



Motion Control Hardware

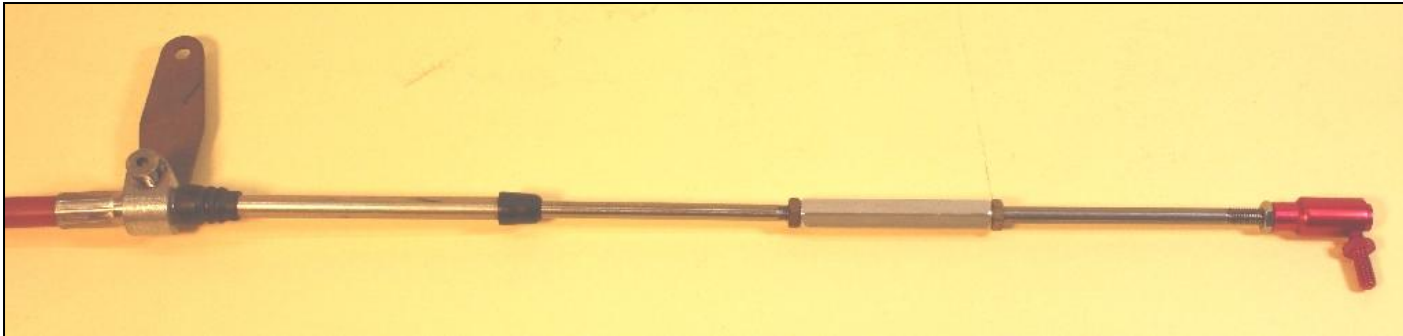
Motion Control Cables

Push or Pull application
3" (76mm) of travel
10-32 Thread each end
Length measured Tip to Tip
Easy push and pull
Rubber dirt covers



Length Inches	Length Feet and Inches	Length MM	Part Number		
39"	3' 3"	1000	53140-00100		
49"	4' 1"	1250	53140-00125		
59"	4' 11"	1500	53140-00150		
69"	5' 9"	1750	53140-00175		
79"	6' 7"	2000	53140-00200		
89"	7' 5"	2250	53140-00225		
101"	8' 5"	2500	53140-00250		
108"	9' 0"	2750	53140-00275		
118"	9' 10"	3000	53140-00300		
128"	10' 8"	3250	53140-00325		
138"	11' 6"	3500	53140-00350		
148"	12' 4"	3750	53140-00375		
158"	13' 2"	4000	53140-00400		
167"	13' 11"	4250	53140-00425		
177"	14' 9"	4500	53140-00450		
187"	15' 7"	4750	53140-00475		
197"	16' 5"	5000	53140-00500		

Cable Shaft Extension



Cable shaft extension

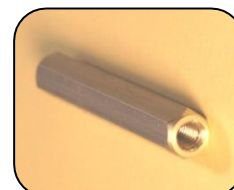
When you are connecting all the hardware together sometimes where a cable has to connect to and where the cable housing needs to mount is more than 5 1/4" apart. For this situation we have made some cable extension shafts to allow you to mount the cable where you can and still be able to reach your lever you are connecting to. Here you use (1) of the 53245-00002 Connectors and the shaft extension you need to reach where the cable needs to connect to. Extensions up to 6 inches long will still work in a push situation and all lengths will work in a pull application.

Connector - Female Threaded

Push Pull Cable Shaft Extension

Aluminum hex 2" long 10-32 threaded each end

PN 53245-00002



Push Pull Cable shaft extension for where you may need to mount is too far away from where you need to connect to. All are 3/16" with 10-32 threads and come with lock nut

Extension Shaft 2" PN 53245-10020

Extension Shaft 4" PN 53245-10040

Extension Shaft 6" PN 53245-10060

Extension Shaft 8" PN 53245-10080

Extension Shaft 10" PN 53245-10100

Extension Shaft 12" PN 53245-10120

Extension Shaft 14" PN 53245-10140

Cable Ends Note: Most fuel injection levers and arms have 10-24 thread. To make a ball joint work with these levers and arms just run a 10-32 tap through the lever or arm and the joint will thread in

Cable Shaft Quick Release Cable End - Internal Spring

Stud Thread 10-32 (UNF) 3/16"
Cable Thread 10-32 (UNF) 3/16"
PN 53347-10100



Cable Shaft Quick Release Cable End - External Spring

Stud Thread 10-32 (UNF) 3/16"
Cable Thread 10-32 (UNF) 3/16"
PN 53347-10101



Cable Shaft Quick Release Cable End - Internal Spring

Stud Thread 1/4"-20 (UNF)
Cable Thread 10-32 (UNF) 3/16"
PN 53347-10200



Quick Release Cable End - External Spring

Stud Thread 1/4"-20 (UNF)
Cable Thread 1/4"-20 (UNF)
PN 53347-20201



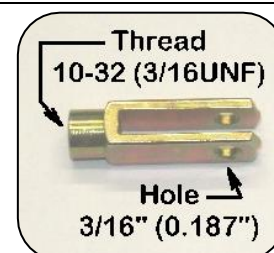
Quick Release Cable End - Internal Spring

Stud Thread 1/4"-20 (UNF)
Cable Thread 1/4"-20 (UNF)
PN 53347-20200



Clevis - Threaded

3/16" Hole
3/16" Slot
10-32 female thread
PN 53166-22211



Clevis - Threaded

3/16" Hole
3/16" Slot
10-32 female thread
PN 53166-22214



Cable Housing Clips and Mounts

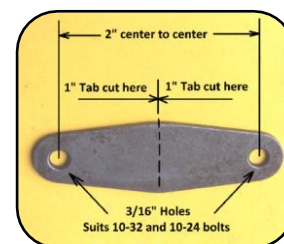
**Cable Housing
Billet Half Clamp**
PN 53155-32621



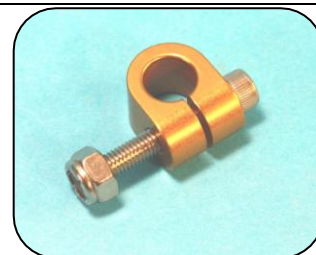
**Double UP
Cable Housing Billet Clamp (with screw)**
PN 53155-32622



Tab 3/16" holes - 2" center to center
Weld on 3/16" hole tab. Split to make two 1" tabs. Excellent for mounting fuel shut off and parachute levers, also good for mounting the billet cable clamps.
PN 11735-21702



**Cable Clamp
Billet Full Clamp**
PN 53155-32620



Cable housing quick release clip
Stainless steel
PN 53155-01000



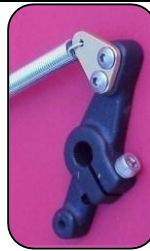
Throttle Cable Accessories

Spring Mount - ENDERLE Throttle Lever

Includes: 2 ea 10-24 threaded screws and

1 ea spring mount plate

PN 53385-13020



Throttle Spring

Often a trip to the hardware store is time consuming and gets you a spring that is too short, too strong or too weak. Here is a spring that works on most throttle return applications, and it is stainless so rust is never a problem.

PN 53680-12390



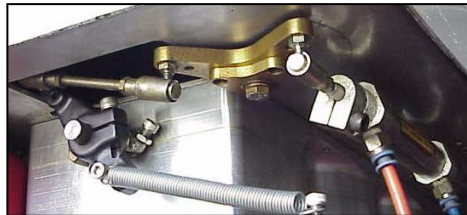
Bellcrank 1.75"

Pivot bearing 1/4" ID

Linkage holes are 1.75" and 1.25" from the pivot center and threaded to 10-32 thread.

CNC billet aluminum with sealed ball bearings.

PN 53065-89331



Throttle Cable - Roots Supercharger Mount

Throttle cable mount, Roots supercharger

ENDERLE **Bug hat**

(use with 53155-01000 stainless steel clip -above)

PN 53090-13336

Throttle cable mount, Roots supercharger

ENDERLE **Bird hat**

(use with 53155-01000 stainless steel clip -above)

PN 53090-13349

Throttle cable mount, Roots supercharger

ENDERLE **Buzzard hat**

(use with 53155-01000 stainless steel clip -above)

PN 53090-13356



Supercharger throttle cables, brackets, clips and linkage

Throttle cable mount adapter kit

ENDERLE Bug/Bird/Buzzard and roots blower with a **426 Chrysler** spacer bolt kit 1.5" long - This allows the throttle cable to clear the magneto.

PN 53130-13330



Throttle Cable - PSI Supercharger Mount and Roots with Buzzard Hat

Throttle Cable Mount

Bracket PSI with PSI hat

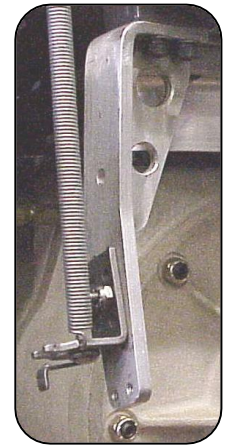
and Roots with Buzzard and some Bird Hats

Part Number 53090-13526

Shown with quick release cable clip (supplied separately)

Use with quick release cable clip

PN 53155-01000 shown here >>>>>>



Throttle Pedal - Tubular

Throttle pedal, tubular, 1/4" mount, heel pivot, side toe strap
PN 53535-01101

Throttle pedal, tubular, 1/4" mount, ankle pivot, side toe strap
PN 53535-01102

Throttle pedal, tubular, 1/4" mount, heel pivot, top toe strap
PN 53535-01111

Throttle pedal, tubular, 1/4" mount, ankle pivot, top toe strap
PN 53535-01112



Throttle Pedal - Tubular Mounting

Mount Bracket - Throttle Pedal (TYPE 1)
Part Number 11735-31202 (Sold in pairs only)
Use 1/2" chrome moly tube to mount to chassis.



Fuel Shut Off - cable mount at pump

Cable mount bracket – Pump mount ENDERLE 80A and HILBORN 150A
(use with 53155-01000 clip)
PN 53090-35073

Cable mount bracket – Pump mount ENDERLE 110. 990, 1100, 1200
(use with 53155-01000 clip)
PN 53090-35113

Cable mount bracket – Pump mount HILBORN 175-2, 175-3 175-4
PN 53090-35113

Cable mount bracket – Pump mount LOWE 100 series pumps
(use with 53155-01000 clip)
PN 53090-35113



ENDERLE fuel shut off over center spring mount
(BLUE) Dash 6 fuel shut off body - 1.010" dia PN 53090-35204
(RED) Dash 8 fuel shut off body - 1.295" dia PN 53090-35205
(GOLD) Dash 10 fuel shut off body - 1.480" dia PN 53090-35206
(Does not include quick release ball joint or fuel shut off)



Cable housing quick release clip to make it easier and quicker to get transmission out for service. Comes with screws for the stainless steel quick clip.
Stainless Steel PN 53155-01000



Cable Shaft Quick Release Cable End - Internal Spring

Stud Thread 10-32 (UNF)
Cable Thread 10-32 (UNF) 3/16" PN 53347-10100



Fuel Shut Off - cable mount at control lever

Fuel Shut off lever – Chassis mount
PN 53360-22126

Weld Stud for Fuel Shut off lever - includes lock nut and washer.
PN 53360-22127

Quick Release Ball Joint
3/16 Male thread (SAE) 3/16" Cable end Part Number
53347-10100



Billet Aluminum Cable Housing Clamp
Comes with stainless steel countersunk Allen head capscrew and nylon lock nut to bolt to the bracket.
PN 53155-32621

Weld ON bracket – Steel – hold the cable housing mount or can be used for mounting the fuel shut off lever.
3" long x 1" wide x 3mm steel with 3/16" hole for the cable clamp lock bolt
PN 11735-21500



Parachute Lever and Cable

Parachute lever – Chassis mount

Gold 3mm PN 53360-22141

Gold 6mm PN 53360-22146

Some others colors available

Parachute Release Lever

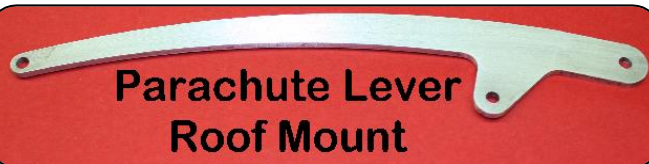


Parachute lever – Roof mount

Gold 3mm PN 53360-22181

Gold 6mm PN 53360-22186

Parachute Lever Roof Mount



Weld Stud

Weld mounts to chassis for Fuel Shut off lever or Parachute Lever - includes lock nut and washer.
PN 53360-22139

Lever Mount



Weld Stud

Quick Release Ball Joint

3/16 Male thread (SAE) 3/16" Cable end
PN 53347-10100

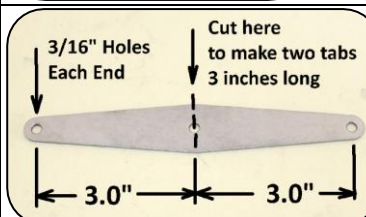


Parachute cable housing tip

This allows the cable to retract inside the tip and release the chute without the possibility of the cable housing snagging the loop and preventing the chute from deploying.
PN 53240-90000

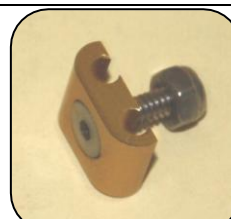
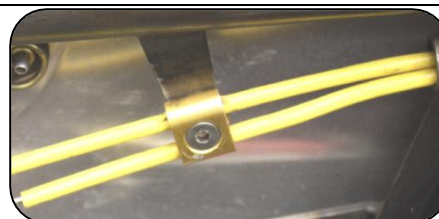


Weld bracket – Steel – hold the cable housing mount or can be used for mounting the fuel shut off lever. Makes 2ea 3" long x 1" wide x 3mm steel with 3/16" hole for the cable clamp lock bolt
PN 11735-21903



Parachute Release Cable Clamp Dual Cable

Uses 3/16" tube with hard wire inserts. Includes 10-24 x 3/4" flathead stainless bolt and nylon lock nut.
PN 53155-32720



Brake Handles - Funny Car, Alters and some Front Engine Dragsters

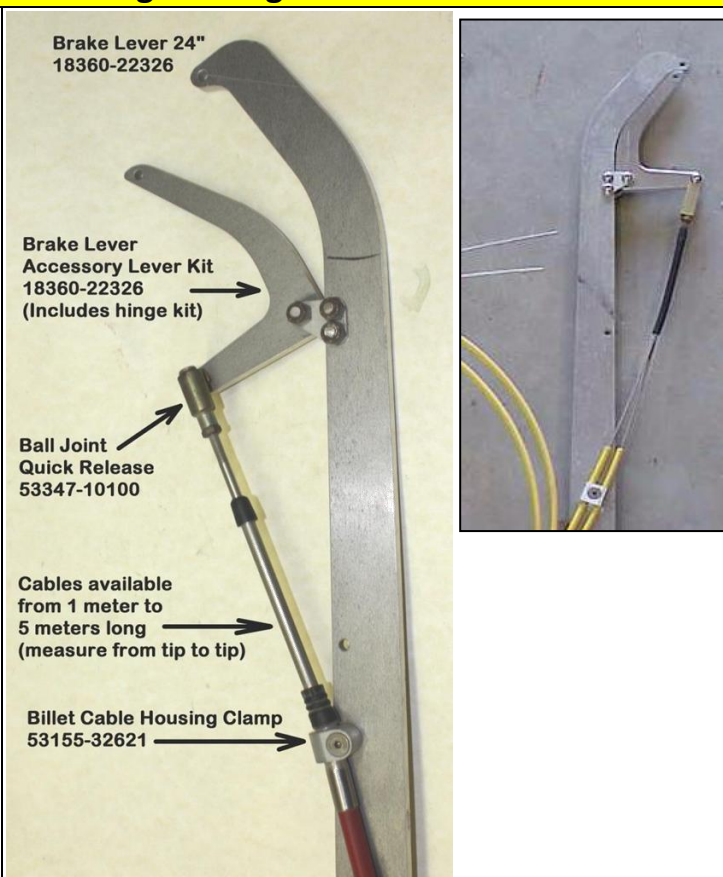
Drag Race cars that have clutches use hand brakes. Our hand brake levers are CNC machined from billet aluminum and may be fitted with grips if you so desire. The grips come in a range of colors. Dragsters use a 25 degree handle and Funny Cars and Alters use a 45 degree handle. The difference is the drivers body position in relation to the handle. Handles with no boss welded on may be cut to length you desire.

Handle FC/A & FED 45 degree brake lever 24"
(no boss welded on) PN 18360-22316

Handle FC/A & FED 45 degree **push brake lever 24"**
with boss welded on
PN 18360-22326

Handle FC/A & FED 45 degree **pull brake lever 24"**
with boss welded on
PN 18360-22336

Accessory Lever - Brake lever accessory lever assembly & mount kit includes the hinge mechanism and the nuts and bolts to attach to the brake lever. Excellent for use as a parachute lever, fuel shut off lever or a fire bottle activator lever. Fits 45 degree FC/A levers. Use with motion control cables above
PN 18360-22326



Accessory Levers can be used for fuel shut off actuation, single or dual parachute release or fire bottle activation.

Brake Handles - Rear Engine Dragsters and some Front Engine Dragsters

Handle 25 degree push brake lever 19.50" long no boss
PN 18360-22486

Handle 25 degree push brake lever 19.50" long with boss.

Can be used as a standard rear engine dragster shifter lever or LENCO or B&J reverser lever.

PN 18360-22496

Handle 25 degree push brake lever 18.50" long no boss

Also used as RED Powerglide Shifter Lever with KLRC shifter. PN 18360-22466

Handle 25 degree push brake lever 18.50" long with boss.

Can be used as a LENCO or B&J reverser lever.

PN 18360-22476

Handle 25 degree – Rear engine dragster front brake lever 13.5" long – no boss

PN 18360-22446

Handle 25 degree lever 25" long no boss - can be redrilled for shorter application-can be used as push or pull.

PN 18360-22606

Material and Labor to mount and weld boss on blank lever to customers specifications.

PN 18360-22699

Grip Set, with stainless screws – Anodized

Black PN 18360-22613	Red PN 18360-22614
Blue PN 18360-22615	Purple PN 18360-22616
Gold PN 18360-22617	



Reverser Levers - Lenco or B&J

Handle 25 degree lever 19.50" long no boss- can be redrilled and shortened for a particular application.

PN 18360-22486

Handle 25 degree **push** lever 19.50" long with boss (bottom pivot).

PN 18360-22496

Handle 25 degree lever 25" long no boss - can be redrilled for shorter application-can be used as push or pull.

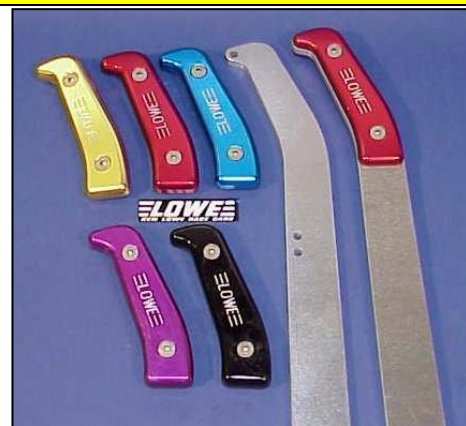
PN 18360-22606

Material and Labor to mount and weld boss on blank lever to customers specifications. PN 18360-22699

Anodized Grip Set with stainless screws

Black PN 18360-22613 Red PN 18360-22614 Blue PN 18360-22615

Purple PN 18360-22616 Gold PN 18360-22617



Reverser Cable Trans Mount - Lenco



LENCO Reverser Cable Bracket – Fits CS1 and CS2

Some Lenco housings come drilled for this and some do not. IF not drill the mounting pad on 1" centers and tap to 3/8"unf and install a 1" long bolt through from the inside and lock tight in place. This provides a

stud arraignment for the bracket and allows it to be removed without disassembling the transmission. PN 53090-22986

Use with Cable housing quick release clip and cable end - see below.



Cable housing quick release clip to make it easier and quicker to get transmission out for service. Comes with screws for the stainless steel quick clip.

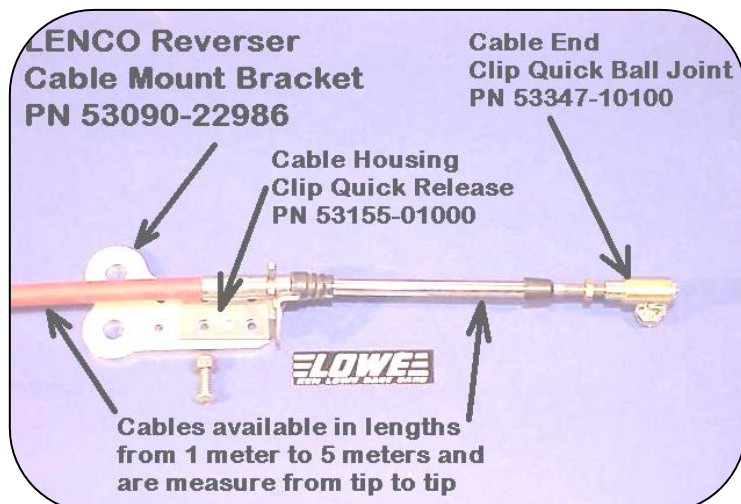
Stainless Steel PN 53155-01000



Cable Shaft Quick Release Cable End - Internal Spring

Stud Thread 1/4"-20 (UNF)

Cable Thread 10-32 (UNF) 3/16"PN 53347-10200



Clutch Control - Funny Car / Altered / FED

Clutch pedal KIT FC/A for mount on top of bellhousing

Includes pedal and pad assembly, weld on pivot, with bearing, turnbuckle assembly, cross shaft lever arm, and weld on mounting donut. As shown in photo to the right.

PN 33535-29659

Clutch pedal and pad for FC/A for top of bellhousing mount

PN 33535-29658



Clutch Arm Mount Ring Bellhousing Cross Shaft Steel

Weld On 7/8" ID mounting hole 8mm thick Threaded 1/4-20

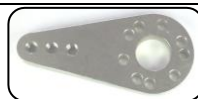
PN 33030-29740



Clutch Arm Aluminum 7/8" ID hole

Arm length options 2"-2.5"-3.0" Threaded to 5/16"UNC x 10mm width PN 33030-29750

Use with weld on mount ring above PN 33030-29740



Clutch Control - Rear Engine Dragster (Pedals can be used as a foot brake pedal)

Clutch Pedal - Rear Engine Dragster

Can be used as a foot brake pedal.

Model 0091 - Billet Aluminum with ribbed foot pad and three holes for adjustable pedal travel - light weight version with no welded boss 9" PN 33535-29521

Model 0092 - Billet Aluminum with ribbed foot pad and three holes for adjustable pedal travel - heavy duty version with no welded boss 9" PN 33535-29522

Model 0093 - Billet Aluminum with ribbed foot pad and three holes for adjustable pedal travel - light weight version with welded boss 9" PN 33535-29523

Model 0094 - Billet Aluminum with ribbed foot pad and three holes for adjustable pedal travel - heavy duty version with welded boss 9" PN 33535-29524

Model 1051 - Billet Aluminum with ribbed foot pad and three holes for adjustable pedal travel - light weight version with no welded boss 10.5" PN 33535-29501

Model 1052 - Billet Aluminum with ribbed foot pad and three holes for adjustable pedal travel - heavy duty version with no welded boss 10.5" PN 33535-29502

Model 1053 - Billet Aluminum with ribbed foot pad and three holes for adjustable pedal travel - light weight version with welded boss 10.5" PN 33535-29503

Model 1054 - Billet Aluminum with ribbed foot pad and three holes for adjustable pedal travel - heavy duty version with welded boss 10.5" PN 33535-29504

Chassis weld tab for clutch pedal

Weld Tab 05 3/8" Hole Steel

PN 11735-59905



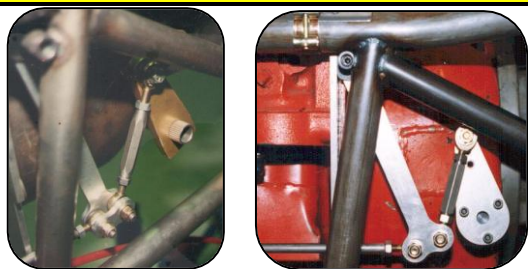
Clutch Pedal - Rear Engine Dragster using an Adjust-A-Rail system.

Tubular Chrom Moly Steel 10" Can be used as a foot brake pedal.

PN 33535-10001



Clutch Idler Arms for Rear Engine Dragsters



Clutch chassis pivot assembly (Rear Engine Dragster)

Comes complete with lock screw

PN 33090-27109



Threaded 1/2" hex link with left and right hand threads 2.625" long to facilitate clutch air gap setting.

Hex Link ONLY PN 33022-26250 List \$77.00+ RDD \$ 65.00

Hex Link with Heim Ends PN 33022-26259

Clutch idler arm 1 Hole 7" c-c

PN 33030-27176



Clutch idler arm 1 Hole 8" c-c

PN 33030-27186



Clutch idler arm 2 Hole support plate

PN 33030-27206



Clutch idler arm 2 Hole 7" c-c

PN 33030-27276



Clutch idler arm 2 Hole 8" c-c

PN 33030-27286



Clutch idler arm 4 Hole support plate

PN 33030-27406



Clutch idler arm 4 Hole 7" c-c

PN 33030-27476



Clutch idler arm 4 Hole 8" c-c

PN 33030-27486



Clutch bellhousing arm 2", 2.5" & 3" long (standard)

PN 33030-29750



Clutch bellhousing arm 2", 2.5" & 3" long (heavy duty) Recommended

PN 33030-29751



Clutch Arm Mount Ring Bellhousing Cross Shaft Steel Weld On 7/8" ID mounting hole 8mm thick

Threaded 1/4-20

PN 33030-29740

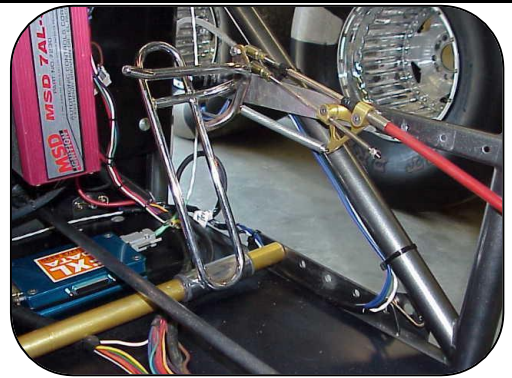


Adjust A Rail Pedal System for Rear Engine Dragsters

Throttle and Foot Brake or Throttle and Clutch

Complete dragster pedal assembly (select the width) Throttle and Brake

Includes 2ea-6 position adjust-a-rails, the pedal bar, one tubular chrommoly steel brake pedal, one tubular chrommoly steel throttle pedal, complete set of pedal bushings, complete set of snap locating rings, throttle cable chassis mount with six positions, adjustable throttle cable travel stop, the return spring mounts (billet cnc aluminum), 2ea 3/16" cable ends, master cylinder chassis mount
PN 53035-10000



Complete dragster pedal assembly (select the width) Throttle and Clutch

Includes 2ea-6 position adjust-a-rails, the pedal bar, one tubular chrommoly steel clutch pedal, one tubular chrommoly steel throttle pedal, complete set of pedal bushings, complete set of snap locating rings, throttle cable chassis mount with six positions, adjustable throttle cable travel stop, the return spring mounts (billet cnc aluminum), 2ea 3/16" cable ends
PN 53035-20000

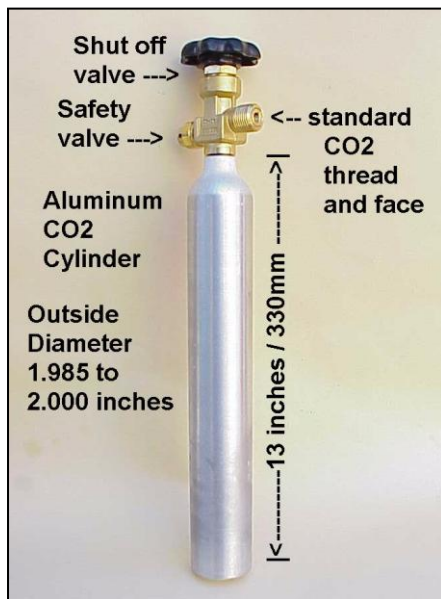


We often get asked, “Can I use compressed air instead of CO2?”. The short answer is Yes the real answer is... you don’t want to. Compressed air does not have regenerative features. This means what every you start with as soon as you make a shift or use any “air” now you have less than you had before. LENCOS require 145psi to function correctly. Even if you can get that much pressure as soon as you shift something, now you have less. CO2 under pressure is a liquid in the bottom of the bottle and as you use up the pressure on top of the liquid, more liquid “burns off” and makes more CO2 vapor keeping the pressure after the regulator at a constant 145 psi. Recharging compressed air after every round of competition gets to be time consuming and if you have gone to the finals you know the amount of time between the semi finals and the finals is often just a few minutes, not like first round is. Most professional teams carry a big CO2 bottle in their trailer and will happily recharge your CO2 bottle for 15 dollars and for many racers that can be a years worth of racing.

CO2 bottles, Clamps and Pressure Regulators

**Small CO2 Bottle 2” OD RDD
PN 84105-20000**

**Large CO2 Bottle 4 3/8” OD
PN 84105-43750**



CO2 Regulator

nipple for connection to CO2 bottle. Pressure operating pressure of 145 psi



Includes adapter nut and preset to LENCO

PN 53583-00145

Bottle Bracket 2"

CO2 bottle - Flat Back Mount Part Number 84090-92000



Bottle Bracket 4 3/8"

PN 84090-94375



Weld on Bracket for 4 3/8" Bottle Bracket

PN 84090-84375



CO2 Transmission Shift Kits






2 speed Lenco type air shift kit – CO2 (less lines) PN 84350-00200
3 speed Lenco type air shift kit – CO2 (less lines) PN 84350-00300
4 speed Lenco type air shift kit – CO2 (less lines) PN 94350-00400
5 speed Lenco type air shift kit – CO2 (less lines) PN 94350-00500





CO2/Air shift quick disconnect line kit 2 speed PN 84350-00210
CO2/Air shift quick disconnect line kit 3 speed. PN 84350-00310
CO2/Air shift quick disconnect line kit 4 speed PN 84350-00410
CO2/Air shift quick disconnect line kit 5 speed PN 84350-00510

Push Lock Fittings and Hose (rated for 145psi)

Simply cut the hose to length and push in to install, to remove, depress the lock collar and pull out. CO2 or compressed air rated






Hose and Fittings 4mm

Description	Photo of product	KLRC PN		
Male Connector 4mm x 1/8" BSP Male		84656-40801		
Male Connector 4mm x 1/4" BSP Male		84656-40802		
Male Elbow 4mm x 1/8" BSP Male		84656-41201		
Male Elbow 4mm x 1/4" BSP Male		84656-41202		
Female Elbow 4mm x 1/8" BSP Female		84656-40601		
Female Elbow 4mm x 1/4" BSP Female		84656-40602		
Male Run Tee 4mm x 4mm x 1/8" BSP Male		84656-42401		
Male Run Tee 4mm x 4mm x 1/4" BSP Male		84656-42402		
Branch Tee 4mm x 4mm x 1/8" BSP Male		84656-42001		
Branch Tee 4mm x 4mm x 1/4" BSP Male		84656-42002		

Description	Photo of product	KLRC PN		
Plug 4mm		84656-41600		
Tube Cap 4mm		84656-40300		
Bulkhead Union Connects 4mm x 4mm hose		84656-40500		
Straight Union Connects 4mm x 4mm hose		84656-40401		
Bulkhead Connector 4mm x 1/8" BSP		84656-40501		
Hose-Poly 4mm Black		84656-40001 per meter		
Hose-Poly 4mm Blue		84656-40002 per meter		
Hose-Poly 4mm Red		84656-40003 per meter		
Hose-Poly 4mm Yellow		84656-40004 per meter		
Hose-Poly 4mm Green		84656-40005 per meter		
Hose-Poly 4mm Neutral		84656-40006 per meter		

Hose and Fittings 6mm

Description	Photo of product	KLRC PN		
Male Connector 6mm x 1/8" BSP Male		84656-60801		
Male Connector 6mm x 1/4" BSP Male		84656-60802		
Male Elbow 6mm x 1/8" BSP Male		84656-61201		
Male Elbow 6mm x 1/4" BSP Male		84656-61202		
Female Elbow 6mm x 1/8" BSP Female		84656-60601		
Female Elbow 6mm x 1/4" BSP Female		84656-60602		
Male Run Tee 6mm x 6mm x 1/8" BSP Male		84656-62401		
Male Run Tee 6mm x 6mm x 1/4" BSP Male		84656-62402		
Branch Tee 6mm x 6mm x 1/8" BSP Male		84656-62001		
Branch Tee 6mm x 6mm x 1/4" BSP Male		84656-62002		
Plug 6mm		84656-61600		

Description	Photo of product	KLRC PN		
Tube Cap 6mm		84656-60300		
Bulkhead Union Connects 6mm x 6mm hose		84656-60600		
Straight Union Connects 6mm x 6mm hose		84656-60601		
Bulkhead Connector 6mm x 1/8" BSP		84656-60601		
Bulkhead Connector 6mm x 1/4" BSP		84656-60602		
Hose-Poly 6mm Black		84656-60001 per meter		
Hose-Poly 6mm Blue		84656-60002 per meter		
Hose-Poly 6mm Red		84656-60003 per meter		
Hose-Poly 6mm Yellow		84656-60004 per meter		
Hose-Poly 6mm Green		84656-60005 per meter		
Hose-Poly 6mm Neutral		84656-60006 per meter		

Recommend the use of 6mm hose for all LENCO shift lines, Start Line Control and shift lines. Do not use this product with B&J shift applications as it is not rated high enough pressure for the application.

Make it simple to order, on the next few sheets fill in the quantity needed, scan it and email it to us at Ken@KenLowe.com.au

Special OFFER !! For every order of \$100 worth of fitting you get 10 meters of hose FREE and you can select any color hose you want and in any combination of lengths.

Simple to use order sheet – Remove pages 7 through 14 and fill out the top of page 7 with your name and address and credit card details then fill in the quantities needed, scan and email it to Ken@KenLowe.com.au please print clearly. Keep the first three pages as a catalogue for future references.

Name _____ Date _____

Ship to address _____ (street or post office box)

City (or suburb) _____ State _____ Post Code _____

Phone number _____

Your email address _____

Credit Card Details – Number _____ * _____ * _____ *

Expiry Date _____ / _____

(on the back – the three digit CVV number _____)



Signature _____





Unless otherwise specified we ship by Australia Post

Preferred method of shipping _____

We usually ship via Australia Post unless otherwise instructed.







Hose and Fittings 4mm – ORDER FORM

Description	Photo of product	KLRC PN			Quantity Needed
Male Connector 4mm x 1/8" BSP Male		84656-40801			
Male Connector 4mm x 1/4" BSP Male		84656-40802			
Male Elbow 4mm x 1/8" BSP Male		84656-41201			
Male Elbow 4mm x 1/4" BSP Male		84656-41202			
Female Elbow 4mm x 1/8" BSP Female		84656-40601			
Female Elbow 4mm x 1/4" BSP Female		84656-40602			
Male Run Tee 4mm x 4mm x 1/8" BSP Male		84656-42401			
Male Run Tee 4mm x 4mm x 1/4" BSP Male		84656-42402			
Branch Tee 4mm x 4mm x 1/8" BSP Male		84656-42001			
Branch Tee 4mm x 4mm x 1/4" BSP Male		84656-42002			
Plug 4mm		84656-41600			

Description	Photo of product	KLRC PN			Quantity Needed
Tube Cap 4mm		84656-40300			
Bulkhead Union Connects 4mm x 4mm hose		84656-40500			
Straight Union Connects 4mm x 4mm hose		84656-40401			
Bulkhead Connector 4mm x 1/8" BSP		84656-40501			
Hose-Poly 4mm Black		84656-40001 per meter			
Hose-Poly 4mm Blue		84656-40002 per meter			
Hose-Poly 4mm Red		84656-40003 per meter			
Hose-Poly 4mm Yellow		84656-40004 per meter			
Hose-Poly 4mm Green		84656-40005 per meter			
Hose-Poly 4mm Neutral		84656-40006 per meter			

Hose and Fittings 6mm – ORDER FORM

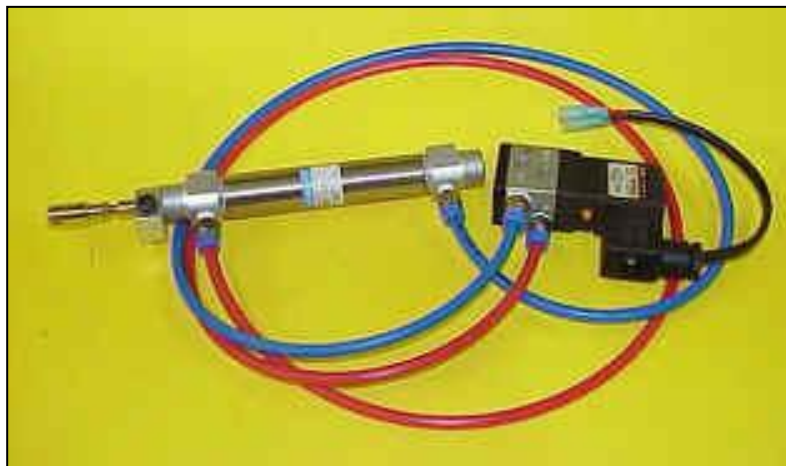
Description	Photo of product	KLRC PN			Quantity Needed
Male Connector 6mm x 1/8" BSP Male		84656-60801			
Male Connector 6mm x 1/4" BSP Male		84656-60802			
Male Elbow 6mm x 1/8" BSP Male		84656-61201			
Male Elbow 6mm x 1/4" BSP Male		84656-61202			
Female Elbow 6mm x 1/8" BSP Female		84656-60601			
Female Elbow 6mm x 1/4" BSP Female		84656-60602			
Male Run Tee 6mm x 6mm x 1/8" BSP Male		84656-62401			
Male Run Tee 6mm x 6mm x 1/4" BSP Male		84656-62402			
Branch Tee 6mm x 6mm x 1/8" BSP Male		84656-62001			
Branch Tee 6mm x 6mm x 1/4" BSP Male		84656-62002			

Description	Photo of product	KLRC PN			Quantity Needed
Plug 6mm		84656-61600			
Tube Cap 6mm		84656-60300			
Bulkhead Union Connects 6mm x 6mm hose		84656-60600			
Straight Union Connects 6mm x 6mm hose		84656-60601			
Bulkhead Connector 6mm x 1/8" BSP		84656-60601			
Bulkhead Connector 6mm x 1/4" BSP		84656-60602			
Hose-Poly 6mm Black		84656-60001 per meter			
Hose-Poly 6mm Blue		84656-60002 per meter			
Hose-Poly 6mm Red		84656-60003 per meter			
Hose-Poly 6mm Yellow		84656-60004 per meter			
Hose-Poly 6mm Green		84656-60005 per meter			
Hose-Poly 6mm Neutral		84656-60006 per meter			

Start Line Control

What does SLC (Start Line Control) do for a racer? The SLC will guarantee the same start line rpm every time. The racer never looks away from the tree, the racer does not get distracted and this helps in cutting better lights and it drastically reduces converter temperature insuring not only that the parts will last longer but the car will be more consistent as the converter temperature will be the same every time.

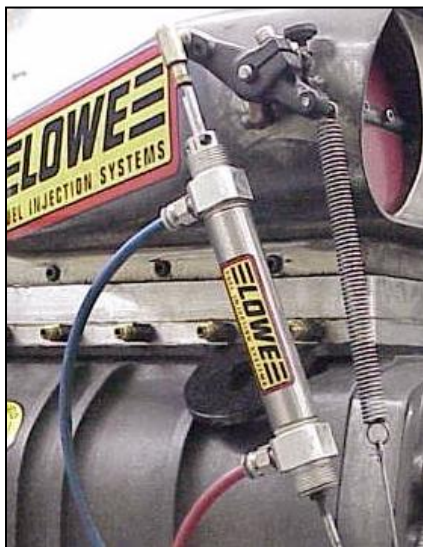
This is a must have for every DYO racer. The SLC can be configured and used different ways.



Method 1 is with a delay box.

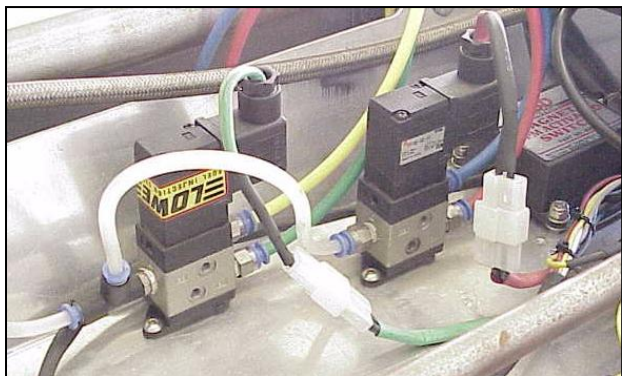
Slowly idle into "stage", once the front wheel breaks the start line beam and lights the stage light you press the transbrake button to set the transbrake and the SLC. The throttle pedal goes to the floor telling the driver that the system is armed, but the engine continues to idle because the butterflies are still closed. Once you release the transbrake button it takes the engine to wide open throttle and then the start line rpm is regulated by the converter or the two step chip in the ignition controller, depending upon how you have your car configured. This insures that the engine stays revved to the same rpm every time for the same amount of time.

Method 2 is with out a delay box.



Slowly idle into "stage", once the front wheel breaks the start line beam and lights the stage light you press the transbrake button to set the transbrake and the SLC. The throttle pedal goes as far as you have it adjusted for. This is usually 80%-90% of the full travel to the throttle stop under the throttle pedal. This is adjusted before you get to the starting line. The engine continues to idle and will idle until the driver pushes the throttle all the way to the stop. This is done only after both drivers are fully staged. Once the driver pushes the pedal to the stop the engine revs up the amount that you have it adjusted for with the throttle linkage. Now when the driver releases the transbrake button it releases the transbrake and activates the SLC opening the throttle to wide open. The driver never has to look away from the tree to get the stage rpm right. The engine spends the least amount of time at the stage rpm which limits the converter heat.

We built our first SLC in response to a discovery. We had a temperature gauge in the oil pan of our



transmission to monitor the trans temperature but every time we wanted to remove the transmission you had to drain the pan and remove the temperature gauge probe. We made a block to put the temperature probe into and used the oil coming from the converter (bottom port on the Powerglide) to measure the temperature. We were shocked to see how fast the heat rose at stage rpm. We saw almost 100F per second of heat rise. There is no way this could be good for the converter or the consistency of the car. By limiting the time spent at stage rpm it not only made the car

more consistent but the driver better as well as now they never have to look away from the tree and they have confidence that the start line rpm will always be right.

**You can win races without one of these,
but you will win *more* races with a **LOWE** Start Line Control unit.**

Complete kit (less CO2 bottle and regulator – available separately)

Cylinder (10-32 thread on body)

Cylinder travel stop – adjustable

Heavy duty quick release cable end with 10-32 thread to suit most injector arms.

Solenoid Valve – dual acting

Hose and Fitting Kit

- 4 ea - Straight hose ends (quick disconnect)

- 4 ea - 90 degree hose ends (quick disconnect)

- 4 meters of 6mm Polyethylene tube Green

- 4 meters of 6mm Polyethylene tube Black

- 4 meters of 6mm Polyethylene tube White

All prices are plus gst and shipping if applicable You will need a source of CO2 to operate this system. Either a 2 pound or a 5 pound bottle system will work and the regulator needs to be set at 150 psi. Compressed air could be used but it would have to be recharged before each run.

Accessories



Bell crank 90 degree – Allows the linkage to change direction. In some applications this makes a much tidier package. 1.75" arms with ¼" id bearing. Part Number 53065-89331

Speed controller - If you control the speed of the co2 exhaust from the cylinder as it moves it allows you to slow the opening of the cylinder allowing the car to launch better on a slick starting line Fully adjustable speed controller

Installation Notes:

The LOWE SLC (Start Line Control) can be installed in a push or pull cable application. In either case you must insure that the throttle pedal has a travel stop as you do not want the rotation stop on the injector or carburetor being the travel stop for the system as you will inflict damage to the injector, carburetor or the linkage if you do not have a pedal travel stop. Since all small diameter controls have many times the strength if you place them in tension versus compression it is highly recommended that your throttle linkage is engineered to put the cable and all the hardware in a tension environment. This means you should have a pull throttle cable and as noted above it should have a pedal stop so the only load the cable, levers or cylinders see are the loads imposed by the throttle return spring. Not all race cars have the same amount of cable travel to achieve the transition from idle to wide open throttle. Since they can all be different the LOWE SLC launch cylinder has a travel stop provided to assist you in calibrating your system to suit your application. Set the travel stop to the amount of travel needed.

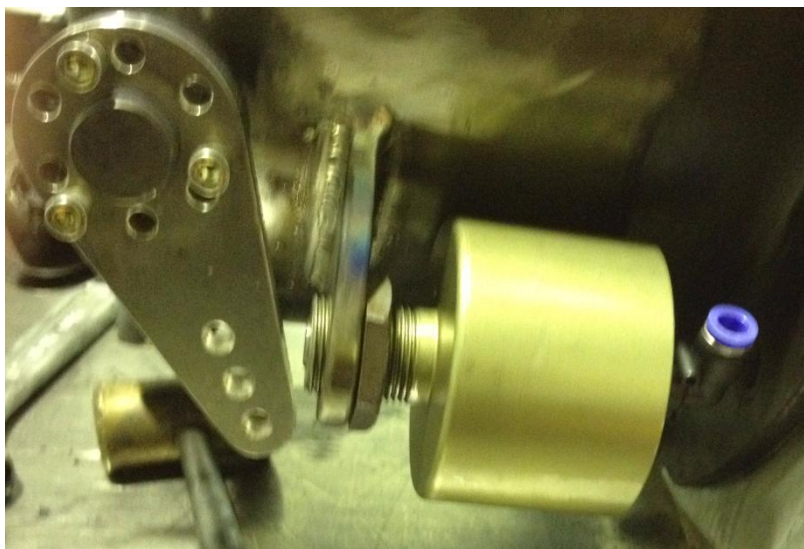
The LOWE SLC launch cylinder has a 10-32 thread provided for those who want to just thread the throttle cable into the bottom of the cylinder as it works well in many situations this way. This is pictured in the photo above. Some clients prefer to put the launch cylinder out by the injector others prefer to put it down by the throttle pedal. Each situation must be engineered to suit your application. Some clients will make a bracket and run the cable parallel to the cylinder. This will shorten the overall length and it can create a side load situation on the cable.

Each SLC kit comes with a comprehensive installation instructions, with complete wiring, configuration and calibration information.

**Powerglide CO2 shift kit - Includes actuator cylinder, double acting solenoid and line kit
PN 32648-10001**

Clutch Lock UP Kit PN 33350-10000

Includes LOCK UP cylinder, mounting tab, lever, lever mount ring, activation solenoid and release solenoid and a complete set of installation instructions.



for video see this.. <https://www.youtube.com/watch?v=RUUpazrD3nA>

Lock Up Clutch Controls

At this point we presume you have CO2 controls on your car as most do and it is necessary to have this in place to activate your lock up clutch..

There are three parts to your Lock Up Clutch control package.

First is to determine what the “trigger” event is and what the configuration options are.

Second is the actuation hardware on the bellhousing and the control valves.

Third is the actuation plumbing and electrical schematic.

Trigger events can be manual, or use an event to trigger the start of the lock up process. Some options are even timers that start of the trigger event.

A manual event is the simplest actuation which could be a push button on the steering wheel which is activated by the driver as their discretion.

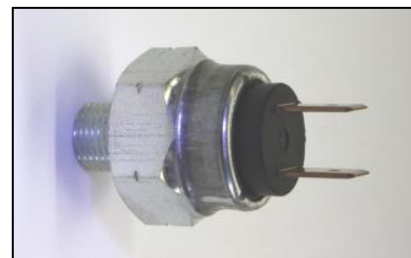
Another trigger can be a shift event by using a pressure actuated switch that turns on when the CO2 in the transmission shift line is pressurized to make the gear change. Just install a T fitting in the line near the shift button and screw this switch in and connect one side to a switched power source and the other side to the Lock Up Release valve.

Switch – Pressure

Normally OFF – turns ON at ~ 52 psi

Thread is 1/8” NPT with ¼” blade terminals

PN 83730-45650



You can layer your event triggers by using the PN 83730-45650 switch to your CO2 shift control circuit and using a timer as well to allow the lock up to occur at a point later than the initial event

trigger. If you want the event to occur in low gear (before second gear is activated) then use a micro switch on the clutch pedal or throttle pedal depending if your car leaves on a two step at wide open throttle or at a manually controlled start line RPM.

Timer and Mounting Base Assembly

PN 83751-00001



Another event trigger can be a RPM event by using a MSD 8950 for batter ignitions or a MSD 8957 for magneto ignitions or if you have a MSD 8973 you can use an event trigger available in that device as well. Your choices are only limited by your imagination but suffice it to say it is important to have a robust high flow pinch valve in your system which our very versatile 35775-00127 pinch valve certainly is.

The second part of your lock clutch package is the actuation hardware. In this part the driver has to prime the lock up control by charging the lock up cylinder.

Lock Up Clutch Actuation Valve

PN 35775-00127

Two required, one to allow the CO2 into the system to set the lock up cylinder into position. The other valve will release the pressure in the system to allow the lock up cylinder to release the secondary fingers on the clutch.

The PRIMARY valve lets the CO2 in pressurizing the lock up cylinder and traps it holding the lock up fingers from engaging. The SECONDARY valve releases the CO2 and allows the lock up fingers to load the clutch increasing the plate load on the clutch disks.

Another option to consider is adding a jet to the release valve to allow the clutch to actuate smoothly by releasing the trapped CO2 at a rate that will not slam the lock up fingers into place.

Jet Holder to suit actuation valve above.

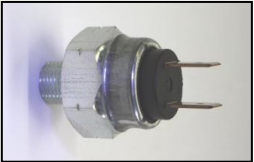
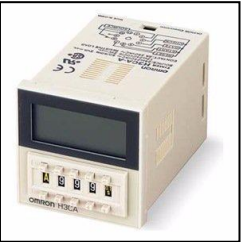
PN 35020-00051

Lock up clutch levers will be available from your clutch manufacturer.

LOCK UP Cylinder

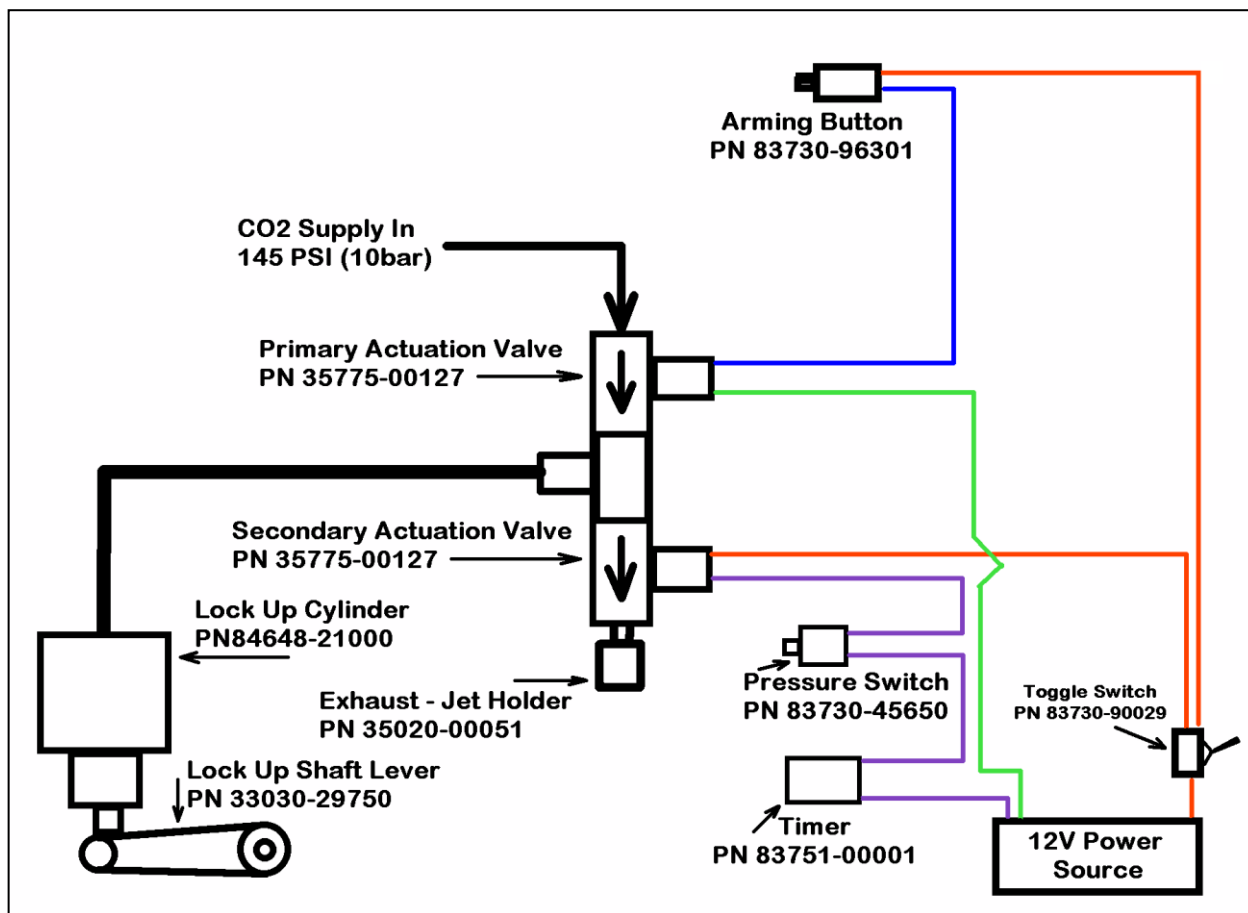
We use a LENCO type shift pod as a lock up cylinder for several reasons. First reason is that they work, second is that we have them in stock and finally they are easy to mount on the bellhousing. We can supply both the lock up cylinder and the lock up cylinder weld on bellhousing bracket with the special thread in the bracket to facilitate easy adjustment of the lock up cylinder.



Parts List	
Switch – Pressure Normally OFF – turns ON at ~ 52 psi Thread is 1/8" NPT with ¼" blade terminals PN 83730-45650	
Timer and Mounting Base Assembly PN 83751-00001	
Lock Up Clutch Actuation Valve PN 35775-00127	

	 <p>LOWE Industries Clutch Lock Up Actuation Valve PN 35775-00127 Normally Closed Opens when you feed it 12 volts. Flows like a .175 jet with 1/4" BSP ports IN and OUT</p>
<p>Jet Holder to suit actuation valve above. PN 35020-00051</p>	 <p>Jet Holder 7/16"-20unf (Standard Enderle) Jets Inlet 1/4" - 19 BSPT Outlet Dash 6 SAE O-Ring 9/16"-18 pn 35020-00051 Will use Standard Enderle Dash 6 plug and screw in here</p>
<p>Lock Up Cylinder (modified LENCO type cylinder with double adjustment- shaft and housing) PN 84648-21000</p>	
<p>Lock Up Cylinder Adjustment Lock Nut PN 84648-20008</p>	
<p>Lock Up Cylinder Weld on Mount PN 33090-89006</p>	
<p>Lock Up Cross Shaft Lever PN 33030-29750</p>	
<p>Lock up Cross Shaft Lever Weld on Ring PN 33030-29740</p>	
<p>Lock Up Arming Button Switch- Push button with rubber boot over button PN 83730-96301</p>	
<p>Switch Toggle Standard ON-OFF 20amp@12 volts PN 83730-90029</p>	

With the system turned off you will have all the counterweight on the clutch working as the lock up cylinder is not activated and does not stop the secondary fingers from engaging. This will assist with your burn out even with a very light clutch when the system is activated.



Electric High Speed Valve Low Gear Lean Out Valve CO2 Shift Valve Lock Up Clutch Valve

Pinch Valve

Normally **CLOSED**

12 volt DC

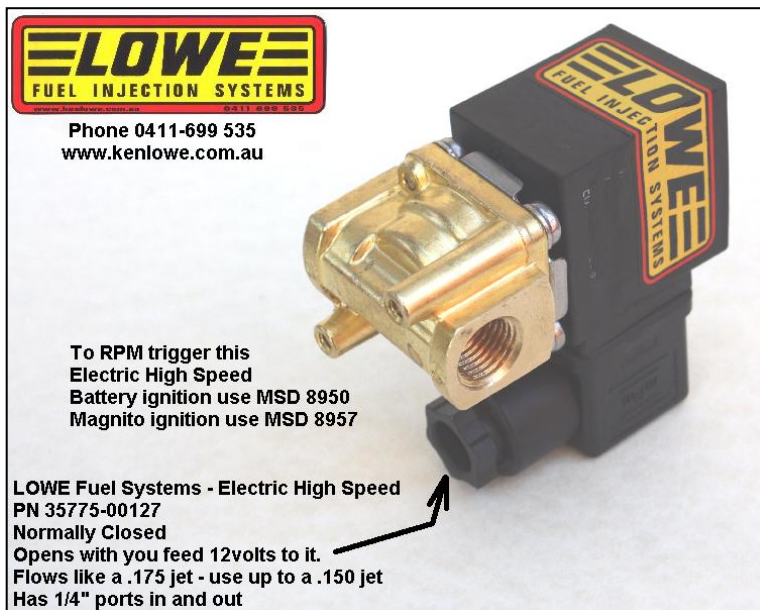
1/4" Female BSP thread

.312 orifice – 145 psi rating

Flows like a .175 jet

Use up to a .150 jet

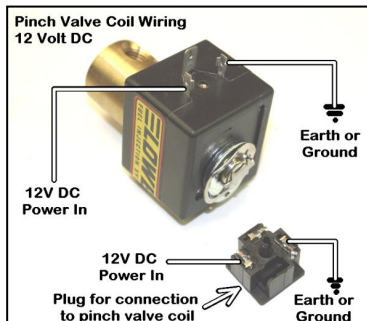
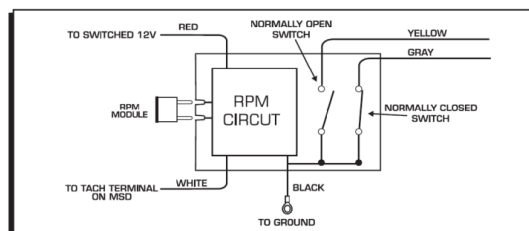
PN 35775-00127



On battery ignitions use MSD 8950 RPM activated switch.

On magneto ignitions use MSD 8957 RPM activated switch.

Although often used as a electrically operated high speed valve to allow the tuner to "turn on" a high speed jet at a preset RPM it can also be used as a low gear lean out control valve as well.



The high flow and high operating pressure capabilities and robust construction of this pinch valve means it can be used for many other control applications as well. Using it with your CO2 system it can trigger transmission shifts, activate clutch lock up cylinders and start line control cylinders or any place you would want use a 12v power source to trigger a CO2 event. Installing a jet and a jet holder in line allows the tuner to activate the clutch lock up smoothly over a period of time that is adjustable by changing the jet sizes.

A lot of research went in to finding a valve that would have the operating range this valve has as many valves will have a much smaller internal porting with will restrict the flow through the valve and marginalize a jet that may be installed in the flow stream.

If the valve internal flow closely matches any jet you may install in line then it will effect the flow of the jet as a small internal port valve may actually be more of a restriction that the jet you have installed.

Solenoid Control Valve

For use with air or CO2 supply. 12 volt control and dual acting – feeds when on and when off. 1/8" BSP ports. One supply port in and two delivery ports out, the valve exhausts the opposite port when cycled. 145psi rated. This valve is used in the Ken Lowe Race Cars Start Line Control Kit and the CO2 Shift Kit.

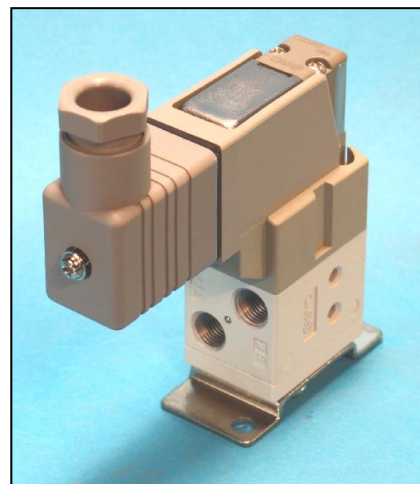
Port marked 1 is the supply in port.

Port marked 2 is the delivery port when valve is off.

Port marked 4 is the delivery port when valve is on.

Ports marked 3 are exhaust port that vents delivery port not being used.

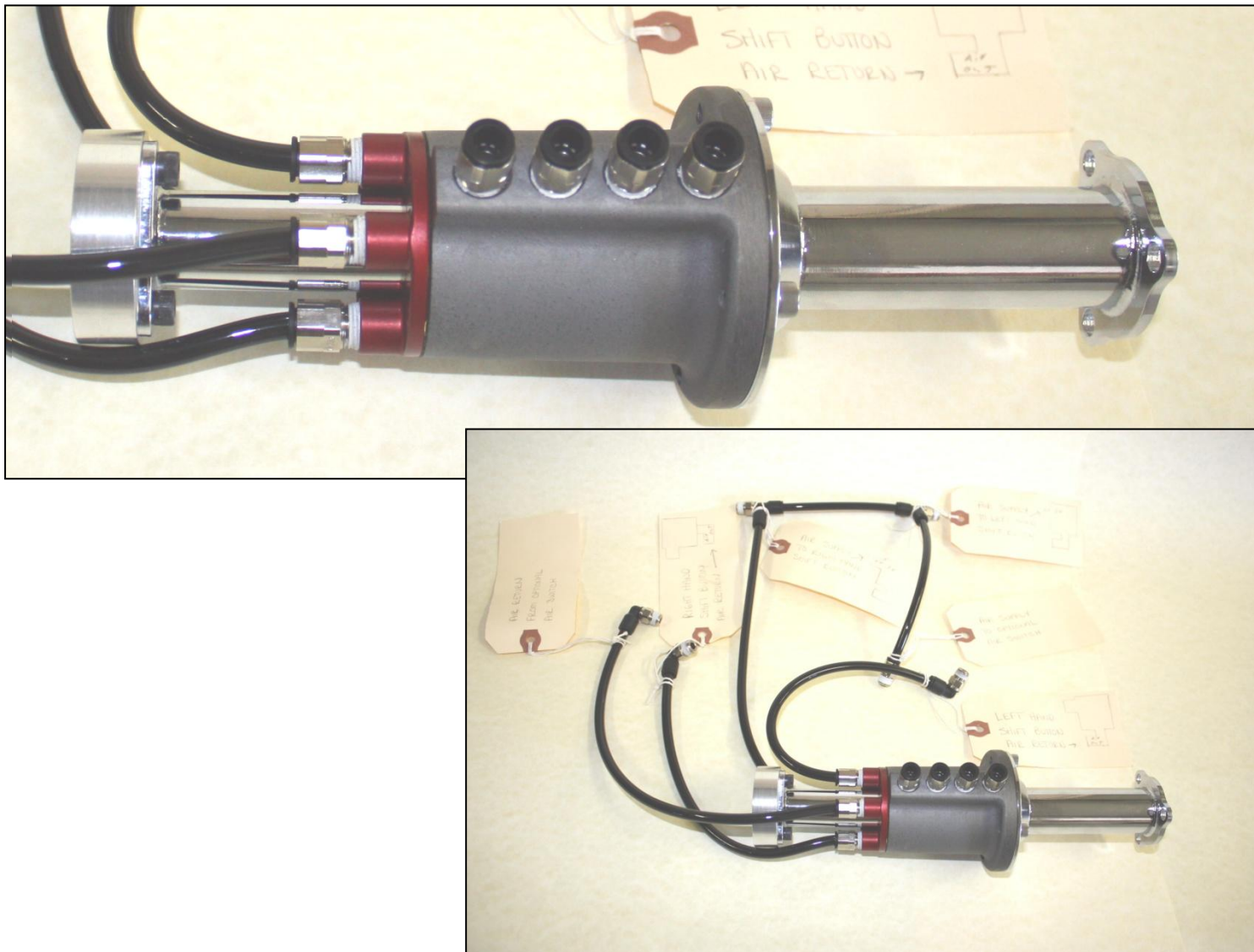
PN 84656-00010



Steering Shaft CO2 Swivel

Put your controls at your finger tips. On some cars like Funny Cars and Altered there is no “dashboard” that you can reach with your fingers to activate certain controls. Many racers will put the shift buttons on the steering wheel and wrap the plastic hoses around the steer column. It makes an unsightly mess and is easily tangled.

This is a complete steering column assembly for a Funny Car or Altered with the CO2 Swivel built in. This provides for up to three controls on your steering wheel without the twisting pile of hoses and wires going to the steering wheel. The three connections allow for two gear changes, a steering wheel mounted CO2 activated ignition switch or a CO2 activated parachute and or fuel shut off as well. This way you don't have to take your hands off the steering wheel while the car is moving. Replaces steering shaft and bolts to top of steering box and to the steering wheel. Provide length you need for your car and we can make one up for you. Part Number 23732-10004 Steering swivel kit 4 port - Price on request



Electric High Speed

Pinch Valve

Normally **CLOSED**

12 volt DC

1/4" Female BSP thread

.312 orifice – 145 psi rating

Flows like a .175 jet

Use up to a .150 jet

PN 35775-00127



Phone 0411-699 535
www.kenlowe.com.au



To RPM trigger this
Electric High Speed
Battery ignition use MSD 8950
Magneto ignition use MSD 8957

LOWE Fuel Systems - Electric High Speed
PN 35775-00127
Normally Closed
Opens with you feed 12volts to it.
Flows like a .175 jet - use up to a .150 jet
Has 1/4" ports in and out

On battery ignitions use MSD 8950 RPM activated switch.

On magneto ignitions use MSD 8957 RPM activated switch.

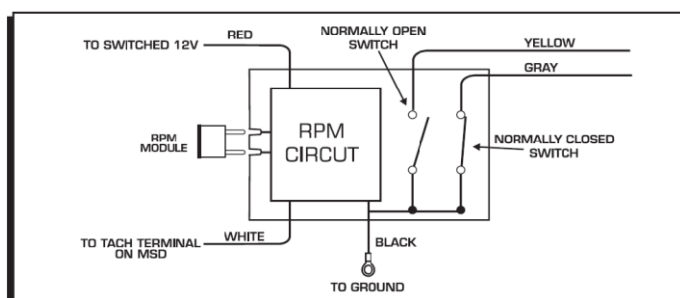


Figure 1 Operation of the RPM Activated Switch.

