BIGGER & BETTER!

22 more pages of race parts goodness!

• Expanded starter section
  • More products than ever
• Tons of new accessories
  • Turn the page and dig in!
Welcome to our Shop

To our valued current and future customers,

Our hope in producing this catalog is primarily to give you a sense of what parts we produce and how they can help you, as an automotive enthusiast, solve some of the problems and challenges that certainly arise with every custom build. In addition to that, though, we also hope that our pride of craftsmanship and our commitment to quality shine through as you read these pages. Ours is a story of living the American dream, of faith, of family and of commitment to a common goal. Nothing pleases us more than to add these pages. Ours is a story of living the American dream, of faith, of family and of commitment to a common goal.

- Meziere Team

<table>
<thead>
<tr>
<th>CHEVROLET</th>
<th>Model</th>
<th>Elect. / Mech.</th>
<th>Flow Rate</th>
<th>Rate</th>
<th>Part #</th>
<th>Page</th>
<th>Options</th>
<th>Inlet Required</th>
<th>Suggested Inlet</th>
<th>Suggested Outlet</th>
<th>O-All Length</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Big Block</td>
<td>Electric 35</td>
<td>WP100 31</td>
<td>HD 42</td>
<td>Yes</td>
<td>WP1175</td>
<td>WN0022D</td>
<td>6.78</td>
<td>5.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Electric 35</td>
<td>WP200 31</td>
<td>HD 42</td>
<td>Yes</td>
<td>WP1016</td>
<td>WN0912</td>
<td>6.78</td>
<td>9.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Electric 55</td>
<td>WP300 32</td>
<td>Ported</td>
<td>Included</td>
<td>Welded 1.75&quot;</td>
<td>WN0022D</td>
<td>7.28</td>
<td>7.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mechanical Vee Belt</td>
<td>WP400 33</td>
<td>Ported</td>
<td>Included</td>
<td>Welded 1.75&quot;</td>
<td>WN0022D</td>
<td>5.75</td>
<td>5.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mechanical Serpentine</td>
<td>WP403 34</td>
<td></td>
<td></td>
<td></td>
<td>WN0022D</td>
<td>6.25</td>
<td>7.6</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Small Block</td>
<td>Electric 35</td>
<td>WP101 31</td>
<td>HD 42</td>
<td>Yes</td>
<td>WP1175</td>
<td>WN0022D</td>
<td>6.78</td>
<td>5.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Electric 35</td>
<td>WP201 31</td>
<td>HD 42</td>
<td>Yes</td>
<td>WP1016</td>
<td>WN0912</td>
<td>6.78</td>
<td>9.2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Electric 55</td>
<td>WP301 32</td>
<td>Ported</td>
<td>Included</td>
<td>Welded 1.75&quot;</td>
<td>WN0022D</td>
<td>7.28</td>
<td>7.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mechanical Vee Belt</td>
<td>WP401 33</td>
<td>Ported</td>
<td>Included</td>
<td>Welded 1.75&quot;</td>
<td>WN0022D</td>
<td>5.66</td>
<td>5.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mechanical Serpentine</td>
<td>WP403 34</td>
<td></td>
<td></td>
<td></td>
<td>WN0022D</td>
<td>5.80</td>
<td>5.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

continued on next page...
### Water Pumps - Buyer's Guide

#### Water Pumps - Features and Accessories
- pages 27-30

#### Water Pumps - Chevrolet Electric and Mechanical
- pages 31-34

#### Water Pumps - GM-LT1 / GM 3800 / Pontiac
- page 35

#### Water Pumps - GM-LSx / Gen V LS Electric and Mechanical
- pages 36-38

#### Water Pumps - Buick / Oldsmobile
- page 39

#### Water Pumps - Ford / AMC
- pages 40-44

#### Water Pumps - Mopar
- pages 45-46

#### Water Pumps - Honda / Toyota
- page 47

#### Water Pumps - Remote Electric
- pages 48-49

#### Water Pumps - Remote Brushless Electric
- page 50

#### Water Pumps - Remote Mechanical
- page 51

#### Water Pumps - Radiator Mounted
- page 52

### Radiators and Accessory Mounts
- pages 53-55

#### Fittings / Adapters / Plug
- pages 56-60

#### Thermostat Housings and Adapters
- pages 61-62

#### Pump Spacers / Block Adapters / Cooling Accessories
- pages 63-66

#### Oil Priming Pumps
- pages 66

#### Transmission and Engine Accessories
- pages 67-68

#### Motor Mounting and Accessories
- pages 69-70

#### Cap and Bung Assembly and Weld-in Fittings
- pages 70-71

#### Bottle and Bar Clamps
- page 71

#### Fabrication - Housing Ends / Rack Adapters
- page 72

#### Fabrication - Mislalign Bushings / Contour Clevises
- page 72

#### Fabrication - Clevises / Safety Washers
- page 73

#### Fabrication - Threaded Tube Ends
- page 74

#### Fabrication - Chassis Tabs
- page 75

#### Swag
- page 76

#### Cooling System Technical and Troubleshooting
- pages 77-83

#### Starting System Technical
- pages 84-85

#### Order Forms - Flexplates
- page 85

---

### Water Pump Ordering Instructions

#### Colors & Finishes

Most water pumps and accessories can be ordered in one of five finishes. Just insert the corresponding letter (R for Red) in the part number. (See example)

- **R** = Red
- **B** = Blue
- **S** = Black
- **P** = Polished
- **C** = Chrome
- **N** = Natural or clear anodize

All pumps (except five part numbers) are fully polished to a show finish before anodizing. Any parts ordered as polished will be bare aluminum. Chrome parts are available but may require up to 3-4 weeks for delivery from the time of the order.

Example: WP100RHD would be a Water Pump, 100 series, Red color with Heavy Duty option.

#### Motor Options

Electric pumps may be ordered with a Heavy Duty option. This provides more power and RPM, increasing flow and pressure. The Heavy Duty ("HD") option is recommended for street cars and other continuous duty applications (where High Flow model pumps are not available). This option also adds 1 lb. to the total weight, adds 1/2" to the length of the pumps, and 2 amps to current draw. HD=Heavy Duty.
The racing world is where ideas are tested and stronger parts prevail. Sometimes this means a departure from established standards. This is the case with our line of Ten Pitch flexplates for Ford and Chevrolet. These factories decided long ago that a twelve pitch gear form was fine for their OEM applications and they absolutely were. However, with ever increasing displacement engines being built and compression ratios being increased, we have found the Chrysler ten pitch profile to be more appropriate. The graphic demonstrates the larger profile which assists in a couple of ways. We have found the overall tooth strength to be better and the larger dimension actually assists in getting the pinion to engage the ring gear. These benefits are widely acknowledged and our ten pitch plates have become increasingly popular.

**Comparing 100 Series through 500 Series Starters**

<table>
<thead>
<tr>
<th>Starter Series</th>
<th>TS100</th>
<th>TS200</th>
<th>TS300</th>
<th>TS400</th>
<th>TS500</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Main Attributes &amp; Selling Points</strong></td>
<td>Good power using mostly OEM Parts</td>
<td>Compact, Good Power, Upgraded drive and pinion.</td>
<td>Slim, Excellent power, Upgraded drivetrain</td>
<td>Best parts throughout, Upgraded main shaft, all-billet drivetrain</td>
<td>Same as TS400 but less offset, slimmer for more frame or exhaust clearance</td>
</tr>
<tr>
<td>Power in KiloWatts @ 12 Volts</td>
<td>2.0</td>
<td>1.4</td>
<td>1.7</td>
<td>2.2</td>
<td>2.2</td>
</tr>
<tr>
<td>Power in HP @ 12 Volts</td>
<td>2.68</td>
<td>1.88</td>
<td>2.28</td>
<td>2.95</td>
<td>2.95</td>
</tr>
<tr>
<td>Reduction Ratio</td>
<td>2.85:1</td>
<td>6.0:1</td>
<td>5.0:1</td>
<td>3.42:1</td>
<td>3.42:1</td>
</tr>
<tr>
<td>Weight (approx)</td>
<td>11.8</td>
<td>7.5</td>
<td>9.8</td>
<td>12.9</td>
<td>12.8</td>
</tr>
<tr>
<td>Upgraded Mainshaft?</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Billet Drivetrain?</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Billet Gear Housing?</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Upgraded Drive?</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Billet Pinion Gear?</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Bearing Supported Pinion?</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>24V Solenoid Available?</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Clocking Options</td>
<td>360° each 10°</td>
<td>360° each 30°</td>
<td>9 Positions</td>
<td>360° each 10°</td>
<td>360° each 10°</td>
</tr>
<tr>
<td>Price Point 1-5 Scale</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
</tbody>
</table>

**Chevrolet 12 Pitch**

**TS100 Specifications**
- For Make: Chevrolet
- Platform Series: 100
- Pitch: 12
- Intended Ring Gear Match: 168 Tooth
- Weight: 11.75 lbs

**TS101 Specifications**
- For Make: Chevrolet
- Platform Series: 100
- Pitch: 12
- Intended Ring Gear Match: 153 Tooth
- Weight: 11.90 lbs

**TS200 Specifications**
- For Make: Chevrolet
- Platform Series: 200
- Pitch: 12
- Intended Ring Gear Match: 168 Tooth
- Weight: 7.55 lbs
Starters
Chevrolet 12 Pitch

TS300 Specifications
For Make: Chevrolet
Platform Series: 300
Pitch: 12
Intended Ring Gear Match: 168 Tooth
Weight: 9.85 lbs

TS301 Specifications
For Make: Chevrolet - with staggered pattern
Platform Series: 300
Pitch: 12
Intended Ring Gear Match: 168 Tooth
Weight: 9.90 lbs

TS400 Specifications
For Make: Chevrolet
Platform Series: 400
Pitch: 12
Intended Ring Gear Match: 168 Tooth
Weight: 12.90 lbs
Options: 24V activation solenoid available - TS40024

TS400DP Specifications
For Make: Chevrolet
Platform Series: 400
Pitch: 12
Intended Ring Gear Match: 168 or 153 Tooth
Weight: 13.00 lbs
Options: 24V activation solenoid available - TS400DP24

TS400DSD Specifications
For Make: Chevrolet
Platform Series: 400
Pitch: 12
Intended Ring Gear Match: 168 or 153 Tooth
Weight: 13.05 lbs
Precautions: Bolts to the driver’s (non-standard) side of the engine block.

TS500 Specifications
For Make: Chevrolet
Platform Series: 500
Pitch: 12
Intended Ring Gear Match: 168 Tooth
Weight: 12.70 lbs

Chevy 300
Chevy 400
Chevy 500
### Starters

**Chevy 10 Pitch & GM 12 Pitch**

<table>
<thead>
<tr>
<th>Starters</th>
<th>Platform Series</th>
<th>Pitch</th>
<th>Intended Ring Gear Match</th>
<th>Weight</th>
<th>Options</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TS119</strong> Specifications</td>
<td>For Make: GM LS Engines</td>
<td>Platform Series: 100</td>
<td>Pitch: 12</td>
<td>Intended Ring Gear Match: 168 Tooth</td>
<td>Weight: 11.75 lbs</td>
</tr>
<tr>
<td><strong>TSS027</strong> Specifications</td>
<td>For Make: Chevrolet</td>
<td>Platform Series: 400</td>
<td>Pitch: 10</td>
<td>Intended Ring Gear Match: 136 Tooth</td>
<td>Weight: 12.90 lbs</td>
</tr>
<tr>
<td><strong>TST400</strong> Specifications</td>
<td>For Make: Chevrolet</td>
<td>Platform Series: 400</td>
<td>Pitch: 10</td>
<td>Intended Ring Gear Match: 139 Tooth</td>
<td>Weight: 12.90 lbs</td>
</tr>
<tr>
<td><strong>TST400DS</strong> Specifications</td>
<td>For Make: Chevrolet</td>
<td>Platform Series: 400</td>
<td>Pitch: 10</td>
<td>Intended Ring Gear Match: 139 Tooth</td>
<td>Weight: 12.90 lbs</td>
</tr>
</tbody>
</table>

Options: 24V activation solenoid available - TST40024

Precautions: Bolts to the driver's (non-standard) side of the engine block.

<table>
<thead>
<tr>
<th>Starters</th>
<th>Platform Series</th>
<th>Pitch</th>
<th>Intended Ring Gear Match</th>
<th>Weight</th>
<th>Options</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TS500</strong> Specifications</td>
<td>For Make: Chevrolet</td>
<td>Platform Series: 500</td>
<td>Pitch: 10</td>
<td>Intended Ring Gear Match: 139 Tooth</td>
<td>Weight: 12.70 lbs</td>
</tr>
<tr>
<td><strong>TST500</strong> Specifications</td>
<td>For Make: Chevrolet</td>
<td>Platform Series: 500</td>
<td>Pitch: 10</td>
<td>Intended Ring Gear Match: 139 Tooth</td>
<td>Weight: 12.70 lbs</td>
</tr>
</tbody>
</table>

Intended Ring Gear Match: 139 Tooth

Weight: 12.90 lbs

Options: 24V activation solenoid available - TST50024

---

**Chevy 400**

**LS 100**

**LS 300**
Starters

Pontiac and Ford 12 Pitch

TS203 Specifications
For Make: Pontiac  
Platform Series: 200  
Pitch: 12  
Intended Ring Gear Match: 166 Tooth  
Weight: 7.55 lbs

TSS069 Specifications
For Make: Ford  
Platform Series: 500  
Pitch: 12  
Intended Ring Gear Match: 164 or 157 Tooth  
Weight: 13.05 lbs  
Design Feature: Eccentric nose for radial align adjustment

Ford 12 Pitch and 10 Pitch

TS408 Specifications
For Make: Ford  
Platform Series: 400  
Pitch: 12  
Intended Ring Gear Match: 164 or 157 Tooth  
Weight: 13.10 lbs

TST409 Specifications
For Make: Ford  
Platform Series: 400  
Pitch: 10  
Intended Ring Gear Match: 140 Tooth  
Weight: 13.15 lbs  
Design Feature: Eccentric nose for radial align adjustment

Ford 400

TS409 Specifications
For Make: Ford  
Platform Series: 400  
Pitch: 12  
Intended Ring Gear Match: 164 or 157 Tooth  
Weight: 13.15 lbs  
Design Feature: Eccentric nose for radial align adjustment

TS203

Starters are produced with world class manufacturing and assembly. 100% quality tested at our facility in Escondido, California.
<table>
<thead>
<tr>
<th>Make</th>
<th>Platform Series</th>
<th>Pitch</th>
<th>Intended Ring Gear Match</th>
<th>Weight</th>
<th>Precautions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mopar</td>
<td>100</td>
<td>10</td>
<td>130 Tooth</td>
<td>11.25 lbs</td>
<td></td>
</tr>
<tr>
<td></td>
<td>300</td>
<td>10</td>
<td>130 Tooth</td>
<td>9.50 lbs</td>
<td></td>
</tr>
<tr>
<td></td>
<td>400</td>
<td>10</td>
<td>130 Tooth, 136 or 139 Tooth</td>
<td>12.90 lbs</td>
<td></td>
</tr>
<tr>
<td></td>
<td>500</td>
<td>10</td>
<td>139 or 136 Tooth</td>
<td>12.50 lbs</td>
<td></td>
</tr>
<tr>
<td></td>
<td>400</td>
<td>12</td>
<td>166 or 168 Tooth</td>
<td>12.85 lbs</td>
<td></td>
</tr>
</tbody>
</table>

One set of radial alignment washers included.
**Starters**

**Mopar 12 Pitch, VW/Porsche, DTS**

**TS406H Specifications**
- **For Make:** Mopar
- **Platform Series:** 400
- **Pitch:** 12
- **Intended Ring Gear Match:** 168 or 166 Tooth
- **Weight:** 13.95 lbs
- **Options:** 24V activation solenoid available - TS406H24
- **Precautions:** Midplate mounted, non-standard pinion location

One set of radial alignment washers included

**TS586 Specifications**
- **For Make:** VW / Porsche / Off Road Buggie
- **Platform Series:** 500
- **Pitch:** 12
- **Intended Ring Gear Match:** 168 Tooth
- **Weight:** 12.25 lbs

**TS5024 Specifications**
- **For Make:** DTS Dyno
- **Platform Series:** 600
- **Pitch:** 10
- **Intended Ring Gear Match:** 139 Tooth
- **Weight:** 13.95 lbs
- **Precautions:** Custom 10 pitch ring gear FPG007

**TS586 Specifications**
- **For Make:** DTS Dyno
- **Platform Series:** 600
- **Pitch:** 12
- **Intended Ring Gear Match:** 139 Tooth
- **Weight:** 13.95 lbs
- **Precautions:** Custom 10 pitch ring gear FPG007

One set of radial alignment washers included

**TS5025 Specifications**
- **For Make:** Midplate Mount Spare
- **Platform Series:** 400
- **Pitch:** 12
- **Intended Ring Gear Match:** 168 Tooth
- **Weight:** 13.95 lbs
- **Precautions:** Midplate Mount works with Kit MSP0091. See page 68

**TS5024 Specifications**
- **For Make:** DTS Dyno
- **Platform Series:** 600
- **Pitch:** 12
- **Intended Ring Gear Match:** 139 Tooth
- **Weight:** 13.95 lbs
- **Precautions:** Custom 10 pitch ring gear FPG007

One set of radial alignment washers included

**TS025 Specifications**
- **For Make:** Midplate Mount Spare
- **Platform Series:** 400
- **Pitch:** 12
- **Intended Ring Gear Match:** 168 Tooth
- **Weight:** 13.95 lbs
- **Precautions:** Midplate Mount works with Kit MSP0091. See page 68

**TS025 Specifications**
- **For Make:** Midplate Mount Spare
- **Platform Series:** 400
- **Pitch:** 12
- **Intended Ring Gear Match:** 168 Tooth
- **Weight:** 13.95 lbs
- **Precautions:** Midplate Mount works with Kit MSP0091. See page 68

**TS025 Specifications**
- **For Make:** Midplate Mount Spare
- **Platform Series:** 400
- **Pitch:** 12
- **Intended Ring Gear Match:** 168 Tooth
- **Weight:** 13.95 lbs
- **Precautions:** Midplate Mount works with Kit MSP0091. See page 68

**TS025 Specifications**
- **For Make:** Midplate Mount Spare
- **Platform Series:** 400
- **Pitch:** 12
- **Intended Ring Gear Match:** 168 Tooth
- **Weight:** 13.95 lbs
- **Precautions:** Midplate Mount works with Kit MSP0091. See page 68

**TS025 Specifications**
- **For Make:** Midplate Mount Spare
- **Platform Series:** 400
- **Pitch:** 12
- **Intended Ring Gear Match:** 168 Tooth
- **Weight:** 13.95 lbs
- **Precautions:** Midplate Mount works with Kit MSP0091. See page 68

One set of radial alignment washers included

**TS033 Specifications**
- **For Make:** Mercury Marine Rear Mount
- **Platform Series:** 500
- **Pitch:** 12
- **Intended Ring Gear Match:** 168 Tooth
- **Weight:** 12.70 lbs
- **Precautions:** Check pinion location carefully. Marine applications vary. Call with questions.
CUSTOM STARTERS
Just give us a call and tell us what you need, we can create a custom starter for your specific application.

Changeovers and Upgrades
If you already own a 400 series starter and want to switch it to a different application, these kits may be very useful to you. The kit includes a nose block and the correct drive and pinion assembly. Other changeovers are possible such as switching to a 136 tooth ring gear from 168 or 139. Give us a call. If we can help save you money, we will!

<table>
<thead>
<tr>
<th>Part #</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>TS450</td>
<td>Chevy 400 series 12 pitch to 10 pitch</td>
</tr>
<tr>
<td>TS451</td>
<td>Chevy 400 series 10 pitch to 12 pitch</td>
</tr>
</tbody>
</table>

Starter Drives

<table>
<thead>
<tr>
<th>Part #</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SS139</td>
<td>400 series replacement drive 12 pitch 11 tooth</td>
</tr>
<tr>
<td>SS140</td>
<td>400 series replacement drive 10 pitch 9 tooth</td>
</tr>
</tbody>
</table>

Solenoids

<table>
<thead>
<tr>
<th>Part #</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SS037</td>
<td>Fits 400 or 500 series starters 12 / 16 volt</td>
</tr>
<tr>
<td>SS193</td>
<td>Fits 400 or 500 series starters 24 volt</td>
</tr>
<tr>
<td>SS276</td>
<td>Kit to switch a starter from 12 to 24 volts</td>
</tr>
</tbody>
</table>

Relay Kit
Fits most starters and chassis wiring. The kit makes it easy to guarantee 50 plus amps to the solenoid for trouble free starts. The key is the correct solenoid switch and the Meziere 10 gauge “super fine strand” wire.

<table>
<thead>
<tr>
<th>Part #</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>PWA021</td>
<td>1/4” 10 Gauge</td>
</tr>
<tr>
<td>PWA022</td>
<td>5/16” 4 Gauge</td>
</tr>
<tr>
<td>PWA023</td>
<td>3/8” 4 Gauge</td>
</tr>
<tr>
<td>PWA024</td>
<td>1/2” 4 Gauge</td>
</tr>
<tr>
<td>PWA025</td>
<td>5/16” 1/0 Gauge</td>
</tr>
<tr>
<td>PWA026</td>
<td>3/8” 1/0 Gauge</td>
</tr>
<tr>
<td>PWA027</td>
<td>1/2” 1/0 Gauge</td>
</tr>
</tbody>
</table>

Shrink Tube

Terminal Ends and shrink tubing to help you take care of the final starting system details.

<table>
<thead>
<tr>
<th>Part #</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>PWA028</td>
<td>Red Shrink Tube 2” section for 1/0 terminal</td>
</tr>
<tr>
<td>PWA051</td>
<td>Black Shrink Tube 2” section for 1/0 terminal</td>
</tr>
<tr>
<td>PWA052</td>
<td>Black Shrink Tube 2” section for 1/0 terminal</td>
</tr>
</tbody>
</table>

Charging Lugs
Meet our new brass charging lugs for taper fit receptacles. The contour design is easy to clamp to. Every trailer should have some spare charging lugs on hand!

<table>
<thead>
<tr>
<th>Description</th>
<th>Part #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charging Lugs</td>
<td>MSP0108</td>
</tr>
</tbody>
</table>

Super-fine stranded cable with a tin coating moves the voltage in the most efficient manner. Weight conscious racers can rest assured this is the right solution.

<table>
<thead>
<tr>
<th>Cable Type</th>
<th>Lbs./Ft.</th>
<th>S.A.</th>
<th>5’ Part #</th>
<th>20’ Part #</th>
<th>100’ Part #</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/0 Blk</td>
<td>.436</td>
<td></td>
<td>PW50A5</td>
<td>PW00A5</td>
<td>PW10A5</td>
</tr>
<tr>
<td>1/0 Red</td>
<td>.436</td>
<td></td>
<td>PW50AR</td>
<td>PW00AR</td>
<td>PW10AR</td>
</tr>
<tr>
<td>4 Gauge Red</td>
<td>.177</td>
<td></td>
<td>PW504R</td>
<td>PW004R</td>
<td>PW104R</td>
</tr>
<tr>
<td>10 Gauge Red</td>
<td>.045</td>
<td></td>
<td>PW501R</td>
<td>PW001R</td>
<td>PW110R</td>
</tr>
</tbody>
</table>

Weight conscious racers can rest assured this is the right solution.

<table>
<thead>
<tr>
<th>Cable Type</th>
<th>Lbs./Ft.</th>
<th>S.A.</th>
<th>5’ Part #</th>
<th>20’ Part #</th>
<th>100’ Part #</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/0 Blk</td>
<td>.436</td>
<td></td>
<td>PW50A5</td>
<td>PW00A5</td>
<td>PW10A5</td>
</tr>
<tr>
<td>1/0 Red</td>
<td>.436</td>
<td></td>
<td>PW50AR</td>
<td>PW00AR</td>
<td>PW10AR</td>
</tr>
<tr>
<td>4 Gauge Red</td>
<td>.177</td>
<td></td>
<td>PW504R</td>
<td>PW004R</td>
<td>PW104R</td>
</tr>
<tr>
<td>10 Gauge Red</td>
<td>.045</td>
<td></td>
<td>PW501R</td>
<td>PW001R</td>
<td>PW110R</td>
</tr>
</tbody>
</table>
### Meziere True Billet Flexplates

Chevy Meziere True Billet Flexplates are clearly the superior choice for quality and precision. Machined to exacting tolerances from 4340 round bar, our proprietary manufacturing process ensures the strongest gear tooth, least runout and the best longevity on the market. All of our flexplates are certified to SFI spec 29.2.

#### FP300 (Fig. 1) Ten Pitch (Fig. 1)

<table>
<thead>
<tr>
<th>Application</th>
<th>Chevy - Large</th>
<th>Chevy - Large</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dimension A</td>
<td>14.12</td>
<td>14.12</td>
</tr>
<tr>
<td>Dimension B</td>
<td>.450</td>
<td>.450</td>
</tr>
<tr>
<td>Dimension C</td>
<td>.170</td>
<td>.170</td>
</tr>
<tr>
<td>Dimension D</td>
<td>2.49</td>
<td>2.49</td>
</tr>
<tr>
<td>Tooth Count</td>
<td>168</td>
<td>139</td>
</tr>
<tr>
<td>Pitch</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>Total Weight</td>
<td>6.3 lbs.</td>
<td>6.3 lbs.</td>
</tr>
<tr>
<td>Counter Bal. Wt.</td>
<td>Neutral</td>
<td>Neutral</td>
</tr>
<tr>
<td>Converter Pattern</td>
<td>3 on 10.75 and 3 on 11.5</td>
<td>3 on 10.75 and 3 on 11.5</td>
</tr>
<tr>
<td>Suggested Bolt Kit</td>
<td>FPH437625</td>
<td>FPH437625</td>
</tr>
</tbody>
</table>

#### FP301 (Fig. 1) FPS006 (Fig. 1) FPS008 (Fig. 1)

<table>
<thead>
<tr>
<th>Application</th>
<th>Chevy - Small</th>
<th>Chevy - Large</th>
<th>Chevy - Large</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dimension B</td>
<td>.450</td>
<td>.450</td>
<td>.450</td>
</tr>
<tr>
<td>Dimension C</td>
<td>.170</td>
<td>.170</td>
<td>.170</td>
</tr>
<tr>
<td>Dimension D</td>
<td>2.49</td>
<td>2.49</td>
<td>2.49</td>
</tr>
<tr>
<td>Tooth Count</td>
<td>153</td>
<td>168</td>
<td>168</td>
</tr>
<tr>
<td>Pitch</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>Total Weight</td>
<td>5.65 lbs.</td>
<td>6.4 lbs.</td>
<td>6.4 lbs.</td>
</tr>
<tr>
<td>Counter Bal. Wt.</td>
<td>Neutral</td>
<td>Neutral</td>
<td>Neutral</td>
</tr>
<tr>
<td>Converter Pattern</td>
<td>3 on 10.75</td>
<td>6 on 10.75</td>
<td>6 on 11.50</td>
</tr>
<tr>
<td>Suggested Bolt Kit</td>
<td>FPH437625</td>
<td>FPH437625</td>
<td>FPH437625</td>
</tr>
</tbody>
</table>

#### FPS031 (Fig. 1) FPS034 (Fig. 1) FPS094 (Fig. 1)

<table>
<thead>
<tr>
<th>Application</th>
<th>Chevy - Small</th>
<th>Chevy - Large</th>
<th>Chevy - Large</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dimension B</td>
<td>.450</td>
<td>.450</td>
<td>.450</td>
</tr>
<tr>
<td>Dimension C</td>
<td>.190</td>
<td>.185</td>
<td>.180</td>
</tr>
<tr>
<td>Dimension D</td>
<td>2.49</td>
<td>2.49</td>
<td>2.49</td>
</tr>
<tr>
<td>Tooth Count</td>
<td>153</td>
<td>168</td>
<td>168</td>
</tr>
<tr>
<td>Pitch</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>Total Weight</td>
<td>7.4 lbs.</td>
<td>8.7 lbs.</td>
<td>6.9 lbs.</td>
</tr>
<tr>
<td>Counter Bal. Wt.</td>
<td>Neutral</td>
<td>Neutral</td>
<td>Neutral</td>
</tr>
<tr>
<td>Converter Pattern</td>
<td>3 on 10.75</td>
<td>6 on 10.75</td>
<td>3 on 11.50</td>
</tr>
<tr>
<td>Suggested Bolt Kit</td>
<td>FPH437625</td>
<td>FPH437625</td>
<td>FPH500875</td>
</tr>
</tbody>
</table>

**Notes:** Solid Plate 1/2 Crank bolts

### Chevy Low Inertia

May not be suitable for extreme applications. Call to discuss your specific application.

#### FPS037 (Fig. 1) FPS057 (Fig. 1) FPS059 (Fig. 1)

<table>
<thead>
<tr>
<th>Application</th>
<th>Chevy - Large</th>
<th>Chevy - Large</th>
<th>Chevy - Small</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dimension A</td>
<td>14.12</td>
<td>14.12</td>
<td>12.83</td>
</tr>
<tr>
<td>Dimension B</td>
<td>.450</td>
<td>.450</td>
<td>.450</td>
</tr>
<tr>
<td>Dimension C</td>
<td>.270</td>
<td>.270</td>
<td>.270</td>
</tr>
<tr>
<td>Dimension D</td>
<td>2.49</td>
<td>2.49</td>
<td>2.49</td>
</tr>
<tr>
<td>Tooth Count</td>
<td>168</td>
<td>139</td>
<td>153</td>
</tr>
<tr>
<td>Pitch</td>
<td>12</td>
<td>10</td>
<td>12</td>
</tr>
<tr>
<td>Total Weight</td>
<td>5.3 lbs.</td>
<td>5.3 lbs.</td>
<td>5.0 lbs.</td>
</tr>
<tr>
<td>Counter Bal. Wt.</td>
<td>Neutral</td>
<td>Neutral</td>
<td>Neutral</td>
</tr>
<tr>
<td>Converter Pattern</td>
<td>3 on 10.75</td>
<td>3 on 10.75</td>
<td>3 on 10.75</td>
</tr>
<tr>
<td>Suggested Bolt Kit</td>
<td>FPH437875</td>
<td>FPH437875</td>
<td>FPH437875</td>
</tr>
</tbody>
</table>

#### FPS125 (Fig. 1) FPS139 (Fig. 1)

<table>
<thead>
<tr>
<th>Application</th>
<th>Chevy - Large</th>
<th>Ford - SB</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dimension A</td>
<td>14.12</td>
<td>14.21</td>
</tr>
<tr>
<td>Dimension B</td>
<td>.450</td>
<td>.38</td>
</tr>
<tr>
<td>Dimension C</td>
<td>.270</td>
<td>.270</td>
</tr>
<tr>
<td>Dimension D</td>
<td>2.49</td>
<td>1.75</td>
</tr>
<tr>
<td>Tooth Count</td>
<td>168</td>
<td>164</td>
</tr>
<tr>
<td>Pitch</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>Total Weight</td>
<td>5.3 lbs.</td>
<td>5.7 lbs.</td>
</tr>
<tr>
<td>Counter Bal. Wt.</td>
<td>Neutral</td>
<td>Neutral</td>
</tr>
<tr>
<td>Converter Pattern</td>
<td>3 on 10.75</td>
<td>3 on 9.75</td>
</tr>
<tr>
<td>Suggested Bolt Kit</td>
<td>FPH437875</td>
<td>FPH437875</td>
</tr>
</tbody>
</table>

#### FPS303 (Fig. 1) FPS335 (Fig. 1)

<table>
<thead>
<tr>
<th>Application</th>
<th>Pontiac</th>
<th>Oldsmobile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dimension A</td>
<td>13.96</td>
<td>13.89</td>
</tr>
<tr>
<td>Dimension B</td>
<td>.380</td>
<td>.450</td>
</tr>
<tr>
<td>Dimension C</td>
<td>.200</td>
<td>.170</td>
</tr>
<tr>
<td>Dimension D</td>
<td>2.91</td>
<td>2.55</td>
</tr>
<tr>
<td>Tooth Count</td>
<td>166</td>
<td>166</td>
</tr>
<tr>
<td>Pitch</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>Total Weight</td>
<td>6.3 lbs.</td>
<td>6.7 lbs.</td>
</tr>
<tr>
<td>Counter Bal. Wt.</td>
<td>Neutral</td>
<td>Neutral</td>
</tr>
<tr>
<td>Converter Pattern</td>
<td>3 on 10.75</td>
<td>3 on 11.50</td>
</tr>
<tr>
<td>Suggested Bolt Kit</td>
<td>FPH500500</td>
<td>FPH437625</td>
</tr>
</tbody>
</table>

**NOTE:** Always check for bolt clearance during assembly.
### Mopar Flexplates

Flexplates made with an integral ring gear (not stock configuration).

**FP30606** (Fig. 1)  
**FP30608** (Fig. 1)  
**FP306168** (Fig. 1)  
**FP306139** (Fig. 1)  
**FP3058** (Fig. 2)

**Application**  
GM LS-1  
GM LS-1  
GM LS-1  
GM LS-1  
GM LS-1

**Dimension A**  
14.12  
14.12  
14.12  
14.12  
14.12

**Dimension B**  
.450  
.450  
.450  
.450  
.450

**Dimension C**  
.180  
.180  
.180  
.180  
.180

**Dimension D**  
2.075  
2.075  
2.075  
2.075  
2.075

**Dimension E**  
.585  
.585  
.585  
.585  
.585

**Tooth Count**  
168  
168  
168  
168  
168

**Pitch**  
12  
12  
12  
12  
12

**Total Weight**  
9.38 lbs.  
9.38 lbs.  
9.38 lbs.  
9.38 lbs.  
9.38 lbs.

**Converter Pattern**  
3 on 10.75  
6 on 10.75  
6 on 10.75  
6 on 10.75  
6 on 10.75

**Suggested Bolt Kit**  
FPHM111.5  
FPHM111.5  
FPHM111.5  
FPHM111.5  
FPHM111.5

**Notes**  
8 bolt crank  
8 bolt crank  
8 bolt crank  
8 bolt crank  
8 bolt crank

---

### GM Flexplates

**FP340A** (Fig. 3)

**Application**  
GM 3800  
GM 3800  
GM 3800  
GM 3800  
GM 3800

**Dimension A**  
14.12  
14.12  
14.12  
14.12  
14.12

**Dimension B**  
.450  
.450  
.450  
.450  
.450

**Dimension C**  
.180  
.180  
.180  
.180  
.180

**Dimension D**  
.176  
.176  
.176  
.176  
.176

**Dimension E**  
.690  
.690  
.690  
.690  
.690

**Tooth Count**  
142  
142  
142  
142  
142

**Pitch**  
12  
12  
12  
12  
12

**Total Weight**  
5.28 lbs.  
5.28 lbs.  
5.28 lbs.  
5.28 lbs.  
5.28 lbs.

**Converter Pattern**  
stock OEM  
stock OEM  
stock OEM  
stock OEM  
stock OEM

**Suggested Bolt Kit**  
FPH437875  
FPH437875  
FPH437875  
FPH437875  
FPH437875

---

### Notes

*Has an 8 bolt crank pattern designed to fit Mopar Hemi engines. It will not fit the wedge type crank pattern.**  
**Note: Adapters available for various Hemi cranks. Bolts may require additional length.

---

**Mopar* GM continued Pro Mod Flexplates**

Built for the Most Extreme Conditions

**Application**  
Hemi - 8 bolt  
Hemi - 8 bolt  
Hemi - 8 bolt  
Hemi - 8 bolt  
Hemi - 8 bolt

**Dimension A**  
14.12  
14.12  
14.12  
14.12  
14.12

**Dimension B**  
.450 —  
.450 —  
.450 —  
.450 —  
.450 —

**Dimension C**  
.300 —  
.300 —  
.300 —  
.300 —  
.300 —

**Dimension D**  
1.70  
1.70  
1.70  
1.70  
1.70

**Dimension E**  
.500  
.500  
.500  
.500  
.500

**Tooth Count**  
168 —  
168 —  
168 —  
168 —  
168 —

**Pitch**  
12 —  
12 —  
12 —  
12 —  
12 —

**Total Weight**  
11.25  
11.25  
11.25  
11.25  
11.25

**Converter Pattern**  
6 on 10.75  
6 on 10.75  
6 on 10.75  
6 on 10.75  
6 on 10.75

**Suggested Bolt Kit**  
FPHS01000  
FPHS01000  
FPHS01000  
FPHS01000  
FPHS01000

---

**PRO MOD SOLUTIONS**

Recent rule changes have presented significant challenges to Pro Mod racers. Fitting a large diameter flexplate inside of a standard, lined bellhousing simply does not work. Fortunately, Meziere Enterprises has teamed up with industry partners to solve this difficult issue. We now offer a new line of flexplates designed specifically for Pro Mod Vehicles with an adjusted outside diameter and tooth count. Our 136 tooth plates fit inside of lined bellhousings, incorporate “ten pitch” gear technology and when coupled with the appropriate Meziere starter can solve these difficult space and safety problems. All plates are certified SFI 29.2.
Small Block Ford

<table>
<thead>
<tr>
<th>Application</th>
<th>SB Ford</th>
<th>SB Ford</th>
<th>SB Ford</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dimension B</td>
<td>.375</td>
<td>.380</td>
<td>.380</td>
</tr>
<tr>
<td>Dimension C</td>
<td>.180</td>
<td>.185</td>
<td>.180</td>
</tr>
<tr>
<td>Dimension D</td>
<td>1.753</td>
<td>1.753</td>
<td>2.07</td>
</tr>
<tr>
<td>Dimension E</td>
<td>.790 n/a</td>
<td>.790 n/a</td>
<td>.790 n/a</td>
</tr>
<tr>
<td>Tooth Count</td>
<td>157</td>
<td>164</td>
<td>168</td>
</tr>
<tr>
<td>Pitch</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>Total Weight</td>
<td>5.9 lbs.</td>
<td>8.5 lbs.</td>
<td>8.5 lbs.</td>
</tr>
</tbody>
</table>

Converter Pattern: 4 on 10.5 and 3 on 10.75

Suggested Bolt Kit: FPS437625

Make the wholesale switch! Whether you are beginning a new build or solving problems with older components you can get the combo, get a complete and solid system in place, and save some money in the process.

Combos, Bolts and Spacers

<table>
<thead>
<tr>
<th>Application</th>
<th>Chevrolet 12 pitch</th>
<th>Chevrolet 12 pitch</th>
<th>Chevrolet 10 pitch</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dimension A</td>
<td>14.24</td>
<td>14.24</td>
<td>15.53</td>
</tr>
<tr>
<td>Dimension B</td>
<td>.375</td>
<td>.375</td>
<td>.320</td>
</tr>
<tr>
<td>Dimension C</td>
<td>.180</td>
<td>.180</td>
<td>.12</td>
</tr>
<tr>
<td>Dimension D</td>
<td>2.502</td>
<td>2.502</td>
<td>2.502</td>
</tr>
<tr>
<td>Dimension E</td>
<td>.370</td>
<td>.370</td>
<td>.480</td>
</tr>
<tr>
<td>Tooth Count</td>
<td>164</td>
<td>164</td>
<td>164</td>
</tr>
<tr>
<td>Pitch</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>Total Weight</td>
<td>7.76 lbs.</td>
<td>7.76 lbs.</td>
<td>7.76 lbs.</td>
</tr>
</tbody>
</table>

Converter Pattern: 4 on 10.75 and 3 on 11.5

Suggested Bolt Kit: FPS437625

Race proven to be the very best. Sold with Locktite\textsuperscript{®} thread locker.

Achieve the proper clearance with these precision spacers.

Bolt size | Thickness | Part #  
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>7/16\textsuperscript{°}</td>
<td>.125\textsuperscript{°}</td>
<td>FPH437125</td>
</tr>
<tr>
<td>7/16\textsuperscript{°}</td>
<td>.187\textsuperscript{°}</td>
<td>FPH437187</td>
</tr>
<tr>
<td>1/2\textsuperscript{°}</td>
<td>.125\textsuperscript{°}</td>
<td>FPH437250</td>
</tr>
<tr>
<td>1/2\textsuperscript{°}</td>
<td>.187\textsuperscript{°}</td>
<td>FPH500108</td>
</tr>
<tr>
<td>1/2\textsuperscript{°}</td>
<td>.250\textsuperscript{°}</td>
<td>FPH500250</td>
</tr>
</tbody>
</table>
Water Pump Buyer’s Guide

100 Series pumps generate 35 gallons per minute or more of water flow. This series continues to expand and now covers applications from AMC to ROVER. Most pumps use a 1” NPT port to direct water into the pump via one of the inlet adapters. These adapters are available in rubber hose and many AN sizes. Extended inlets, extensions, and angle adapters are also available.

200 Series are currently available for Big Block Chevy and Ford, Small Block Chevy, Mopar B/ RB and HEMI engines. This line is a new and innovative design with an integrated expansion tank to remedy the problems associated with low and horizontally mounted radiators. Everyone that has installed this pump is amazed at how simple the cooling system becomes.

300 Series pumps are the highest flowing electric water pumps on the market. Most people use these on high performance street cars, although the appearance of these models is similar to the 100 series pumps, internally everything is larger. Inlet inside diameters are 1 3/8” or 1 1/2”. The impeller and pump cavity allow for greater volume of water. The Heavy Duty motors provide increased torque and RPM. The resulting flow rate of 55 GPM is enough to cool anything from a 600+ HP circle track car to a 2200 HP PRO MOD. We strongly recommend this series resulting flow rate of 55 GPM is enough to cool anything from a 600+ HP

400 Series belt driven pumps are show quality outside and race bred inside. They are available for Big Block Chevy and Small Block Chevy (standard and reverse rotation). These pumps are all-billet construction. The appearance and unmatched lower speed flow numbers make them popular with the street rod crowd. The high RPM performance is capable of cooling any race engine.

500 Series pumps and radiator drop in kits are designed for specific import engines and/or cars. WPK part numbers are kits that convert the application from a belt driven, block mounted factory water pump to a remote electric. We have found that using the radiator as a platform for our popular WP136 pump has allowed hundreds of new sport compact car applications an easy way to plumb an electric water pump.

Water Pump Features

Performance The design of the CNC machined impeller is the key to the performance of our pumps.

Corrosion Resistant Corrosion can cause premature failure in the electrical portion of a pump. To combat this we supply a weather tight connector with our electric water pumps.

Durability Epoxy coated motor windings protect against failure caused by harmonic vibration.

No Interference A radio frequency suppression circuit incorporated into the motor brush card reduces “RF” interference.

Relay Kit Using a relay when wiring your electric water pump can save you from overloading existing wires and supply the pump with ample power. This kit is designed for Ford modular installations with wires cut to length but can be used for any of our electric pumps.

Colors & Finishes Most water pumps and accessories can be ordered in one of five finishes. Just insert the corresponding letter (R for Red) in the part number. (See example)

WP09W

Motor Options Electric pumps may be ordered with a Heavy Duty option. This provides more power and RPM, increasing flow and pressure. The Heavy Duty “HD” option is recommended for street cars and other continuous duty applications (where High Flow model pumps are not available). This option also adds 1 lb. to the total weight, add 1/2” to the length of the pumps, and 2 amps to current draw. HD=Heavy Duty.

Example: WP100RHD would be a Water Pump, 100 series, Red color with Heavy Duty option.

Build-A-Part # Electric Pump Features Click or press here to directly to the Table of Contents

Application Electrical Relay Part #

WIK346
### Water Pump Gaskets & O-rings

#### Part # | Gasket Description | Reference Diagram
--- | --- | ---
**UNIVERSAL**
WPG001 | Front Plate Gasket | ![Gasket Diagram]

**CHEVROLET**
WPG100 | Big Block Chevy Flange (pair) | ![Gasket Diagram]
WPG101 | Small Block Chevy Flange (pair) | ![Gasket Diagram]

**GENERAL MOTORS**
WPG103 | Pontiac Front Cover | ![Gasket Diagram]
WPG1031 | Pontiac Flanges (pair) | ![Gasket Diagram]
WPG135 | Oldsmobile Flange (pair) | ![Gasket Diagram]
WPG119 | LS-X (pair) | ![Gasket Diagram]
WPG319 | WP319 resealing kit | ![Gasket Diagram]

**CHRYSLER / MOPAR**
WPG106 | Big Block Mopar (pair) | ![Gasket Diagram]
WPG114 | Small Block Mopar Flange (pair) | ![Gasket Diagram]
WPG115 | Small Block Mopar Back Plate | ![Gasket Diagram]

**FORD**
WPG108 | Big Block Ford Flange (pair) | ![Gasket Diagram]
WPG111 | Small Block Ford Traditional (pair) | ![Gasket Diagram]

### Water Pump O-Rings

#### Part # | O-Ring Description | O-Ring Number(s)
--- | --- | ---
**Water Pump O-Rings**
WPG801 | 200 Series Tank O-Ring | -157
WPG802 | Transmission Pan O-Ring | custom
WPG908 | Heater Port Fitting O-Ring | -908
WPG803 | WP103 Pontiac Sleeve O-Rings (2 pcs) | -212 x2
WPG804 | WP125 Buick O-Ring Kit (4 pcs) | -239, -215, -214, -205
WPG805 | WP311/312 Front Plate O-Ring | -048
WPG806 | Honda Idler Plate 19/22T O-Ring | -240
WPG807 | Honda Idler Plate 26T O-Ring | -247
WPG808 | Nissan Block Off Plate O-Ring | -156
WPG809 | WP361/362 O-Ring Kit (2 pcs) | -160, -233
WPG810 | WP336/337 O-Ring | -160
WPG811 | WP136 Base O-Ring | -230
WPG812 | WP137 O-Ring Kit (3 pcs) | -230, -155, -123
WPG813 | WP430 O-Ring Kit | -236

**Fitting O-Rings**
WPG920 | WN Series Fitting O-Ring | -222
WPG916 | #16AN Fitting O-Ring | -916
WPG911 | #12AN Fitting O-Ring | -911
WPG910 | #10AN Fitting O-Ring | -910
WPG908 | #8AN Fitting O-Ring | -908

**Waterneck O-Rings**
WPG814 | WN0019 LS-X | -228
WPG820 | WN0020 Swivel Kit (3 pcs) | -228, -222 x2
WPG814 | WN0021 / WN0022 | -228
WPG815 | WN0023 Ford Small Block | -908, -230
WPG814 | WN0029 Big Block Mopar | -228
WPG816 | WN0030 Small Block Mopar | -140
WPG814 | WN0039 LS-X | -228
WPG814 | WN0812, WN0816 | -228
WPG814 | WN0912, WN0916 | -228
Water Pump Gaskets & O-rings

Waterneck O-Rings (continued)

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Package</th>
</tr>
</thead>
<tbody>
<tr>
<td>WPG814</td>
<td>WN0028 Spacer</td>
<td>-228</td>
</tr>
<tr>
<td>WPG814</td>
<td>WN1028 Spacer</td>
<td>-228</td>
</tr>
<tr>
<td>WPG814</td>
<td>WN1912</td>
<td>-228</td>
</tr>
<tr>
<td>WPG814</td>
<td>WN1916</td>
<td>-228</td>
</tr>
</tbody>
</table>

Block Adapter O-rings

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Package</th>
</tr>
</thead>
<tbody>
<tr>
<td>WP817</td>
<td>BBC WP80 (pair)</td>
<td>-223</td>
</tr>
<tr>
<td>WP817</td>
<td>BBC WP8012AN (pair)</td>
<td>-223</td>
</tr>
<tr>
<td>WP817</td>
<td>BBC WP8016AN (pair)</td>
<td>-223</td>
</tr>
<tr>
<td>WP818</td>
<td>SBC WP8112AN (pair)</td>
<td>-216</td>
</tr>
<tr>
<td>WP818</td>
<td>SBC WP8116AN (pair)</td>
<td>-216</td>
</tr>
<tr>
<td>WP819</td>
<td>DRCE WP8612AN (pair)</td>
<td>-220</td>
</tr>
<tr>
<td>WP819</td>
<td>DRCE WP8616AN (pair)</td>
<td>-220</td>
</tr>
</tbody>
</table>

Miscellaneous O-rings

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Package</th>
</tr>
</thead>
<tbody>
<tr>
<td>WP802</td>
<td>O-Ring for Powerglide Water Cooled Transmission Pan</td>
<td>Custom</td>
</tr>
</tbody>
</table>

Reliability is how we made our name. Although uncommon, failures do occur. The design that makes them so dependable also makes them non-field serviceable, so it is a good idea to keep a spare pump or center-section on hand. This replacement unit is not just a motor, it comes complete from end cap to impeller and includes wiring harness, gasket and hardware. 18 of the 21 100-200 series pumps utilize the WP150 center section. Spare gaskets can be ordered as well. The part number for most gaskets is ‘WPG’ then the pump number.

Comes Complete! Installs in Minutes!
Specify color and options when ordering.

Recommended for Sport, Drag Cars and Mild Street Cars. All 100, and 200 Series pumps for Chevys are machined with enough back spacing to clear cam belt drives and are compatible with most roots blower drives. Passenger side inlet port standard.

35 GPM Standard
42 GPM Heavy Duty

For more technical information please see our Water Pump Buyer’s Guide on page 26.

1" NPT Inlet required. See page 58.

<table>
<thead>
<tr>
<th>Application</th>
<th>Pump Model</th>
<th>Color</th>
<th>Additional Option</th>
<th>Weight (standard)</th>
<th>Weight (HD)</th>
<th>Depth (standard)</th>
<th>Depth (HD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BBC 396-572</td>
<td>WP100</td>
<td>R,B,S,U,C</td>
<td>HD</td>
<td>6.8 lbs.</td>
<td>6.780&quot;</td>
<td>7.280&quot;</td>
<td></td>
</tr>
<tr>
<td>SBC 4.3 V6, 262-400</td>
<td>WP101</td>
<td>R,B,S,U,C</td>
<td>HD</td>
<td>5.5 lbs.</td>
<td>6.780&quot;</td>
<td>7.280&quot;</td>
<td></td>
</tr>
<tr>
<td>BBC Lightweight</td>
<td>WPL100</td>
<td>S</td>
<td></td>
<td>5.2 lbs.</td>
<td>6.2 lbs.</td>
<td>6.780&quot;</td>
<td>7.280&quot;</td>
</tr>
</tbody>
</table>

Fill it and forget it. The 200 Series pumps are the only viable method to properly fill a cooling system when filling through the radiator is not an option. Fill necks trap air leaving room for coolant to rapidly expand and overheat. The built-in expansion tank separates the air and provides coolant free from air and the cavitation it creates. Eliminate air and problems with the WP200. You will run cooler or your money back.

35 GPM Standard
42 GPM Heavy Duty

R=Red, B=Blue, S=Black, U=Polished, C=Chrome, N=Natural or clear anodize. HD=Heavy Duty. When ordering please choose part #, color, and any options you prefer. For example WP100RHD would be a Water Pump, 100 series, Red color with Heavy Duty option. See our ‘Water Pump Buyer’s Guide’ on pages 26-27 for more details.

<table>
<thead>
<tr>
<th>Application</th>
<th>Pump Model</th>
<th>Color</th>
<th>Additional Option</th>
<th>Weight (standard)</th>
<th>Weight (HD)</th>
<th>Depth (standard)</th>
<th>Depth (HD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BBC 396-572</td>
<td>WP200</td>
<td>R,B,S,U,C</td>
<td>HD</td>
<td>9.5 lbs.</td>
<td>6.780&quot;</td>
<td>7.280&quot;</td>
<td></td>
</tr>
<tr>
<td>SBC 4.3 V6, 262-400</td>
<td>WP201</td>
<td>R,B,S,U,C</td>
<td>HD</td>
<td>8.2 lbs.</td>
<td>6.780&quot;</td>
<td>7.280&quot;</td>
<td></td>
</tr>
</tbody>
</table>

1" NPT Inlet required. See page 58.

Specs
BB Buick specific

www.Meziere.com • email:meziere@meziere.com • phone: 800.208.1755 • fax: 760.746.8469
High Flow Pumps are the choice of NHRA Pro Stock champions Greg Anderson and Jason Line to keep cool in the heat of battle. The Meziere 300 series pumps changed the rules about using electric pumps on high horsepower street engines, nitrous motors, or super/turbo charged cars. Delivering 55 gallons per minute of flow, the 300 series pumps offer great cooling solutions to high horsepower vehicles. Higher flow rates reduce the chance of detonation. 55 GPM Standard

High performance meets street practicability. We now offer our High Flow 55 GPM pumps for Chevrolet engines with a heater or bypass port. Fittings are available for a wide variety of hose connections. There’s no need to freeze this winter…hook up the heater and go cruise!

Ported option available in all colors.

Application          | Pump Model | Color                  | Weight (standard) | Depth (standard) |
----------------------|------------|------------------------|-------------------|-----------------|
BBC 396-572          | WP300      | R,B,S,u,C              | 7.4 lbs.          | 7.280"           |
SBC 4.3 V6, 262-400  | WP301      | R,B,S,u,C              | 7.0 lbs.          | 7.280"           |

Take on both engine cooling and transmission cooling with our new line of Trans Pan ready pumps. Each model has been ported specifically to take the challenge out of connecting to our heat exchanging transmission pan. All that is left to do is make the two connecting hoses and your transmission temperatures will be stabilized by your cooling system.

Application          | Pump Model | Color | Options | Weight (standard) | Block to Hub |
----------------------|------------|-------|---------|-------------------|--------------|
Chevy BBC Standard    | WT100      | R,B,S,u,C | HD     | 5.4 lbs.          | 5.75"        |
Chevy BBC Reservoir   | WP200      | R,B,S,u,C | HD     | 5.4 lbs.          | 5.66"        |
Chevy BBC High Flow   | WT300      | R,B,S,u,C |        |                   |              |

The "R" in the prefix of these part numbers indicates reverse rotation making it compatible with most serpentine belt applications.

See page 68 for trans pan info.
**Chevy 4” Impeller Dyno Test**

- **Power Consumed (horsepower/minute)**
  - 5.000 rpm: 1.25
  - 1000 rpm: 2.65
  - 2000 rpm: 5.25
  - 3000 rpm: 7.85
  - 4000 rpm: 10.45
  - 5000 rpm: 12.05

- **Flow (Gallons/Minute)**
  - 5600 rpm: 16
  - 5200 rpm: 14
  - 4800 rpm: 12
  - 4400 rpm: 10
  - 4000 rpm: 8
  - 3600 rpm: 6

- **Engine Type & Horsepower**
  - **BLUE = FLOW**
  - **WHITE = PSI**
  - **RED = HP**

- **Application**
  - SBC 4.3 V6, 262-400
  - SBC 4.3 V6, 262-400
  - BBC 369-572

- **Color**
  - N

- **Weight (standard)**
  - 6.8 lbs.

- **Block to Hub**
  - 5.75"

**Wiggins inlet available. Please see page 58.**

---

**Chevy 4” Impeller Dyno Test**

- **Power Consumed (horsepower/minute)**
  - 5.000 rpm: 1.25
  - 1000 rpm: 2.65
  - 2000 rpm: 5.25
  - 3000 rpm: 7.85
  - 4000 rpm: 10.45
  - 5000 rpm: 12.05

- **Flow (Gallons/Minute)**
  - 5600 rpm: 16
  - 5200 rpm: 14
  - 4800 rpm: 12
  - 4400 rpm: 10
  - 4000 rpm: 8
  - 3600 rpm: 6

- **Engine Type & Horsepower**
  - **BLUE = FLOW**
  - **WHITE = PSI**
  - **RED = HP**

- **Application**
  - SBC 4.3 V6, 262-400
  - SBC 4.3 V6, 262-400
  - BBC 369-572

- **Color**
  - N

- **Weight (standard)**
  - 6.8 lbs.

- **Block to Hub**
  - 5.75"

**Wiggins inlet available. Please see page 58.**

---

**Chevy 4” Impeller Dyno Test**

- **Power Consumed (horsepower/minute)**
  - 5.000 rpm: 1.25
  - 1000 rpm: 2.65
  - 2000 rpm: 5.25
  - 3000 rpm: 7.85
  - 4000 rpm: 10.45
  - 5000 rpm: 12.05

- **Flow (Gallons/Minute)**
  - 5600 rpm: 16
  - 5200 rpm: 14
  - 4800 rpm: 12
  - 4400 rpm: 10
  - 4000 rpm: 8
  - 3600 rpm: 6

- **Engine Type & Horsepower**
  - **BLUE = FLOW**
  - **WHITE = PSI**
  - **RED = HP**

- **Application**
  - SBC 4.3 V6, 262-400
  - SBC 4.3 V6, 262-400
  - BBC 369-572

- **Color**
  - N

- **Weight (standard)**
  - 6.8 lbs.

- **Block to Hub**
  - 5.75"

**Wiggins inlet available. Please see page 58.**
Our LS-X pump, originally designed for Stock and Super Stock racers, this pump can also be found on street rods, dune buggies and modified street cars. This pump is not designed to accommodate factory accessories (i.e. P/S, ALT, A/C).

**Application**

*Generic LS fitment*  

<table>
<thead>
<tr>
<th>Pump Model</th>
<th>Color</th>
<th>Additional Option</th>
<th>Weight (standard)</th>
<th>Weight (HD)</th>
<th>Depth (standard)</th>
<th>Depth (HD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>WP119</td>
<td>R,B,S,U,C</td>
<td>HD</td>
<td>7 lbs.</td>
<td>8 lbs.</td>
<td>6.700&quot;</td>
<td>7.200&quot;</td>
</tr>
</tbody>
</table>

1" NPT inlet required. See page 58.

35 GPM Standard or 42 GPM Heavy Duty  

**Driver or Passenger side inlet ports**

WP319 Application

<table>
<thead>
<tr>
<th>Engine</th>
<th>Pump Model</th>
<th>Color</th>
<th>Weight</th>
<th>Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corvette 1977 - 2004</td>
<td>WP319</td>
<td>R,B,S,U,C</td>
<td>14.9 lbs.</td>
<td>8.25&quot;</td>
</tr>
<tr>
<td>Corvette 2005 - 2007</td>
<td>WP319</td>
<td>R,B,S,U,C</td>
<td>14.9 lbs.</td>
<td>8.25&quot;</td>
</tr>
<tr>
<td>Pontiac GTO 2004</td>
<td>WP319</td>
<td>R,B,S,U,C</td>
<td>14.9 lbs.</td>
<td>8.25&quot;</td>
</tr>
<tr>
<td>Pontiac GTO 2005 - 2006</td>
<td>WP319</td>
<td>R,B,S,U,C</td>
<td>14.9 lbs.</td>
<td>8.25&quot;</td>
</tr>
<tr>
<td>Cadillac CTS 2004 - 2005</td>
<td>WP319</td>
<td>R,B,S,U,C</td>
<td>14.9 lbs.</td>
<td>8.25&quot;</td>
</tr>
<tr>
<td>Cadillac CTS 2006 - 2007</td>
<td>WP319</td>
<td>R,B,S,U,C</td>
<td>14.9 lbs.</td>
<td>8.25&quot;</td>
</tr>
</tbody>
</table>

Replacement center section part number is WP339.

Fitting available for AN line connection. See page 60 for details.

Accessory with waterneck #WN0019 on page 42.

Our street version for the LS engine boasts 55 GPM flow rate and ease of installation. Accommodates the factory accessory belt. Proven to free up more than 11 rear wheel horsepower in most applications.

Application list based on internet research - please verify outlet location before ordering.

The new Corvette / Camaro pump is here! This completely new design has been one of the most requested pumps in recent memory. Our engineers went to work to provide our brand of solid quality water pump solutions to the proud owners of the new Chevrolet muscle cars, and the result is one of the best performing pumps we have ever developed!

Replacement center section part number is WP339.

Fitting available for AN line connection. See page 60 for details.

Application

<table>
<thead>
<tr>
<th>Engine</th>
<th>Pump Model</th>
<th>Color</th>
<th>Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corvette-manual trans 2010 - 2013</td>
<td>WP329</td>
<td>Clear Ano</td>
<td>8.15&quot;</td>
</tr>
<tr>
<td>Corvette 2010 - 2013</td>
<td>WP330</td>
<td>Clear Ano</td>
<td>7.65&quot;</td>
</tr>
<tr>
<td>Camaro-auto trans 2010-2013</td>
<td>WP331</td>
<td>Clear Ano</td>
<td>9.25&quot;</td>
</tr>
<tr>
<td>COPO Camaro - Supercharged*</td>
<td>WP332</td>
<td>Clear Ano</td>
<td>7.65&quot;</td>
</tr>
</tbody>
</table>

R=Red, Bl=Blue, Sl=Black, P=Polished, C=Chrome, N=Natural or clear anodize. HD=Heavy Duty. When ordering please choose part #, color, and any options you prefer. For example WP100RHD would be a Water Pump, 100 series, Red color with Heavy Duty option. See our ‘Water Pump Buyer's Guide’ on pages 26-27 for more details.

NEW!

LS Extreme Duty!

We bring you the solution for LS based, extreme duty engine cooling. The new 55 GPM pump is a great solution for high compression, high horsepower applications where superchargers, turbos or nitrous systems are employed. These pumps are the highest flowing electric pumps available and come with a two year warranty.

Application

<table>
<thead>
<tr>
<th>Pump Model</th>
<th>Color</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>WP333</td>
<td>N,S</td>
<td>10.35 lbs.</td>
</tr>
<tr>
<td>WP334</td>
<td>N,S</td>
<td>12.00 lbs.</td>
</tr>
</tbody>
</table>

NEW!

WP333

*Will not fit LSA or LS9 Supercharged applications.

Our street version for the LS engine boasts 55 GPM flow rate and ease of installation. Accommodates the factory accessory belt. Proven to free up more than 11 rear wheel horsepower in most applications.

Accessory with waterneck # WN0019 on page 42.

Application list based on internet research - please verify outlet location before ordering.

Replacement center section part number is WP339.

Fitting available for AN line connection. See page 60 for details.

The new Corvette / Camaro pump is here! This completely new design has been one of the most requested pumps in recent memory. Our engineers went to work to provide our brand of solid quality water pump solutions to the proud owners of the new Chevrolet muscle cars, and the result is one of the best performing pumps we have ever developed!

Replacement center section part number is WP339.

Fitting available for AN line connection. See page 60 for details.

Application

<table>
<thead>
<tr>
<th>Engine</th>
<th>Pump Model</th>
<th>Color</th>
<th>Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corvette-manual trans 2010-2013</td>
<td>WP329</td>
<td>Clear Ano</td>
<td>8.15&quot;</td>
</tr>
<tr>
<td>Corvette 2010-2013</td>
<td>WP330</td>
<td>Clear Ano</td>
<td>7.65&quot;</td>
</tr>
<tr>
<td>Camaro-auto trans 2010-2013</td>
<td>WP331</td>
<td>Clear Ano</td>
<td>9.25&quot;</td>
</tr>
<tr>
<td>COPO Camaro - Supercharged*</td>
<td>WP332</td>
<td>Clear Ano</td>
<td>7.65&quot;</td>
</tr>
</tbody>
</table>

R=Red, Bl=Blue, Sl=Black, P=Polished, C=Chrome, N=Natural or clear anodize. HD=Heavy Duty. When ordering please choose part #, color, and any options you prefer. For example WP100RHD would be a Water Pump, 100 series, Red color with Heavy Duty option. See our ‘Water Pump Buyer's Guide’ on pages 26-27 for more details.

NEW!

WP333

*Will not fit LSA or LS9 Supercharged applications.
The 400 series belt driven pumps are show quality outside and race bred inside. These pumps are all-billet construction and are designed with top end performance and longevity in mind. Top end figures match the best racing pumps on the market and off idle flow is 5 to 7 GPM higher than any competitor. It has already proven to be a great success in many forms of racing including off and on-road endurance.

This mechanical water pump for GM LSx engines boasts higher flow with a 4 inch impeller. It is for

\[ WP100RHD \]

with

\[ R=Red, B=Blue, S=Black, U=Polished, \]

\[ WP100RHD \]

• Show quality machined finish.
• Suitable for all street or racing applications.
• All-billet body and impeller provide tight clearances for excellent flow characteristics.
• Low pressure ports for heater and bypass connections.

This pump covers from '61 Olds Starfire to a '02 Range Rover. It has proven its performance dealing with the extreme horsepower of a Durttweiler Turbo V-6 as well as being tough enough for the extreme sand cars of the desert southwest.

35 GPM Standard
42 GPM Heavy Duty
1" NPT inlet required. See page 58.

Application
Pump Model
Color
Additional Option
Weight (standard) (HD)
Weight (standard) (HD)
Depth (standard) (HD)
Depth (standard) (HD)
Buick V6 169-274
'61-'89
WP125
R,B,S,U
HD
7.8 lbs.
8.8 lbs.
5.784" 6.284"

Buick V8 215-350
'61-'74
WP125
R,B,S,U
HD
7.8 lbs.
8.8 lbs.
5.784" 6.284"

Jeep V6 255
WP125
R,B,S,U
HD
7.8 lbs.
8.8 lbs.
5.784" 6.284"

Olds V8 215
'61 & '63
WP125
R,B,S,U
HD
7.8 lbs.
8.8 lbs.
5.784" 6.284"

Rover 3.5-4.6
'64-up
WP125
R,B,S,U
HD
7.8 lbs.
8.8 lbs.
5.784" 6.284"

The big block Buick's factory timing cover forced us to do things a little different in the design of this pump. The end result gives you all the features of the 100 series pump and clearance for non-A/C V-belt routing. No inlet required.

35 GPM Standard
42 GPM Heavy Duty
Pump center-section is unique to this model; use part # WP156.

Application
Pump Model
Color
Additional Option
Weight (standard) (HD)
Weight (standard) (HD)
Depth (standard) (HD)
Depth (standard) (HD)
400/430/455
'67-'76
WP126
R,B,S,U
HD
5.7 lbs.
6.7 lbs.
4.000" 4.500"

Coverage for Oldsmobile V-8's is easy. All Big Block, Small Block, Corporate, and Diesel engines after 1965 share the same water pump. The pump bolts to the factory timing plate with hardware and gaskets provided.

35 GPM Standard
42 GPM Heavy Duty
*Passenger side inlet only. Not compatible with 1964 330cid. driver side inlet radiator.
WP127S Recommended. See page 59.

Application
Pump Model
Color
Additional Option
Weight (standard) (HD)
Weight (standard) (HD)
Depth (standard) (HD)
Depth (standard) (HD)
260-455
'64-‘86
WP135
R,B,S,U
HD
5.8 lbs.
6.8 lbs.
6.100" 6.600"

R=Red, B=Blue, S=Black, U=Polished, Q=Chrome, N=Natural or clear anodize. HD=Heavy Duty. When ordering please choose part #, color, and any options you prefer. For example WP100RHD would be a Water Pump, 100 series, Red color with Heavy Duty option. See our 'Water Pump Buyer's Guide' on pages 26-27 for more details.
Water Pumps • Ford

Big Block

This pump is used on everything from home built 429ci powered street rods to Jon Kasse’s B12ci IHRA Pro Stock engines. The back plate is available for stock front cover installations but may not be necessary for some racing blocks and newer motor plates. Compatible with belt drives.

WP108B

Application          Model #    Color    Additional Options    Weight (standard)    Weight (HD or 16)    Depth (standard)    Depth (HD or 16)
429-460              WP108      R,B,S,U,G  HD                  5.9 lbs.           6.9 lbs.           100"                6.000"
WP109              Back plate .19 thick

Never to leave the odd man out, our “FE” pump completes the Ford family of V-8’s.

Drivers side inlet only.

WP170

Application          Model #    Color    Additional Options    Weight (standard)    Weight (HD or 16)    Depth (standard)    Depth (HD or 16)
427 F.E. 352, 390, 406, 427, 428 WP170      R,B,S,U,G  HD                  5.9 lbs.           6.9 lbs.           100"                8.100"

By popular demand, we present the reservoir pump for Big Block Ford. The reservoir pump for Big Block Ford is perfect for low mounted and out of the way radiator placements.

WP208

Application          Model #    Color    Additional Options    Weight (standard)    Weight (HD or 16)    Depth (standard)    Depth (HD or 16)
429-460              WP208      R,B,S,U,G  HD                  8.2 lbs.           9.2 lbs.           100"                6.600"
WP109              Back plate .19 thick

This pump is an Hi-Flow version of our popular Big Block Ford pump. The output of 55 GPM will cool anything from street rods to B12ci IHRA Pro Stock engines. The back plate is available for stock front cover installations but may not be necessary for some racing blocks and newer motor plates. Different fitting required for this pump. See ‘WN’ series on page 56.

WP308

Application          Model #    Color    Additional Options    Weight (standard)    Depth (standard)
429-460              WP308      R,B,S,U,G  HD                  7.4 lbs.           6.000"
WP109              Back plate .19 thick

Water Pumps • Ford

100 Series Small Block

WP111 is the most common pump body for small block Ford engines. It will bolt up to front covers from the very early 1964 style through 1993 and slightly beyond. It has been used as the heart of many cooling systems and can be coupled with one of several different back plates to complete your system right.

WP111S

Application          Pump Model    Color    Additional Option    Weight (HD)    Weight (standard)    Depth (standard)    Depth (HD or 16)
SB Ford               WP111      R,B,S,U,G  HD                  5.6 lbs.           6.6 lbs.           6.300"                6.800"
WP112U
WP113R

For the correct back plate carefully check the chart below. We offer a variety of plates to mate with the WP111 pump. One of these back plates is used to cover the center chamber in a stock type front cover. The back plate will not be used if you are using a modern belt cam drive system. Choosing correctly will ensure easy installation.

Application          Plate Model    Color    Thickness
221-289 early Traditional 289 / 5.0 Cleveland WP112      R,B,S,U,G  .19"
WP113
WP123

R=Red, B=Blue, S=Black, U=Polished, C=Chrome, N=Natural or clear anodize. HD=Heavy Duty. When ordering please choose part #, color, and any options you prefer. For example WP100RHD would be a Water Pump, 100 series, Red color with Heavy Duty option. See our ‘Water Pump Buyer’s Guide’ on pages 26-27 for more details.

Note: Carefully compare this graphic with the graphic found on the next page to confirm which part number pump will mate correctly to your front cover.
WP173 is the right choice if you have a later model front cover on your 5.0 or 351 engine. This is known as the 1994-1995 design and is also shared by Ford Motorsport front covers. In addition, this has been the design chosen universally for front covers purchased with belt cam drive systems.

35 GPM Standard
42 GPM Heavy Duty

WP174

Note: Carefully compare this graphic with the graph found on the previous page to confirm which part number pump will mate correctly to your front cover.

If you are using a stock style front cover you will need the back plate. This pump is suitable for all known belt drive systems including Danny-B, Yates, Jesel and Race Master.

Application | Pump Model | Color | Additional Option | Weight (standard) | Weight (HD) | Depth (standard) | Depth (HD) |
--- | --- | --- | --- | --- | --- | --- | --- |
5.0 front cover | WP510 | R,B,S,U | 1 3/4" inlet fitting included | 6.9 lbs. (standard) | 8.6 lbs. (HD) | 6.600" | 6.780" |
WPR411 | Clear Ano | 4.2 lbs. | 6.25" | 6.000" |

WP177

WP311

WP374

WP373

WP111

WP127

WP111

WP127

R=Red, B=Blue, S=Black, U=Polished, C=Chrome, N=Natural or clear anodize. HD=Heavy Duty. When ordering please choose part #, color, and any options you prefer. For example WP100RHD would be a Water Pump, 100 series, Red color with Heavy Duty option. See our ‘Water Pump Buyer’s Guide’ on pages 26-27 for more details.

These pumps share the feature of 55 GPM flow. The WP312 has a freewheeling idler pulley making this pump fully street ready and a 5.0 lover’s dream come true. The WP311 has all the same features without the pulley making it perfect for racing applications. 55 GPM Standard

| Application | Pump Model | Color | Additional Option | Weight (standard) | Weight (HD) | Depth (standard) | Depth (HD) |
--- | --- | --- | --- | --- | --- | --- | --- |
289*-351W, 5.0-5.8 to ’93* | WP311 (No pulley) | R,B,S,U | 8.6 lbs. | 6.00" | 7.400" |
289*-351W, 5.0-5.8 to ’93* | WP312 (pulley dia 4.48") | R,B,S,U | 10.2 lbs. | 6.780" |

WP173

WP312

WP174

WP312

WP373

WP111

WP374

WP127

WP312

WP373

WP111

WP374

WP127

R=Red, B=Blue, S=Black, U=Polished, C=Chrome, N=Natural or clear anodize. HD=Heavy Duty. When ordering please choose part #, color, and any options you prefer. For example WP100RHD would be a Water Pump, 100 series, Red color with Heavy Duty option. See our ‘Water Pump Buyer’s Guide’ on pages 26-27 for more details.

These pumps have the feature of 42 GPM flow. The WP312 has a freewheeling idler pulley making this pump fully street ready and a 5.0 lover’s dream come true. The WP311 has all the same features without the pulley making it perfect for racing applications. 42 GPM Standard

| Application | Pump Model | Color | Additional Option | Weight (standard) | Weight (HD) | Depth (standard) | Depth (HD) |
--- | --- | --- | --- | --- | --- | --- | --- |
79-93 style | WP173 | R,B,S,U | 4.2 lbs. | 6.25" | 6.000" |
5.0 front cover | WP510 | R,B,S,U | 6.6 lbs. | 6.600" |
WPR411 | Clear Ano | 6.9 lbs. (standard) | 8.6 lbs. (HD) | 6.600" | 6.780" |

WP311

WP312

WP373

WP111

WP127

WP111

WP127

R=Red, B=Blue, S=Black, U=Polished, C=Chrome, N=Natural or clear anodize. HD=Heavy Duty. When ordering please choose part #, color, and any options you prefer. For example WP100RHD would be a Water Pump, 100 series, Red color with Heavy Duty option. See our ‘Water Pump Buyer’s Guide’ on pages 26-27 for more details.

Treat your 360-401 AMC to an electric water pump. Save 11 rear wheel horsepower and get better low speed coolant flow.

Water Pumps • Ford & AMC
Electric and Mechanical for Small Block

Small Block Ford

Small Block Ford High Flow and AMC

Small Block Ford

94-95 Street

Mechanical

AMC

94-95 Street
Specifically for street driven and fully equipped race cars, installation is nearly identical to the factory pump and can be completed in 2-3 hours. Aftermarket underdrive pulley sets may require a shorter serpentine belt.

Cobra Note: 2003-2004 Cobra engines will not accept our Modular pumps. There will be clearance issues.

Elegant solutions for the new Ford 5.0
Ford's new "Coyote" engine has really been an exciting addition to the list of high tech powerplants. We offer 5 pumps to finish off the job of building one of these performance newcomers. From normally aspirated with no accessories to a variety of supercharged options, we have been hard at work to make sure you can keep it cool!

Water Pumps • Ford Modular

Built as a low cost alternative to our WP106. The WP105 uses the stock Mopar water pump housing. This pump looks good and flows over 35 GPM. Relocation of factory brackets may be required. Street engines over 450 HP use HD pumps.

Water Pumps • Mopar 100 & 200 Series Big Block

Tossing out your bulky factory water pump and switching to a Meziere pump will save space, horsepower, and remove about 10 lbs. from the front of your engine. See page 40 for AN line connection.

Developed to cure problems associated with low mounted or horizontal radiators, the 200 series pumps have a built-in expansion tank that serves as a fill point and air separator. Returning the pressure cap to the suction side of the system allows you to fill your dropper with the pump running and maintains the level by purging accumulated air before any water escapes. With a head of water above a self priming pump cavity, this design eliminates air locking and cavitation. See page 40 for AN line connection.

-12 O-ring outlet adapter required. See page 60.

- Fits factory housing
- Installs in minutes
- Uses factory gaskets
- Street or strip

R=Red, B=Blue, S=Black, U=Polished, C=Chrome, N=Natural or clear anodize. HD=Heavy Duty. When ordering please choose part #, color, and any options you prefer. For example WP100RHD would be a Water Pump, 100 series, Red color with Heavy Duty option. See our 'Water Pump Buyer's Guide' on pages 26-27 for more details.

R=Red, B=Blue, S=Black, U=Polished, C=Chrome, N=Natural or clear anodize. HD=Heavy Duty. When ordering please choose part #, color, and any options you prefer. For example WP100RHD would be a Water Pump, 100 series, Red color with Heavy Duty option. See our 'Water Pump Buyer's Guide' on pages 26-27 for more details.

Application
Ford Modular w/o idler pulley
Ford Modular w/stock size pulley
Ford Modular w/undersized pulley
Ford Modular w/oversized pulley
Ford Modular super duty

Pump Model
WP345
WP346
WP347
WP348
WP349

Color
S,G
S
S
S
S

Weight (standard)
5.0 lbs.
6.9 lbs.
6.9 lbs.
6.9 lbs.
9.3 lbs.

Depth (standard)
3.500"* N/A
3.750"* 5.100"*
3.750"* 4.700"*
3.750"* 5.500"*
5.000"* 5.100"*

Pulley (diameter) N/A
R=Red, B=Blue, S=Black, U=Polished, C=Chrome, N=Natural or clear anodize. HD=Heavy Duty. When ordering please choose part #, color, and any options you prefer. For example WP100RHD would be a Water Pump, 100 series, Red color with Heavy Duty option. See our 'Water Pump Buyer's Guide' on pages 26-27 for more details.

Application
Ford Coyote no pulley
Ford Coyote w/stock size pulley
Ford Coyote KBell reduced pulley
Ford Coyote Supercharged Cobra Jet

Pump Model
WP341
WP342
WP343
WP340

Color
S
S
S
S

Weight (standard)
7.3 lbs.
9.1 lbs.
9.0 lbs.
9.1 lbs.

Depth (standard)
5.200"* N/A
5.540"* 5.5"*
5.540"* 4.8"*
5.540"* 4.8"*

Pulley (diameter) N/A

Application
B/RB/Hemi 350-440

Pump Model
WP105
WP106
WP206

Color
S,G
R,B,S,U,C
R,B,S,U,C

Weight (standard)
3.6 lbs.
5.7 lbs.
9.5 lbs.

Depth (standard)
100 Series
200 Series
100 Series
200 Series

Size
HD
HD
HD
HD

Option
42 GPM Standard
42 GPM Heavy Duty
35 GPM Standard
42 GPM Heavy Duty
12 O-ring outlet adapter required. See page 60.

Wireform: 1-800-208-1755
Fax: 760-746-8469
Email: meziere@meziere.com
www.Meziere.com
### Water Pumps • Mopar

**Big Block and Small Block**

These high flow pumps keep extreme Mopars cool, a big hit with the high compression and supercharged crowd. We are proud to offer a true 55 GPM pump in the traditional Mopar configuration as well as a purpose built reverse flow 55 GPM pump. Different fitting required for this pump. See ‘WN’ series on page 56.

WP306 includes:
- Plugs for both driver and passenger sides
- Driver’s side adapter for standard mechanical temp sender
- Adapter for 3/8 NPT electric sender

Well as a purpose built reverse flow 55 GPM pump.

We are proud to offer a true 55 GPM pump in the traditional Mopar configuration as well as a purpose built reverse flow 55 GPM pump.

**Application**

<table>
<thead>
<tr>
<th>Model #</th>
<th>Color</th>
<th>Weight</th>
<th>Depth</th>
</tr>
</thead>
<tbody>
<tr>
<td>WP306</td>
<td>R,B,S,U,C</td>
<td>8.8 lbs.</td>
<td>7.25&quot;</td>
</tr>
<tr>
<td>WP307</td>
<td>R,B,S,U,C</td>
<td>8.1 lbs.</td>
<td>7.25&quot;</td>
</tr>
</tbody>
</table>

**Direction**
- Standard
- Reverse

**Outlet Configuration**
- Std. Mopar
- 2X-12AN

**Model #**
- WP306
- WP307

**Color**
- Red
- Blue
- Black
- Unpainted

**Options**
- 1" NPT Inlet

**Additional Options**
- HD
- SB Mopar Early
- SB Mopar '91 - up

**Weight**
- 5.7 lbs.
- 6.7 lbs.
- 6.100" (HD or 16)
- 6.600" (HD or 16)

**Depth**
- 4.250" (standard)
- 7.25" (standard)

**Additional Options**
- 1 1/2" fitting included
- 1 3/4" fitting included

**Model #**
- WP314
- WP315

**Combined Weight**
- 10.7 lbs.
- 6.75"

**Combined Depth**
- 4.120" (standard)
- 6.000" (standard)

**Weight**
- 5.6 lbs.
- 4.250" (standard)
- 4.120" (standard)

**Model #**
- WP520
- WP520

**Color**
- Red
- Blue
- Black
- Unpainted

**Options**
- 19T
- 22T
- 26T

**Weight**
- 8.6 lbs.

**Application**

**Kit Model**
- WPK50022
- WPK50026

**Note:** The supplied bracket is designed for applications with manual transmissions. No bracket available for automatic transmission.

**Color**
- R,B,S,U

**Weight**
- 4.1 lbs.

**Application**

**Model #**
- WP520

**Color**
- Red

**Weight**
- 5.6 lbs.

**Depth**
- 4.250" (standard)

**Application**

**Model #**
- WP520

**Color**
- Red

**Weight**
- 4.1 lbs.

**Depth**
- 4.120" (standard)

**Application**

**Model #**
- WP520

**Color**
- Red

**Weight**
- 5.6 lbs.

**Depth**
- 4.250" (standard)

**Application**

**Model #**
- WP520

**Color**
- Red

**Weight**
- 4.1 lbs.

**Depth**
- 4.120" (standard)

**Note:** The supplied bracket is designed for applications with manual transmissions. No bracket available for automatic transmission.

**Color**
- R,B,S,U

**Weight**
- 4.1 lbs.

**Application**

**Model #**
- WP520

**Color**
- Red

**Weight**
- 5.6 lbs.

**Depth**
- 4.250" (standard)

**Application**

**Model #**
- WP520

**Color**
- Red

**Weight**
- 4.1 lbs.

**Depth**
- 4.120" (standard)

**Note:** The supplied bracket is designed for applications with manual transmissions. No bracket available for automatic transmission.

**Color**
- R,B,S,U

**Weight**
- 4.1 lbs.

**Application**

**Model #**
- WP520

**Color**
- Red

**Weight**
- 5.6 lbs.

**Depth**
- 4.250" (standard)

**Application**

**Model #**
- WP520

**Color**
- Red

**Weight**
- 4.1 lbs.

**Depth**
- 4.120" (standard)

**Note:** The supplied bracket is designed for applications with manual transmissions. No bracket available for automatic transmission.

**Color**
- R,B,S,U

**Weight**
- 4.1 lbs.

**Application**

**Model #**
- WP520

**Color**
- Red

**Weight**
- 5.6 lbs.

**Depth**
- 4.250" (standard)

**Application**

**Model #**
- WP520

**Color**
- Red

**Weight**
- 4.1 lbs.

**Depth**
- 4.120" (standard)

**Note:** The supplied bracket is designed for applications with manual transmissions. No bracket available for automatic transmission.

**Color**
- R,B,S,U

**Weight**
- 4.1 lbs.

**Application**

**Model #**
- WP520

**Color**
- Red

**Weight**
- 5.6 lbs.

**Depth**
- 4.250" (standard)

**Application**

**Model #**
- WP520

**Color**
- Red

**Weight**
- 4.1 lbs.

**Depth**
- 4.120" (standard)
**Remote Water Pumps**

**Mini Inline & Bulkhead**

**Bulkhead**

**WP136**

**Designed for** sport compacts, small engine applications and water to air intercoolers. The new dual outlet is well suited for alcohol powered drag cars. Many customers use it to replace existing inline pumps for increased reliability and performance. The pump may be small, but the quality and reliability is just what you have come to expect from Meziere.

Fittings shown are not included. See page 60.

<table>
<thead>
<tr>
<th>Pump Model</th>
<th>Weight (standard)</th>
<th>Height (standard)</th>
</tr>
</thead>
<tbody>
<tr>
<td>WP136</td>
<td>6.3 lbs.</td>
<td>7.250&quot;</td>
</tr>
<tr>
<td>WP137</td>
<td>6.4 lbs.</td>
<td>7.250&quot;</td>
</tr>
</tbody>
</table>

-12 O-ring fittings

WP137

360° INLET

A pair of -12 O-ring boss outlet fittings required. See page 60.

**Our original remote** makes a very clean installation when mounted to the back side of a V-8 motor plate. All the plumbing faces forward, with a single 1" NPT inlet and two -12 O-ring boss outlets. No water manifold is required. It also sits nicely into a fender well or out-of-the-way spot to provide more clearance in front of your engine. One 1" NPT inlet and two -12 outlets required. See pages 59-60. Mounting bracket included.

**35 GPM Standard or 42 GPM Heavy Duty**

**WP116**

**The high flow version** of our bulkhead mount remote pump combines the same mounting features with a larger impeller and ports. This pump moves 55 gallons per minute. The inlet connection is -20AN and requires one of our WN style fittings. The two exit ports accept -12AN fittings. See pages 56-60 for fitting options. Mounting bracket included.

**WP116**

R=Red, B=Blue, S=Black, U=Polished, C=Chrome, N=Natural or clear anodize. HD=Heavy Duty. When ordering please choose part #, color, and any options you prefer. For example WP100RHD would be a Water Pump, 100 series, Red color with Heavy Duty option. See our ‘Water Pump Buyer’s Guide’ on pages 26-27 for more details.

<table>
<thead>
<tr>
<th>Pump Model</th>
<th>Color</th>
<th>Additional Options</th>
<th>Weight (standard)</th>
<th>Weight (HD or 14)</th>
<th>Depth (standard)</th>
<th>Depth (HD or 14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>WP116</td>
<td>R,B,S,U,G</td>
<td>HD</td>
<td>5.4 lbs.</td>
<td>6.4 lbs.</td>
<td>5.000&quot;</td>
<td>5.500&quot;</td>
</tr>
<tr>
<td>WP316</td>
<td>R,B,S,U,G</td>
<td>HD</td>
<td>6.3 lbs.</td>
<td>n/a</td>
<td>5.500&quot;</td>
<td>n/a</td>
</tr>
</tbody>
</table>

**WP316**

**Remote Water Pumps**

**Hi-Flow Inline**

**WP336**

**Our most versatile** pump design to date, combining an inline configuration with a 55 GPM flow rate and interchangeable fittings. Inlet and outlet ports are O-ring boss AN thread.

**WP336**

- Smooth hose or AN line in and out
- Can be spliced into lower radiator hose

**WP337**

- 1.300 ID. inlet available
- Dual -16 outlet ports

**WP365**

**Our new design** allows you the option of adding a true thermostat circuit to assist the warm-up cycle. This has proven a great benefit for engines with aluminum blocks. These engines tend to be built with tighter clearances which require engine heat to avoid excessive wear. The pump can be configured with a wide variety of hose choices by selecting the appropriate fittings for inlet, outlet and bypass.

<table>
<thead>
<tr>
<th>Pump Model</th>
<th>Color</th>
<th>Weight (standard)</th>
<th>Depth (standard)</th>
</tr>
</thead>
<tbody>
<tr>
<td>WP365</td>
<td>S</td>
<td>7.5 lbs.</td>
<td>8.3&quot; (w/o fittings)</td>
</tr>
<tr>
<td>WP366</td>
<td>S</td>
<td>7.5 lbs.</td>
<td>8.3&quot; (w/o fittings)</td>
</tr>
</tbody>
</table>

**WP365**

Rear mount tab shown for WP336 and WP337.

**WP366**

“A pair of ‘WP16’ fittings are required for outlet adapters.”

Fittings shown are not included. See page 56-60.
Our brushless 700 series intercooler pumps boast all-billet construction inside and out, and that’s just the beginning. The high RPM brushless motor is extremely reliable and capable of higher flow rates and pressures than any of its competitors. In addition, take a look at these specs:

- Rated at 250 watts continuous duty, 400 watts peak power.
- Variable speed control capable. CAN capable models also available.
- Corrosion and water resistant. Alloy aluminum construction with anodized finish.
- Universal mount provision.
- Easily adaptable for varying hose configurations.

Where high pressure and flow of a mechanical pump is necessary, this problem solver mounts and drives like a dry sump oil pump. This configuration can reduce the overall length of an engine package. These pumps have been utilized in a wide range of vehicles including 24 hour endurance racers, street rods, Bonneville racers and V-8 motorcycles.

- All O-ring seals
- Variable inlet/outlet positioning in 45° increments
- 5/8” Keyed shaft

WP430 - Standard Rotation pump
WPR430 - Reverse Rotation pump
“WN” style fittings and 2 -12AN outlet fittings required. See page 56-60.

This pump uses the 4” impeller found in our ultra successful off road pumps for engines such as the small block Ford. It has been used for land speed as well as for off road custom vehicles to deliver elevated block pressure and flow performance necessary for high demand engines. Call us with your challenging application and let us help out!

- High performance bearing and seal
- Flanged pulley mount for common drive systems
- Single in, double out configuration
- Accepts our “WN” series fittings

WP431 - Standard Rotation pump
WP432 - Reverse Rotation pump
“WN” style fittings for the inlet and outlets required. See page 56.

Our brushless 700 series intercooler pumps boast all-billet construction inside and out, and that’s just the beginning. The high RPM brushless motor is extremely reliable and capable of higher flow rates and pressures than any of its competitors. In addition, take a look at these specs:

- Rated at 250 watts continuous duty, 400 watts peak power.
- Variable speed control capable. CAN capable models also available.
- Corrosion and water resistant. Alloy aluminum construction with anodized finish.
- Universal mount provision.
- Easily adaptable for varying hose configurations.

Where high pressure and flow of a mechanical pump is necessary, this problem solver mounts and drives like a dry sump oil pump. This configuration can reduce the overall length of an engine package. These pumps have been utilized in a wide range of vehicles including 24 hour endurance racers, street rods, Bonneville racers and V-8 motorcycles.

- All O-ring seals
- Variable inlet/outlet positioning in 45° increments
- 5/8” Keyed shaft

WP430 - Standard Rotation pump
WPR430 - Reverse Rotation pump
“WN” style fittings and 2 -12AN outlet fittings required. See page 56-60.

This pump uses the 4” impeller found in our ultra successful off road pumps for engines such as the small block Ford. It has been used for land speed as well as for off road custom vehicles to deliver elevated block pressure and flow performance necessary for high demand engines. Call us with your challenging application and let us help out!

- High performance bearing and seal
- Flanged pulley mount for common drive systems
- Single in, double out configuration
- Accepts our “WN” series fittings

WP431 - Standard Rotation pump
WP432 - Reverse Rotation pump
“WN” style fittings for the inlet and outlets required. See page 56.

Our brushless 700 series intercooler pumps boast all-billet construction inside and out, and that’s just the beginning. The high RPM brushless motor is extremely reliable and capable of higher flow rates and pressures than any of its competitors. In addition, take a look at these specs:

- Rated at 250 watts continuous duty, 400 watts peak power.
- Variable speed control capable. CAN capable models also available.
- Corrosion and water resistant. Alloy aluminum construction with anodized finish.
- Universal mount provision.
- Easily adaptable for varying hose configurations.

Where high pressure and flow of a mechanical pump is necessary, this problem solver mounts and drives like a dry sump oil pump. This configuration can reduce the overall length of an engine package. These pumps have been utilized in a wide range of vehicles including 24 hour endurance racers, street rods, Bonneville racers and V-8 motorcycles.

- All O-ring seals
- Variable inlet/outlet positioning in 45° increments
- 5/8” Keyed shaft

WP430 - Standard Rotation pump
WPR430 - Reverse Rotation pump
“WN” style fittings and 2 -12AN outlet fittings required. See page 56-60.

This pump uses the 4” impeller found in our ultra successful off road pumps for engines such as the small block Ford. It has been used for land speed as well as for off road custom vehicles to deliver elevated block pressure and flow performance necessary for high demand engines. Call us with your challenging application and let us help out!

- High performance bearing and seal
- Flanged pulley mount for common drive systems
- Single in, double out configuration
- Accepts our “WN” series fittings

WP431 - Standard Rotation pump
WP432 - Reverse Rotation pump
“WN” style fittings for the inlet and outlets required. See page 56.

Our brushless 700 series intercooler pumps boast all-billet construction inside and out, and that’s just the beginning. The high RPM brushless motor is extremely reliable and capable of higher flow rates and pressures than any of its competitors. In addition, take a look at these specs:

- Rated at 250 watts continuous duty, 400 watts peak power.
- Variable speed control capable. CAN capable models also available.
- Corrosion and water resistant. Alloy aluminum construction with anodized finish.
- Universal mount provision.
- Easily adaptable for varying hose configurations.

Where high pressure and flow of a mechanical pump is necessary, this problem solver mounts and drives like a dry sump oil pump. This configuration can reduce the overall length of an engine package. These pumps have been utilized in a wide range of vehicles including 24 hour endurance racers, street rods, Bonneville racers and V-8 motorcycles.

- All O-ring seals
- Variable inlet/outlet positioning in 45° increments
- 5/8” Keyed shaft

WP430 - Standard Rotation pump
WPR430 - Reverse Rotation pump
“WN” style fittings and 2 -12AN outlet fittings required. See page 56-60.

This pump uses the 4” impeller found in our ultra successful off road pumps for engines such as the small block Ford. It has been used for land speed as well as for off road custom vehicles to deliver elevated block pressure and flow performance necessary for high demand engines. Call us with your challenging application and let us help out!

- High performance bearing and seal
- Flanged pulley mount for common drive systems
- Single in, double out configuration
- Accepts our “WN” series fittings

WP431 - Standard Rotation pump
WP432 - Reverse Rotation pump
“WN” style fittings for the inlet and outlets required. See page 56.
Top Dragster Compact Cooling System
Meziere Enterprises is proud to present our clean and compact, all-in-one cooling system for rear engine dragsters. It is designed to fit neatly behind the driver’s seat. With one bolt-in unit you get an electric pump, expansion tank, recovery tank, and fill point. All you will need to do is plumb a #12 line from your radiator and a #12 supply to your engine. It is finished with black anodize and is backed by our 2 year warranty.

<table>
<thead>
<tr>
<th>Application</th>
<th>Pump Model</th>
<th>Weight</th>
<th>Dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dragster</td>
<td>WP139</td>
<td>7.6 lbs.</td>
<td>16&quot;H x 4.5&quot;W x 6.7&quot;D</td>
</tr>
</tbody>
</table>

Save even more space by mounting the pump directly into the radiator.

- Compact design
- Single or Dual outlet ports
- Can be fabricated into most aluminum radiators

Application | Pump Model | Weight | Dimensions |
-----------|------------|--------|------------|
Dragster   | WP139      | 7.6 lbs.| 16"H x 4.5"W x 6.7"D |

Helpful fittings available! See page 56-60 for our line of fittings to make your plumbing super clean.

Weld-in Waterneck
The filler neck is one of the most critical machined parts in the cooling system. Our weld-in filler neck is the highest quality available for upgrading an existing radiator or fabricating a new radiator. The sealing surfaces are machined with 5° tapers for a positive seal.

Application | Housing # |
-------------|-----------|
Standard     | WN0012    |
Flush Mount  | WN0012W   |

Remote Water Pumps
Radiator Mount and Thermostatic

Radiator Mounted Dragster
Our aluminum radiators are built to the highest quality standards and have excellent heat dissipation characteristics. Our "off the shelf" standard part numbers cover a wide variety of racing and street performance applications.

- High quality furnace brazed cores
- Fan & shroud included (except Sportsman*)
- Interchangeable O-ring boss fittings
- Sacrificial anode (optional)

Application | Pump Model | Weight | Dimensions |
-------------|------------|--------|------------|
Scirocco     | WC0110     | 12 lbs.| 25"Wx13"Hx6"D |
Sportsman (w/ fan & shroud) | WC012016 | 13 lbs.| 25"Wx16"Hx6"D |
Pro Stock single return | WC0310 | 12.5 lbs.| 22"Wx14"Hx6"D |
Pro Stock dual return | WC0311 | 12.5 lbs.| 22"Wx14"Hx6"D |
Dragster radiator | WC0210 | 13.2 lbs.| 17.5"Wx22"Hx6"D |

These adapters can help convert a radiator that is configured for our radiator mounted pump back to a conventional arrangement.

Application | Part #  |
-------------|---------|
1.25" Hose   | RFA12S  |
1.50" Hose   | RFA150  |
1.75" Hose   | RFA175  |
2.00" Female fitting | RFA20AN |

(WN style thread - fittings on page 56)
Radiator Accessories
Adapters and Thermostats

SafeCap has been designed to address one issue that has plagued racers for decades. Standard caps often suffer damage that can result in the cap coming off at the most inopportune times. This new cap features a set of ramp rollers for smooth and secure fitment. The billet cap offers excellent integrity, fit and finish. The locking shell and clip ensure a failsafe radiat or cap that will easily withstand the rigors of motorsports.

- 100% Tested at assembly
- Available in 2, 16 and 25 lb. Rates
- Available in 3 finishes
- Patent Pending

Radiator Caps
Billet Radiator caps add a little class to any cooling system. Features an easy grip profile to assist when installing or removing the cap.

SAE Style
<table>
<thead>
<tr>
<th>Finish</th>
<th>7 lb</th>
<th>16 lb</th>
<th>25 lb</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural</td>
<td>WCC303</td>
<td>WCC300</td>
<td>WCC306</td>
</tr>
<tr>
<td>Black</td>
<td>WCC304</td>
<td>WCC301</td>
<td>WCC307</td>
</tr>
<tr>
<td>Nickel</td>
<td>WCC305</td>
<td>WCC302</td>
<td>WCC308</td>
</tr>
</tbody>
</table>

GOZA Style
<table>
<thead>
<tr>
<th>Finish</th>
<th>Natural</th>
<th>16 lb</th>
<th>Nickel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural</td>
<td>WCC309</td>
<td>WCC310</td>
<td></td>
</tr>
<tr>
<td>Black</td>
<td>WCC302</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nickel</td>
<td>WCC311</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

GOZA Style Shell

Billet Cap

Locking Clip

Locking Shell (SAE Style)

Inline thermostat housings can be a real problem solver. We offer a full line of components to get a thermostat into your upper radiator hose. Assembled length is 4” overall.

Step 1:
- Select the primary hookup.
  - WN connection
  - 1 1/4" hose
  - 1 1/2" hose

Step 2:
- Select the secondary hookup.
  - WN to 1 1/4"
  - WN to 1 1/2"
  - WN to 1 3/4"

Step 3:
- Select the thermostat rating.
  - 160 Degrees
  - 170 Degrees
  - 180 Degrees
  - 195 Degrees

Increase flow and gain better control for your cooling systems. The impetus for this specialty designed housing was provided by the extreme demands of desert racing. Thermostats, crucial to engine temperature regulation, need to respond quickly and effectively to changing race conditions. This is especially important considering the complex engine management systems employed and the unpredictable results created by these electronics when certain heat parameters are not met.

By incorporating tandem thermostats installed on the high pressure side of the system, this innovative design helps to stabilize temperatures through the entire range of conditions. It also serves as a failsafe in case a thermostat sticks. It is lightweight, includes a set of mounting holes and clearly marked for flow direction.

Part # (cont.)

Description
WN0051 | WN to 1 1/4”
WN0052 | WN to 1 1/2”
WN0053 | WN to 1 3/4”

Part # (cont.)

Description
WN0070160 | 160 Degree Tstat
WN0070170 | 170 Degree Tstat
WN0070180 | 180 Degree Tstat
WN0070195 | 195 Degree Tstat

Part #
WN0053

Description
Dual Thermostat Housing

www.Meziere.com • email: meziere@meziere.com • phone: 800.208.1755 • fax: 760.746.8469

NEW!
Click or press here to go directly to the table of contents

NEW!
Click or press here to go directly to the table of contents

NEW!
Click or press here to go directly to the table of contents
Fittings and Adapters

WN Style and Adapters

WN Style fittings  -20AN fittings used for thermostat housings and some 300 Series pumps.

Smooth Hose

<table>
<thead>
<tr>
<th>Fits Hose Ø</th>
<th>Fitting Model</th>
<th>Projection Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/4&quot;</td>
<td>WN0034</td>
<td>1.9&quot;</td>
</tr>
<tr>
<td>1&quot;</td>
<td>WN0035</td>
<td>1.9&quot;</td>
</tr>
<tr>
<td>1 1/4&quot;</td>
<td>WN0031</td>
<td>2.05&quot;</td>
</tr>
<tr>
<td>1 1/2&quot;</td>
<td>WN0032</td>
<td>2.05&quot;</td>
</tr>
<tr>
<td>1 3/4&quot;</td>
<td>WN0033</td>
<td>2.05&quot;</td>
</tr>
</tbody>
</table>

AN

<table>
<thead>
<tr>
<th>Fits AN Size</th>
<th>Fitting Model</th>
<th>Projection Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>-10</td>
<td>WN0042</td>
<td>1.15&quot;</td>
</tr>
<tr>
<td>-12</td>
<td>WN0043</td>
<td>1.25&quot;</td>
</tr>
<tr>
<td>-16</td>
<td>WN0040</td>
<td>1.37&quot;</td>
</tr>
<tr>
<td>-20</td>
<td>WN0041</td>
<td>1.37&quot;</td>
</tr>
<tr>
<td>-24</td>
<td>WN0044</td>
<td>1.37&quot;</td>
</tr>
</tbody>
</table>

Extended

<table>
<thead>
<tr>
<th>Application</th>
<th>Fitting Model</th>
<th>Projection Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 3/4&quot; Hose</td>
<td>WN2033</td>
<td>3.6&quot;</td>
</tr>
<tr>
<td>2 1/4&quot; Extension</td>
<td>WN2000</td>
<td>2.22&quot;</td>
</tr>
</tbody>
</table>

WN Style fitting colors: When ordering please choose fitting model number then add the letter of the color you want that fitting to be: R=Red, B=Blue, S=Black, U=Polished, C=Chrome. For example WN0031R would be a WN0031 fitting in Red.

Low Pressure Side Port for any of our WN style connections. Most commonly used to provide a low pressure port for heater plumbing. Has three -8AN side ports 120 degrees apart and is shipped with two plugs. Connection port sold separately.

Fitting Model
WN0047

When the space available simply will not allow a straight fitting you can still get the job done with our 90 degree outlet. It has a male WN thread on one side and a female o-ring thread on the other. It also comes with three shims of varying thickness to allow proper clocking.

Fitting Model
WN2090

This 45 degree adapter will help when the damper or ignition parts interfere with the normal outlet position. Thread size is one inch pipe male and female.

Fitting Model Overall Length
WP1045 2.70"

Inlet to make secondary low pressure connections simple. This adapter has a 1" NPT thread on one end and a -12AN female thread in the other. All colors available.

Fitting Model Overall Length
WP10F12 2.20"

Adapter colors: When ordering please choose fitting model number then add the letter of the color you want that fitting to be: R=Red, B=Blue, S=Black, U=Polished, C=Chrome. For example WP1125R would be a WP1125 fitting in Red.

WP1045B

WP10F12
### Fittings Wiggins and NPT

**The WPP0088 fitting** will fit several, but not all of our mechanical pumps with 4" impeller. List of compatible pumps is the WP402, WPR402 and the WP4002.

**These are intended** to go with the WP337 and WP362 pumps much like the standard and extended AN fittings WP16016 and WP16E16.

### Standard 1" NPT pump fittings for use with most of our 100 Series pumps.

<table>
<thead>
<tr>
<th>Smooth Hose</th>
<th>Fits Hose Ø</th>
<th>Fitting Model</th>
<th>Overall Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 1/4&quot;</td>
<td>WP1125</td>
<td>3.13&quot;</td>
<td></td>
</tr>
<tr>
<td>1 1/4&quot;</td>
<td>WP1125STUB</td>
<td>3.13&quot;</td>
<td></td>
</tr>
<tr>
<td>1 1/2&quot;</td>
<td>WP1150</td>
<td>3.13&quot;</td>
<td></td>
</tr>
<tr>
<td>1 3/4&quot;</td>
<td>WP1175</td>
<td>3.13&quot;</td>
<td></td>
</tr>
</tbody>
</table>

**NPT fitting colors**: When ordering please choose fitting model number then add the letter of the color you want that fitting to be: R=Red, B=Blue, S=Black, U=Polished, C=Chrome. For example WP1125R would be a WP1125 fitting in Red.

### AN

<table>
<thead>
<tr>
<th>AN Size</th>
<th>Fitting Model</th>
<th>Overall Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>-12</td>
<td>WP1012</td>
<td>3.13&quot;</td>
</tr>
<tr>
<td>-16</td>
<td>WP1016</td>
<td>3.13&quot;</td>
</tr>
<tr>
<td>-20</td>
<td>WP1020</td>
<td>3.13&quot;</td>
</tr>
</tbody>
</table>

### Spanner Wrench

An easy way to install your fittings.

Part # WPA010

### AN adapter fittings for LS pumps. If you have one of our LS style pumps but want to go with AN plumbing, these fittings will help you make the top hose connection.

<table>
<thead>
<tr>
<th>Part #</th>
<th>Connection Type</th>
<th>Compatible pumps</th>
</tr>
</thead>
<tbody>
<tr>
<td>WPLS11716</td>
<td>-16AN</td>
<td>WP319 and WP333. We also have a new outlet adaptor for these pumps WPLP0243 (available in Black only)</td>
</tr>
<tr>
<td>WPLS11720</td>
<td>-20AN</td>
<td></td>
</tr>
<tr>
<td>WPP0243</td>
<td>WN Fitting</td>
<td></td>
</tr>
</tbody>
</table>

### WA Fittings: These adapters allow you to make a clean transition from braided steel to slip-on hose. Commonly used to connect AN hose fittings to stock style radiators without fabrication.

<table>
<thead>
<tr>
<th>AN Side</th>
<th>Hose Side</th>
<th>AN Side</th>
<th>Hose Side</th>
</tr>
</thead>
<tbody>
<tr>
<td>-12</td>
<td>WA12125</td>
<td>-12</td>
<td>WA12125</td>
</tr>
<tr>
<td>-16</td>
<td>WA16125</td>
<td>-16</td>
<td>WA16125</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Fittings
AN and Plugs

-16AN pump fittings used for WP337, radiator mount WP362 and radiator outlets.
  *-16AN are available in Blue or Black. Just add 'B' (for blue) or 'S' (for black) at the end of the part number. For example: WP16100B

-12AN pump fittings used for WP136, WP116, WP316 and port adapters.
  *-12AN are available in Blue or Black. Just add 'B' (for blue) or 'S' (for black) at the end of the part number. For example: WP12100B

-08AN pump fittings used for expansion tanks, Chevy mechanical and some 300 Series pumps.

-08AN fitting and plug colors: When ordering please choose fitting or plug model number then add the letter of the color you want that fitting to be: R=Red, B=Blue, S=Black, U=Polished, C=Chrome. For example WPM58R would be a WPM58 fitting in Red.

Thermostat Housings
Chevy, Mopar and Ford

Low profile & clean is the perfect way to top off the manifold outlet on your Chevy engine. They complement and match your Meziere water pump.
  • O-ring seal base
  • Accepts thermostats
  • Right or left outlets

For the LS-1 engine we offer two solutions, this is the billet alternative for the stock inlet housing. See below for our “straight out” design. Outlet size is 1.5”

Swivel Neck
A versatile solution for upper radiator hose connections, this neck swivels 360 degrees yet seals securely and will accept a variety of “WN” fittings.
  • Double O-ring swivel
  • O-ring seal base
  • Accepts thermostats

360° swivel design! Swivels 360 degrees for easy hose alignment. Integral 1.5” outlet hose connection. O-ring seal, no gasket required.

SB Ford Waterneck
This billet neck provides for the stock bypass hose and will accept a thermostat. A plug is also supplied for eliminating the bypass.

360°swivel with side ports provides a quick and clean connection for auxiliary lines. Swivels 360° for easy hose alignment. Side ports #6AN o-ring boss both sides. Outlet size is 1.5”
# Manifold Connections

## Chevy, Mopar and Ford

### AN Style

Manifold plates provide a simple connection for your braided hose.

**Application**

- [WN0912R](#)
  - Housing #: WN0912
  - Connection: -12AN
  - Color: R,B,S,U

**Application**

- [WN1912B](#)
  - Housing #: WN1912
  - Connection: -12AN
  - Color: R,B,S,U

### Complex connections made easy!

This manifold plate features a #12AN upper hose connection and has two #6AN side ports necessary for auxiliary plumbing.

**Application**

- [WN1912R](#)
  - Housing #: WN1912
  - Connection: -12AN
  - Color: R,B,S,U

### Higher flow applications

Manifold plate options.

**Application**

- [WN0028R](#)
  - Housing #: WN0028
  - Color: R,B,S,U

### Manifold plate options.

We also offer simple thermostat housing plates, blockoffs and NPT ported plates.

**Application**

- [WN0028B](#)
  - Description: Spacer with 2 3/8" NPT side ports
  - Housing #: WN0028
  - Color: R,B,S,U

### Waterneck Spacer

Same as our waterneck spacer to the left, but this one has two -8AN o-ring side ports.

**Application**

- [WN1028U](#)
  - Housing #: WN1028
  - Color: R,B,S,U

### Waterneck Spacers

Same as our waterneck spacer to the left, but this one has two -8AN o-ring side ports.

**Application**

- [WN0028B](#)
  - Description: Spacer with 2 3/8" NPT side ports
  - Housing #: WN0028
  - Color: R,B,S,U

### Waterneck Spacer

Same as our waterneck spacer to the left, but this one has two -8AN o-ring side ports.

**Application**

- [WN1028U](#)
  - Housing #: WN1028
  - Color: R,B,S,U

---

## Block Adapters / Spacers

### Female threaded block adapters

to complete systems that are using our radiator mounted or remote mounted pumps. They are sold in pairs, one each of driver and passenger side plates where applicable. Hardware included where applicable.

### Male AN block plates

are the perfect way to make the connection to the front of the engine when using a remote or radiator mounted pump. They are sold in pairs and are delivered to you with the required O-rings and hardware.

### Late model Hemi adapters allow you to connect a remote mounted pump. Five components are necessary and are sold individually. To complete the engine connection you'll need a back plate (pictured), pair of block adapters (pictured), WN Style fitting for the upper connection (see page 56) and two #16AN fittings (see page 60) for the lower connections.

### Our Ford spacers are CNC machined to provide a perfect seal surface. Use in belt drive applications to clear the cam bolt and drive belt. Items sold per pair.

---

## Block Adapters

### Description

- [BP81R](#)
  - Housing #: WP81R
  - Color: R,B,S,U
  - Internal Thread Type: 3/4" NPT
  - Recommended Fitting: WP6112 (2x)

- [BP84B](#)
  - Housing #: WP84B
  - Color: R,B,S,U
  - Internal Thread Type: -12AN
  - Recommended Fitting: WP12012 (4x)

### Male AN block plates

- [BP80](#)
  - Housing #: WP80
  - Color: R,B,S,U
  - Internal Thread Type: -12AN

- [BP81](#)
  - Housing #: WP81
  - Color: R,B,S,U
  - Internal Thread Type: 3/4" NPT

### Late model Hemi

- [BP8012AN](#)
  - Housing #: WP8012AN
  - Color: R,B,S,U
  - External Thread Type: -12AN Male

- [BP8112AN](#)
  - Housing #: WP8112AN
  - Color: R,B,S,U
  - External Thread Type: -12AN Male

### Waterneck Spacers

- [BP8716AN](#)
  - Housing #: WP8716AN
  - Color: R,B,S,U
  - Hose Connection Thread Type: WN Style

### Recommended Fitting

- [WP6112](#)
  - Housing #: WP6112
  - Color: R,B,S,U
  - Internal Thread Type: 3/4" NPT

- [WP12012](#)
  - Housing #: WP12012
  - Color: R,B,S,U
  - Internal Thread Type: -12AN

---

**Part#**

- WP315
- WP8716AN
- WP8016ANR
- WP8016ANS
- WP315S
Block Adapters / Spacers
Chevy, Mopar and Ford

Our Ford adapters and Water Necks round out the accessories needed to keep your cooling system functional and beautiful. Items sold per pair.

Swivel Block Adapters. If you have an engine bay with tight quarters, here's a great way to get the water to the engine ports and keep the lines tight to the block. These two-piece adapters not only look great, they swivel 360 degrees, have a double o-ring seal and are anodized for a great finish. Mounting hardware is also included. You can use any of our -12AN o-ring fittings found on page 60 to finish the look.

Swivel Block Adapters

Ordering your part in a specific color:

- When ordering please choose plate or adapter model number then add the letter of the color you want that part to be: R=Red, B=Blue, S=Black, U=Polished, C=Chrome. For example WP892S R would be a WP892S adapter in Red.

- "Yates / Jessel / Danny B and similar belt drives require WP982S RP when ordering please choose part # then color. For example WP982S RP would be a WP982S adapter in Polished Red.

Chevy spacers

<table>
<thead>
<tr>
<th>Model #</th>
<th>Color</th>
<th>Thickness</th>
<th>-O-ring</th>
</tr>
</thead>
<tbody>
<tr>
<td>WPS100</td>
<td>R,B,S,U</td>
<td>1&quot;</td>
<td>2 sides</td>
</tr>
<tr>
<td>WPS120</td>
<td>R,B,S,U</td>
<td>2&quot;</td>
<td>2 sides</td>
</tr>
<tr>
<td>WPS100-500</td>
<td>R,B,S,U</td>
<td>1.5&quot;</td>
<td>2 sides</td>
</tr>
<tr>
<td>WPS100-1.500</td>
<td>R,B,S,U</td>
<td>1.75&quot;</td>
<td>2 sides</td>
</tr>
<tr>
<td>WPS100-1.750</td>
<td>R,B,S,U</td>
<td>1.5&quot;</td>
<td>2 sides</td>
</tr>
<tr>
<td>WPS101</td>
<td>R,B,S,U</td>
<td>1.5&quot;</td>
<td>none</td>
</tr>
<tr>
<td>WPS101-500</td>
<td>R,B,S,U</td>
<td>2&quot;</td>
<td>none</td>
</tr>
<tr>
<td>WPS101-1.500</td>
<td>R,B,S,U</td>
<td>1.75&quot;</td>
<td>none</td>
</tr>
</tbody>
</table>

Mopar spacers

<table>
<thead>
<tr>
<th>Model #</th>
<th>Color</th>
<th>Thickness</th>
<th>-O-ring</th>
</tr>
</thead>
<tbody>
<tr>
<td>WPS141</td>
<td>R,B,S,U</td>
<td>1.25&quot;</td>
<td>none</td>
</tr>
<tr>
<td>WPS142</td>
<td>R,B,S,U</td>
<td>1.5&quot;</td>
<td>none</td>
</tr>
<tr>
<td>WPS143</td>
<td>R,B,S,U</td>
<td>1.75&quot;</td>
<td>none</td>
</tr>
</tbody>
</table>

GM spacers

<table>
<thead>
<tr>
<th>Model #</th>
<th>Color</th>
<th>Thickness</th>
<th>-O-ring</th>
</tr>
</thead>
<tbody>
<tr>
<td>WPS105</td>
<td>R,B,S,U</td>
<td>0.9&quot;</td>
<td>none</td>
</tr>
<tr>
<td>WPS106</td>
<td>R,B,S,U</td>
<td>1.5&quot;</td>
<td>none</td>
</tr>
</tbody>
</table>

LS spacers

<table>
<thead>
<tr>
<th>Model #</th>
<th>Color</th>
<th>Thickness</th>
<th>-O-ring</th>
</tr>
</thead>
<tbody>
<tr>
<td>WPS18119-.465</td>
<td>U,S</td>
<td>0.465&quot;</td>
<td>none</td>
</tr>
<tr>
<td>WPS18119-1.75</td>
<td>U,S</td>
<td>1.75&quot;</td>
<td>none</td>
</tr>
</tbody>
</table>

Y-manifold

Another problem solver we offer is our O-ring boss port Y-manifold. This part accepts fittings to connect AN lines from -08 to -20 or hose from 5/8” to 1 3/4". Part is available with or without #6 ports on the back.

There are 2 ports to accept -12AN O-ring fittings and one port to accept a WN style fitting.

<table>
<thead>
<tr>
<th>Model #</th>
<th>Color</th>
<th>Thickness</th>
<th>-O-ring</th>
</tr>
</thead>
<tbody>
<tr>
<td>WAM12AN</td>
<td>R,B,S,U</td>
<td>1.75&quot;</td>
<td>none</td>
</tr>
<tr>
<td>WAM12ANP</td>
<td>R,B,S,U</td>
<td>2 sides</td>
<td>none</td>
</tr>
</tbody>
</table>

Water manifold

This clean billet manifold gets a single source distributed to both banks of your Big Block Chevy. The mating surface is grooved for a positive o-ring seal and it is designed to accept -20AN fittings. Available in chrome or polished finish.

<table>
<thead>
<tr>
<th>Model #</th>
<th>Color</th>
<th>Thickness</th>
<th>-O-ring</th>
</tr>
</thead>
<tbody>
<tr>
<td>WAM10020</td>
<td>R,B,S,U</td>
<td>1.75&quot;</td>
<td>none</td>
</tr>
</tbody>
</table>

A highly effective and lightweight solution for connecting four input sources to one outlet source is this four into one water manifold. They are aluminum, CNC machined and ready to connect in a variety of configurations.

<table>
<thead>
<tr>
<th>Part #</th>
<th>Description</th>
<th>Inlet</th>
<th>Outlet</th>
</tr>
</thead>
<tbody>
<tr>
<td>WAM401</td>
<td>4 to 1 adapter</td>
<td>-12AN</td>
<td>1.5&quot; hose</td>
</tr>
<tr>
<td>WAM402</td>
<td>4 to 1 adapter</td>
<td>3/4&quot; Wiggins</td>
<td>1.5&quot; hose</td>
</tr>
</tbody>
</table>
Recovery Tank
Reduce aeration and maintain pressure.
Designed to catch overflow liquid and purge air out of your system during heat cycles.
- 1/8" NPT ports
- O-Ring seal cap

Capacity | Housing # | Color | Dimensions
---------|-----------|-------|------------
22 oz. | WR100 | R, B, S, U, C | 10"H x 2"W x 3"D

For more tank information see page 81.

Explosion Tank
The most effective method to complete your cooling system that requires a remote fill and expansion area. Ensures leak-free operation. Accepts any standard radiator cap.
- 08 O-ring boss outlet
- 2 - 1/4" NPT inlets
- CNC waterneck

Capacity | Housing # | Color | Dimensions
---------|-----------|-------|------------
22 oz. | WE100 | R, B, S, U, C | 10"H x 2"W x 3"D

One more item to make your engine project easier to complete, this mount is made to bolt to traditional big block Chevrolet heads and mount you ignition coil. They come in black with clear anodized spacers and hardware.

Benefits include:
- Can provide up to 25 PSI of pressure
- Car mounted version for on-demand convenience.
- Remote version for weight-conscious users.

Features include:
- 12 Volt DC motor rated at 70 Watts
- Robust Viton® seal design
- Gerotor pump head design for quiet, smooth operation.
- Inlet filtration incorporated.
- 06AN connections both inlet and outlet

Typical applications include:
- Pre-lube for gear sets
- Pre-lube for engines before startup
- Low pressure assistance for engines
- Post-lube for turbos
- Supplemental gearbox fluid circulation

Compatible with most:
- Engine oils
- ATF
- Light hydraulic oils

Part # | Description
--------|------------
PD100 | Oil priming pump, on board
PD101 | Oil priming pump, remote

Transmission Overflow Tank
Our unique design offers all of the best options for a clean and effective transmission overflow tank. Each end has two 1/8NPT ports for hose connection, venting and drain. The 3" diameter body can be easily mounted by using a standard bottle clamp or by using the supplied bracket. The versatile and lightweight bracket is designed to fit on any of the four transmission pan rails (back, front or sides). This gem weights in at a trim 1.25 lbs.

Tank # | Color | Capacity | Weight
-------|-------|----------|--------
WTO100 | S/C | 25 oz. | 1.25lbs
Transmission Cooling
Billet Heat Exchange System

Revolutionary cooling for your Transmission

Our next step in product development has been to address the problem of excessive transmission heat. By applying what we have learned from our extensive knowledge of cooling systems, we have created a new method of cooling transmission fluid as well as preheating it to a suitable level before each run. This new deep transmission pan for powerglide transmissions acts as a fluid temperature stabilizer and offers more consistent temperature for more consistent runs. Our testing data shows that the warmup cycle of the engine raised the transmission to within 15 degrees of engine temperature. That is, when exiting the staging lanes with an engine temperature of 165°F, the observed transmission temperature was 150°F. Likewise, on the cooldown cycle our data showed that the transmission fluid would drop temperature within 10 degrees of the engine. That is, the observed engine temperature at the end of the run was 205°F and the transmission was 215°F. The transmission quickly dropped to within 5 degrees of engine temp and followed the coolant temp all the way to 150°F.

- Fully Machined Pan Rail
- Fully Machined Heat Exchange
- Billet 6061 Aluminum

Transmission-ready Water Pumps

<table>
<thead>
<tr>
<th>Application</th>
<th>Pump Model</th>
<th>Color</th>
<th>Options</th>
<th>Additional Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chevy BBC Standard</td>
<td>WT100</td>
<td>R,B,S</td>
<td>HD</td>
<td>Comes with filter spacer</td>
</tr>
<tr>
<td>Chevy BBC Reservoir</td>
<td>WP200</td>
<td>R,B,S</td>
<td></td>
<td>To connect trans pan fits most 100 series pumps</td>
</tr>
<tr>
<td>Chevy BBC High Flow</td>
<td>WT300</td>
<td>R,B,S</td>
<td></td>
<td>To connect trans pan fits most 300 series pumps</td>
</tr>
</tbody>
</table>

* Fits 2005-2006 Pontiac GTO 6.0L

Produces 240 amps

Off-Road LS Front Plate Kit

This is a clean and complete way to mount the front of your LS project and incorporate the best performance products available. The kit includes a high volume, high pressure WP419 mechanical water pump and has all the brackets and hardware to get you started in the right direction. Add your Howe® power steering pump and Mitsubishi alternator part #A3TG1581*. The kit also has a provision for the Dailey® external oil pump.

- MSP0069 - Front Motor Plate .50" Thick
- MSP0076 Power Steering Mount Assembly
- MSP0021 Howe Bracket, Front
- MSP0022 Howe Bracket, Rear
- MSP0023 Howe Bracket Standoff (4)
- Also includes hardware
- MSP0093 Alternator Mount Assembly
- MSP0046 Alternator Stand Off (2)
- Also includes hardware
- MSP0070 Complete Plate Hardware Kit
- MSP0025 Front Plate Support
- MSP0043 Passenger side Head Brace
- WPO-123 O-Ring -123
- Also includes hardware
- Also includes hardware
- WP0419MNP Mechanical Water Pump
- MSP0043 Pulley
- Also includes hardware

Other parts included:
- MSP0037 - Front Motor Plate .50" Thick
- MSP0072 Fixed Idler Assembly
- MSP0047 Fixed Idler Bracket
- Also includes hardware
- MSP0073 Tensioner Assembly
- MSP0002 Tensioner Swing Arm
- Also includes hardware
- MSP0015 Idler Bushing
- MSP0016 Idler Bushing
- Also includes hardware
- MSP0017 Tensioner Arm Stud
- MSP0049 Tensioner Lock Plate
- Also includes hardware
- MSP0071 Tensioner Shock
- MSP0028 Shock Tensioner Stud
- Also includes hardware
- MSP0073 Tensioner Assembly
- MSP0002 Tensioner Swing Arm
- Also includes hardware
- MSP0015 Idler Bushing
- MSP0016 Idler Bushing
- Also includes hardware

* Fits 2005-2006 Pontiac GTO 6.0L

Produces 240 amps

Motor Plates
Front Mount

Off-Road LS Front Plate Kit

This is a clean and complete way to mount the front of your LS project and incorporate the best performance products available. The kit includes a high volume, high pressure WP419 mechanical water pump and has all the brackets and hardware to get you started in the right direction. Add your Howe® power steering pump and Mitsubishi alternator part #A3TG1581*. The kit also has a provision for the Dailey® external oil pump.

- MSP0069 - Front Motor Plate .50" Thick
- MSP0076 Power Steering Mount Assembly
- MSP0021 Howe Bracket, Front
- MSP0022 Howe Bracket, Rear
- MSP0023 Howe Bracket Standoff (4)
- Also includes hardware
- MSP0093 Alternator Mount Assembly
- MSP0046 Alternator Stand Off (2)
- Also includes hardware
- MSP0070 Complete Plate Hardware Kit
- MSP0025 Front Plate Support
- MSP0043 Passenger side Head Brace
- WPO-123 O-Ring -123
- Also includes hardware
- Also includes hardware
- WP0419MNP Mechanical Water Pump
- MSP0043 Pulley
- Also includes hardware

Other parts included:
- MSP0037 - Front Motor Plate .50" Thick
- MSP0072 Fixed Idler Assembly
- MSP0047 Fixed Idler Bracket
- Also includes hardware
- MSP0073 Tensioner Assembly
- MSP0002 Tensioner Swing Arm
- Also includes hardware
- MSP0015 Idler Bushing
- MSP0016 Idler Bushing
- Also includes hardware
- MSP0017 Tensioner Arm Stud
- MSP0049 Tensioner Lock Plate
- Also includes hardware
- MSP0071 Tensioner Shock
- MSP0028 Shock Tensioner Stud
- Also includes hardware
- MSP0073 Tensioner Assembly
- MSP0002 Tensioner Swing Arm
- Also includes hardware
- MSP0015 Idler Bushing
- MSP0016 Idler Bushing
- Also includes hardware

* Fits 2005-2006 Pontiac GTO 6.0L

Produces 240 amps
Mid Plate and Weld-in
Cap & Bung and AN

Off Road Mid Plates
This is just one more creation to come out of our love for all types of motorsports. These midplates have been employed in the construction of several off-road project vehicles. The racey design has several features you will want when battling the challenges of the desert or the short course, including a mount provision for a spare starter. The main mounting holes are bushed with a cone feature for easy alignment and excellent strength. Hardware sold separately

Features:
- .50” thick between engine and transmission.
- Conical shaped frame and motor plate inserts ease assembly alignment and increase rigidity.
- .50” thick between engine and transmission.
- Stainless inserts pressed into the plate at frame mount holes for greater strength and durability.
- Conical shaped frame and motor plate inserts ease assembly alignment and increase rigidity.
- Removable plate provides access to torque converter bolts
- Secondary starter mount provision. (See page 17 for starter options)

Part Number Description
MSP0063 Midplate, Chevy engine to Chevy transmission
MSP0091 Midplate, SB Ford engine to Chevy transmission
MSP0065 Midplate Washer
MSP0064 Midplate Cone
MSP0066 Weld-in Inserts for Frame

Cap and Bung
These assemblies are sold as shown with an aluminum cap and your choice of steel or aluminum bung. These assemblies are commonly used on valve covers, oil pans, differentials, and fuel tanks.

Size | Aluminum | Steel | Stainless Steel | Thread |
--- | --- | --- | --- | --- |
1.75” | PN6550 | PN6551 | PN6552 | 1.312” - 12 |
2.5” | PN6500 | n/a | n/a | 2.500” - 16 |
2.5” | Pro | PN6700 | PN6701 | n/a | 2.250” - 6 |
2.5” | Pro | PN6710 | PN6711 | n/a | 2.250” - 6 |
2.5” | Pro | PN6720 | PN6721 | n/a | 2.250” - 6 |
2.5” | Pro | PN6730 | PN6731 | n/a | 2.250” - 6 |

6700 Alternate Styles

These Female AN bungs are the next evolution of our bungs for SAE O-ring boss. Features include a low profile and a thick weld land to reduce warp. They offer a more positive seal than pipe thread.

Size | Thread Size | Aluminum | Steel | Stainless Steel |
--- | --- | --- | --- | --- |
-06 | 9/16” - 18 | WF06FA | WF06FS | WF06FN |
-08 | 3/4” - 16 | WF08FA | WF08FS | WF08FN |
-10 | 7/8” - 14 | WF10FA | WF10FS | WF10FN |
-12 | 1 1/16” - 12 | WF12FA | WF12FS | WF12FN |
-16 | 1 5/16” - 12 | WF16FA | n/a | n/a |
-18 | 1 5/8” - 12 | WF20FA | n/a | n/a |
-24 | 2 1/2” - 12 | WF32FA | n/a | n/a |

AN & NPT and Bottle and Tube

These Male AN adapters are machined to register easily and seal perfectly. The high quality finish makes welding easy.

Size | Thread Size | Aluminum | Steel | Stainless Steel |
--- | --- | --- | --- | --- |
-06 | 9/16” - 18 | WF06MA | WF06MS | WF06MN |
-08 | 3/4” - 16 | WF08MA | WF08MS | WF08MN |
-10 | 7/8” - 14 | WF10MA | WF10MS | WF10MN |
-12 | 1 1/16” - 12 | WF12MA | WF12MS | WF12MN |
-16 | 1 5/16” - 12 | WF16MA | n/a | n/a |
-20 | 1 5/8” - 12 | WF20MA | n/a | n/a |
-24 | 2 1/2” - 12 | WF24MA | n/a | n/a |

NPT fittings continue to expand our line, and we now offer these bungs for NPT weld in bosses. These parts are cut from billet for superior integrity.

Size | Thread Size | Aluminum | Steel | Stainless Steel |
--- | --- | --- | --- | --- |
1/8” | | WF18FA | n/a | n/a |
1/4” | | WF14FA | n/a | n/a |
3/8” | | WF12FPA | WF12FS | WF12FPN |
1/2” | | WF12PFA | WF12PS | WF12FPN |
9/16” | | WF08FS | n/a | n/a |
1” | | WF08FS | n/a | n/a |
1 1/2” | | WF112PFA | n/a | n/a |

Big Bad Billet Bottle Clamps
We are proud to introduce a line of bottle clamps for use across a wide variety of racing applications. It is a full line of billet aluminum clamps designed so beautifully and efficiently they will satisfy the most demanding customers. We offer clamps for bottles ranging from 2” to 5.25” in diameter. If you require a simple and clean way to affix the clamp to a bar we offer bar clamp accessory packages for a variety of bar diameters as well.

Part # | Description
--- | ---
BC0100 | Tube clamp set - 1.00 tube, cap, clamp and hardware
BC0125 | Tube clamp set - 1.25 tube, cap, clamp and hardware
BC0137 | Tube clamp set - 1.37 tube, cap, clamp and hardware
BC0150 | Tube clamp set - 1.50 tube, cap, clamp and hardware
BC0162 | Tube clamp set - 1.62 tube, cap, clamp and hardware
BC3200 | Bottle Clamp - 2.00 diameter with hardware
BC3300 | Bottle Clamp - 3.00 diameter with hardware
BC3400 | Bottle Clamp - 4.00 diameter with hardware
BC3437 | Bottle Clamp - 4.37 diameter with hardware
BC3450 | Bottle Clamp - 4.50 diameter with hardware
BC3525 | Bottle Clamp - 5.25 diameter with hardware

New! Bottle Clamps
Tube Clamps
### Fabrication Assistance

#### Ends, Adapters, Bushings & Clevises

Our Housing Ends are made from premium tubing, unlike many on the market that are cast or flame cut from plate steel. Precision CNC machining from top quality material provides the best fit and allows for hotter, stronger welds resulting in a safer, more reliable finished product.

**Application**  
Olds/Pontiac: HE10  
Olds/Pontiac (tapped & scalloped): HE10  
Large Ford: HE20  
Large Ford (symmetrical): HE60  
Small Ford: HE30  
Mopar: HE40

**Part #**  
- HE10  
- HE20  
- HE30  
- HE40  
- HE50  
- HE60

**Material**  
Alloy stainless steel

**Dimensions**  
- Rod End: 1/2" O.D.  
- Tube End: 3/4" O.D.

**Fabrication Assistance**  
Our line of 4130 alloy weld-in clevises are another useful machined product for the professional or amateur fabricator. They are available for a variety of tube sizes, wall thicknesses and cross bolt sizes. They are finished with the quality and care that is a part of every one of our products. Typical applications include: wheelie bars, wing struts or supports, seat mounts, battery mounts, parachute mounts, and many other mounting needs.

**Application**  
- 26 spline 3/4" I.D.  
- 26 spline 3/4" O.D.

**Part #**  
- RP01  
- RP02

**Material**  
Alloy stainless steel

**Dimensions**  
- Tube End: 3/4" I.D.  
- Rod End: 1/2" O.D.

**Our line of chassis components now includes mis-alignment bushings made from 4130 alloy steel. They provide a safer means of mounting a spherical rod end with a high angle of incidence.**

**HEIM Size**  
- 5/8"  
- 3/4"

**Bolt Size**  
- 1/2"  
- 3/4"

**Part #**  
- MB6250  
- MB7550  
- MB8762  
- MB1075

**Weld-in Clevises**

- Zinc plated (zinc plating on 3/8 and 1/2 only)

**Threaded Clevises**

- Rolled threads

**Clevises and Safety Washers**

**Material**  
Alloy stainless steel

**Application**  
- Inline and Perpendicular

**Bolt Size**  
- 3/8"  
- 1/2"  
- 5/8"

**Slot Width**  
- 3/16"  
- 1/4"  
- 3/8"

**Fabrication Assistance**

These safety washers are mandated by some sanctioning bodies such as SCCA and SCTA to retain spherical rod ends in the event of a failure. Although designed as a safety measure, the added range of motion they provide makes them ideal for many applications like linkages or bump steer adjusters.

<table>
<thead>
<tr>
<th>Bolt Size</th>
<th>3/16&quot;</th>
<th>1/4&quot;</th>
<th>5/16&quot;</th>
<th>3/8&quot;</th>
<th>1/2&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Slot Width</td>
<td>1/8&quot;</td>
<td>3/16&quot;</td>
<td>1/4&quot;</td>
<td>5/16&quot;</td>
<td>3/8&quot;</td>
</tr>
<tr>
<td>3/16 x .058</td>
<td>CE51</td>
<td>CE38</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3/8 x .058</td>
<td>CE12</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1/2 x .058</td>
<td>CE58</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tube Size</td>
<td>3/8&quot;</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Part #</td>
<td>CE34</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CE35</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CE78</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CE10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CE11</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CE15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CE17</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CE14</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CE13</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CE16</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CE21</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bolt</th>
<th>Thread Size</th>
<th>303 Stainless</th>
<th>4130 Alloy</th>
</tr>
</thead>
<tbody>
<tr>
<td>#10</td>
<td>SW10A</td>
<td>SW10S</td>
<td>SW10L</td>
</tr>
<tr>
<td>1/4</td>
<td>SW14A</td>
<td>SW14S</td>
<td>SW14L</td>
</tr>
<tr>
<td>5/16</td>
<td>SW51A</td>
<td>SW51S</td>
<td>SW51L</td>
</tr>
<tr>
<td>3/8</td>
<td>SW38A</td>
<td>SW38S</td>
<td>SW38L</td>
</tr>
<tr>
<td>7/16</td>
<td>SW71A</td>
<td>SW71S</td>
<td>SW71L</td>
</tr>
<tr>
<td>1/2</td>
<td>SW12A</td>
<td>SW12S</td>
<td>SW12L</td>
</tr>
<tr>
<td>5/8</td>
<td>SW58A</td>
<td>SW58S</td>
<td>SW58L</td>
</tr>
<tr>
<td>3/4</td>
<td>SW34A</td>
<td>SW34S</td>
<td>SW34L</td>
</tr>
</tbody>
</table>

**Deployment Instruction**

- Click or press here to go directly to the table of contents
Our Threaded Tube Ends have been the choice of the nation’s top chassis builders for years. The strength, consistency, and finish quality are unmatched.

Chassis builders note: If you have a need for a particular tab for your application please call us. Our manufacturing is done in-house and we can respond quickly to your needs.

Bent tabs provide a stronger platform to build from. The integral gusset provides extra stability. All bent tabs are .125” thick.

Made from 4130 and cut not “punched” to size. This makes these tabs stronger and perfect every time.

This bracket is designed to mount any of our electric remote pumps. It is 4130 material and is .090 thick with two bent flanges for better strength and rigidity.

Part # WP85

Fabrication Assistance
4130 Alloy Threaded Tube Ends

<table>
<thead>
<tr>
<th>Thread Size</th>
<th>10-32</th>
<th>1/4-20</th>
<th>5/16-24</th>
<th>3/8-24</th>
<th>7/16-20</th>
<th>1/2-20</th>
<th>5/8-18</th>
<th>3/4-16</th>
<th>7/8-14</th>
<th>1”-12</th>
<th>1 1/4”-12</th>
</tr>
</thead>
<tbody>
<tr>
<td>3/16” x 0.058</td>
<td>RE1006AAA</td>
<td>RE1006A</td>
<td>RE1006B</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3/16” x 0.065</td>
<td>RE1008AA</td>
<td>RE1008A</td>
<td>RE1008B</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3/16” x 0.071</td>
<td>RE1010AA</td>
<td>RE1010A</td>
<td>RE1010B</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3/16” x 0.088</td>
<td>RE1012AA</td>
<td>RE1012A</td>
<td>RE1012B</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3/16” x 0.100</td>
<td>RE1014AA</td>
<td>RE1014A</td>
<td>RE1014B</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3/16” x 0.114</td>
<td>RE1016AA</td>
<td>RE1016A</td>
<td>RE1016B</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3/16” x 0.134</td>
<td>RE1018AA</td>
<td>RE1018A</td>
<td>RE1018B</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3/16” x 0.162</td>
<td>RE1020AA</td>
<td>RE1020A</td>
<td>RE1020B</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Indicates hex on left hand threaded parts.

IMPORTANT! For left hand threads add an ‘L’ to the end of the part number. (Example: RE1017DL)
### T-shirts and Hoodies

Meziere logo on left chest and custom graphic on back.

#### Swag
Hoodies, T-shirts and more

![T-shirts and Hoodies](image)

<table>
<thead>
<tr>
<th>Size (T-shirts)</th>
<th>Part # (black)</th>
<th>Part # (grey)</th>
<th>Part # (grey)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SML</td>
<td>RA733</td>
<td>RA734</td>
<td>RA735</td>
</tr>
<tr>
<td>MED</td>
<td>RA736</td>
<td>RA737</td>
<td>RA738</td>
</tr>
<tr>
<td>LG</td>
<td>RA739</td>
<td>RA740</td>
<td>RA741</td>
</tr>
<tr>
<td>XL</td>
<td>RA742</td>
<td>RA743</td>
<td>RA744</td>
</tr>
<tr>
<td>XXL</td>
<td>RA745</td>
<td>RA746</td>
<td>RA747</td>
</tr>
<tr>
<td>XXXL</td>
<td>RA748</td>
<td>RA749</td>
<td>RA750</td>
</tr>
</tbody>
</table>

### Dragsters

High end headwear! Whether you're at Pomona or Bonneville this will keep the sun off your noggin in style.

![Dragsters](image)

<table>
<thead>
<tr>
<th>Size (Hoodies)</th>
<th>Part #</th>
</tr>
</thead>
<tbody>
<tr>
<td>SML</td>
<td>RA800</td>
</tr>
</tbody>
</table>

### Components

<table>
<thead>
<tr>
<th>Size (T-shirts)</th>
<th>Part # (black)</th>
<th>Part # (grey)</th>
<th>Part # (grey)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SML</td>
<td>RA723</td>
<td>RA724</td>
<td>RA725</td>
</tr>
<tr>
<td>MED</td>
<td>RA726</td>
<td>RA727</td>
<td>RA728</td>
</tr>
<tr>
<td>LG</td>
<td>RA729</td>
<td>RA730</td>
<td>RA731</td>
</tr>
<tr>
<td>XL</td>
<td>RA732</td>
<td>RA733</td>
<td>RA734</td>
</tr>
<tr>
<td>XXL</td>
<td>RA735</td>
<td>RA736</td>
<td>RA737</td>
</tr>
<tr>
<td>XXXL</td>
<td>RA738</td>
<td>RA739</td>
<td>RA740</td>
</tr>
</tbody>
</table>

### Cooling System Principles

All the best aftermarket parts used the wrong way can be less effective than the factory system. In the search for cooling knowledge, it is found that the topic of cooling systems is left out of most books on automotive high-performance. The next few paragraphs will give you a better understanding of how to properly design a cooling system for your vehicle. The following information comes from well known engine builders and our personal experience.

#### Engine Tune

Engine tune can be one of the greatest factors in water and oil temperature. A lean mixture (air/fuel) and/or retarded timing situation will make heat quickly. Lean mixtures burn hot causing detonation and pre-ignition. Retarded timing makes the engine labor to compress the air/fuel mixture. The engine fires well after TDC at a reduced compression ratio. Exhaust valve timing or exhaust restriction will hold heat in the engine raising water temperature. These conditions also affect oil temperature through the cylinder heads and pistons.

#### The Big Five

With the engine tune problems eliminated it comes down to five major factors. They are:

1. Heat production (BTUs / HP)
2. Radiator Capacity (heat dissipation)
3. Air Flow
4. Water Flow
5. Pump & System Pressure

#### BTUs

Using a little science and math you can convert your horsepower to BTUs (heat). A horsepower/minute is equal to 42.44 BTU. One third of that heat goes into the water and must be dissipated by the radiator. When calculating radiator capacity you only need to consider the horsepower you’re using continuously, not the amount your engine is capable of producing. For example, a 500 hp stock car will need much more cooling capacity than a 850 hp dragster. The stock car’s engine RPM will cycle above and below peak horsepower twice a lap, heat soaking the cooling system with 180,000 BTU in a ten-minute event. The dragster, in one round, might idle less than ten minutes and make an 8 second run at a 750 horsepower average. Running 10 seconds at full throttle the dragster would release about 6,000 BTU. In the case of the dragster, the system must be adequate enough to prevent detonation under power and maintain temperature at idle.

### Heat Dissipation

Radiator capacity, in this case, refers to the amount of heat it can dissipate; not the amount of coolant it holds. Due to the various designs and materials used in radiators today, you cannot judge them on size alone. In the past, all radiators were made from copper and brass. Copper was the obvious choice for the cooling fins because of its superior heat dissipation. The problem was that the solder used to join the two materials reduced the amount of heat that could be transferred to the copper. In the last ten or fifteen years aluminum has become the material of choice for racing and original equipment radiators. The major design changes have been the switch from 1/2 - 3/4 inch wide tubes to 1" - 1 1/2" wide tubes and the use of double pass tanks. The wider tubes have more surface area and therefore more heat dissipation. Dual pass designs force the water to travel the length of the radiator twice, increasing the amount of temperature drop capable for a given size, unfortunately the restriction is much more than doubled. Surface area is king when it comes to radiators. Doubling the square inch of your radiator will double the heat dissipation, whereas doubling the thickness is less effective and restricts air flow.

### Cooling System

Cooling System Principles

<table>
<thead>
<tr>
<th>Heat source</th>
<th>Energy to do useful work</th>
<th>Energy loss to friction</th>
<th>Energy loss to heat dissipation</th>
<th>Exhaust system heat loss</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heat loss</td>
<td>20%</td>
<td>5%</td>
<td>35%</td>
<td>35%</td>
</tr>
<tr>
<td>5%</td>
<td>Engine friction</td>
<td>Energy to do useful work</td>
<td>Energy loss to heat dissipation</td>
<td>Exhaust system heat loss</td>
</tr>
</tbody>
</table>

### Components

<table>
<thead>
<tr>
<th>Size (Hoodies)</th>
<th>Part #</th>
</tr>
</thead>
<tbody>
<tr>
<td>SML</td>
<td>RA800</td>
</tr>
</tbody>
</table>

### Energy to do useful work

#### 20%

Energy to do useful work.

#### Engine friction

Energy fraction by friction.

#### Energy loss to heat dissipation

Heat loss to engine.

#### Exhaust system heat loss

35% of total energy loss.
Heat Dissipation (cont.)

Other factors that play a role in radiator design are fin count per inch and configuration such as down flow (top tank) or cross flow (side tanks). Inlet and outlet size also play a major role.

Coollants will vary in heat transfer characteristics. Straight water is accepted as the most efficient coolant. A trade-off is usually made with glycol-based products to increase the boiling point, lubricate the pump seal, reduce corrosion, and prevent freezing. Some sanctioning bodies do not allow glycol-based coolants because of obvious track clean-up problems. In these cases, use an anti-corrosion/sealant additive available from any auto parts store. Many new coolants and additives are available. We suggest you do some research because many have merit, but some are more marketing than science.

Air Flow

Air flow is the most critical factor in water to air radiated systems. Nothing affects a radiator’s efficiency more than air flow. The speed of a vehicle is normally considered when choosing a radiator. Winston Cup teams use different radiators for different situations (full size radiators for short tracks and smaller radiators for super speedways).

Maintaining adequate air flow at various speeds is critical and more complex than you might think. First, the radiator must be supplied with fresh air. The grill opening or air inlet can make all the difference. Ideally it should be facing squarely into the wind. Looking at the illustration you can see the closer to perpendicular to the ground a surface is, the higher the pressure or downforce. Due to the reduced frontal area of late model vehicles, the valance area becomes the only surface with enough air pressure to provide adequate air flow. Scoops, bills, deflectors and recirculating screens can be used to improve less than ideal surfaces. The size of an opening should be proportional to the vehicle speed. A Winston Cup car running laps at 180 MPH will run cool with less than a 6” x 6” opening. A short track late model with half the HP, the same body and an average speed of 90 MPH will require about a 6” x 24” opening.

Continuous duty race cars (stock car, sports cars, rally, etc.) should have a well-designed air box to feed the radiator. The air box needs to be tightly sealed to force all the inducted air through the radiator. Also the incoming air from mixing with air already heated by the engine. To maintain velocity, the air box should slowly graduate from the inlet to the size of the radiator, avoiding bottle necks and the floor should be level or slope up to the radiator.

The fan is the next consideration. At speeds under 30 MPH, electric fans are more effective because they operate independent of engine RPM supplying maximum air flow at low vehicle speed when you need it the most. Above 35 MPH (with a good grill opening and/or air box) fans are not necessary and in most cases most will pass through an electric fan when turned off. Most electric fans have an integral shroud to maximize efficiency, but without being incorporated into a shroud covering the entire radiator core, they will only pull air through the area directly in front of the blade circle. A minimum 1” gap between the core and the shroud is necessary for proper air flow. In some cases trap doors must be used to relieve back pressure (see next paragraph). Engine driven fans also move air better and are more efficient. This means tightly sealed to the radiator with half the fan blade into the opening of the shroud. The fan should have no more than 1” clearance to the shroud (15” fan/17” opening). Some stock type engine driven fans can reach blade stall at high RPM. This means it becomes like a wall stopping air from passing through it.

Air Flow (cont.)

The rougher the terrain transfers heat to the air as it passes through the core. For proper function, the air stream must be under high pressure at the front side of the radiator and lower pressure behind. This pressure difference drives the fresh air past the fins. If air pressure builds up in the fan shroud or the engine compartment and the difference in pressure is decreased, air flow across the radiator can stall. Therefore, thorough planning should be considered both “at rest” and “at speed” to consider both “at rest” and “at speed” situations. Just as the fresh air can be presented to the radiator effectively in both situations. In a case where an electric fan has been installed with a shroud that covers the entire radiator core, rubber or mechanical trap doors can be incorporated. These automatically close when “at rest” to seal the shroud and move the most air by preventing bypass. They also open when “at speed” allowing air from damming air. The engine compartment must also be able to maintain a pressure differential as the vehicle speed increases. Auto manufacturers use an air dam to increase the air pressure at the radiator inlet and block air from passing under the car, creating a low pressure or ground effect. Many owners of lowered cars have found out the hard way just how effective this technique is after removing the factory air dam and running into unexpected problems.

Water Flow

Many times water flow is the last aspect of the cooling system to be addressed. Ironically, it is also where the majority of problems lie. This is our focus at Meziere. The typical stock water pump has excessive clearance and straight impeller blades, usually open front and back. At low rpm this produces little flow and is responsible for cars overheating in traffic. At high rpm this design will cause cavitation and aeration. Circle track racers crunch this high rpm condition with under-drive pulleys only to find the engine overheats during a race. The under-drive pulleys are the common misfit. Many people believe they have fixed their overheating problem by slowing the water flow, when in fact it was reducing the cavitation by slowing the pump that provided the solution. In engine driven situations the only remedy is a quality racing pump with tight clearances and a swept blade closed impeller. Where rules and conditions permit, electric water pumps can be a solution with multiple benefits. The constant speed of an electric pump eliminates high and low rpm problems. The bonus is that you can run the pump when the engine is shut off. Never run your engine without the water pump on because hot spots can form in the cylinder head before your temperature gauge begins to register. Mated with a good electric fan you can easily regulate water temperature for consistency and rapidly cool the engine between rounds after shutdown.

Pump and System Pressure

The most widely known cooling system fact is: For every pound of pressure in a closed system the boiling point is increased 1°F per 1 PSI. For example 280°F (16 x 3 = 48 + 212 = 260). You may be thinking, “I’d never run over 210°F water temp so what is the benefit?” Although your gauge reads 190°F hot spots around the combustion chamber can be well over boiling temp (212°F @ sea level). A poorly sealed system, low pressure cap or low water level can allow a runaway boil over. The lack of pressure allows boiling to start prematurely. Gasses produced by this boiling pushes water out and aerates the coolant compounding the situation. Water is diverted around these steam pockets leading to more serious problems; surface distortion, metal fatigue and cracks. Once this process begins, it will not stop while the engine is under a load. Water flow, temp and pressure all work to manage this boiling at hot spots which can produce steam pockets that insulate the metal from the cooling action. The higher the pressure produced by the water pump, the lesser the chance of the steam pockets. The same boiling point law is in effect here. Racing pumps can generate pressure in the water jacket in excess of 30 psi to control hot spots and reduce detonation or pre-ignition.

Recommended Operating Temperatures

There are a few different theories on coolant temperature and most have their place. Cold water (under 170°F) and hot water (230°F) make power. Most drag racers live by this. Internal clearances, tuning, and other factors play the biggest role in where you make the most power. In most other forms of racing and street applications, the engine is under power for minutes or hours rather than a few seconds. In this case, higher temperatures in the range of 190°F are ideal. Many factors are involved and each vehicle and head castings, metal properties, proper combustion and machined clearances. Either inherently or by design small block Chevrolet engines prefer 190°F to 210°F. Most early domestic V8s are right in that neighborhood.

www.Meziere.com • email:meziere@meziere.com • phone: 800.208.1755 • fax: 760.746.8469

www.Meziere.com • email:meziere@meziere.com • phone: 800.208.1755 • fax: 760.746.8469
Cooling System Principles (continued)

Recommended Operating Temperatures
Fuels react to engine temperature and combustion pressure. Low octane gasoline burns more completely at higher temperatures, so manufacturers design late model engines to operate up to 210°F for reduced emissions. Alcohol has a narrow window for proper combustion. Many tuners recommend a water temperature above 195°F to avoid fuel washing the cylinders from an incomplete burn and below 205°F where the combustion byproduct can leave harmful deposits. The internal clearances such as piston to wall and ring gap are set for a predetermined operating temperature by the engine builder. The chart below illustrates the excessive wear that occurs with coolant temperatures below 180°F.

Regular and Irregular System Configurations
The following illustrations are examples of the correct way to plumb typical automotive and racing cooling systems.

Standard Passenger Car

Heater Core

Recovery Tank

Cross-flow Radiator

Low Pressure

Stock Car / Endurance Racer

Thermostat
A thermostat’s primary purpose is to quickly bring the engine up to operating temperature (see section entitled Recommended Operating Temperatures). With the exception of drag racing, a thermostat is recommended for most applications. Most racers avoid thermostats, seeing them as another part to fail. Their benefits far outweigh their stigma. In our opinion, the Robertshaw high flow thermostat, the Stant Superstat, or the highly reliable Cloristat used in the Volvo 4 cylinder engines (fits Chevy V8’s) is your best choice. The Robertshaw thermostat (available from Mr. Gasket) offers the least amount of restriction when fully open which is desirable with electric pumps. When the cooling system is not equipped with a bypass system, we suggest drilling two small holes in the thermostat’s outer ring.

Cooling System Principles (continued)
**Cooling System Principles (continued)**

**Pressure Cap**
As mentioned previously, the more pressure you can hold in a closed system, the higher your boiling point. Run the highest pressure cap your system can handle. The weakest link is typically the radiator or hoses. The radiator manufacturer should be able to suggest the appropriate cap pressure. Check the cap periodically to make sure it is maintaining the advertised pressure. The rubber seal on the cap may harden and form an impression from the seat in the filler neck. A new cap should be used whenever the filler neck or radiator is replaced.

One commonly overlooked component is the water neck/filler neck. Most are cast or formed metal. If the pressure cap seat is defective, distorted or poorly designed you will lose water while the engine is running. This situation acts like a bad head gasket. You will notice the engine gets hot faster every round or hot lap session. You wouldn’t be the first or the last person fooled into thinking an engine problem was the cause for water pushing through the cap. Lack of pressure on the system builds heat faster and the quick boil-over is pushing all the water out.

**Recovery System**
Keeping the system full reduces aeration and maintains pressure. As the temperature increases the water expands and pressure builds. If the system is completely full the expansion pressure will exceed the cap pressure and over flow into the recovery tank. If your pressure cap is properly located on the low pressure side of the system, air is pushed out first. When the system cools a vacuum is created. The radiator cap is equipped with a valve that opens under negative pressure and it will draw coolant back into the system. The tube that extends to the bottom of the recovery tank transfers the coolant back to the radiator. Mount the tank as close as possible to the radiator. The line should be short and level, reducing restriction and the effect of gravity. If the recovery tank is kept 1/3 full (with the engine cold) every heat cycle water will be pushed out, leaving more air and pressure builds. If the system is completely full the pressure cap seat is defective, distorted or poorly designed you will lose water while the engine is running. This situation acts like a bad head gasket. You will notice the engine gets hot faster every round or hot lap session. You wouldn’t be the first or the last person fooled into thinking an engine problem was the cause for water pushing through the cap. Lack of pressure on the system builds heat faster and the quick boil-over is pushing all the water out.

**Expansion Tank**
An expansion tank is sometimes referred to as a surge tank, header tank or air separator. The tank has two main functions. It is used as a fill point when the top of your radiator is lower than the engine’s water outlet. As the name infers, it can be used to deal with the expanding volume of water when a recovery system is not utilized. The bottom of the tank is plumbed to the low pressure (suction) side of the cooling system (after the radiator core and before the pump impeller). The smaller fitting on the upper portion of the tank is plumbed to the high points on the engine and radiator to remove trapped air and aerated water. This reservoir located high and out of the main flow of water allows air to separate out of the water making your cooling system more efficient.

**Coolant Heats and Expands**

- **Coolant fills radiator**
- **Coolant pulls out of reservoir**
- **Coolant heats and expands**
- **Drop in coolant temperature creates a vacuum**
- **Flows back into reservoir**

**Correct Motor Rotation**
All of our electric pumps turn clockwise (as viewed from the front) except for LT-1, Modular, and Toyota Supra. The pump will flow a fraction of its potential when spun backwards. Remove the inspection plug in the motor end cap and you will see the 5/32” hex in the end of the motor shaft. Give the pump momentary power and observe the rotation as it comes to a stop. Switch the positive and ground wires if you need to reverse the electric motor.

**Troubleshooting**

**Rotation, Electrical & Air Locked**

**Electrical Faults**
Start from the pump ground. It should be free of paint, dirt and corrosion. The ground must also have a good path back to the battery; i.e. block to frame, frame to battery and block or frame to body. A chromoly chassis has poor conductivity and should not be used as a ground path. Inspect wiring for shorts. Check all the connections, especially crimp terminals. Tug on crimp connections and look for signs of overheating. Resistance at crimp connections can be reduced by adding a small amount of solder. This technique will increase reliability and reduce power consumption. Use a test light or jumper lead to check for an open circuit or switch.

**No Rotation**
Check the fuse and replace if blown. Inspect the wiring from the power source to pump. Check the ground for possible faults. Check to see if the electric motor moves freely by removing the inspection plug and turning the shaft with a 5/32” hex wrench before testing pump operation. Turning the shaft back and forth with the hex wrench may dislodge any foreign objects jamming the impeller without disassembling the pump. Failure to install a fuse inline on the positive lead may result in motor failure in a jammed impeller situation.

**No Flow- Air Locked**
If the rotation is correct and you still have no water flow, the pump may be air locked. This occurs most frequently when the cooling system has been drained and refilled. Occasionally by raising the drivers side of the car, or squeezing the lower hose you can purge enough air to allow the pump to prime. There are a few ways you can modify the pump to rectify this problem if it continues to reoccur. Please call us 8 a.m. to 5 p.m. Pacific Time for more information.
Starter System Principles

When you make the decision to use aftermarket parts in your starting system you have moved away from the mass produced “loose tolerance” parts. What this means is; you now will need to take more of the responsibility in making sure the flexplate or flywheel and the starter drive engage correctly. These factors include both the ability of the starter to stay engaged without moving and the starter’s ability to stay disengaged under the high G forces experienced during acceleration. Many factors can contribute to early starter or flexplate failure. We will outline some of the pitfalls that racers have come across.

Engine Tune

Assuming that you have carefully and correctly mounted your starter and flexplate you can still have problems with the engine not turning over well. Engine tune can be one of the greatest factors in early starting system failures. Most race engines run timing advanced in the 35-42 degrees BTDC range. With this much advance, combined with the high compression ratios of typical race engines, it is common to see the engine “kick back” against the starter when the engine fires well before TDC. Most racing ignition systems have a start retard system that will reduce the ignition timing during engine cranking. If the system is not set correctly you may experience costly starting problems. You can check the timing with a timing light while cranking the engine to verify that your start retard system is working properly.

Starter Engagement/Condition:

These checks can be made after the flexplate has been installed on the engine, but before the transmission has been installed. Before making any clearance checks, inspect the starter gear to make sure it is not worn, broken, or sloppy. Repair or replace as necessary.

Radial Clearance:

Physically engage the starter gear into the ring gear to observe engagement. You should be able to grab the gear with pliers and pull it out. The gear should be able to engage fully without interference and have some slight (.025” max) gear lash. This is an important step. Too much gear lash will put excessive load on the gear teeth. Too little lash will cause the starter gear to hang up in the ring gear after engine start. Add starter 90° block shims to decrease lash. If no shims are present and the lash is too great, special machining may need to be done to the starter mounting block. Do whatever is necessary to achieve proper clearance!

Axial Clearance:

With the starter gear retracted out of the flexplate there should be .06”-.140” clearance. This clearance is necessary to keep the starter gear from engaging under G-loads, but should not be so much that the gear can not reach full engagement during starting.

Starter Electrical Circuit:

Your starter can not perform to its potential if it does not get proper voltage and current. By performing a quick check, you can make sure your starter wiring is correct. To safely perform this test, take measures to prevent the engine from starting (ex. Disconnect coil wire). Measure voltage at the vehicle battery while cranking. Next measure voltage at the starter terminal while cranking. The voltage at the starter should be 12 or 16 volt battery. Measure voltage at each connection in the system and repair as necessary.

Mechanical Conditions:

For the best results with your starter and flexplate installation, here are a few things to consider. When removing your old flexplate, inspect fasteners which may have been damaged or loose. Also look for any cracks, metal transfer, or abnormal ring gear wear which may suggest other problems. Inspect torque converter pads for flatness and check the back of the crank shaft and the starter mounting surface for metal transfer as well. All of these mating surfaces need to be completely flat for proper contact. If these surfaces are not flat, dress them with a file. Uneven mounting surfaces will cause misalignment and instability that cannot be corrected by shims or any other means. The goal is to allow your starter to enter the driven teeth at a 90° angle and maintain its position as it is driving the ring gear.

The flexplate’s driven teeth are at a 90 degree angle and maintain its position as it is driving the ring gear.

Physically engage the starter gear into the ring gear to observe engagement. You should be able to grab the gear with pliers and pull it out. The gear should be able to engage fully without interference. Decrease starter 90° block shims to decrease lash. If no shims are present and the lash is too great, special machining may need to be done to the starter mounting block. Do whatever is necessary to achieve proper clearance!

Radial Clearance:

With the starter gear retracted out of the flexplate there should be .06”-.140” clearance. This clearance is necessary to keep the starter gear from engaging under G-loads, but should not be so much that the gear can not reach full engagement during starting.

Starter Electrical Circuit:

Your starter can not perform to its potential if it does not get proper voltage and current. By performing a quick check, you can make sure your starter wiring is correct. To safely perform this test, take measures to prevent the engine from starting (ex. Disconnect coil wire). Measure voltage at the vehicle battery while cranking. Next measure voltage at the starter terminal while cranking. The voltage at the starter should be 12 or 16 volt battery. Measure voltage at each connection in the system and repair as necessary.

Mechanical Conditions:

For the best results with your starter and flexplate installation, here are a few things to consider. When removing your old flexplate, inspect fasteners which may have been damaged or loose. Also look for any cracks, metal transfer, or abnormal ring gear wear which may suggest other problems. Inspect torque converter pads for flatness and check the back of the crank shaft and the starter mounting surface for metal transfer as well. All of these mating surfaces need to be completely flat for proper contact. If these surfaces are not flat, dress them with a file. Uneven mounting surfaces will cause misalignment and instability that cannot be corrected by shims or any other means. The goal is to allow your starter to enter the driven teeth at a 90° angle and maintain its position as it is driving the ring gear.

Please keep the safety of yourself and those around you in mind first: Use jack stands and proper lifting equipment while working under your vehicle.

To our valued customers:

Our goal is to make sure every customer is well satisfied with the purchase of their Meziere product. As we continue to support our product and help customers address electrical issues, we have discovered many cars are not wired to support the demands of our starter and solenoid combination. Please refer to this schematic of your vehicle is not starting correctly. It may save a lot of time and disappointment.

Mechanical Conditions:

For the best results with your starter and flexplate installation, here are a few things to consider. When removing your old flexplate, inspect fasteners which may have been damaged or loose. Also look for any cracks, metal transfer, or abnormal ring gear wear which may suggest other problems. Inspect torque converter pads for flatness and check the back of the crank shaft and the starter mounting surface for metal transfer as well. All of these mating surfaces need to be completely flat for proper contact. If these surfaces are not flat, dress them with a file. Uneven mounting surfaces will cause misalignment and instability that cannot be corrected by shims or any other means. The goal is to allow your starter to enter the driven teeth at a 90° angle and maintain its position as it is driving the ring gear.

Please keep the safety of yourself and those around you in mind first: Use jack stands and proper lifting equipment while working under your vehicle.

Flexplate Order Form

Recommended Wiring

To our valued customers:

Our goal is to make sure every customer is well satisfied with the purchase of their Meziere product. As we continue to support our product and help customers address electrical issues, we have discovered many cars are not wired to support the demands of our starter and solenoid combination. Please refer to this schematic of your vehicle is not starting correctly. It may save a lot of time and disappointment.
Ordering from Meziere Enterprises, Inc.

Business Hours: Phone hours are 8:00 a.m. to 5:00 p.m. Pacific time, Monday through Friday. Closed Saturday and Sunday and all major Holidays. Phone orders are taken at (800) 208-1755. Technical information line is (760) 746-3273. Fax orders are taken 24 hours at (760) 746-8469. Web orders taken 24/7 at www.Meziere.com.

Phone Orders: Anyone who answers our order line can direct you to the sales department. Fax orders please use part numbers including color when applicable. Please include your phone number in case there are questions.

Mail Orders: Please supply your name, address, zip code, phone number, and preferred method of shipment. Clearly state what you want, including part number if possible. When using VISA/MASTERCARD or American Express you must supply the card number, expiration date, 3 digit security code, and the name as it reads on the card. If the order is prepaid, it must be in certified funds. You will be notified if there is any delay in shipment.

Foreign Orders: Foreign orders please prearrange your own shipping arrangements. Some Canadian destinations fall into this situation also.

Special Orders: If you have a special request or need for an item not listed in our catalog, check with our salesperson or technical advisor to see if it is available. We constantly add new items to our inventory, making it possible that we have what you are looking for, but it is not mentioned in our catalog. Payment in full must accompany all special orders. No exceptions. No returns.

When You Receive Your Order

Check your order carefully as soon as you receive it to ensure that you have received what you ordered. Do not use or modify parts in any way before checking them. A part that is modified in any way cannot be accepted for return regardless of fault. If any parts are back ordered this will show on your invoice. If we are not otherwise notified, we will ship your order when available. Failure to accept a back order will result in your account being charged for the freight. On back orders greater than 60 days, we will notify you at the time of availability and give you the option of accepting the parts.

If You Have a Problem

If you receive a defective or wrong part, contact Meziere Enterprises immediately before returning the part. Shipping charges on all returns must be prepaid, we do not accept COD’s.

Shipping: Ground UPS is our most common method of shipment unless otherwise specified. It is available to all 48 states in the Continental U.S. Other UPS options include 3rd day select, 2nd day air, and next day air. Shipments to Alaska, Hawaii, and Puerto Rico are available only through the air options. Other methods of shipment will have a special handling charge.