

# Fuel Pumps

## Belt and Hex-Drive Fuel Pumps

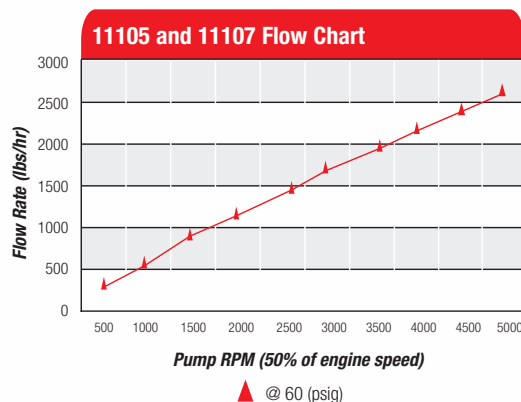


### Billet Belt Drive Pump P/N 11105

**The Aeromotive Billet Belt Drive Fuel Pump is intended for carbureted and injected applications and can be regulated anywhere from 2 to 200 PSI.**

Finally, a pump that draws no current and puts out high pressure and high volume, able to support 6 second drag cars whether they are: Fuel Injected (Electronic or Mechanical), Blown, Turbocharged and/or Nitrous assisted.

- EFI systems require regulator P/N 13113.
- Carbureted systems require regulator P/N 13202 or Double Adjustable P/N 13209.
- Proven performance, with high volume at pressure and zero current draw. Currently powering some of the worlds fastest EFI engines, with over 2,500 HP!
- Billet CNC machined body, not “cast”
- -10 AN O-ring boss inlet and outlet ports.
- Compact size facilitates easy mounting.
- Bracket and Cog Pulley sold separately under P/N 17140, (see page 27)



### Billet Hex Drive Pump P/N 11107

**Now you can get the same tremendous performance you've come to depend on from our Billet Belt Drive Pump P/N 11105, with the convenience of direct drive.**

Can be mounted and driven directly from the back of a properly prepared dry sump oil pump, or cam driven through a timing cover adapter. The Hex Drive Pump can handle gasoline or alcohol and makes enough volume and pressure at cranking speed to start EFI applications.

- Identical flow at pressure to the P/N 11105 Belt Drive Fuel Pump.
- Supports from 350 to over 2500 HP on gasoline, flowing in excess of 2700 lb/hr @ 100 PSI.
- Identical port configuration and regulator requirements as Billet Belt Drive P/N 11105 (see above).
- Includes standard, 3/8" hex drive shaft, adjustable, billet mounting collar with standard 3-bolt mounting pattern and hardware.





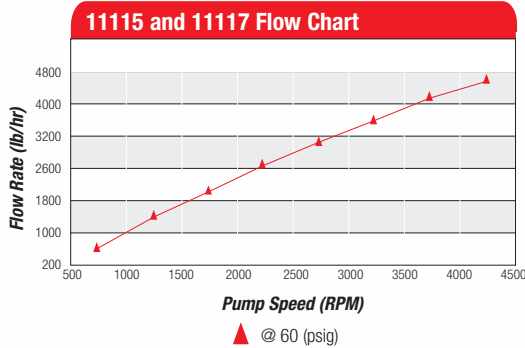
## B Style Atomic Fuel Pump P/N 11115

The new Aeromotive B Style Atomic fuel pump is designed to feed the baddest EFI and carbureted engines on the planet, gasoline or alcohol.

The "B" Style Atomic pump is designed to be driven by a pulley and a cog belt to allow you to drive the pump from your crankshaft. It can be used in low or high pressure applications and flows in excess of 4500 lbs/hr, over 12 GPM, at 100 psi.

- Supports from 1500 to over 5000 HP on gas, flowing in excess of 4500 lb/hr @ 100 PSI.
- Type III hard coat anodize protects the 6061 T6 aircraft grade aluminum alloy housing.
- The body features removable ports with a 1.25" inlet port and -12 AN outlet port.
- EFI systems require our P/N 13113 EFI regulator for variable output fuel pumps.

The modular inlet/outlet port designs open the door for future port configurations that will be available later in 2006.



## H Style Atomic Fuel Pump P/N 11117

The new Aeromotive H Style Atomic fuel pump is just as powerful as the B Style Belt Drive, with the convenience of direct drive.

The "H" style Atomic pump (P/N 11117) features a hex drive shaft and mounting collar to allow you to direct-drive your fuel pump from the back of your dry sump oil pump or off the timing cover. The hex drive system is gaining popularity thanks to simplicity and ease of installation.

- Identical flow at pressure to the B Style Atomic Fuel Pump P/N 11115.
- Supports from 1500 to over 5000 HP gasoline, flowing in excess of 4500 lb/hr @ 100 PSI.
- Identical port configuration and regulator requirements as the B Style Atomic Fuel Pump P/N 11115.
- Includes standard, 3/8" hex drive shaft, adjustable, billet mounting collar with standard 3-bolt mounting pattern and hardware.

