ULTRA-LITE STARTERS

ENDORSED BY FRANK HAWLEY'S DRAG RACING SCHOOL. ACCEL ULTRA-LITE STARTERS ARE THE TOUGHEST AND MOST RELIABLE STARTERS AVAILABLE.

If ACCEL Ultra-Lite Starters can take the day-to-day beating of relentless use/abuse at Frank Hawley's Drag Racing School, they can keep you in the race too. Get the starter that hundreds of racers demand – ACCEL Ultra-Lite.

ELIMINATE YOUR STARTING PROBLEMS WITH ACCEL'S ULTRA-LITE STARTERS!

When you need the ultimate in dependability, reliability and performance, ACCEL's Ultra-Lite Starter is your only choice. Even in the hottest conditions, on or off the track, you get guaranteed starts. Our Ultra-Lite Starter draws less current, produces higher torque, and increases available amps to your ignition system. Along with a compact design which provides increased clearance for oil pan and headers and easier installation, you'll be eliminating your starting problems forever!

ACCEL's Ultra-Lite Starter benefits:

- Race-proven: NHRA, IHRA, and NASCAR approved
- Aviation lubricants used to prevent hot start failures in racing situations
- Dyno-tested under starting load for ensured dependability and reliability
- 33% smaller than most original equipment starters for increased oil pan, headers and ground clearance
- 3.75:1 gear reduction means 40% to 50% more starting torque than OE starters
- Low amperage (current) draw of 210-250 amps at full starting load, increased spark (amperage) for the rest of the ignition system – a must with high compression engines
- Full ball-bearing construction means less internal friction and more torque transferred to the engine
- Light-weight starter: 1.4 kw - 10.6 lbs. (approx.)
- High-temperature epoxy-encapsulated armature resists heat and vibration for high-performance applications
- Heavy-duty solenoid utilizes a contact disc instead of a "bar-type" contact and provides maximum reliability and long life
- "Bolt-on-replacement" makes installation quick & easy
- Replacement parts and rebuilding services available
- Wide variety of applications including drag racing, road racing, circle track, tractor pulling, street rods, recreational vehicles, mud boggers, work vehicles, off-shore racing and street machines

DARE TO COMPARE!

	ACCEL'S STARTERS	IMPORT "CLONE"
ARMATURE	Fully epoxy-encapsulated for better resistance to heat and vibration Balanced Reinforced tooth strength	Thin coat of epoxy, less heat resistance Not balanced Not reinforced tooth strength
BEARINGS	High-quality ball bearings	Mixed brands used, rough when turned
BRUSHES	Long-life carbon brushes, extra length	Carbon brushes, shorter length
BRUSH HOLDER	High spring tension; ensures contact with commutator	Low spring tension; gives poor contact with commutator
DRIVE ASSEMBLY	Minimal amount of end play	Considerable amount of end play
FIELD COIL	High-temperature resin-encapsulated and cotton tape wrap insulated for better resistance to heat	Thin resin coat, less heat resistance
POLE CORE SCREWS	High grade bolts	Low grade bolts
YOKE	Thicker gauge steel	Thinner gauge steel
SOUNDS	Quiet and smooth	Blender with ice cubes in it
POWER OUTPUT	1.4 KW	1.2 KW

PART #	APPLICATIONS/DESCRIPTION
05000	Small Block Chevy/Big Block Chevy Ultra-Lite H/T Starter
05005	Small Block Chevy/Big Block Chevy Ultra-Lite H/T Severe Duty Starter*
05014	Pontiac V8 Ultra-Lite H/T Starter
05016	Olds V8 Ultra-Lite H/T Starter
05031	SB/BB Ford Ultra-Lite H/T Starter, so-called "automatic", 157 tooth ring gear, 4.09" I.D. Also for 1995-86 5.0L Mustang
05033	SB Ford Ultra-Lite H/T Starter, so-called "manual", 164 tooth ring gear, 4.414" I.D.
05043	Full Spline Pinion Gear for All Starters, Except 05020
05047	Solenoid Starter for All Starters
05049	Replacement Spring, Clip & Cup Pkg. for All Starters
05050	Replacement Full Spline Starter Drive for All Starters
05061	SBC/BBC Starter Mount Block
05063	Pontiac V8 Starter Mount Block
05064	Olds V8 Starter Mount Block
05067	Ford V8 Starter Mount Block for 05031 Starter
05069	Ford V8 Starter Mount Block for 05033 Starter
05071	SBC/BBC Starter Inverted Mount Block

*Severe duty, high torque with 2.2 kw motor

ULTRA-TORK STARTERS

191101C

ULTRA-TORK STARTER FOR COMPETITION USE:

- Delivers ultra-high torque levels required to start the most powerful racing engines
- Unique, new low amp draw Ultra-Tork field coils, drive gear assemblies, and precision balanced armatures
- Permanently lubricated Olite drive end bushing
- Includes chrome-plated Ultra-Tork solenoid
- Attractively finished in "ACCEL Yellow" lacquer

Ultra-Tork Starter 191101C
For use with 168 tooth ring gear, not 153 tooth ring gear

40100C

ULTRA-TORK SOLENOID

- Initiates high contact impact for positive starter action under the most severe conditions
- Continuous 100% copper windings to develop maximum magnetic force
- Corrosion resistant high strength stainless steel plunger provides smooth starter engagement
- Solid copper contact disc reduces voltage drop and battery drain
- All-copper contact bolt ensures full plunger pull-in capability
- GM version attractively chromed

Ultra-Tork Solenoid 40100C

2842

UNIVERSAL-FIT BATTERY CABLE KIT

- Includes 20 feet of 2 gauge multi-stranded high-grade battery cable
- Also includes cable lugs for positive connection
- Just cut to length and attach terminals
- Designed for trunk-mount applications

Battery Cable Kit with cable lugs only 2842

ULTRA-TORK APPLICATIONS

MAKE/ YEAR	ENGINE / MODEL	ULTRA-TORK STARTER	ULTRA-TORK SOLENOID
AMC / JEEP			
4 Cylinder Engines			
1968-59	All 6, 8 Cyl. Engs. w/ Solenoid mounted to starter	•	40100C
BUICK			
6 Cylinder Engines			
1987-86	3.8L 231[A] [7] Engs.	•	40100C
1985-84	3.8L 231[A] Eng.	•	40100C
	3.8L 231[9] Regal	•	40100C
1983-79	3.8L 231, 4.1L 252 Regal, LeSabre	•	40100C
1978-64	All 6 Cyl. Engs.	•	40100C
8 Cylinder Engines			
1980	5.0L 305 Century	191101C	40100C
1980-78	5.7L 350[X] Eng.	•	40100C
1979	5.0L 305, 5.7L 350 w/A.T.	191101C	40100C
1978	5.0L 305, 5.7L 350[L]	191101C	40100C
1977	5.7L 350[H][J] Engs.	•	40100C
	5.7L 350[L] w/A.T.	191101C	40100C
1976-64	300, 340, 350, 400, 430, 455 Engs.	•	40100C
CADILLAC			
8 Cylinder Engines			
1984-82	6.0L 368 Eng.	•	40100C
1981-80	6.0L 368 Eng. Exc. Eldo., Seville	•	40100C
1979-65	All 8 Cyl. Engs. Exc. Eldorado	•	40100C
CHEVROLET			
4 Cylinder Engines			
1970-62	153 Eng.	•	40100C
6 Cylinder Engines			
1989-88	4.3L 262[Z] Eng.	•	40100C
1987-85	3.8L 231[A], 4.3L 262[Z] Engs.	•	40100C
1984	3.8L 229[9], 231[A]	•	40100C
1983-78	3.8L 231 Eng.	•	40100C
1977-62	194, 230, 250 Engs.	•	40100C
8 Cylinder Engines			
1990-88	5.0L 305 [E][F] Engs.w/ A.T.	•	40100C
	5.7L 350[8] Camaro	•	40100C
1987-84	5.7L 350 Corvette	•	40100C
1987-85	5.0L 305[F] [G] [H], Exc. Camaro w/M.T.	•	40100C
1984	5.0L 305[H]	•	40100C
	5.0L 305[G] Exc. Camaro	•	40100C
1980-55	265 - 400 V8 w/ 153 tooth ring gear	•	40100C
	265 - 400 V8 400 V8 w/ 168 tooth ring gear	•	40100C
1976-65	396 - 454 V8 w/168 tooth ring gear	•	40100C
CHEVROLET TRUCK / GMC TRUCK			
6 Cylinder Engines			
1981-75	4.1L 250, 4.8L 292	191101C	40100C
1974-73	250 C, K-10, -20 w/A.T.	•	40100C
	w/M.T.	191101C	40100C
	C, K, P-30	191101C	40100C
	G Series w/A.T.	•	40100C

MAKE/ YEAR	ENGINE / MODEL	ULTRA-TORK STARTER	ULTRA-TORK SOLENOID
CHEVROLET TRUCK / GMC TRUCK (cont.)			
6 Cylinder Engines			
	292 Exc. P-30 w/M.T.	191101C	40100C
1972	250 C, K, P-10,-20 w/A.T.	•	40100C
	G-10, -20	•	40100C
1971-66	250 Eng. w/P.G.	•	40100C
1970-69	292 Eng. w/A.T.	•	40100C
8 Cylinder Engines			
1983	5.7L 350 P Series	191101C	40100C
1981	5.7L 350, 7.4L 454	191101C	40100C
1980	5.0L 305, 7.4L 454	191101C	40100C
1979-73	305, 350, 400, 454 Exc. P Series	191101C	40100C
OLDSMOBILE			
6 Cylinder Engines			
1987-75	3.8L 231[A] Eng.	•	40100C
1976-75	250 Eng. w/M.T.	•	40100C
	250 Eng. w/A.T.	191101C	40100C
1974-66	250 Eng.	•	40100C
1965-64	225 Eng.	•	40100C
8 Cylinder Engines			
1985	5.0L 305[H] Eng. Cutlass Supreme	•	40100C
1984	5.0L 305 Eng.	•	40100C
1980	5.0L 305 Cutlass Cal. Only	191101C	40100C
1980-64	All Oldsmobile 8 Cyl. Exc. Diesel	•	40100C
PONTIAC			
6 Cylinder Engines			
1987	3.8L 231, 4.3L 262 Grand Prix	•	40100C
1987-81	3.8L 231[A] Eng.	•	40100C
1980-76	3.8L 231 Eng.	•	40100C
1979-75	250 Eng. w/M.T.	•	40100C
	250 Eng. w/A.T.	191101C	40100C
1974-66	230, 250 Engs.	•	40100C
1965-64	215 Eng.	•	40100C
8 Cylinder Engines			
1990-88	5.0L 305 [E][F] Eng. w/A.T.	•	40100C
	5.7L 350[8] Firebird	•	40100C
1987-86	5.0L 305 [F][G][H] w/A.T.	•	40100C
1985	5.0L 305[H] Eng.	•	40100C
1981	4.4L 267, 5.0L 305 Firebird w/A.T.	191101C	40100C
1980	5.7L 350[X] Eng. Catalina, Bonneville	•	40100C
1979-78	5.0L 305Firebird w/A.T.	191101C	40100C
1979-77	5.7L 350[L] w/A.T.	191101C	40100C
1979-65	All Pontiac 8 Cyl.	•	40100C
1976-71	All Chevy 8 Cyl.	•	40100C

ALTERNATORS

RACING ALTERNATORS

Choose from four purpose built alternators designed and built for street and racing applications. All are self regulating 1 wire systems.

RACING ALTERNATOR

12V 80 Amps, 8 pounds, large in-board bearings, dual internal fans, external brushes and HD rectifier, self-regulating load sensing internal regulator (one wire system).

Racing Alternator 8080

GM 10SI STREET/RACING ALTERNATOR

12V 63 Amps, internal regulator (one wire system), HD bearings, turbo baffled fan, computer balanced rotor, high copper content brushes. Alternator weighs 10 pounds.

GM 10SI 8081

GM 12SI RACING ALTERNATOR

16V 94 Amps, self regulating load sensing internal regulator (one wire system), HD bearings, turbo baffled fan, computer balanced rotor, high copper content brushes. Alternator weighs 11 pounds.

GM 12SI 8082

LATE MODEL FORD STREET/RACING ALTERNATOR

Including 1995-88 5.0L Mustang 12V, 130 Amps, High RPM rated internal regulator, dual internal fans, HD "race" ABEC 6 bearings, computer balanced & epoxyed rotor. Alternator weighs 14 1/4 pounds.

Note: Direct bolt-in, plug-in for 1999-95 5.0L Mustangs. 1993-88 Mustangs require wire harness modification.

Street/Racing Alternator 8083