

General Motors

Please Confirm Your Application When Ordering

TA 1802
9 Bolt Australian, Borg-Warner

Part Nos.	Type	Applications	Stud Kit*	Price
TA 1802	9 Bolt Australian	`85-`92 3rd Gen. Camaro and Firebird	TA 1802-SK	$159.95

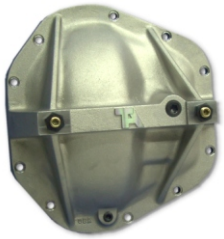
Make It A Kit & Save $10
Purchase any Girdle with Stud Kit, Fluid, and Limited Slip Additive. Save and Additional $10

**Bearing Cap Stud Kits are $19.95 when purchased with girdle, $25.95 when purchased separately*

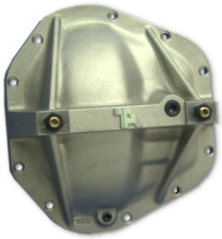
Dana

All Girdles Come With Mounting Hardware, Gasket and Instructions

Please Confirm Your Application When Ordering



TA 1812
Dana 60



TA 1813
Dana 70

TA 1814
Dana 44
Low Profile

Make It A Kit & Save $10
Purchase any Girdle with Stud Kit, Fluid and Limited Slip Additive. Save an additional $10

Part Nos.	Type	Applications	Stud Kit*	Price
TA 1812	Dana 60	`66-`73 Dodge/Plymouth Hemi Passenger Cars, `67-`88 Ford Truck, `69-Up Dodge Truck, `66-`84 Jeep Truck.	TA 1816	$159.95
TA 1813	Dana 70	`69-Up Ford, Chevy, Dodge Truck	TA 1816	$159.95
TA 1814	Dana 44	`67-`88 Ford, Chevy, Dodge, AMC, Jeep Truck Third Generation Camaro / Firebird with Dana 44 Option	TA 1816	$159.95
TA 1817	Dana 35	`84-Up Jeep	TA 1816	$159.95

**Bearing Cap Stud Kits are $19.95 when purchased with girdle, $25.95 when purchased separately*

Finned Aluminum Rear Covers

TA V1807

Aluminum finned rear covers look good and reduce fluid temperature. Available for Chevy type 8.2 & 8.5" rear ends which includes the `86-`87 Grand National and Type-T cars. Available with the turbo 6 and Buick Logos embossed or machined smooth with no Logos.

TA V1807 8.2 & 8.5" Chevy rear with Buick Turbo 6 Logo $95.00
TA V1807A 8.2 & 8.5" Chevy rear without Logo $95.00

Bearing Cap Stud Kits

TA 1815

Additional Upgrade For Your Differential!

Highly recommended, Bearing Cap Stud Kits, locate the caps more accurately and are considerably stronger than stock equipped bolts. The studs also draw down on the cap more evenly.

Part Nos.

TA 1815	GM Stud Kit 3" Long	$19.95*
TA 1815A	`64-`71 Some Pontiacs, 3-3/8" Long	$19.95*
TA 1802-SK	Australian 9 Bolt, 3/8" Dia x 2-1/2" Long ..	$19.95*
	Also known as the Borg Warner on 3rd Generation Camaro/ Firebird	
TA 1816	Ford & Dana Stud Kit.....	$19.95*

**Bearing Cap Stud Kits are $19.95 when purchased with girdle, $25.95 when purchased separately*

Fluid & Limited Slip Additive

AMSOIL "The First in Synthetics"®

Please Ask Us About Amsoil Synthetic Engine Oil!

Amsoil Synthetic lubricants are the best in the industry. They outperform all other lubricants in every category. Using Synthetic lube will greatly prolong gear life, especially when using softer type Pro Gears. By reducing friction, heat is reduced and less horsepower is lost at the rear. TA also carries OEM limited slip additive for use with street/strip set ups.

Part Nos.

TA 1800	Amsoil 75w90 Lube, Qt.	$ 8.95
TA 1801	GM Limited Slip Additive, 4 oz. ...	$ 9.95
TA 1801A	Ford Limited Slip Additive, 4 oz. ..	$ 9.95

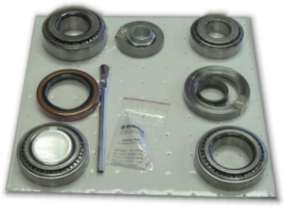
TA 1804
Ford Lightning Truck, 9-3/4", Pattern

COMING SOON...

- **9-3/4" 12 Bolt Ford Lightning Truck**
- **9-1/2" 14 Bolt GM Truck**
- **9-1/4" 12 Bolt Dodge Truck**

Please Inquire about gear sets and carriers for most popular differentials, Including 8.2 Buick/Olds/Pontiac 10 bolts!

Gear Sets.....Starting at $325.00



Installation Kits....$115.00

Limited Slip Carriers
Starting at $499.00

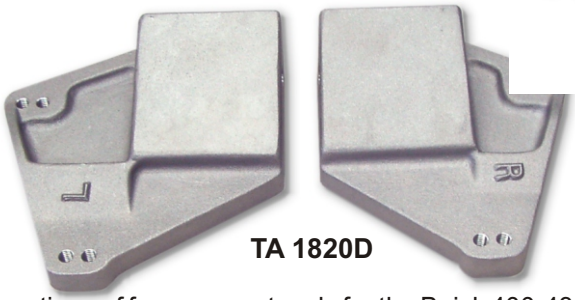
3.55 Gear Set with Limited Slip Carrier and Installation Kit For 8.2 B.O.P. 10 Bolt

Frame Pads & Motor Mounts

TA 1820CC w/ optional
TA 1820 Hardware kit

Made by TA!

TA 1820A



TA 1820D

TA V1822

We offer two generations of frame mount pads for the Buick 400-430-455 for use in restorations, updating and transplants. Our pad for the `68-`72 GS/ Skylark is a reproduction of the original and is a bolt in for all `68-`72 A-body cars . Due to it's compact features this is the frame pad most used for transplants. Our early (`64-`67 GS/Skylark) pad is very similar to the one used on `67 GS 400 models, with slight modification at the motor mount point, to allow the use of the readily available motor mount, instead of the 1967 only motor mounts. Use this pad for transplants of 400-430-455 engines into any `64-`67 A-body car, or to update an original `67 GS 400 to use the newer motor mount. Both styles are manufactured by TA Performance and are available in cast iron or cast aluminum. Also available in frame pad and motor mount kits. Motor mounts are brand new not re-built original type rubber. We also have our TA 1820 motor mount bolt kit with grade 8 fasteners, that includes all of the mounting hardware required.

Frame pads and motor mounts sold in pairs.

FRAME PADS

TA 1820A	Frame mount pads `68-`72 Skylark/GS, `78-`87 Regal transplants**, cast aluminum	$ 60.00
TA 1820B	Frame mount pads `68-`72 Skylark/GS, `78-`87 Regal transplants**, cast iron	$ 64.95
TA 1820D	Frame mount pads `64-`67 Skylark/GS, cast aluminum	$ 84.95
TA 1820E	Frame mount pads `64-`67 Skylark/GS, cast iron	$ 92.00

*** Please see notes on next page****

MOTOR MOUNTS

TA 1821	Motor mounts, `68-`81 ALL 350	$ 49.00
TA 1822	Motor mounts, ALL 400-430-455, see below for exceptions	$ 49.00
	TA 1822 *does NOT fit `67-`70 fullsize including Riviera or original `67 GS 400 models*	
TA 1822B	Motor mounts, `67 GS 400, original RE-BUILT, subject to availability, core charge applies	$199.00
TA 1821	Left motor mount for `78-`87 Regal 3.8 & 4.1 liter stock replacement	$ 13.50
TA 1821R	Right motor mount for `78-`87 Regal 3.8 & 4.1 liter stock replacement	$ 13.50
TA V1822	HD Poly motor mount set for `78-`87 Regal with TA V3800 aluminum block	$390.00
TA V1822A	HD Poly drivers side mount for `78-`87 Regal with 3.8 & 4.1 production block	$ 99.00
TA V1822B	HD Poly passenger side mount for `78-`87 Regal with 3.8 & 4.1 production block	$ 99.00
TA V1822C	HD Poly engine mount set for `78-`87 Regal with 3.8 & 4.1 production block	$189.00
TA V1822D	HD Poly engine mount set for `78-`87 Regal with 3.8 & 4.1 Stage 1, Stage 2, 350 V8	$199.00

FRAME PAD & MOTOR MOUNT KITS

TA 1820CA	Frame pad and motor mount kit, `68-`72 Skylark/GS, `78-`87 Regal transplants**, cast aluminum	$ 99.00
TA 1820CC	Frame pad and motor mount kit, `68-`72 Skylark/GS, `78-`87 Regal transplants**, cast iron	$104.00
TA 1820CD	Frame pad and motor mount kit, `64-`67 Skylark/GS, cast aluminum	$130.00
TA 1820CE	Frame pad and motor mount kit, `64-`67 Skylark/GS, cast iron	$137.00

HARDWARE

TA 1820	Complete Hardware kit for TA and OE frame pads and motor mounts, 400-430-455	$ 6.00

Transmission Mounts

TA 1823

New Not rebuilt. A new transmission mount can reduce vibration and drive train noises. Replace when required or during transmission/engine installs.

TA 1823A

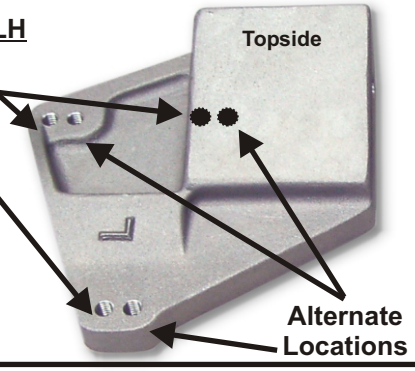
TA 1823 Turbo 400 transmission *except* `70 & earlier Fullsize and Riviera, rectangle shape ..... $ 19.95
TA 1823A Turbo 400 transmission `63-`75 Fullsize and Riviera, round w/center stud ..... $ 19.95
(Drilling crossmember may be required to fit some applications)
TA 1824 Turbo 350 automatic plus 3 & 4 speed manual transmissions ..... $ 19.95
TA V1824 200-R-4 transmission '78-'87 Buick Regal and Grand National..... $9.95

** **Notes About Transplants** Regal transplants are the most popular, and that is why they are called out in our listings. However, our `68-`72 frame pad is extremely versatile and has been used to transplant big block Buicks in just about every kind of vehicle. We recommend, with any transplant, including the Regals, to mock up the engine and pre-fit for best results. We recommend attaching the motor mounts and frame pads to the block, have your headers or exhaust manifolds on hand as well as valve covers, intake manifold and transmission. Then set the engine into place and adjust it's position for best clearance of all components. Scribe around the frame pads for reference marks. Remove the engine then put the frame pads only, at your reference marks, mark or transfer punch the bolt hole locations, then drill the bolt holes. Installing the engine permanently will now be much easier.
We also recommend this procedure on `64-`67 A-body transplants to improve header, valve cover and intake fitment.
Cast Aluminum or Cast Iron? Aluminum will be approximately half the weight of iron. Strength is not compromised when using aluminum, however, aluminum frame pads will corrode easier. We recommend the iron pads when the car will see all types of driving conditions. Aluminum pads are ideal for drag race applications
`64-`72 A-body cars include Buick Special/Skylark/Sportwagon/GS, Chevrolet Chevelle/Malibu/Monte Carlo and their SS models, Pontiac

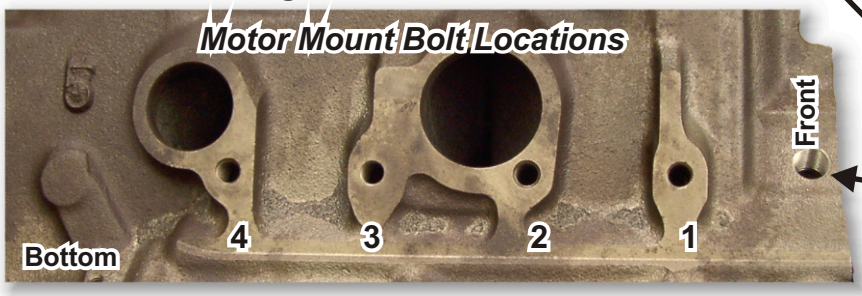
Frame Pad Positioning

We offer an exclusive dual bolt pattern on our early (`64-`67) frame pads. The alternate position allows for better header clearance. If using headers we recommend considering the alternate position when fitting.
Note: 3rd set of holes are not visible from the top side, they have been added to the picture for reference.

TA 1820D LH



400-430-455 Passenger Side *- Driver's side similar -*



Motor Mount Positioning
As a rule: Use #2 & #4 locations for A & G Body installations, Use #1 & #3 for most Fullsize car installations (some exceptions may apply)

SFI Approved Flexplate Shield / Midmount

The ultimate in safety and the first of it's kind! Recommended for many forms of racing and high end street performance. This shield is unique because of the 360 degree containment area, and most important because it fits inside the bellhousing, sandwiched between the engine and transmission. If the flexplate should fail, the safety minded design of this shield, will contain the fragments before they have a chance to exit the bell housing. At the same time, it functions as a mid mount, giving extra rigidity to the frame and support of the engine and transmission. Use of a midmount will decrease the amount of frame deflection under launch. *Please note that modification of the firewall on stock bodied cars will be required.*

Part No.
TA 2050 Flexplate Shield / Midmount fits ALL except Nailhead $149.95

sfi SFI FOUNDATION INC.
APPROVED

High Performance Starters

TA 2021-455 *Weighs 10 lbs*

We offer high torque Buick mini starters and Tilton Super Starters for Buick V8 and V6 engines. The mini starter is an OEM type design with supported pinion, but small enough for increased clearance and air circulation with cars equipped with headers. Ideal for the street strip car even with higher compression. The Tilton Super Duty Starter is one of the original high torque aftermarket starters. And is great for race applications with extreme compression ratios.

A Must For Any Performance Combination, Save Yourself From Hot Start Problems!

TA 2022 *Weighs 7 lbs!*

Part Nos.

TA 2021-455	Tilton Super Starter, 400-430-455	$349.00
TA 2021-455SD	Tilton Super Duty Starter 3 HP, Designed for High Compression Engines, 400-430-455	$420.00
TA 2022	Buick Mini Starter, fits ALL except Nailhead	$289.00

Starter Replacement Parts

Tilton Super Starter

54-012	Shim, Motor to Mounting Block	$ 2.50
54-013	Shim, Pinion Gear	$ 1.75
54-021	Starter Drive Assembly	$90.00
54-022	Solenoid	$45.00
54-042	Pinion, Standard	$38.50
54-042L	Pinion, Long	$48.50
54-047	Gasket, Motor to Mounting Block	$ 1.25
54-071	Mounting Block, 400-430-455	$59.95
54-906	Pinion Retaining Kit	$CALL

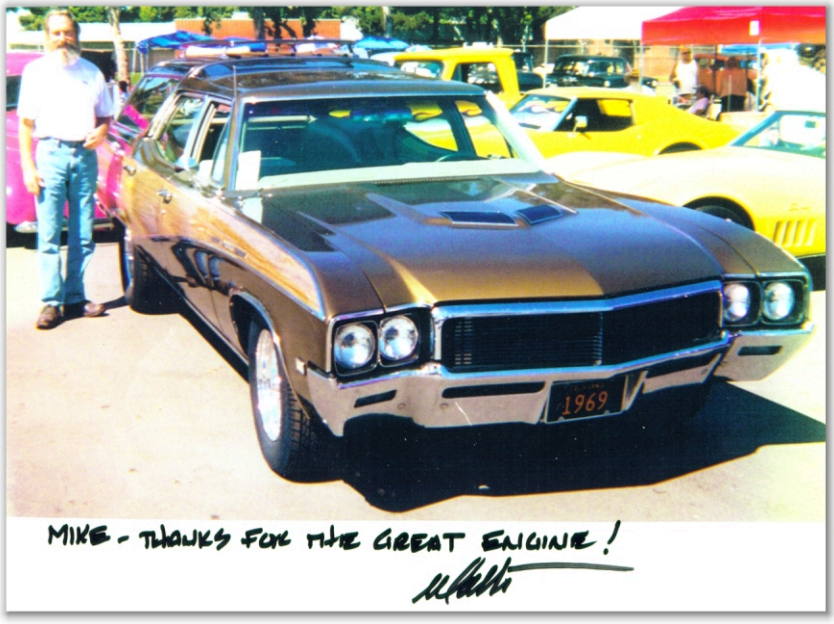
Parts Listed Above Also Fit Non-buick Applications

Buick Mini Starter

Replacement Nose Piece for TA 2022..... $25.00

We carry all the necessary replacement parts for your Tilton Super Starter such as mounting blocks, bendix, solenoids, etc. Please Call for more information.

See Our Starter Heat Shield For Stock Starters On Page 117



Walter Gibson
Newport Beach, CA
`69 Sportwagon
Stage 2 455
"Gibson" cam

TA "No-Hop" Traction Bars

TA manufactures the ultimate bolt on traction bar for the `64-`72 GM A-body cars. Commonly referred to as "No Hop" bars, they improve traction and reduce 60 foot times. TA has done this by relocating the upper control arm to produce the correct instant center location. In changing the instant center location, the chassis will try to drive the rear end downward and lift the front end up, thus concentrating the weight of the vehicle on the rear tires. Stock suspension is designed to do the opposite. It tries to draw the rear end and the body together which reduces the downward force, therefore reducing traction.TA's traction bars are cut and machined from billet steel and powder coated for corrosion resistance and appearance. The billet material we use is stronger than the cast bars that our competitors offer, plus they have better fit and finish.

Made by TA!

Billet Steel - Not Cast Iron!

Part No.
TA 2042 TA "No Hop" Bars fits `64-`72 GM A-Body.. $175.00

NOTE: Our traction bars use the standard 1-7/8" Bushings. Some applications, including 1964 GTO's used 1-3/8" Bushings. Please confirm.

GM A-Bodycars include the following `64-`72 models: ***Chevy -*** *Chevelle / Malibu / SS, Monte Carlo.* ***Buick -*** *Special / Skylark / Sportwagon / GS.* ***Oldsmobile -*** *F85 / Cutlas / 442.* ***Pontiac -*** *Tempest / Lemans / GTO.*

10.0's w/ 1.30 60 foot times!

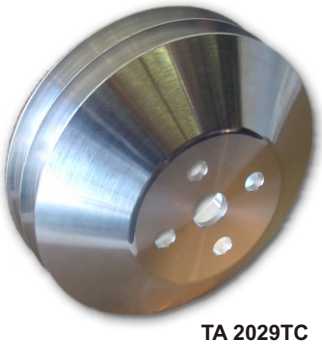
◀ **Rich Brouwer's "Coin Operated" race car**. The name of this car says it all. Rich found it too expensive to back-half his car, install a new suspension and large tires. The "Coin Operated" car runs stock suspension with traction bars and a 10.5 x 30" tall slick. With this combination he has recorded remarkable 1.30 60 foot times and 10.0 ET's, making this car one of the fastest stock suspension Buicks in the country.

The Company Car ▶
Owner Mike Tomaszewski,
President of TA Performance
533 cid (Buick 455 bored and stroked)
Prototype Stage 5 cylinder heads
2 Holley Dominators on fabricated intake
Best ET 8.99, Best MPH 149 mph
3400 lb race weight

All parts used on this combination with the exception of the intake manifold (the heads are equivalent to our current Stage 4's) are available from TA Performance!

Billet Crank & Water Pump Pulleys

TA 2029B

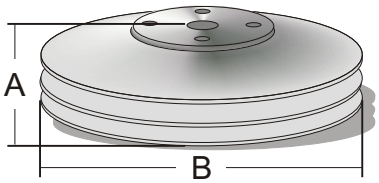


TA 2029TC

Beautiful billet aluminum pulleys dress up any engine compartment. Both pulleys bolt on like original pulleys and are compatible with all stock and TA Performance balancers and water pumps.

Unlike OEM crank pulleys, both the alternator and air conditioner grooves are the same diameter on our pulley which makes it possible to run dual belts on your alternator without throwing a belt. The crank pulleys have 3 belt provisions, usually for power steering, alternator and air conditioner. Our water pump pulleys have two provisions one for the alternator and one for the air conditioner. Both pulleys incorporate deep grooves to prevent belt slippage.

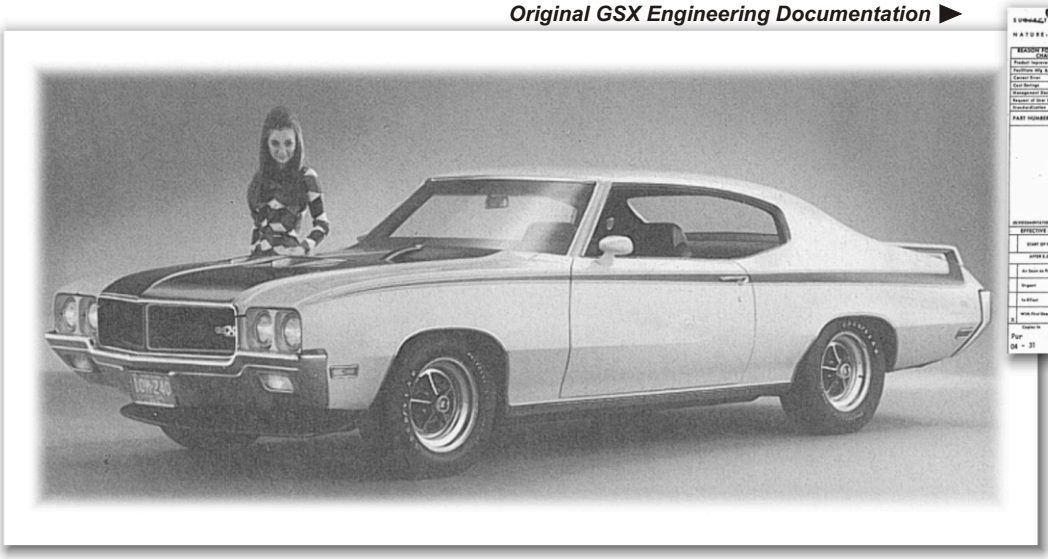
Our underdrive pulleys are approximately 5% underdriven which frees up horsepower and keeps accessory RPM's lower at higher engine RPM ***without*** sacrificing coolant circulation like pulleys with more underdrive can. We now offer OVERDRIVE water pump pulleys as well, these are ideal for low RPM combinations especially when a conservative rear gear is used. This pulley will speed up the water pump at lower engine speeds, especially at idle, which makes this great for tow applications, cruisers and stock applications that can benefit from more coolant circulation. The OVERDRIVE pulley is not recommended for high RPM (6000+) use.

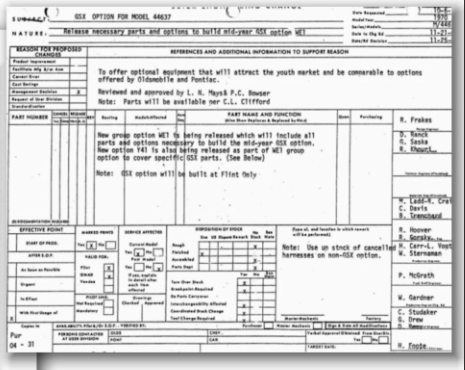


Part Nos.		A	B	Engine	Price
TA 2029TA	*Underdrive, short*	2-1/8	5-7/8	400-430-455	$ 95.00
TA 2029TB	*Underdrive, long*	2-7/8	5-7/8	400-430-455	$ 95.00
TA 2029TC	*Overdrive, short*	2-1/8	5-3/8	400-430-455	$ 95.00
TA 2029TD	*Overdrive, long*	2-7/8	5-3/8	400-430-455	$ 95.00
TA 2029B	Crankshaft Pulley	2-1/2	5-7/8	400-430-455	$ 95.00

Fiberglass Front & Rear Spoilers

Original GSX Engineering Documentation ▶





High quality fiberglass reproductions of the WE1 "GSX" option spoilers. Perfect for GSX restorations or clone projects! *Note: Our rear spoilers are lightweight so re-springing the trunk lid is not necessary.*

TA 2016

Part Nos.

TA 2016 Front spoiler, `68-`72 Skylark/GS/GSX $149.00
TA 2017 Rear spoiler, `68-`69 Skylark/GS $325.00
TA 2018 Rear spoiler, `70-`72 Skylark/GS/GSX $325.00

Lubricants & Fluids

TA 1529

ASSEMBLY LUBRICANTS

Use TA 1529 assembly lube for general engine assembly, Included with our engine and crankshaft kits. Use TA Cam Lube for cam lobes, and other metal to metal parts contact. Use GM EOS to pre-lube metal engine parts, for example soaking lifter bodies, pouring on to cam lobes (prior to cam lube application), soaking oil pump gears and also for pouring over assembled valve train.

TA 1529A & B

TA 1529E

Part Nos.

TA 1529	Engine Assembly Lube, 2 oz. tube	$ 7.50
TA 1529A	Cam Lube, small, does one camshaft	$ 2.00
TA 1529B	Cam Lube, medium, does two camshafts	$ 3.50
TA 1529C	Cam Lube, 1 lb, does multiple camshafts	$ 22.00
TA 1529E	GM EOS Assembly Lubricant	$ 8.00

Engine Building tip: ALL metal to metal contact should be lubricated prior to assembly, including things such as valve springs, retainers and keepers!

ENGINE OIL

TA Performance offers AMSOIL 100% Synthetic Motor Oil, for all applications from late model daily drivers, weekend warriors, street rods and full race applications. AMSOIL "The First In Synthetics" beats out all other synthetic and conventional oils in every comparison.

Part Nos.

TA 1797A	AMSOIL 5W-30 Synthetic Motor Oil	$ CALL qt.
TA 1797B	AMSOIL 10W-30 Synthetic Motor Oil	$ CALL qt.
TA 1797C	AMSOIL 20W-50 Synthetic Motor Oil	$ CALL qt.
TA 1798A	AMSOIL 0W-30 Synthetic Race Oil	$ CALL qt.
TA 1798B	AMSOIL 20W-50 Synthetic Race Oil	$ CALL qt.

Other AMSOIL Products Available. They have Excellent Diesel Oils For Your Tow Rig! Please Inquire

Engine Paint

Correct color engine enamel for your Buick engine. Buick Red for `66-`74 and models and Buick Green for `65 & earlier models. Black for use with accessories or customizing. Use clear for bare aluminum or bare steel. Red and Green resist heat up to 300 degrees, Black and Clear resist heat up to 500 degrees. 11 ounce spray cans.

Part Nos.

TA 1840	Buick Red Spray Paint	$ 8.00 ea
TA 1841	Buick Green Spray Paint	$ 8.00 ea
TA 1842	Universal Black Spray Paint	$ 8.00 ea
TA 1843	Clear Spray Paint	$ 8.00 ea

TA Performance Apparel

Back
TA Performance

Front
Both Styles

Back
Got Torque? ®

Great looking, high quality T-shirts. Show off your Buick pride with either our TA Performance Racing Team shirt or our trademark Got Torque® shirt. Both are pre-shrunk, 100% cotton and incorporate a pocket on the front just below the graphic.

TA Performance Racing Team shirts are available on black shirts only in the following sizes.

TA 1915-L	TA Performance Racing Team T-shirt, Black, Large	$14.00
TA 1915-XL	TA Performance Racing Team T-shirt, Black, Extra Large	$14.00
TA 1915-XXL	TA Performance Racing Team T-shirt, Black, Double Extra Large	$14.00

Got Torque® T-shirts are available on black or white shirts in the following sizes.

TA 1916BLK-M	Got Torque? T-shirt, Black, Medium	$16.00
TA 1916BLK-L	Got Torque? T-shirt, Black, Large	$16.00
TA 1916BLK-XL	Got Torque? T-shirt, Black, Extra Large	$16.50
TA 1916BLK-XXL	Got Torque? T-shirt, Black, Double Extra Large	$18.00
TA 1916BLK-XXXL	Got Torque? T-shirt, Black, Triple Extra Large	$18.00
TA 1916WHT-M	Got Torque? T-shirt, White, Medium	$16.00
TA 1916WHT-L	Got Torque? T-shirt, White, Large	$16.00
TA 1916WHT-XL	Got Torque? T-shirt, White, Extra Large	$16.50
TA 1916WHT-XXL	Got Torque? T-shirt, White, Double Extra Large	$18.00
TA 1916WHT-XXXL	Got Torque? T-shirt, White, Triple Extra Large	$18.00

TA Performance offers premium quality ball caps, these style hats sell for over $25 at many sporting events, sporting goods stores and pro shops. One sizes fits all, available in putty (off white) and black colors. Please specify color when ordering.

TA 1914	TA Performance Racing Ball Cap	$16.00

Got Torque? is a registered trademark of TA Performance Products, Inc.

Engine and Accessory Decals

Air Cleaner Decals

				Price Code
1926 - 1960 BUICK				
DB0184	1926-31 "AC" FLAME ARRESTOR AIR CLEANER DECAL			A
DB0033	1932-35 DRY STYLE AIR CLEANER DECAL			A
DB0018	1936-40 OIL BATH AIR CLEANER DECAL			A
DB0036	1936-40 DRY STYLE AIR CLEANER WARNING DECAL			A
DB0006	1941-48 OIL BATH AIR CLEANER SERVICE INST.			A
DB0007	1941-48 DRY STYLE AIR CLEANER DECAL			A
DB0185	1949-53 OIL BATH AIR CLEANER DECAL			A
DB0186	1953-56 OIL BATH AIR CLEANER DECAL (V8)			A
DB0260	1956 322-2V AIR CLEANER SERVICE INST. DECAL			A
DB0187	1957 OIL BATH AIR CLEANER DECAL			A
DB0188	1958 2 BBL CARB DRY STYLE AIR CLEANER DECAL		A63C	A
DB0189	1958 4 BBL W/AIR POISED SUSPEN AIR CLEANER DECAL		A63C	A
DB0245	1958 4 BBL DRY STYLE AIR CLEANER DECAL A63C			A
DB0246	1959-60 2 BBL AIR CLEANER SERVICE INST. DECAL		A86C	A
DB0247	1959-60 2 BBL AIR CLEANER SERVICE INST. DECAL		A63C	A
1961 BUICK				
DB0149	ALUMINUM FIREBALL V8 AIR CLEANER DECAL			B
DB0101	SKYLARK 7" AIR CLEANER DECAL	SILVER		C
DB0102	SKYLARK 7" AIR CLEANER DECAL	CLEAR		D
DB0145	"185" SHIELD AIR CLEANER DECAL			E
DB0340	AIR CLEANER SERVICE INST. DECAL		A63C	A
DB0110	WLDCAT 445 AIR CLEANER DECAL	SILVER	1351652	C
1962 BUICK				
DB0071	FIREBALL V6 AIR CLEANER DECAL		1366177	B
DB0149	ALUMINUM FIREBALL V8 AIR CLEANER DECAL			B
DB0101	SKYLARK 7" AIR CLEANER DECAL	SILVER		C
DB0102	SKYLARK 7" AIR CLEANER DECAL	CLEAR		D
DB0194	"190" SHIELD AIR CLEANER DECAL			E
DB0346	WILDCAT 410 AIR CLEANER DECAL			F
DB0110	WILDCAT 445 AIR CLEANER DECAL	SILVER	1351652	C
1963 BUICK				
DB0071	FIREBALL V6 AIR CLEANER DECAL		1366177	B
DB0149	ALUMINUM FIREBALL V8 AIR CLEANER DECAL			B
DB0101	SKYLARK 7" AIR CLEANER DECAL	SILVER		C
DB0102	SKYLARK 7" AIR CLEANER DECAL	CLEAR		D
DB0228	1963 "200" SHIELD AIR CLEANER DECAL			E
DB0346	WILDCAT 410 AIR CLEANER DECAL			F
DB0075	WILDCAT 445 AIR CLEANER DECAL SET			B
DB0076	WILDCAT 445 AIR CLEANER SERVICE INST. DECAL		A96C	A
DB0107	RIVIERA WILDCAT 445 12" AIR CLEANER DECAL		SILVER	G
DB0108	RIVIERA WILDCAT 445 12" AIR CLEANER DECAL		CLEAR	C
DB0078	RIVIERA WILDCAT 465 12" AIR CLEANER DECAL		SILVER	G
DB0079	RIVIERA WILDCAT 465 12" AIR CLEANER DECAL		CLEAR	C
DB0216	RIVIERA AIR CLEANER SNORKEL CAT DECAL			A
1964 BUICK				
DB0071	FIREBALL V6 AIR CLEANER DECAL		1366177	B
DB0227	WILDCAT 310 7" AIR CLEANER DECAL	SILVER	1367279	C
DB0339	WILDCAT 310 AIR CLEANER SERVICE INST. DECAL		A96C	A
DB0405	WILDCAT 310 AIR CLEANER SERVICE INST. DECAL		6421191	A
DB0099	WILDCAT 355 7" AIR CLEANER DECAL	SILVER	1366202	C
DB0100	WILDCAT 355 7" AIR CLEANER DECAL	CLEAR		D
DB0082	WILDCAT 445 10" AIR CLEANER DECAL	SILVER	1366205	C
DB0083	WILDCAT 445 10" AIR CLEANER DECAL	CLEAR		D
DB0096	WILDCAT 445 14" AIR CLEANER DECAL	SILVER		C
DB0097	WILDCAT 445 14" AIR CLEANER DECAL	CLEAR		D
DB0248	WILDCAT 445 AIR CLEANER SERVICE INST. DECAL		A96C	A
DB0080	WILDCAT 465 10" AIR CLEANER DECAL	SILVER	1366204	C
DB0081	WILDCAT 465 10" AIR CLEANER DECAL	CLEAR		D
DB0331	WILDCAT 465 AIR CLEANER SERVICE INST. DECAL		1348732	A
DB0084	WILDCAT 465 14" AIR CLEANER DECAL	SILVER	1366146	C
DB0085	WILDCAT 465 14" AIR CLEANER DECAL	CLEAR		D
DB0109	SUPER WILDCAT AIR CLEANER DECAL		1366921	B

Air Cleaner Decals

				Price Code
1965 BUICK				
DB0071	FIREBALL V6 AIR CLEANER DECAL		1316677	B
DB0227	WILDCAT 310 7" AIR CLEANER DECAL	SILVER	1367279	C
DB0339	WILDCAT 310 AIR CLEANER SERVICE INST. DECAL		A96C	A
DB0405	WILDCAT 310 AIR CLEANER SERVICE INST. DECAL		6421191	A
DB0099	WILDCAT 355 7" AIR CLEANER DECAL	SILVER	1366202	C
DB0100	WILDCAT 355 7" AIR CLEANER DECAL	CLEAR		D
DB0082	WILDCAT 445 10" AIR CLEANER DECAL	SILVER	1366205	C
DB0083	WILDCAT 445 10" AIR CLEANER DECAL	CLEAR		D
DB0096	WILDCAT 445 14" AIR CLEANER DECAL	SILVER		C
DB0097	WILDCAT 445 14" AIR CLEANER DECAL	CLEAR		D
DB0086	WILDCAT 445 AIR CLEANER SERVICE INST. DECAL		6420861	A
DB0080	WILDCAT 465 10" AIR CLEANER DECAL	SILVER	1366204	C
DB0081	WILDCAT 465 10" AIR CLEANER DECAL	CLEAR		D
DB0331	WILDCAT 465 AIR CLNR. SERVICE INST. DECAL		1348732	A
DB0084	WILDCAT 465 14" AIR CLEANER DECAL	SILVER	1366146	C
DB0085	WILDCAT 465 14" AIR CLEANER DECAL	CLEAR		D
DB0109	SUPER WILDCAT AIR CLEANER DECAL		1366921	B
1966 BUICK				
DB0227	WILDCAT 310 7" AIR CLEANER DECAL	SILVER	1367279	C
DB0241	WILDCAT 310 AIR CLEANER SERVICE INST. DECAL		6421189	A
DB0405	WILDCAT 310 AIR CLEANER SERVICE INST. DECAL		6421191	A
DB0460	LESABRE WILDCAT 350 AIR CLEANER DECAL			C
DB0099	WILDCAT 355 7" AIR CLEANER DECAL	SILVER	1366202	C
DB0100	WILDCAT 355 7" AIR CLEANER DECAL	CLEAR		D
DB0424	WILDCAT 375 7" AIR CLEANER DECAL	SILVER		C
DB0204	GS AIR CLEANER SERVICE INST. DECAL		6422289	H
DB0082	WILDCAT 445 10" AIR CLEANER DECAL	SILVER	1366205	C
DB0083	WILDCAT 445 10" AIR CLEANER DECAL	CLEAR		D
DB0087	WILDCAT 445 AIR CLEANER SERVICE INST. DECAL		6422189	A
DB0096	WILDCAT 445 14" AIR CLEANER DECAL	SILVER		C
DB0097	WILDCAT 445 14" AIR CLEANER DECAL	CLEAR		D
DB0080	WILDCAT 465 10" AIR CLEANER DECAL	SILVER	1366204	C
DB0081	WILDCAT 465 10" AIR CLEANER DECAL	CLEAR		D
DB0084	WILDCAT 465 14" AIR CLEANER DECAL	SILVER	1366146	C
DB0085	WILDCAT 465 14" AIR CLEANER DECAL	CLEAR		D
DB0109	SUPER WILDCAT AIR CLEANER DECAL		1366921	B
1967 BUICK				
DB0077	WILDCAT POWERED AIR CLEANER DECAL SET			I
DB0190	AIR CLEANER FRONT DECAL			J
DB0457	300-2V AIR CLEANER SERVICE INST. DECAL		6424149	A
DB0266	340-4 AIR CLEANER SERVICE INST. DECAL		6424150	A
1968 BUICK				
DB0008	350-2V AIR CLEANER DECAL		1231284	E
DB0019	350-4V AIR CLEANER DECAL		1231285	E
DB0022	400-4V AIR CLEANER DECAL		1231286	E
DB0021	430-4V AIR CLEANER DECAL		1231287	E
DB0023	GS400 AIR CLEANER DECAL		1231290	E
DB0308	6 CYL MT KEEP YOUR GM CAR ALL GM		CE 6483657	A
DB0309	6 CYL AT KEEP YOUR GM CAR ALL GM		CD 6424423	A
DB0310	350/400-4V KEEP YOUR GM CAR ALL GM		BA 6424344	A
DB0312	GS350/400 KEEP YOUR GM CAR ALL GM		BC 6484022	A
DB0311	350-2V KEEP YOUR GM CAR ALL GM		BB 6424910	A
1969 BUICK				
DB0008	350-2V AIR CLEANER DECAL		1231284	E
DB0019	350-4V AIR CLEANER DECAL SMALL		1231285	E
DB0341	GS350 AIR CLEANER SERVICE INST. DECAL		6484022	E
DB0022	400-4V AIR CLEANER DECAL		1231286	E
DB0023	GS400 AIR CLEANER DECAL		1231290	E
DB0021	430-4V AIR CLEANER DECAL		1231287	E
DB0014	455-4V AIR CLEANER DECAL		1232909	E
DB0366	6 CYL KEEP YOUR GM ALL GM DECAL		CE 6484662	A
DB0365	6 CYL HD KEEP YOUR GM ALL GM DECAL		BP 6485007	A
DB0016	KEEP YOUR GM CAR ALL GM DECAL		PP 6424826	A
DB0441	350-2V KEEP YOUR GM ALL GM DECAL		BH 6484241	A

Engine and Accessory Decals

Air Cleaner Decals

			Price Code
1969 BUICK			
DB0444	350-2V HD KEEP YOUR GM ALL GM DECAL	BN 6484916	A
DB0443	350-4/430-4 KEEP YOUR GM ALL GM DECAL	BJ 6484532	A
DB0445	350-4/430-4 HD KEEP YOUR GM ALL GM DECAL	BI 6484947	A
DB0442	GS350/400 KEEP YOUR GM ALL GM DECAL	BR 6485044	A
DB0438	GS350/400 HD KEEP YOUR GM ALL GM DECAL	BT 6485070	A
DB0439	RIVIERA GS KEEP YOUR GM ALL GM DECAL	BK 6484793	A
DB0440	RIVIERA GS HD KEEP YOUR GM ALL GM DECAL	BL 6485006	A
1970 BUICK			
DB0008	350-2V AIR CLEANER DECAL	231284	E
DB0019	350-4V AIR CLEANER DECAL SMALL	231285	E
DB0009	350-4V AIR CLEANER DECAL LARGE	234653	E
DB0010	350-4V HI-COMPRESSION AIR CLEANER DECAL	1234413	E
DB0024	GS350 AIR CLEANER DECAL	1234653	E
DB0022	400-4V AIR CLEANER DECAL	1231286	E
DB0014	455-4V AIR CLEANER DECAL	1232909	E
DB0011	GS455 AIR CLEANER DECAL	1234652	E
DB0012	STAGE 1 AIR CLEANER DECAL	1234370	E
DB0013	STAGE 2 AIR CLEANER DECAL	1234372	E
DB0366	6 CYL KEEP YOU GM CAR ALL GM DECAL	CE 6484662	A
DB0365	6 CYL HD KEEP YOUR GM CAR ALL GM DEC	BP 6485007	A
DB0362	350-2V KEEP YOUR GM CAR ALL GM DECAL	BA 6485408	A
DB0363	350-4V KEEP YOUR GM CAR ALL GM DECAL	BB 6485409	A
DB0364	455-4V RIV KEEP YOUR GM CAR ALL GM	BE 6485518	A
DB0361	350-2V HD KEEP YOUR GM CAR ALL GM	BF 6485519	A
DB0211	350-4V HD KEEP YOUR GM CAR ALL GM	BG 6485520	A
DB0206	GS350/400 HD KEEP YOUR GM CAR ALL GM	BU 6485521	A
DB0213	455-4V RIV KEEP YOUR GM CAR ALL GM	BW 6485522	A
DB0212	455-4V KEEP YOUR GM CAR ALL GM DECAL	BD 6485827	A
DB0205	455 HD KEEP YOUR GM CAR ALL GM DECAL	BX 6485870	A
DB0304	GS350/400 KEEP YOUR GM CAR ALL GM	BC 6486517	A
1971 BUICK			
DB0008	350-2V AIR CLEANER DECAL	1231284	E
DB0019	350-4V AIR CLEANER DECAL SMALL	1231285	E
DB0010	350-4V HI-COMPRESSION AIR CLEANER DECAL	1234413	E
DB0024	GS350 AIR CLEANER DECAL	1234653	E
DB0014	455-4V AIR CLEANER DECAL	1232909	E
DB0011	GS455 AIR CLEANER DECAL	1234652	E
DB0012	STAGE 1 AIR CLEANER DECAL	1234370	E
DB0013	STAGE 2 AIR CLEANER DECAL	1234372	E
DB0366	6 CYL KEEP YOUR GM ALL GM DECAL	CE 6484662	A
DB0365	6 CYL HD KEEP YOUR GM ALL GM DECAL	BP 6485007	A
DB0362	350-2V KEEP YOUR GM ALL GM DECAL	BA 6485408	A
DB0361	350-2V HD KEEP YOUR GM ALL GM DECAL	BF 6485519	A
DB0363	350-4V KEEP YOUR GM ALL GM DECAL	BB 6485409	A
DB0211	350-4V HD KEEP YOUR GM ALL GM DECAL	BG 6485520	A
DB0212	455-4V KEEP YOUR GM ALL GM DECAL	BD 6485827	A
DB0205	455-4V HD KEEP YOUR GM ALL GM DECAL	BX 6485870	A
DB0364	RIVIERA GS KEEP YOUR GM ALL GM DECAL	BE 6485518	A
1972 BUICK			
DB0008	350-2V AIR CLEANER DECAL	1231284	E
DB0019	350-4V AIR CLEANER DECAL SMALL	1231285	E
DB0014	455-4V AIR CLEANER DECAL	1232909	E
DB0011	GS455 AIR CLEANER DECAL	1234652	E
DB0012	STAGE 1 AIR CLEANER DECAL	1234370	E
DB0013	STAGE 2 AIR CLEANER DECAL	1234372	E
DB0249	GS350 KEEP YOUR GM CAR ALL GM EARLY	AN 6487175	A
DB0453	455-4V KEEP YOUR GM CAR ALL GM LATE	AK 6487179	A
DB0410	455-4V KEEP YOUR GM CAR ALL GM DECAL	AA 6487171	A
DB0250	455-4V KEEP YOUR GM CAR ALL GM EARLY	AK 6487179	A
1973 BUICK			
DB0008	350-2V AIR CLEANER DECAL	1231284	E
DB0019	350-4V AIR CLEANER DECAL SMALL	1231285	E

Air Cleaner Decals

			Price Code
1973 BUICK			
DB0014	455-4V AIR CLEANER DECAL	1232909	E
DB0011	GS455 AIR CLEANER DECAL	1234652	E
DB0012	STAGE 1 AIR CLEANER DECAL	1234370	E
DB0264	455-4V AT RIV KEEP YOUR GM CAR ALL GM	AK 6487179	A
DB0407	455-4V KEEP YOUR GM ALL GM DECAL	BH 6487969	A
1974 BUICK			
DB0008	350-2V AIR CLEANER DECAL	1231284	E
DB0019	350-4V AIR CLEANER DECAL SMALL	1231285	E
DB0295	455-2V AIR CLEANER DECAL		E
DB0014	455-4V AIR CLEANER DECAL	1232909	E
DB0011	GS455 AIR CLEANER DECAL	1234652	E
DB0012	STAGE 1 AIR CLEANER DECAL	1234370	E
DB0390	455-4 STAGE 1 KEEP YOUR GM CAR ALL GM	BR 6488033	A
DB0407	455-4V KEEP YOUR GM CAR ALL GM DECAL	BH 6487969	A
1975 BUICK			
DB0320	231-2V AIR CLEANER DECAL		E
DB0295	455-2V AIR CLEANER DECAL		E
1976 BUICK			
DB0320	231-2V AIR CLEANER DECAL		E
DB0295	455-2V AIR CLEANER DECAL		E
1977 BUICK			
DB0088	BUICK V6 AIR CLEANER DECAL	1236006	E
DB0180	3.8 LITRE AIR CLEANER DECAL	1259145	F
DB0295	455-2V AIR CLEANER DECAL		E
DB0273	350L KEEP YOUR GM ALL GM DECAL	OT 8995534	A
DB0273	403 KEEP YOUR GM ALL GM DECAL	OT 8995534	A
1978 BUICK			
DB0088	BUICK V6 AIR CLEANER DECAL	1236006	E
DB0180	3.8 LITRE AIR CLEANER DECAL	1259145	F
DB0276	3.8 LITRE TURBO AIR CLEANER DECAL		H
DB0295	455-2V AIR CLEANER DECAL		E
DB0273	350R KEEP YOUR GM ALL GM DECAL	OT 8995534	A
DB0455	401 PONTIAC ENGINE KEEP GM ALL GM	PR 8996166	A
DB0273	403-4V KEEP YOUR GM CAR ALL GM DECAL	OT 8995534	A
1979 BUICK			
DB0088	BUICK V6 AIR CLEANER DECAL	1236006	E
DB0180	3.8 LITRE AIR CLEANER DECAL	1259145	F
DB0276	3.8 LITRE TURBO AIR CLEANER DECAL		H
DB0399	350 KEEP YOUR GM ALL GM DECAL	AY 8995736	A
DB0273	350R KEEP YOUR GM ALL GM DECAL	OT 8995534	A
DB0437	350L KEEP YOUR GM ALL GM DECAL	CX 8997061	A
1980 BUICK			
DB0276	3.8 LITRE TURBO AIR CLEANER DECAL		H
DB0347	403 KEEP YOUR GM CAR ALL GM	RE 8997050	A
1981 BUICK			
DB0276	3.8 LITRE TURBO AIR CLEANER DECAL		H

Valve Cover Decals

DB0158	1931-33 "HIGH COMPRESSION" VALVE COVER DECAL		A
DB0030	1936-37 "VALVE IN HEAD SILENT OIL CUSHIONED" VALVE COVER DECAL	(ORANGE)	B
DB0029	1938 "BUICK 8 OIL CUSHIONED VALVE IN HEAD" VALVE COVER DECAL	(ORANGE)	B
DB0002	1939-40 "BUICK 8 DYNAFLASH OIL CUSHIONED VALVE IN HEAD" VALVE COVER DECAL	(RED)	B
DB0028	1941, 1947 "BUICK VALVE IN HEAD FIREBALL DYNAFLASH EIGHT" VALVE COVER DECAL(BLACK)		B

Engine and Accessory Decals

Valve Cover Decals

			Price Code
DB0027	1942, 1949 "BUICK DYNAFLASH 8 VALVE IN HEAD FIREBALL" VALVE COVER DECAL	(BLUE)	B
DB0001	1948, 1950/53 "BUICK VALVE IN HEAD FIREBALL DYNAFLASH" VALVE COVER DECAL	(RED)	B
DB0003	1948/53 "HYDRAULIC LIFTER" VALVE COVER DECAL		K
DB0004	1950/53 "263 CU IN" VALVE COVER DECAL SER 40/50		K
DB0032	1953-55 "FIREBALL V8" VALVE COVER DECAL		A
DB0147	1966-67 "300-2" VALVE COVER DECAL		A
DB0156	1966-67 "300-4" VALVE COVER DECAL		A
DB0091	1966-67 "340-2" VALVE COVER DECAL		A
DB0063	1966-67 "340-4" VALVE COVER DECAL		A
DB0055	1968-74 "350-2" VALVE COVER DECAL		A
DB0056	1968-74 "350-4" VALVE COVER DECAL		A
DB0058	1967-70 "400-4" VALVE COVER DECAL		A
DB0072	1969 "400-4 STAGE 1" VALVE COVER DECAL		F
DB0323	1969 "400-4 STAGE 2" VALVE COVER DECAL		F
DB0054	1967-69 "430-4" VALVE COVER DECAL		A
DB0324	1967-69 "430-4 STAGE 1" VALVE COVER DECAL		F
DB0325	1967-69 "430-4 STAGE 2" VALVE COVER DECAL		F
DB0321	1973-74 "GS455" VALVE COVER DECAL (SMALL)		A
DB0322	1973-74 "GS455" VALVE COVER DECAL (LARGE)		E

Engine Compartment Decals

			Price Code
DB0038	1926-32 OIL FILTER DECAL	(XH-1)	A
DB0034	1933-36 OIL FILTER DECAL	(AC W-6)	A
DB0025	1937-42 OIL FILTER DECAL	(AC L-1)	A
DB0017	1937-56 OIL FILTER DECAL	(L-4)	A
DB0251	1946-48 OIL FILTER DECAL	(P10 C115)	A
DB0041	1946-48 OIL FILTER DECAL	(AC 6493-2)	A
DB0193	1949-50 OIL FILTER DECAL	(PF-127)	A
DB0095	1951-53 OIL FILTER DECAL	(AC P127)	A
DB0191	1953-59 OIL FILTER DECAL	BLACK (PF-122)	K
DB0192	1953-59 OIL FILTER DECAL	ORANGE (PF-122)	A
DB0026	1939-53 OIL FILLER CAP DECAL (STRAIGHT EIGHT)		K
DB0005	1953-62 OIL FILLER CAP DECAL (V-8)		K
DB0093	1963-64 BATTERY WARNING DECAL		K
DB0263	1965-66 BATTERY WARNING DECAL		K
DZ0277	"DELCO ORIGINAL EQUIPMENT" BATTERY DECAL		H
DB0065	1937-62 GENERATOR WARNING TAG		K
DB0392	1915-33 DELCO REMY COIL DECAL		H
DB0148	1963 BUICK 1961 SPECIAL ALUM ENG COOLING SYSTEM		K
DB0372	1959-60 BUICK COOLING SYSTEM DECAL		K
DB0406	1961 BUICK COOLING SYSTEM CAUTION DECAL		A
DB0070	1962-64 BUICK 1962-64 SKYLARK COOL SYSTEM DECAL		A
DB0291	1965-66 COOLING SYSTEM DECAL (CROSS FLOW)		A
DB0117	1965-66 COOLING SYSTEM DECAL (DOWNDRAFT)		A
DB0252	1970-72 COOLING SYSTEM DECAL		K
DB0144	1946-60 "BUICK" ANTIFREEZE TAG		K
DB0306	1949-60 METHANOL ANTIFREEZE TAG		A
DB0202	1961-66 "GM" ANTIFREEZE TAG		K
DB0089	1965-75 "GM" DEALER INSTALLED ANTIFREEZE DECAL		L
DB0259	1968-69 "RIVIERA" RADIATOR CAP DECAL		L
DB0051	1952-54 POWER STEERING LID DECAL		A
DB0052	1952-54 POWER STEERING PUMP PULLEY DECAL		A
DB0397	1980-83 DIESEL GLOW PLUG CAUTION DECAL	563050	A
DB0450	1953-69 FREON CHARGE AIR COND COMP TAG		K
DB0253	1955-61 HARRISON EVAP BOX AIR COND DECAL		H
DB0159	1965 HARRISON EVAP BOX AIR COND DECAL	EBA-70-65B	A
DB0160	1966 HARRISON EVAP BOX AIR COND DECAL	EBA-70-66B	A
DB0161	1967 HARRISON EVAP BOX AIR COND DECAL	EBA-70-67B	A
DB0162	1968 HARRISON EVAP BOX AIR COND DECAL	EBA-70-68B	A
DB0163	1969 HARRISON EVAP BOX AIR COND DECAL	EBA-70-69B	A
DB0164	1970 HARRISON EVAP BOX AIR COND DECAL	EBA-70-70B	A
DB0165	1971 HARRISON EVAP BOX AIR COND DECAL	EBA-70-71B	A
DB0166	1972 HARRISON EVAP BOX AIR COND DECAL	EBA-70-72B	A

Engine Compartment Decals

			Price Code
DB0403	1973 RIVIERA HARRISON EVAP BOX AC DECAL	ABE 50A-72B	A
DB0171	1973 HARRISON EVAP BOX AIR COND DECAL	EBA 070-73B	A
DB0172	1974 HARRISON EVAP BOX AIR COND DECAL	EBA 070-74B	A
DB0173	1975 HARRISON EVAP BOX AIR COND DECAL	EBA 070-75B	A
DB0174	1976 HARRISON EVAP BOX AIR COND DECAL	EBA 070-76B	A
DB0358	1977 HARRISON EVAP BOX AIR COND DECAL	ACM-050-77B	H
DB0416	1978 HARRISON AIR COND EVAP BOX DECAL	ACM 056-78B	H
DB0401	1979 HARRISON EVAP BOX AIR COND DECAL	ACM 056-79B	H
DB0355	1980 HARRISON EVAP BOX AIR COND DECAL	EBA 112-80B	H
DB0422	1981 HARRISON AIR COND EVAP BOX DECAL	EBA 070-80-81B	H
DB0354	1981 HARRISON AIR COND EVAP BOX DECAL	3042218	H
DB0419	1983 HARRISON AIR COND EVAP BOX DECAL	3048582	H
DB0168	1955-63 AIR COND COMPRESSOR WARNING DECAL		A
DB0157	1964 FRIGIDAIRE AIR COND COMPRESSOR DECAL	5910503	E
DB0167	1964-65 FRIGIDAIRE AIR COND COMPRESSOR DECAL		E
DB0082	1966 FRIGIDAIRE AIR CONDITIONER COMPRESSOR DECAL		E
DB0140	1967-68 FRIGIDAIRE AIR COND COMPRESSOR DECAL		E
DB0272	1969 FRIGIDAIRE AIR CONDITIONER COMPRESSOR DECAL		E
DB0120	1970 FRIGIDAIRE AIR CONDITIONER COMPRESSOR DECAL		E
DB0335	1971 FRIGIDAIRE AIR CONDITIONER COMPRESSOR DECAL		E
DB0169	1971 FRIGIDAIRE AIR CONDITIONER COMPRESSOR DECAL		E
DB0170	1972 FRIGIDAIRE AIR CONDITIONER COMPRESSOR DECAL		E
DB0370	1972 FRIGIDAIRE AIR COND COMPRESSOR DEC	5910789	E
DB0415	1972 FRIGIDAIRE AIR COND DRYER DECAL	1131011	A
DB0421	1973 FRIGIDAIRE AIR COND DRYER DECAL	1131011	A
DB0414	1974 FRIGIDAIRE AIR COND DRYER DECAL	1131047	A
DB0431	1977 FRIGIDAIRE AIR COND DRYER DECAL	1131076	H
DB0430	1978-80 DELCO AIR COND COMPRESSOR DECAL	1131113	H
DB0432	1978-80 DELCO AIR COND COMPRESSOR DECAL	1131125	H
DB0417	1978-80 DELCO AIR COND COMPRESSOR DECAL	1131127	H
DB0418	1978-80 DELCO AIR COND COMPRESSOR DECAL	1131129	H
DB0433	1978-80 DELCO AIR COND COMPRESSOR DECAL	1131143	H
DB0402	1978-80 DELCO AIR COND COMPRESSOR DECAL	1131193	H
DB0356	1981 DELCO AIR COND COMPRESSOR DECAL	5910738	H
DB0429	1979-80 NEW REFRIGERANT CONTROL SYSTEM DECAL		A
DB0042	1941-58 WINDSHIELD WASHER LID DECAL (TRICO)		A
DB0330	1940-50 WINDSHIELD WASHER BRKT DECAL		A
DB0175	1950-60 "GM" WINDSHIELD WASHER BRKT DECAL		K
DB0196	1953-58 "GM" AUTO WINDSHIELD WASHER LID DECAL		K
DB0069	1961-67 WINDSHIELD WASHER FILLER BOTTLE CAP DECAL		K
DB0195	1964-65 SPECIAL/SKYLARK/GS "GM" WINDSHIELD WASHER FILLER BOTTLE DECAL		J
DB0092	1961-67 "OPTKLEEN" WINDSHIELD WASHER BOTTLE DECAL		J
DB0177	1961-67 "KLEER-VIEW" WINDSHIELD WASHER BOTTLE DECAL		J
DB0178	1968-75 "GM" WINDSHLD WASHER FILLER BOTTLE DECAL		K
DB0368	1966-67 "CANADA" OIL CHANGE DECAL	733639	A
DB0210	1968-69 "CANADA" OIL CHANGE DECAL	734791	A
DB0367	1970-71 "CANADA" OIL CHANGE DECAL		A
DB0214	1968-69 "RIVIERA" HEADLIGHT INST. DECAL		K

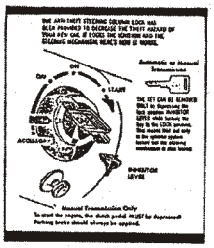
Emission Decals

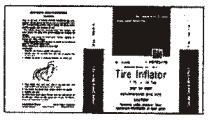
			Price Code
1966 BUICK EMISSION DECALS			
DB0447	1966 CALIFORNIA AIR INJECTION REACTOR DECAL		H
1967 BUICK EMISSION DECALS			
DB0447	1967 CALIFORNIA AIR INJECTION REACTOR DECAL		H
1968 BUICK EMISSION DECALS			
DB0287	350-2V AT EMISSION DECAL	1387181 (BE)	A
DB0286	350-2V/350-4V MT EMISSION DECAL	1387232 (BB)	A
DB0283	350-4V 400-4V AT EMISSION DECAL	1387231 (BA)	A
DB0284	400-4V AT EMISSION DECAL	1387234 (BD)	A
DB0285	400-4V/430-4V MT EMISSION DECAL	1387233 (BC)	A

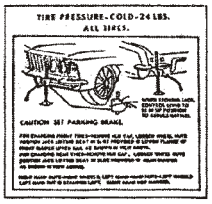
Engine and Accessory Decals

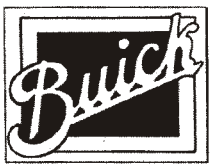
Emission Decals

			Price Code
1969 BUICK EMISSION DECALS			
DB0269	350-2V AT EMISSION DECAL	1232575 (BN)	A
DB0119	350-4V/400-4V AT EMISSION DECAL	1230548 (BG)	A
DB0285	400-4V/430-4V MT EMISSION DECAL	1387233 (BC)	A
DB0146	400-4V AT EMISSION DECAL		A
DB0118	430-4V AT EMISSION DECAL	1230547 (BH)	A
1970 BUICK EMISSION DECALS (PRODUCTION BEFORE 1-1-70)			
DB0223	350-2V AT EMISSION DECAL	1233612 (BB)	A
DB0224	350-4V AT EMISSION DECAL	1233614 (BD)	A
DB0292	455-4V STAGE 1 MT EMISSION DECAL	1234386 (BJ)	A
DB0303	455-4V STAGE 1 AT EMISSION DECAL	1233617 (BG)	A
DB0293	V-8 EVAP CONTROL EMISSION DECAL	1233613	A
1970 BUICK EMISSION DECALS (PRODUCTION AFTER 1-1-70)			
DB0297	350-4V AT HIGH-COMP EMISSION DECAL	1237012 (BH)	A
DB0408	455-4V AT EMISSION DECAL	(BO)	A
DB0050	455-4V STAGE I MT EMISSION DECAL	1237007 (BJ)	A
DB0073	455-4V STAGE I AT EMISSION DECAL	1237008 (BG)	A
1971 BUICK EMISSION DECALS			
DB0155	350-2V AT/MT EMISSION DECAL	1237190 (BA)	A
DB0281	350-4V AT EMISSION DECAL	1237195 (BF)	A
DB0282	455-4V STAGE I AT/MT EMISSION DECAL	1237198 (BG)	A
DB0254	455-4V AT/MT EMISSION DECAL	1237199 (BH)	H
1972 BUICK EMISSION DECALS			
DB0116	350-4V AT/MT EMISSION DECAL	1240254 (BC)	A
DB0456	GS 350 AT W/AIR EMISSION DECAL	1240255 (BD)	H
DB0313	455-4V AT/MT EMISSION DECAL	1240256 (BE)	A
DB0317	455-4V STAGE I AT/MT EMISSION DECAL	1240258 (BG)	A
1973 BUICK EMISSION DECALS			
DB0328	455-4V AT/MT EMISSION DECAL	1242534 (BC)	H
DB0342	455-4V STAGE I AT/MT EMISSION DECAL	1242253 (BD)	H
1974 BUICK EMISSION DECALS			
DB0412	250-1V AT/MT EMISSION DECAL	355739 (XU)	H
DB0256	455-4V AT EMISSION DECAL	1245805 (BG)	H
DB0389	455-4V STAGE I AT EMISSION DECAL	1245807 (BJ)	H
1975 BUICK EMISSION DECALS			
DB0413	350-4V AT EMISSION DECAL	1250405 (BU)	H
1976 BUICK EMISSION DECALS			
DB0332	231 AT/MT EMISSION DECAL	1251846 (BM)	H
DB0446	350-4V AT EMISSION DECAL	1254869 (BD)	H
1977 BUICK EMISSION DECALS			
DB0386	305-2V AT/MT EMISSION DECAL	460122 (AU)	H
DB0427	350-2V EMISSION DECAL	557305 (OF)	H
DB0378	350-4V AT/MT EMISSION DECAL	460125 (AY)	H
DB0384	350-4V AT EMISSION DECAL	556514 (OD)	H
DB0380	350-4V AT HI-ALT EMISSION DECAL	460128 (CB)	H
DB0411	350-4V AT CALIF EMISSION DECAL	460126 (AZ)	H
DB0316	403-4V AT EMISSION DECAL US/CAL	556519 (OT)	H
DB0382	403-4V AT EMISSION DECAL	558643 (SM)	H
DB0383	403-4V AT EMISSION DECAL	558429 (SH)	H
DB0394	403-4V AT EMISSION DECAL	5573006 (OM)	H
1978 BUICK EMISSION DECALS			
DB0377	301 AT EMISSION DECAL	100002736 (RM)	H
DB0455	301 ENGINE KEEP GM ALL GM	8996166 (PR)	A
DB0385	305-2V AT/MT EMISSION DECAL	472982 (CW)	H
DB0379	350 AT EMISSION DECAL	476338 (LM)	H
1979 BUICK EMISSION DECALS			
DB0369	350-4V AT/MT EMISSION DECAL	460125 (AY)	H
DB0452	350 AT EMISSION DECAL	BS 1264997	F
DB0315	403-4V AT EMISSION DECAL	22500543 (SX)	H









Emission Decals

			Price Code
1980 BUICK EMISSION DECALS			
DB0423	4.9 AT EMISSION DECAL	10011515 (TC)	F
1983 BUICK EMISSION DECALS			
DB0357	3.8 LITRE AT EMISSION DECAL	14065540 (DTF)	F

Interior Decals

DB0044	1936 TIRE PRESSURE DECAL (ALL)		K
DB0037	1937 TIRE PRESSURE DECAL (ALL)		K
DB0031	1938 TIRE PRESSURE DECAL (ALL)		K
DB0039	1939-47 TIRE PRESSURE DECAL (ALL)		K
DB0035	1948-50 TIRE PRESSURE DECAL (ALL)		K
DB0043	1951-52 TIRE PRESSURE DECAL (ALL)		K
DB0396	1953-55 TIRE/OIL PRESSURE DECAL (ALL)		K
DB0045	1956 JACK INST./TIRE PRESSURE DECAL (ALL)		K
DB0046	1957 JACK INST./TIRE PRESSURE DECAL (ALL)		K
DB0333	1959 JACK INST./TIRE PRESSURE DECAL (ALL)		K
DB0373	1959 TIRE AND OIL PRESSURE GLOVE BOX DECAL		A
DB0343	1960 JACK INST./TIRE PRESSURE (ALL)		A
DB0222	1961-62 TIRE AND OIL DECAL (SPECIAL)		A
DB0376	1962 JACK INST./TIRE PRESSURE DECAL	1350183	A
DB0300	1963 JACK INST./TIRE PRES ELEC/WILD/INV	1368086	A
DB0290	1963-64 JACK INST./TIRE PRES SKY/SPECIAL/GS	1381263	A
DB0299	1964 JACK INST./TIRE PRES ELEC/WILD/INV	1368086	A
DB0238	1964 JACK INST./TIRE PRESSURE RIVIERA		A
DB0229	1965 JACK INST./TIRE PRESSURE SPEC/SKY	1371094	A
DB0220	1965 JACK INST./TIRE PRESSURE DECAL RIV	1371095	A
DB0337	1966 TIRE PRESSURE DECAL (ALL EXC/WILD-GS)	1377876	A
DB0338	1966 TIRE PRESSURE DECAL (WILDCAT/GS)	1378336	A
DB0129	1967 TIRE PRESSURE DECAL (ALL)	1382672	A
DB0278	1968 TIRE PRESSURE DECAL (SPEC/SPECIAL)	1385549	A
DB0277	1968 TIRE PRESSURE DECAL (GS 400)	1385550	A
DB0279	1968 TIRE PRES DECAL LESAB\WILD\ELEC/RIVIERA	1385551	A
DB0280	1968 TIRE PRESSURE DECAL WAGON/SPRTWGN	1385552	A
DB0296	1969 TIRE PRESSURE DECAL (GS400)	1231069	A
DB0219	1969 TIRE PRESSURE DECAL (RIVIERA)	1230499	A
DB0298	1970 TIRE PRESSURE DECAL (GS455)	1234160	A
DB0057	1970 TIRE PRESSURE DECAL (SPEC/SKY/GS)	1234158	A
DB0319	1970 TIRE PRESSURE DECAL (OPEL)		A
DB0301	1970 TIRE PRESSURE DECAL ELE/LESA/WILD	1234161	A
DB0137	1970 TIRE PRESSURE DECAL (SPEC/SKY/GS)	1234162	A
DB0090	1971 TIRE PRESSURE DECAL (SPEC/SKY))	1237767	A
DB0391	1971 TIRE PRESSURE/MAINT DECAL GS455	BC 1238960	A
DB0126	1972 TIRE/MAINTENANCE DECAL (EX GS)	BF 1240537	A
DB0201	1972 TIRE/MAINTENANCE DECAL (GS)	1241012	A
DB0128	1973 TIRE PRESSURE DECAL (ELEC/LESAB)	BP 1246051	A
DB0112	1973-74 TIRE PRESSURE ELECT/LESAB/RIV	BL 1247186	A
DB0428	1975-77 TIRE PRESSURE ELEC/LESAB/RIVIERA	BM 1257363	A
DB0435	1969-74 VEHICLE CERTIFICATION DECAL KIT	3975433	C
DB0454	1975 GM VEHICLE CERTIFICATION DECAL KIT		C
DB0436	1976-77 VEHICLE CERTIFICATION DECAL KIT	354048	C
DB0040	1936-58 GLOVE BOX DOOR KEY INST. DECAL		M
DB0064	1937-59 GLOVE BOX DOOR COMPASS INST. DECAL		M
DB0208	1973-74 GLOVE BOX FUEL RECOMMENDATION DEC339203		K
DB0221	1961-62 LACQUER PAINT GLOVE BOX DECAL (SPECIAL)		A
DB0143	1975-76 PUSH START WARNING DECAL	360225	L
DB0274	1976-77 HEADLIGHT DIMMER INST. TAG	491863	K
DB0459	1977-78 HEADLIGHT DIMMER INST. TAG	556572	E
DB0267	1958 2-SPEED WINDSHIELD WIPER INST. TAG	V5677-2	K
DB0015	1967-72 GM MARK OF EXCELLANCE DOOR DECAL		J
DB0420	1967-72 GM MARK OF EXCELLANCE METAL PLATE AS/ORG		F
DB0020	1936-56 NEW VEHICLE OWNERS IDENTIFICATION CARD		J
DB0307	1937-54 NEW CAR BREAK-IN INST. TAG		K
DB0233	1940 NEW VEHICLE INSPECTION/ ADJUST SHEET	BPS622	J
DB0305	1966-69 NEW VEHICLE FACTORY BUILD SHEET		A
DB0344	1963-64 NEW VEHICLE WINDOW PRICE STICKER		A

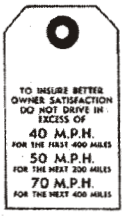
Engine and Accessory Decals

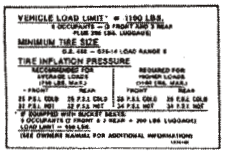
Interior Decals

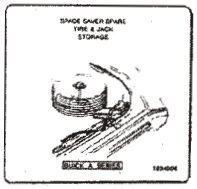
			Price Code
DB0345	1965-66 NEW VEHICLE WINDOW PRICE STICKER		A
DB0318	1967 NEW VEHICLE WINDOW PRICE STICKER		A
DB0387	1968 NEW VEHICLE WINDOW PRICE STICKER		A
DB0098	1971-74 NEW VEHICLE WINDOW PRICE STICKER		A
DB0458	1977-78 NEW VEHICLE WINDOW PRICE STICKER	125838	E
DB0350	1960 GM NEW VEHICLE RETAIL PRICE BOOKLET		K
DB0349	1964 GM NEW VEHICLE RETAIL PRICE BOOKLET		K
DB0352	1965 GM NEW VEHICLE RETAIL PRICE BOOKLET		K
DB0353	1966 GM NEW VEHICLE RETAIL PRICE BOOKLET		K
DB0351	1971 GM NEW VEHICLE RETAIL PRICE BOOKLET		K
DB0179	1940 ELECTRIC CLOCK INST. FOLDER	20037	K
DB0393	1954-63 ELECTRIC ANTENNA INST. TAG	5910645	K
DB0360	1967 ALL WEATHER CLIMATE CONTROL TAG	1371552	A
DB0203	1968-70 ALL WEATHER CLIMATE CONTROL TAG	1385359	A
DB0207	1972-73 AIR CONDITIONER INST. TAG	1240090	E
DB0326	1953-63 "AIR CONDITIONED" BY BUICK WINDOW DECAL		A
DB0066	1938-49 TIRE AND WHEEL INST. GLOVE BOX CARD		J
DB0067	1938-49 OIL AND TIRE INST. TAG		K
DB0061	1971-73 ENGINE STARTING INST. TAG	1237075	K
DB0398	1980-86 DIESEL START INST. WARNING DECAL	22514721	A
DB0068	1937-56 LIGHTER INST. TAG		J
DB0395	1968-70 LUGGAGE RACK INSTRUCTION TAG		A
DB0448	1960-66 SEAT BELT INSTRUCTION TAG		E
DB0371	1968 "FASTEN SEAT BELT" DECAL (RIVIERA)		K
DB0218	1969 LIGHTER RESET INST. DECAL (RIVIERA)		K
DB0348	1965-68 LITTER BOX DECAL		K
DB0094	1940-54 GLOVE BOX CHROME CARE INST. TAG		J
DB0047	1958-59 AUTRONIC EYE INST. TAG		J
DB0231	1939-54 NEW VEHICLE BATTERY WARRANTY CERTIFICATE		J
DB0271	1955-60 DELCO BATTERY OWNERS CERTIFICATE	755	J
DB0239	1961-64 DELCO BATTERY OWNERS CERTIFICATE	748	J
DB0240	1965-68 DELCO BATTERY OWNERS CERTIFICATE	750	J
DB0230	1936-54 NEW VEHICLE SERVICE POLICY	BPS602A	J
DB0226	1937-41 NEW VEHICLE OWNERS MANUAL ENVELOPE		K
DB0434	1942-50 NEW VEHICLE OWNERS MANUAL ENVELOPE		A
DB0257	1969-72 IGN LOCK/START INST. SLEEVE "6"	3964572	A
DB0244	1969-72 IGN LOCK/START INST. SLEEVE "7"	3961389	A
DB0275	1972 SEAT BELT INST. SLEEVE (SKYLARK) 9623961		A
DB0381	1973 UNLEADED FUEL SUN VISOR SLEEVE	1242876	A
DB0258	1973-74 IGNITION LOCK INST. SLEEVE	738563	A
DB0232	1975-77 SUN VISOR STARTING INST. SLEEVE	1246263	A
DB0294	1974-76 SUN VISOR STARTING INST. DECAL	345532	K
DB0426	1977 CATALYTIC CONVERTER DECAL	557269	A

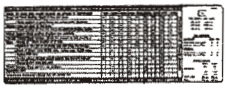
Trunk Compartment Decals

DB0105	1938-41 JACK INST. DECAL		K
DB0106	1942-48 JACK INST. DECAL		K
DB0104	1955 JACK INST. (ALL)		K
DB0409	1956-57 JACK INSTRUCTION TAG	1171417	A
DB0045	1956 JACK INST./TIRE PRESSURE DECAL (ALL)		K
DB0046	1957 JACK INST./TIRE PRESSURE DECAL (ALL)		K
DB0103	1958 JACK INST. (ALL)		K
DB0333	1959 JACK INST./TIRE PRESSURE DECAL (ALL)		K
DB0343	1960 JACK INST./TIRE PRESSURE DECAL (ALL)		A
DB0376	1962 JACK INST./TIRE PRESS ELE/INV/WILD	1350183	A
DB0300	1963 JACK INST./TIRE PRESS ELE/INV/WILD	1368086	A
DB0299	1964 JACK INST./TIRE PRESS ELE/INV/WILD	1368086	A
DB0059	1965 JACK INST. (ELECTRA/LESAB/WILDCAT)	1371093	K
DB0060	1966 JACK INST. (ELECTRA/LESAB/WILDCAT)	1377005	K
DB0132	1967 JACK INST. (ELECTRA/LESAB/WILDCAT)	1391264	K
DB0133	1968 JACK INST. (ELECTRA/LESAB/WILDCAT)	1385683	K
DB0135	1969 JACK INST. (ELECTRA/LESAB/WILDCAT)	1385591	K
DB0136	1970 JACK INST. (ELECTRA/LESAB/WILDCAT)	1234879	K
DB0138	1972 JACK INST. (ELEC/LESAB/CENT)	1239542	K
DB0113	1972 CONVERTIBLE JACK INST. (ELECTRA/LESABRE/CENTURION)	1239541	K









Trunk Compartment Decals

			Price Code
DB0198	1973 JACK INST. (ELECTRA/LESAB/CENT)	1242273	K
DB0197	1973 TIRE STOWAGE REGULAR WHEEL ELECTRA/LESABRE/CENTURION)	1242319	K
DB0237	1973 TIRE STOWAGE SPECIALTY WHEEL (ELECTRA/LESABRE/CENTURION)	1242320	K
DB0131	1974 JACK INST. (ELECTRA/LESABRE)	1245844	K
DB0130	1974 TIRE STOWAGE SPECIALTY WHEEL (ELECTRA/LESABRE)	1246614	K
DB0142	1974 CONVERTIBLE TIRE STOWAGE REGULAR WHEEL (ELECTRA/LESABRE/CEN)	1246616	K
DB0125	1975-76 JACK INST. (ELECTRA/LESABRE)	1248508	K
DB0141	1975-76 TIRE STOWAGE REGULAR WHEEL (ELECTRA/LESABRE/CEN)	1242372	K
DB0449	1977 JACK INST. (LASABRE)	375632	A
DB0451	1977-89 JACK INST. (STATION WAGON)		H
DB0139	1978-79 JACK INST. REG & SPACE (ELECTRA)	375632	A

SPECIAL/GS/SKYLARK

DB0215	1961 JACK INST./TIRE PRESSURE (SPECIAL)	1347985	K
DB0150	1962 JACK INST. (SPECIAL)	1351035	K
DB0290	1963-64 JACK INST./TIRE PRESS SKY/SPEC	1359388	A
DB0229	1965 JACK INST./TIRE PRESS SKY/SPEC	1371094	A
DB0121	1966 JACK INST. (GS/SKYLARK/SPEPECIAL)	1377006	K
DB0289	1967 JACK INST. (GS/SKYLARK/SPECIAL)	1381263	K
DB0268	1968-69 JACK INST. (GS/SKYLARK/SPECIAL)	1385591	K
DB0049	1970 JACK INST. (GS/SKYLARK/SPECIAL)	1234877	K
DB0388	1970 SPACE SAVER SPARE TIRE STOWAGE	1234906	K
DB0053	1971 JACK INST. (GS/SKYLARK/SPECIAL)	12371-M	K
DB0329	1972 JACK INST. (GS/SKYLARK/SPECIAL)	1241776	K
DB0288	1973-78 TIRE STOWAGE SPECIALTY WHEEL (CENTURY/REGAL)	1242318	K
DB0265	1973-78 TIRE STOWAGE REGULAR WHEEL (CENTURY/REGAL)	1242317	K
DB0183	1974 JACK INST. (CENTURY/REGAL)	1245843	K
DB0182	1975 JACK INST. (CENTURY/REGAL)	1248506	K
DB0181	1976 JACK INST. (CENTURY/REGAL)	1251759	K

RIVIERA

DB0111	1963 JACK INST. (RIVIERA)		K
DB0238	1964 JACK INST./TIRE PRESS (RIVIERA)		A
DB0220	1965 JACK INST./TIRE PRESSURE (RIVIERA)	1371095	A
DB0199	1965 JACK INST. (RIVIERA GS)	137109	K
DB0122	1966-67 JACK INST. (RIVIERA)	1377003	K
DB0217	1969 JACK INST. (RIVIERA)	1230499	K
DB0334	1970 JACK INST. (RIVIERA)	1234880	K
DB0425	1971 JACK INST. (RIVIERA)	1238417	A
DB0134	1972 JACK INST. (RIVIERA)	1239538	K
DB0255	1973 JACK INST. (RIVIERA)	1242276	A
DB0237	1973 TIRE STOWAGE SPECIALTY WHEEL	1242320	A
DB0197	1973 TIRE STOWAGE REG WHEEL (RIVIERA)	1242319	A
DB0114	1974 JACK INST. (RIVIERA)	1245845	A
DB0115	1974 TIRE STOWAGE REG WHEEL (RIVIERA)	1246615	A

APOLLO

DB0235	1974 JACK INST. (APOLLO SEDAN/COUPE)	341042	K
DB0151	1974 JACK INST. (APOLLO HATCHBACK)	341041	K
DB0236	1975-78 JACK INST. REG/SPACE (APOLLO)356618		K

MISC. TRUNK COMPARTMENT

DB0404	1949 INST. TAG FOR JACK		A
DB0234	1959-61 JACK DECAL (ALL)		K
DB0314	1962-64 JACK BASE DECAL (ALL)		K
DB0243	1983 TRUNK WHEEL COVER INST. (CENTURY)	25506337	K
DB0152	1973-77 SPACE SAVER SPARE CAUTION DECAL	L-98	K
DB0154	1973-77 SPACE SAVER SPARE INFLATOR DECAL	486506	A
DB0400	1970-72 SPACE SAVER SPARE INFLATOR DECAL	9793470	A
DB0127	1980-81 ALUMINUM WHEEL INST. DEC	10000182	K
DB0048	1957-60 AIR SUSPENSION TRUNK DECAL		L
DB0262	1971-73 GM CANADA LIMITED SLIP DECAL		A
DB0153	1973-74 HATCHBACK (APOLLO) LID INST. DECAL	1704575	A

Engine and Accessory Decals

Chassis and Body Decals

			Price Code
DB0327	BUICK SHIELD 1 1/2" WHEEL CENTER DECAL	SILVER	K
DB0176	BUICK SHIELD 2 7/8" WHEEL CENTER DECAL	BLACK	A
DB0302	1970 GAS CAP CAUTION DECAL CALIFORNIA CARS 480665		A
DB0374	1970-71 FRAME DECAL KIT (SKYLARK-GS)		A
DZ0008	UNLEADED GASOLINE ONLY 5" STRAIGHT WHITE		J
DZ0009	UNLEADED GASOLINE ONLY 5" STRAIGHT BLACK		J
DZ0013	UNLEADED GASOLINE ONLY 5" STRAIGHT BLACK-WHITE		J
DZ0012	UNLEADED FUEL ONLY 4" STRAIGHT	BLACK-SILVER	J
DZ0010	UNLEADED FUEL ONLY 3" CURVED	WHITE	J
DZ0011	UNLEADED FUEL ONLY 3" CURVED	BLACK	J

Exterior Decals

DB0123	1970 "GSX" QUARTER PANEL DECAL		C
DB0124	1970 "GSX" REAR SPOILER DECAL		N
DB0200	1973-74 "GRAN SPORT" QUARTER PANEL DECAL	WHITE	C
DB0225	1973-74 "GRAN SPORT" QUARTER PANEL DECAL	BLACK	C
DB0242	1973-74 "GRAN SPORT" QUARTER PANEL DECAL	WHITE/REF	C
DB0209	1975 "GRAN SPORT" QUARTER PANEL DECAL	GLD/BLK	C

Stripe Kits

SK0001	1973 "GRAN SPORT" DECK LID STRIPE KIT	BLACK	O
SK0002	1973 "GRAN SPORT" DECK LID STRIPE KIT	SILVER	O
SK0032	1974 "GRAN SPORT" DECK LID STRIPE KIT	BLACK	O
SK0033	1974 "GRAN SPORT" DECK LID STRIPE KIT	WHITE	O

Miscellaneous Decals

DB0074	10" SQUARE OLD STYLE BUICK EXTERIOR DECAL	F
DB0359	10" ROUND "BUICK VALVE IN HEAD AUTHORIZED SERVICE" EXTERIOR DECAL	B

Bumper Stickers

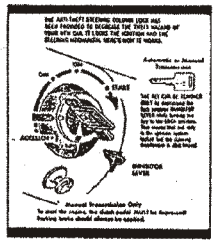
BS0063	YOU DRIVE A FORD, HA! HA! HA!	J
BS0064	YOU DRIVE A CHEVY, HA! HA! HA	J
BS0065	YOU DRIVE A MOPAR, HA! HA! HA!	J
BS0066	I'D RATHER EAT WORMS THAN DRIVE A FORD	J
BS0067	I'D RATHER EAT WORMS THAN DRIVE A CHEVY	J
BS0068	I'D RATHER EAT WORMS THAN DRIVE A MOPAR	J
BS0069	FRIENDS DON'T LET FRIENDS DRIVE CHEVYS	J
BS0070	FRIENDS DON'T LET FRIENDS DRIVE FORDS	J
BS0071	FRIENDS DON'T LET FRIENDS DRIVE MOPARS	J

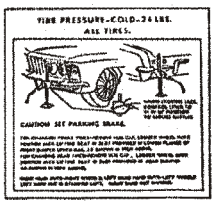
Magnetic Signs

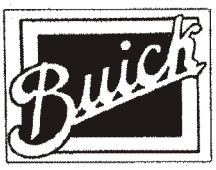
MM0002	LOOK, BUT PLEASE DON'T TOUCH	A
MM0003	LOOK AND ENJOY, BUT PLEASE DON'T TOUCH	A
MM0005	YOU TOUCHA "DIS MACHINE, I SMASHA YOU FACE	A

Sales Literature

MP0031	1967 SKYLARK/SPECIAL/GS400 ILLUSTRATED FACTS AND FEATURE MANUAL	P







Sales Literature

		Price Code
MP0375	1968 SKYLARK/SPECIAL/GS ILLUSTRATED FACTS AND FEATURE MANUAL	P
MP0361	1969 SKYLARK/SPECIAL/GS ILLUSTRATED FACTS AND FEATURE MANUAL	P

Owners Manuals

Please Call For Price & Availability

Convertible Top Manuals

SF0108	1942-48 GM CONVERTIBLE TOP INST. MANUAL	B
SF0117	1949 GM CONVERTIBLE TOP INST. MANUAL	B
SF0096	1954 GM CONVERTIBLE TOP INST. MANUAL	B
SF0069	1955 GM CONVERTIBLE TOP INST. MANUAL	B
SF0073	1956 GM CONVERTIBLE TOP INST. MANUAL	B
SF0079	1957 GM CONVERTIBLE TOP INST. MANUAL	B
SF0097	1958 GM CONVERTIBLE TOP INST. MANUAL	B
SF0098	1959 GM CONVERTIBLE TOP INST. MANUAL	B
SF0099	1960 GM CONVERTIBLE TOP INST. MANUAL	B
SF0100	1961 GM CONVERTIBLE TOP INST. MANUAL	B
SF0101	1962 GM CONVERTIBLE TOP INST. MANUAL	B
SF0102	1963 GM CONVERTIBLE TOP INST. MANUAL	B
SF0103	1964 GM CONVERTIBLE TOP INST. MANUAL	B
SF0104	1965 GM CONVERTIBLE TOP INST. MANUAL	B
SF0105	1966 GM CONVERTIBLE TOP INST. MANUAL	B
SF0106	1967 GM CONVERTIBLE TOP INST. MANUAL	B
SF0107	1968 GM CONVERTIBLE TOP INST. MANUAL	B

Wiring Diagram Manuals

MP0225	1966 SKYLARK/GS/SPECIAL WIRING DIAGRAM MANUAL	B
MP0230	1967 SKYLARK/GS/SPECIAL WIRING DIAGRAM MANUAL	B
MP0231	1968 SKYLARK/GS/SPECIAL WIRING DIAGRAM MANUAL	B
MP0232	1969 SKYLARK/GS/SPECIAL WIRING DIAGRAM MANUAL	B

Service and Parts Manuals

SM0141	1934 FISHER BODY SERVICE MANUAL	C
SM0125	1935-36 FISHER BODY SERVICE MANUAL	Q
SM0126	1937-38 FISHER BODY SERVICE MANUAL	Q
SM0127	1939-40 FISHER BODY SERVICE MANUAL	Q
SM0142	1946-47 FISHER BODY SERVICE MANUAL	Q
SM0107	1966 FISHER BODY SERVICE MANUAL	R
SM0089	1967 FISHER BODY SERVICE MANUAL	R
SM0100	1968 FISHER BODY SERVICE MANUAL	R
SM0106	1969 FISHER BODY SERVICE MANUAL	R
SM0129	1970 FISHER BODY SERVICE MANUAL	R
SM0132	1970 "F" BODY FISHER SERVICE MANUAL	C

Other Service and Parts Manuals Available
Please Call For Pricing

Engine and Accessory Decal Pricing

Below is the list of price codes for the decals on the previous pages. Please note that some special order decals may require additional shipping charges, please inquire when ordering.

A	$ 3.95	**F**	$ 5.69	**K**	$ 3.39	**P**	$ 7.89
B	$ 6.79	**G**	$ 13.59	**L**	$ 2.99	**Q**	$ 16.95
C	$ 11.39	**H**	$ 5.10	**M**	$ 1.19	**R**	$ 33.95
D	$ 9.05	**I**	$ 7.95	**N**	$ 10.19		
E	$ 4.59	**J**	$ 2.85	**O**	$113.00		

Buick Emblems

BUA30

BUA54A

BUA25-2

P/N	YEARS	DESCRIPTION	GM CAST or PART NO.	PRICE
BUA000	66	Gran Sport Grille Emblem		$ 28.50
BUA01	67 & 69	“GS” Grille Emblem		$ 23.00
BUA01A	68	“GS” Skylark Grille Emblem		$ 27.50
BUA02	71	“G.S. By Buick” Grille Emblem		$ 28.50
BUA09	69	G.S. Hood “Stage 1” Emblem		$ 20.85
BUA20	69	Skylark Front Fender Louvers (3 per side) Specify RH or LH		$ 25.00
BUA21	70	G.S. Grille Name Plate	1231818	$ 28.50
BUA23	70-72	“Buick Motor Division” G.S. Front Fender Emblem (without 455 option)	P/N 1394716	$ 18.50
BUA25A	73-75	“Stage 1” Front Fender Emblem (Pin location - close together, 1-15/16” apart)	1233062	$ 36.75
BUA25B	70-72	“Stage 1” Front Fender Emblem (Pin location - far apart, 5-5/16” apart)	1243120	$ 36.75
BUA25-2	70-72	“Stage 2” Front Fender Emblem (same as “Stage 1” close pins)		$ 36.75
BUA27	65	Large Bird “Skylark” Front Fender Emblem	1370746 (RH) 1370747 (LH)	$ 20.00
BUA28	70	“GS” Door Panel Emblem		$ 13.50
BUA28A	71	“GS” Door Panel Emblem		$ 20.85
BUA29	66	“GS” Dash Emblem		$ 13.50
BUA30	68-73	“GS” Front Fender Emblem. Fits : 68 Skylark G.S., 71-72 Skylark G.S., 71-72 Riviera & 73 Century G.S. May also be correct for other applications.		$ 20.00

Buick Emblems

P/N	YEARS	DESCRIPTION	GM CAST or PART NO.	PRICE
BUA31		4 Speed Console Shift Pattern		$ 14.25
BUA32	66	"Skylark" with Long Bird, Dash Emblem		$ 20.00
BUA33	66	"Gran Sport" Rear End Panel Emblem		$ 25.00
BUA34	67	G.S. 400 Dash Emblem		$ 20.85
BUA35	68 & 72	"350" Front Fender Emblem (1968) "350" Quarter Panel & Trunk Emblem (1972)		$ 17.50
BUA36	64-66	"Skylark" Quarter & Sail Panel Emblem Should also fit Roof Panel Location	P/N 1365464	$ 19.25
BUA38	67	"Skylark" Quarter Panel Emblem		$ 22.25
BUA39	67 & 68	"400" Quarter Panel Emblem (1967) "400" Front Fender Emblem (1968)		$ 17.50
BUA40	68-72	"Skylark" Quarter Panel Emblem		$ 22.25
BUA42	70-72	Skylark and LeSabre (71-72) "Custom" Quarter Panel Emblem		$ 20.00
BUA46	75	"Skylark" Quarter Panel Emblem (4 posts)	1700901	$ 19.25
BUA47		"SR" Quarter Panel Emblem		$ 15.00
BUA48	64	Small Bird "Skylark" Quarter Panel Emblem	4432850 (RH) 4432851 (LH)	$ 16.95
BUA49	64	"Skylark" Trunk Emblem		$ 19.25
BUA50	68-70	"Skylark" Trunk Emblem		$ 20.00
BUA52	69	G.S. Trunk Lock Escution & Cover with Spring		$ 63.50
BUA53	71	"BY Buick" G.S. Trunk Lid Emblem	P/N 1378552	$ 20.00
BUA54	70-72	G.S. Trunk Emblem, Fits Skylark		$ 20.00
BUA54A	72	"Buick" Rear Bumper Emblem (ALL Skylark models including station wagon)	P/N 1394998 1239747	$ 31.75
BUA55	65	"Gran Sport" Skylark Grille Emblem		$ 30.00
BUA56	65	Small word "Gran Sport" Front Fender & Tail Panel Emblem		$ 20.00
BUA57	65	"Gran Sport" on Black Background *Convertible* - on quarter panel, *Hard Top* - on sail panel. (2 posts)	4545569	$ 25.00
BUA58	66	Long Bird "Skylark" Quarter Panel Emblem	7600962 (RH) 7600963 (LH)	$ 19.25
BUA59	65	"Gran Sport" Skylark Trunk Emblem		$ 25.00
BUA60	73-75	Light Monitor Cover (Electra)		$ 20.00
BUAG39	66	G.S. Block Letters (2 posts), Fits Skylark & Riviera		$ 22.50
BUA39AG	66	G.S. Block Letters (3 posts)		$ 21.75
BUAR42		G.S. Same Size as 1970 G.S. Front Fender - Only half the thickness with 1/8" post	1381655	$ 20.00
BUF010	66	Wildcat Hood Emblem		$ 33.50
BUF02	1949	"Roadmaster" Front Bumper Emblem		$ 20.95
BUF04	1949	"Super" Front Bumper Emblem		$ 20.95
BUF06	1949	"Special" Front Bumper Emblem		$ 20.95
BUF11	1955-56	"Special" Script Emblem (round posts)	P/N 1172064	$ 46.75
BUF12		"Special" Script Emblem (square posts)		$ 46.75
BUF25	1959	"Electra" Emblem		$ 18.50

Buick Emblems

P/N	YEARS	DESCRIPTION	GM CAST NO.	PRICE
BUF26	59	"Invicta" Emblem		$ 18.50
BUF27	59	"225" Emblem		$ 13.50
BUF030	70	"Wildcat" Front Fender Script Emblem		$ 22.50
BUF45	73	"455". Century Front Fender Emblem, Thin	1243122	$ 21.75
BUF46	73	"455". Century Front Fender Emblem, Thick	1243118	$ 21.75
BUR010	64-65	Riviera Hood Emblem		$ 26.75
BUR11	64-67	Riviera Front Fender and Possible Hood Emblem (7 pin locations on back)	1356961	$ 22.25
BUR12	71-73	Riviera Front Fender Emblem		$ 22.25
BUR20	71-72	Riviera Trunk Emblem		$ 23.00
BUR25	66-67	Riviera Trunk Emblem (4 pin locations on back)	7652585 & 7585480	$ 22.25
BUR030	71-73	"Riviera By Buick" Trunk Lid Emblem		$ 23.00
H001		Hurst Equipped		$ 21.75

BUA000

BUA01A

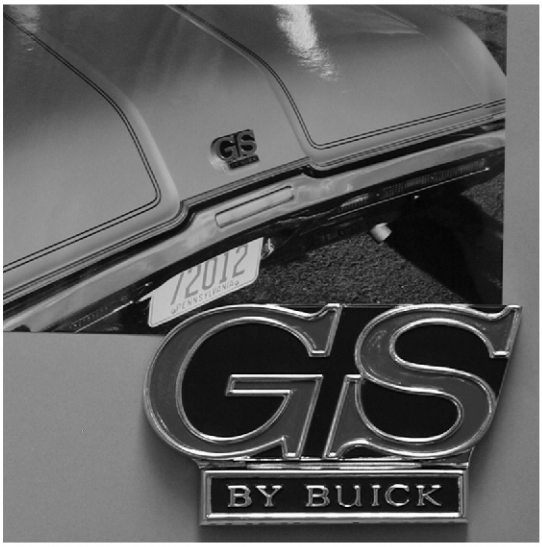
BUA28

BUA33

BUA55

BUA59

BUA29



BUA52

Buick Emblems

BUA35

BUA39

BUA23

BUA09

BUR010

BUA53

BUA54A

BUA38

BUA36

BUF010

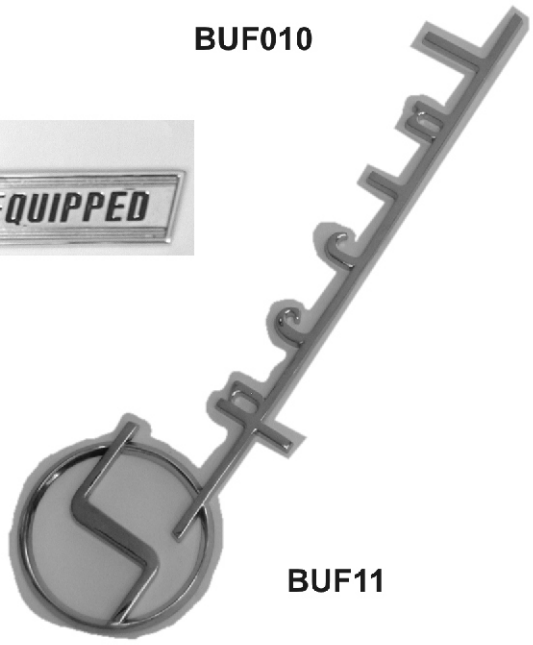
BUA42

BUR012

H001

BUR020

BUF06



BUF11

Precision Measuring Tools

COMING SOON...

TA 4000 Series

Calipers, Micrometers, Torque Wrenches,
Dial Indicators, Etc...
Please Inquire

Block Preparation Tools

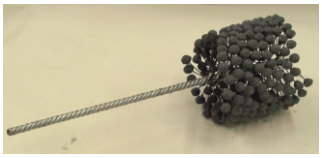
TA offers those specialty tools required for building high quality performance engines. Items like our Torque Plates and Drill Jigs are available for purchase or as rentals.

Part Nos.

TORQUE / HONE PLATES

TA 4100	400-430-455 Buick Torque (Hone) Plate, Steel, *Purchase*	$ 375.00
TA 4100R	400-430-455 Buick Torque (Hone) Plate, Steel, *Rental*	$ 50.00*
TA 4101	400-430-455 Buick Torque (Hone) Plate, Aluminum, *Purchase*	$ 485.00
TA 4102	455 Oldsmobile Torque (Hone) Plate, Steel, *Purchase*	$ 340.00
TA 4102R	455 Oldsmobile Torque (Hone) Plate, Steel, *Rental*	$ 50.00
TA 4103	350 Buick Torque (Hone) Plate, Steel, *Purchase*	$ 365.00
TA 4103R	350 Buick Torque (Hone) Plate, Steel, Rental	$ 50.00*
TA 4104	225-231-252 Buick (14 bolt) Torque (Hone) Plate, Steel, *Purchase*	$ 325.00
TA 4104R	225-231-252 Buick (14 bolt) Torque (Hone) Plate, Steel, Rental	$ 50.00*
TA 4105	225-231-252 Buick (14 bolt) Torque (Hone) Plate, Steel, *Purchase*	$ 365.00
TA 4105R	225-231-252 Buick (14 bolt) Torque (Hone) Plate, Steel, *Rental*	$ 50.00*

* A refundable security deposit also applies



TA 4125

BALL HONES

TA 4125	Cylinder Ball Hone, please specify grit and bore size required	$ CALL

DRILL FIXTURES

TA 4130	400-430-455 Drill Jig, Extra Head Bolts, *Purchase*	$150.00
TA 4130R	400-430-455 Drill Jig, Extra Head Bolts, *Rental*	$ 25.00*

* A refundable security deposit also applies

DRILL BITS

TA 2060	Oil Gallery Drill Bit Kit, Includes TA 2061, TA 2062, TA 2062B	$ 65.00
TA 2060A	Oil Gallery Drill Bit Kit, Includes TA 2061, TA 2062, TA 2062A	$ 65.00
TA 2061	Oil Gallery Drill Bit, 11/32”, 6 inch long	$ 15.00
TA 2062	Oil Gallery Drill Bit, 1/2”, 12 inch long	$ 25.00
TA 2062A	Oil Gallery Drill Bit, 9/16”, 12 inch long	$ 25.00
TA 2062B	Oil Gallery Drill Bit, 5/8”, 12 inch long	$ 30.00

TA 2060

TA 4130

TA 4100

Pistons & Rings

TA 4200	Piston Ring installation pliers	$ CALL
TA 4210	Piston Ring Gapping Tool, manual	$ CALL
TA 4211	Piston Ring Gapping Tool, electric	$ CALL
TA 4215	Ring Compressor, Bore Specific, 4.350”	$ CALL
TA 4230	Ring Compressor, Universal	$ CALL

Rotating Assembly

TA 4300	Rod Bolt Extenders	$ CALL
TA 4320	Rod Bolt Stretch Gauge	$ CALL

Camshaft

TA 4400	Cam Bearing Installation Tool Set	$ 320.00
TA 4410	Pro Camshaft Degree Wheel Kit Fits 7/16 & 1/2 & 5/8 & 3/4 crank bolts	$ 45.00

TA 4400

TA 4410

Valve Train

TA 2124	V6 Street Eliminator Valve Spring Compressor.....	$ 135.00
TA 2125	V6 & V8 Valve Spring Compressor	$ 85.00

TA 2125

TA 2124

Head Porting

Also available from TA Performance, burs and cartridge rolls for porting heads intakes and other areas of a performance engine.

We also have scribe plates for laying out the combustion chamber

BURS

Part Nos.		
BURBS3	Ball Shape 3”.....	$ 20.00
BURBS6	Ball Shape 6”.....	$ 28.00
BURBSNF6	Ball Shape 6”, NF	$ 28.00
BURCSR3	Cylinder Shape, Radius End 3”.....	$ 28.00
BURCSR6	Cylinder Shape, Radius End 6”.....	$ 40.00
BURCSRNF3	Cylinder Shape, Radius End 3”, NF	$ 34.00
BURCSRNF6	Cylinder Shape, Radius End 6”, NF	$ 44.00
BURFS3	Flame Shape 3”	$ 37.00
BURFS6	Flame Shape 6”	$ 52.00
BURFSNF3	Flame Shape 3”, NF	$ 50.00
BURFSNF6	Flame Shape 6”, NF	$ 59.00
BUROS3	Oval Shape 3”	$ 26.00
BUROS6	Oval Shape 6”	$ 37.00
BUROSNF3	Oval Shape 3”, NF	$ 31.00
BUROSNF6	Oval Shape 6”, NF	$ 48.00

NF = Non Ferrous - use with aluminum

Cartridge Sanding Rolls

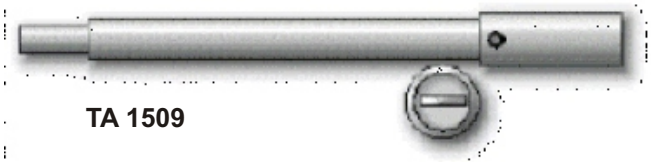
Part Nos.	Grit	Dia.	Length	Mandrel	Price
TA 4640A	40	3/8”	1-1/2”	1/8”	$ .50 ea
TA 4660A	60	1/2”	2”	1/8”	$ .50 ea
TA 4660B	60	5/8”	2”	1/8”	$ .50 ea

TA 4600A 1/8” Mandrel, 1/4” shank, 5” long ..... $ 10.00
Use with above Cartridge rolls

Miscellaneous Tools

TA 1509 Oil Pump Primer Tool, fits all Buick V6 & V8 ..... $ 25.00
Recommended for all Buick Engines - it is essential to prime the oil pump before the initial start-up of a fresh engine, re-built oil pump or cam change.

TA 4900 Engine Cleaning Brush Kit ..... $ CALL



TA 1509

TA Performance Products, Inc. - 16167 N. 81st St., Scottsdale, AZ 85260
480-922-6807 480-922-6811 (fax) www.TAPERFORMANCE.com

ORDER FORM

BILLING Address

Name _____

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SHIP TO Address

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City _____ State _____ Zip _____

Home Phone _____ Day Phone _____ Fax _____ E-Mail _____

Application, *Year, Make, Model, Engine Size, etc.* _____

Quantitiy	Part No.	Description	Unit Price	Total Price

MC / Visa / Discover card # _____

Expiration Date _____ **3 Digit CVV code** _____

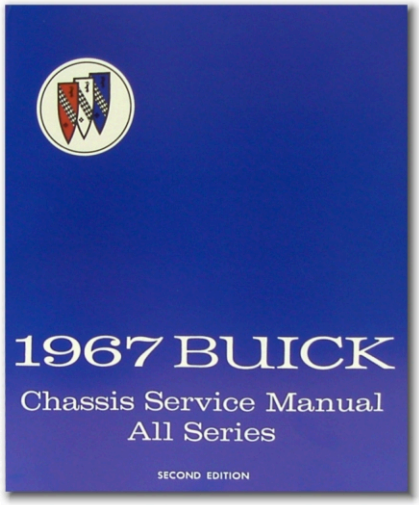
Cardholder Signature _____

** Please be advised, we can not accept “Debit” types of cards, those that are linked to a checking account.

Total Order	
Shipping Costs (call for quote)	
Sales Tax / AZ Res. add 7.95%	
Total Due	

Money Orders and Cashier’s Checks will be processed upon receipt, Personal or Business Checks will be held 10 Business Days

Service Manuals



Authorized high quality (not photocopied) re-productions of the Buick Service Manuals originally used by the dealerships. Includes all the color coded pull out schematics for the electrical system. Also covers all the accessories and options as well as the engine, transmission and rear end

.

Part Nos.

TA 3067	1967 Buick, All Models, Service Manual	$79.00
TA 3068	1968 Buick, All Models, Service Manual	$79.00
TA 3069	1969 Buick, All Models, Service Manual	$79.00
TA 3070	1970 Buick, All Models, Service Manual	$79.00
TA 3071	1971 Buick, All Models, Service Manual	$79.00
TA 3072	1972 Buick, All Models, Service Manual	$79.00

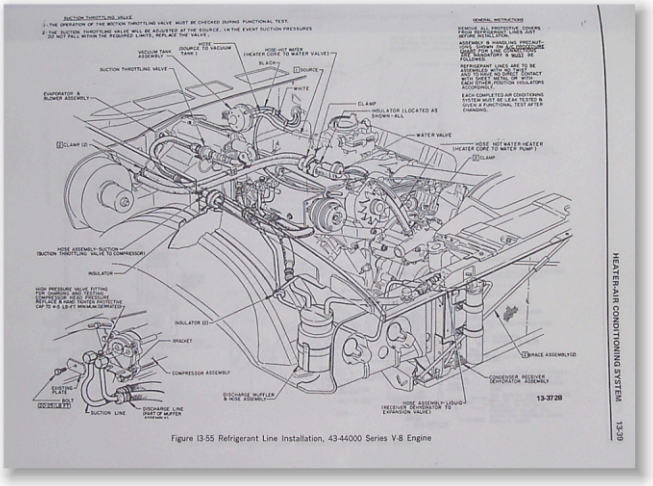
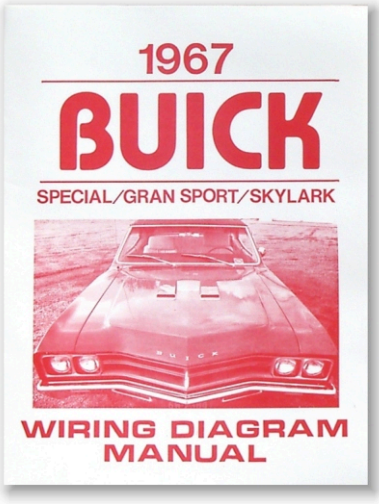


Figure 13-55 Refrigerant Line Installation, 43-44000 Series V-8 Engine



Service Manuals available for other makes!
Please Inquire

Wiring Diagrams available for some models!
Please See Page 141!

CHILTON'S Repair Manuals

Covers ALL domestic cars of that generation. Includes codes, identification, repair procedures and technical illustrations. Extensive transmission, rear end and carburetor sections.

Available for : 1954-1963
1964-1971
1972-1979

Please Inquire

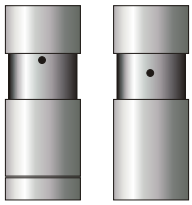
Notes About Lifters

In late 2003 certain Buick type lifters were discontinued. Other compatible lifters are now available, the only difference being the position of the pushrod cup. We have developed a chart comparing the different lifters and the difference in pushrod length required. This will be a guide for the length of pushrod required but NOT a substitution for measuring for the correct length.

LIFTER TYPE	Starting Point For Amount To Add To Pushrod Length: COMPARED TO HYDRAULIC	COMPARED TO PREVIOUS SOLID**
Previous TA 1405 "Johnson" Hydraulic / "Standardine" Hydraulic Current TA 1405 "GM" Hydraulic	Baseline	
Previous TA 1410 "Johnson" Solid	+.050 to .075	Baseline
Current TA 1410 "Merrisa" / "Sealed Power" Solid	+.150 to .175	+.100 to .125

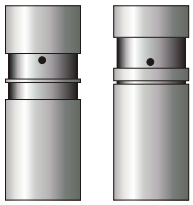
***Previous version TA 1410 Solid lifters had a pushrod cup that was considerably higher than our current lifter**

Current TA Lifters



Hydraulic Solid

Previous TA Lifters



Hydraulic Solid

Product Notes, Technical Information, etc.

Torque Specifications

Based on 1970 specifications, other years and engine variations may be different.
Final torque specs are listed, some items require multiple torque steps.
Aftermarket parts and procedures may require different torque values.

Part	350	455
Alternator Adjusting Bracket to Water Pump/Timing Cover	22	22
Bellhousing to Cylinder Block	35	35
Carburetor to Intake Manifold	13	13
Choke Cover to Intake Manifold	8	8
Crankshaft Bearing Caps to Cylinder Block	95	110
Crankshaft Pulley to Harmonic Balancer	23	23
Connecting Rods	35 ①	45
Cylinder Head to Cylinder Block	75	100 ②
Distributor Hold Down	13	13
Exhaust Manifold to Cylinder Head	18	18
Fan Pulley to Water Pump	20	20
Flexplate Inspection Cover	4	4
Flywheel/Flexplate to Crankshaft	60	58
Fuel Pump to Timing Cover	20	20
Harmonic Balancer to Crankshaft	120	200
Intake Manifold to Cylinder Head	55 ③	55 ③ ④
Motor Mount to Cylinder Block	63	63
Mounting Brackets to Cylinder Heads	35	35
Oil Filter to Pump Cover	13	13
Oil Pump Cover to Timing Cover	10	10
Oil Pan Drain Plug	30	30
Oil Pan to Cylinder Block	14	14
Oil Pressure Switch to Cylinder Block	23	23
Oil Pump Pressure Regulator	35	35
Oil Screen& Pick Up to Cylinder Block	8	8
Rocker Arm Cover to Cylinder Head	4	4
Rocker Arm Shaft to Cylinder Head	25	25
Spark Plugs	15	15
Starter to Cylinder Block	35	35
Starter Brace to Cylinder Block and Starter	11	11
Thermostat Housing to Intake Manifold	20	20
Timing Chain Cover to Cylinder Block	29	29
Timing Chain Sprocket to Camshaft	48	22
Water Pump To Timing Cover	7	7
Windage Tray Mounting	11	13

① Torque specification listed is for `68-`72 models, `73 and later will be different

② Stock specification, see TA instruction sheets for performance applications

③ Reduce to 45 lbs. for aluminum intake manifolds

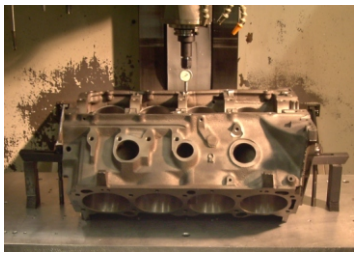
④ Reduce to 40 lbs. for aluminum intake manifold and aluminum cylinder heads.

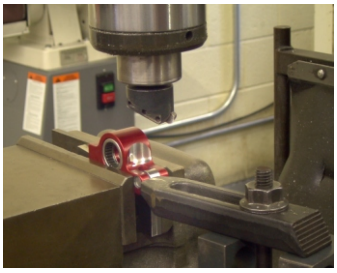
TA Performance operates one of the most well equipped manufacturing and engine building shops, in the automotive aftermarket. Our shop is comprised of multiple CNC milling machines for manufacturing parts and precision modification of existing parts along with a full compliment of engine re-building equipment and traditional machining equipment. Mike Tomaszewski, President of TA Performance was trained as a traditional machinist were he perfected his skills over 18 years of making replacement parts for and performing maintenance on news paper presses. With Mike's experience along with his staff of CNC machinists, operators and engine builders, TA's machine shop can handle just about any special task required for your engine build-up.

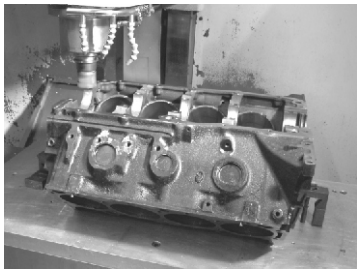
Block Girdle Installation
Block & Head Surfacing
Competition Valve Jobs
Custom Cam Profiles
Cylinder Head Flow Testing
Cylinder Head Porting
Cylinder Head Pressure Checking
Distributor Gear Oiler Installation
Distributor Re-Curving & Tuning
Distributor Restoration
Flywheel Grinding
Intake Manifold Porting & Port Matching
Lifter Bore Girdle Installation
Oil Grooving Main Saddles
Oil Pump Re-building/Upgrading
Oil Modifications To Cylinder Blocks
O-Ring Block And/Or Heads
Piston Notching
Receiver Groove Block And/Or Heads
Relieving Rockers For Oversized Springs
Sonic Testing
& Much More!

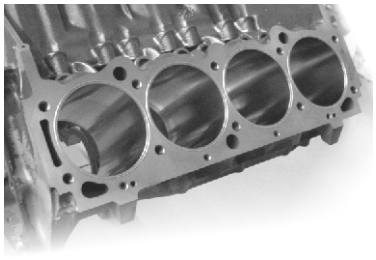
We Also Do Harley-Davidson Heads & Blocks!

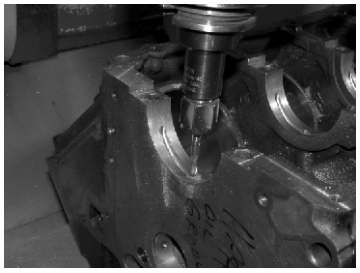

Distributor Gear Oiler


Preparing For Block Girdle

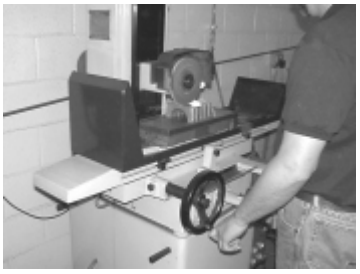

Adding Spring Reliefs To Rockers

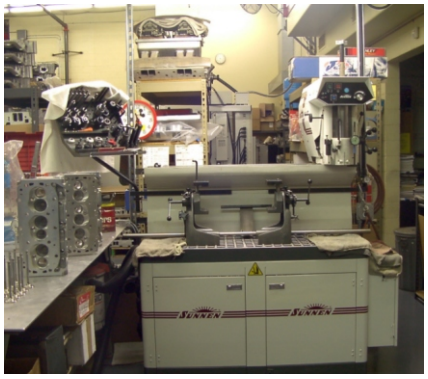

Cutting The Pan Rail


O-Ring Cylinder Block

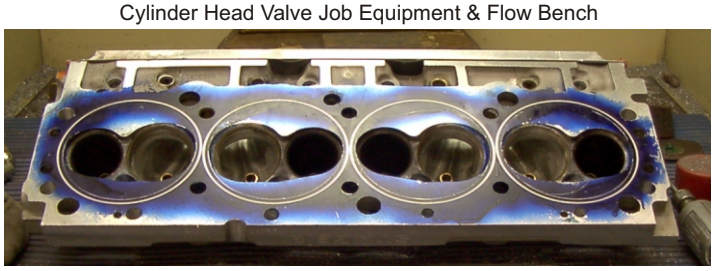

Machining Main Oil Channel


Cylinder Head Pressure Checker


Grinding Main Caps For Block Girdle



Cylinder Head Valve Job Equipment & Flow Bench


Receiver Grooved Head, Preparing To Work The Bowls


Cylinder Head Porting


Notching Pistons

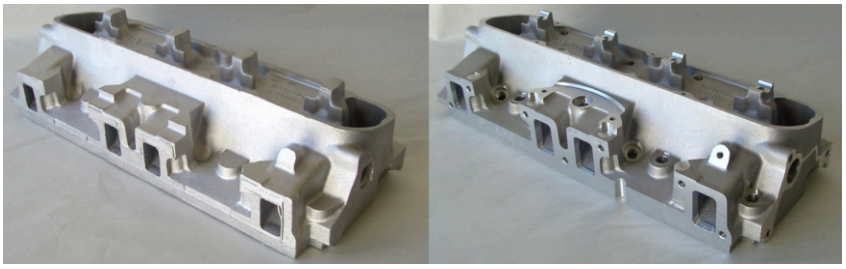
OH YEAH... WE BUILD ENGINES TOO!

Mike Tomaszewski (L) President of TA Performance poses with long time friend and customer Al Stimler as he takes delivery of his updated and freshened roller cam 455. Notice the heads on Al's engine, they are one of the very first sets ever made by TA Performance. Twenty Years later and going stronger than ever!

ANATOMY OF AN ENGINE BUILD UP

And this is only a fraction of the work involved!

From Raw Castings To...



Ready To Use!

TA's Manufacturing capabilities starts right from the design and engineering stage all the way through the machining stage and finishing stages.

Multiple CNC machines allows for several jobs to run simultaneously . Made by TA items include intake manifolds, cylinder heads, block girdles, valve covers, frame pads, timing covers, rear end girdles and much more.

TA has gained an excellent reputation for it's quality machine work in publications as well as word of mouth. So much so, when Shelby America needed a supplier for their trans axle housings and differentials on their Series One car, they called upon TA Performance. Ford Motor company also relies on our high quality machine work for their Ford Racing Performance Parts (formerly SVO) rear girdles.

Shelby Series One