



Fuel Pump Drive Kit

FORD Cleveland/Windsor/ Fontana - with Timing Chain

To drive a fuel pump on a FORD engine most will use a belt drive system which works good but often comes with plumbing complications not found in a cam drive application. As well it is harder to get the fuel pump off and on for checking and servicing. Also if a client is going to be using an engine plate in the front of the car here an opportunity to use the cam drive and incorporate it into the engine plate idea. If you create a separate front cover like we have and use the outer bolts to use as a place to mount the engine plate wings to it not only makes a robust installation system that is highly serviceable later.



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Front timing cover and hardware Cleveland / Fontana / Windsor

Cleveland 351C Ford Camshaft Drive Fuel pump drive kit and engine cover

CNC machined billet alum with engine mount holes

Included complete installation instructions including instructions to modify your front seal cover.

We can modify your seal cover for you if you desire.

PN 39195-69940 List Price \$ 695.00+ Racer Decal Discount \$ 625.00+

Cleveland 351C Ford Camshaft Drive Timing cover only - with fuel pump mounting

CNC machined billet alum with engine mount holes

PN 39195-69941 List Price \$ 575.00+ Racer Decal Discount \$ 495.00+

Fontana 351 Fontana Ford Camshaft Fuel pump drive kit and engine cover

CNC machined billet alum with engine mount holes

PN 39195-69970 List Price \$ 695.00+ Racer Decal Discount \$ 625.00+

Fontana 351 Fontana Ford Camshaft Timing cover only - with fuel pump mounting

CNC machined billet alum with engine mount holes

PN 39195-69971 List Price \$ 575.00+ Racer Decal Discount \$ 495.00+

Windsor (timing chain or internal gear drive)

Windsor 351 Windsor Ford Camshaft Fuel pump drive kit and engine cover

CNC machined billet alum with engine mount holes

PN 39195-69970 List Price \$ 695.00+ Racer Decal Discount \$ 625.00+

Windsor 351 Windsor Ford Timing cover only - with fuel pump mounting

PN 39195-69971 List Price \$ 575.00+ Racer Decal Discount \$ 495.00+

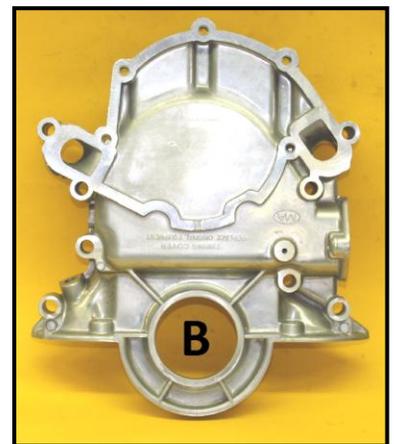
Windsor Timing Cover "B" modified to suit fuel pump drive kit

pn 39725-69989 net \$ 340.00+

Windsor Timing Cover B

Fits 289-302-351 1965-1985 Standard Water pump – mechanical fuel pump. This is the recommended front cover to be used. It does require the mechanical fuel pump port be filled and welded and the forward ear be machined off. It will require the fuel pump cam drive port be added to access the cam drive hex. This pump cover does have a dip stick port on the right side. It also has a small oil pan arc and two bolts on each side for the oil pan rail.

Requires 4ea .673 spacers



For supercharged engines use the appropriate crank support mounting plate with fuel pump drive kit.

At LOWE Race Car Hardware we build our hardware to exacting standards. This insures that you the client gets the best possible quality, what this means is that – “Our stuff fits, and our stuff works”

Since a lot of our hardware has to integrate with other manufacturers hardware we have no control over the hardware other manufactures produce. Most manufacturers produce a quality product but since all this hardware has to fit together from time to time manufacturers change the design of their products without consideration of how their product interacts with other products, when that happens often it will not fit with other existing hardware.

If such a situation should occur where our product no longer fits where it is designed to go all you have to do is to call us and we will make every attempt to rectify the situation.

My background is in Chevrolet and Chrysler engines. I accepted the commonality of components for each manufacturer as a natural state of engineering. Once I was asked to design and make parts for the FORD engines I was in for a learning experience. There is less commonality in FORD applications.

Apparently the FORD 351 Windsor has had many fathers, it seem like every engineer that touched the engine has put their own personal stamp on it and this shown more in the front timing chain covers than anywhere else.

As a designer and machinist making product to fit the engine I have been given a challenge to identify the different configurations, the ones I have listed below are not all the different options but the most popular ones.

In order to supply you with the correct crank support mounting plate we need to identify the cover that your engine has. If you engine has cover marked "D" you will need to change covers as this cover does not give a clear shot for the access to the front of the cam for the fuel pump drive.

You will please notice that there are two different oil pan front arcs available. Very early engines have a larger oil pan front arc than the later model engines. For your sake let's hope you have a later model front cover and oil pan design.

It is recommended to use cover "B" but it will require the existing mechanical fuel pump hole be welded shut and the edge of the mechanical fuel pump mount machined back off to clear the crank support front mounting plate.

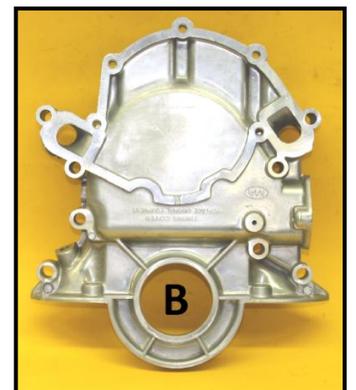
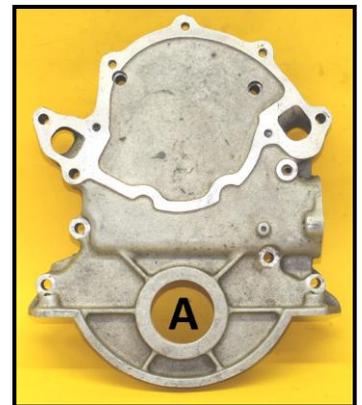
The EFI cover show as "C" does not require this but does not have the additional water port bolt hole which we recommend to help seal the cooling system. If this is your cover we will have to make a special crank support mounting plate leaving out those two holes.

Modifying your timing cover to access the fuel pump cam drive is something you can do yourself or we can modify your cover to suit or supply a fully modified cover ready to bolt on.

We can supply you with a modified cover with your crank support kit as well. One of the advantages of us supplying a prepared timing chain cover as we can insure the four spacers required are the correct length, not to mention you will not have to try to love up a dirty corroded part to put back on your fresh new clean engine.

A - This cover seems to fit the much earlier engines and has a much larger diameter oil pan front arc. If your oil pan uses this cover you will have to supply the cover for us to modify as we cannot find this cover to supply. Pump cover B is a direct replacement for this but does have a smaller oil pan arc. Cover A does have one oil pan bolt on each side; all the small arc covers have two oil pan bolt holes on each side. Requires 4 ea .625 spacers.

B – Fits 289-302-351 1965-1985 Standard Water pump – mechanical fuel pump. This is the recommended front cover to be used. It does require the mechanical fuel pump port be filled and welded and the forward ear be machined off. It will require the fuel pump cam drive port be added to access the cam drive hex. This



pump cover does have a dip stick port on the right side. It also has a small oil pan arc and two bolts on each side for the oil pan rail.

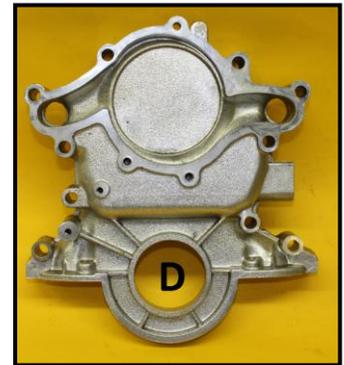
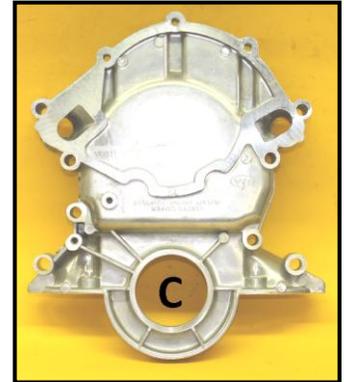
Requires 4ea .673 spacers

C –Fits 302-351 EFI with reverse rotation water pump fits Mustang and F Truck 1985 onwards.

Does have the same engine block mount holes as B and the small oil pan arc as B but if you are using this cover let us know as we must omit two holes in the crank support mounting plate front cover.

Cover “C” does not have a dip stick provision.

D- This cover is used in the following applications, Crown Vic, Thunderbird, Grand Marque, Mustang 94-95, Explorer, and all Falcon engines from 1991 onwards. This cover cannot be used as the small water pump flange does not cover the path for the cam driven fuel pump drive.



Ford Engine Mount Wings (Sedan)

PN 38090-67956 Ford 351 Windsor-Cleveland-Fontana engine mount wings. Bolts to LOWE front cover or LOWE crank support mounting plate and must be fitted to suit chassis application.

Includes mounting bolts and washers

List Price \$ 175.00+ set RDD \$ 152.00+ set



We accept Master Card and Visa. Prices are in AUD (Australian Dollars) + GST (if applicable) Price does not include shipping. All prices are subject to change without notice. Prices must be verified at time of purchase.



