

TIN INDIAN

Performance



High Performance

2013



PONTIAC



Parts and Engines

think . Pontiac . power

www.tinindianperformance.com

Home of the worlds quickest and fastest naturally aspirated Pontiac!



think . Pontiac . power



Welcome to *TIN INDIAN Performance!* We are dedicated to bringing you the best Pontiac parts on the market. We have partnered with the best parts suppliers and manufactures in the Pontiac community. We are also continually developing and manufacturing new products to bring to our customers as well. We are here to help you get the most mileage for your performance dollar.

Building an engine? We can help! We are a Pontiac engine builder that knows making power is done with the right COMBINATION of parts. The parts need to match and compliment each other in order to optimize performance. The selection of cylinder heads, camshaft, and intake are critical to building the right combination and making power. We also have access to a Superflow 901 dynamometer for engine break in and to help us fine tune the power curve of your engine.

We test and use all of the parts that we sell/manufacture. Our test cars consist of a 7 second Rear Engine Dragster, a back halved 9 second '66 GTO and a 10 second '66 GTO street car.

Whether your setup is all stock, street/strip or an all out racecar, we are here to help you meet all of your performance goals!



**Naturally Aspirated Record Holder
6.81 @ 192.80**

This is our Tin Indian Performance Rear Engine Dragster. It has run a best of 6.81 @ 192 m.p.h. as of April 2010. The dragster is currently equipped with a 535 cid power plant making 1000+ HP naturally aspirated with a set of KRE Aluminum High Port heads, 2 Dominators and KRE Sheet metal intake on GAS. The MR-1A has proven to be very reliable combination and is the first 6 second Naturally Aspirated Pontiac!

This is our back-halved 1966 GTO test car. This car is running a 505 cid engine with 380 cfm KRE High Port heads. Combo makes 850 hp and has run a best of 9.17 @ 144 m.p.h.



This is our 1966 GTO street car. The car is equipped with a 463 cid engine sporting a set of as cast 80 cc KRE High Ports and small hyd roller cam that made 580 hp on pump gas! 11.07 @ 121 mph

**TIN INDIAN
Performance**

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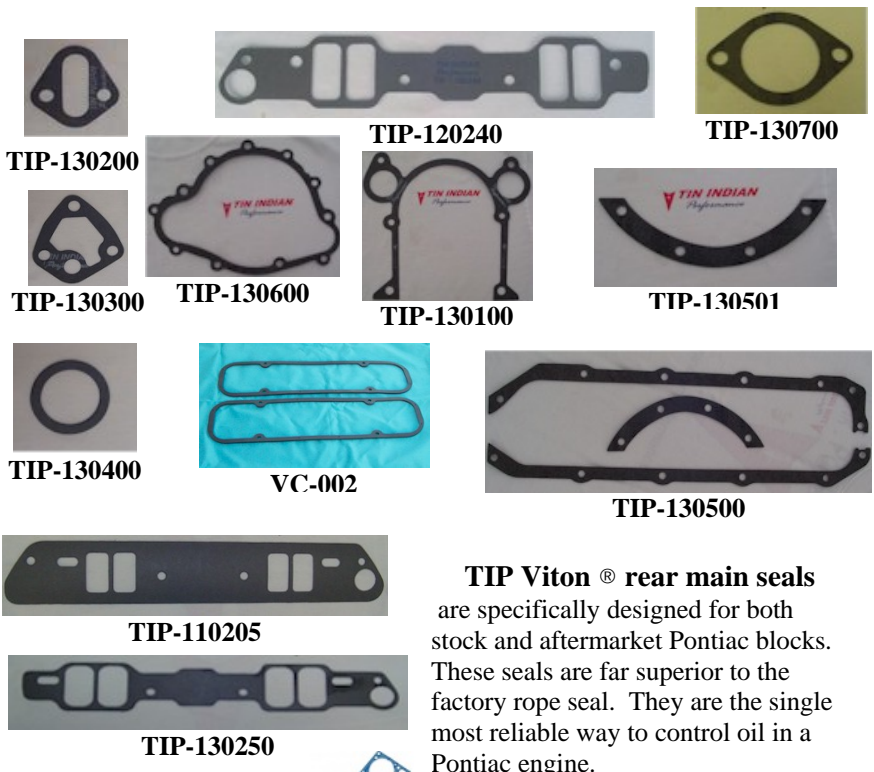
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TIN INDIAN Performance Gaskets & Seals

Our gaskets are made from high quality Interface paper and provide excellent sealing. Our Teflon gaskets can be re-used many times. All intake gaskets are available in standard thickness .060 and in .090 for an additional \$1.00

TIP-112220	RAIV Intake Gasket	\$12.00
TIP-120230	1.20 x 2.30 intake gasket	\$11.00
TIP-120240	1.20 x 2.40 intake gasket	\$12.00
TIP-125265	1.25 x 2.65 intake gasket	\$13.00
TIP-130250	1.30 x 2.50 intake gasket	\$14.00
TIP-140270	1.40 x 2.70 intake gasket	\$14.00
TIP-130200	Fuel Block off Gasket	\$1.50
TIP-130300	Oil Filter Housing	\$1.50
TIP-130400	Distributor gasket	\$1.50
TIP-130500	Oil Pan Gasket	\$17.00
TIP-130600	'69 & up water pump gasket	\$2.00
TIP-130700	Water Neck Gasket	\$1.50
TIP-130701	Teflon Water neck gasket	\$4.00
VC-002	Rubber steel core valve cover	\$18.00
TIP-130ALL	Complete gasket set	\$58.00
TIP-130501	Oil Pan LIP gasket	\$3.00
TIP-130100	Timing Cover Gasket	\$5.00
TIP-112205	1.10 x 2.05 trim to fit intake	\$11.00



TIP Viton® rear main seals are specifically designed for both stock and aftermarket Pontiac blocks. These seals are far superior to the factory rope seal. They are the single most reliable way to control oil in a Pontiac engine.

3.00" or 3.25" mains
\$29.95



1016 Head Gasket wire O-ring re-enforced **\$37.00** ea
8518PT Head gasket for 10.5 cr Aluminum or 12.5 cr Iron **\$14.00** ea



ROL Head Gaskets feature a rugged steel core design with graphite facing material providing excellent sealing and can handle very high temps. 4.30" bore **\$18.00** ea



Cometic Multi Layer Steel gasket are comprised of three layers of steel, outer layers are .010" thick embossed stainless steel coated with Viton (heat resistant to 482 degrees Fahrenheit). Gaskets are available in: .027", .030", .036", .040", .045", .051", .060", .065", .071", .074", and .120". Cometic MLS gaskets are reusable and ideal for the shearing forces created by aluminum heads on cast iron blocks, they do not crush or require re-torque.

TIN INDIAN Performance **.027"-.051" \$177 pair** **.060"-.074" \$222 pair** **.120" \$381 pair**



Camshaft Retainer Kit
This CNC laser cut retainer replaces worn parts.
\$25.00



Distributor Hold Down Kit
CNC laser cut from 1/4" Stainless Steel
\$20.00



Cam Sprocket Retainer
This washer eliminates the fuel pump eccentric
\$5.00

Replace your missing stock pieces! These help prevent oil pan distortion and get bolted down at the back of the oil pan area



Oil Pan Hold Downs
\$6.50

Guide Plates
These D Port and KRE High Port guide plates are CNC laser cut to exact tolerances and are much tighter than the lose aftermarket guide plates available on the market.



KRE-HP1
\$4.50 each



KRE-DP1
\$4.00 each

Timing Cover Pump Hook and Intake Washer

Replace lost or worn pieces with these new 3/16 thick stainless steel parts



\$5.00 each

Billet Water Necks

CNC machined from 6061 aluminum. Comes with O ring and choice of fittings



360-degree Filler Style
\$120



360-degree regular style
\$85

Crank Mandrels & Evac system components



\$160.00 ea

Our Pontiac Crank mandrel drives are custom CNC machined out of 6061 aluminum. The mandrel **bolts directly to harmonic balancer** - You use your stock crank bolt to bolt your harmonic balancer to your crank. You no longer need to use mandrel systems that use 5 to 6 inch balancer bolts. Your balancer is now reliably retained by a separate bolt. Some harmonic balancer manufactures will not warrantee their balancers if you use such a crank mandrel system.

The unit works with **ALL** Pontiac harmonic balancers with standard BBC or Pontiac 4 bolt patterns AND crank triggers! The standard unit comes with a dual pulley bolt pattern – has both conventional 4 bolt Pontiac pulley pattern and the 3 bolt big block Chevy bolt pattern. Comes with cap screws to fit both 3/8-16 for BBC pattern and 5/16-24 for the standard 4 bolt Pontiac pattern. The standard Pontiac crank mandrel drive system comes with the mandrel, 1 - 3 inch deep groove pulley, 4 alignment spacers, snout cap and bolt. 4 inch pulleys, gilmer pulleys, and additional spacer kits are also available separately.

FULLY ADJUSTABLE!! 4 different locating spacers help with belt alignment. Custom machined spacers also available based on your spacing requirements. - Call for details **NEW Fluiddampr compatible mandrels now available!! \$170.00**

Aerospace Pontiac Vacuum pump Evacuation Kit

Moroso Pontiac Vacuum pump evacuation Kit



\$717.95

- TIP Pontiac Crank Mandrel drive system
- Aerospace vacuum pump with bracket (standard universal bracket)
- Breather tank
- Adjustable Relief valve



- TIP Pontiac Crank Mandrel drive system
- Tin Indian Performance Moroso vacuum pump bracket - Fits Pontiac Head without modification!
- Moroso vacuum pump - 22640 3 - vane, 22641 4 - vane and 22642 4 - vane enhanced pumps available
- Breather tank
- Adjustable Relief valve
- valve cover bung

Complete kits

with 22640 3 - vane pump

\$848.95



Moroso 22640 pump

\$436.95

with 22641 4 - vane pump

\$883.95



Moroso 22641 pump

\$472.95

with 22642 4 -vane enhanced

\$1014.95



Moroso 22642 pump

\$609.95



Moroso vacuum pump bracket

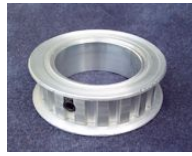
The bracket is made from 6061 aluminum and works with the Moroso 22640 and 22641 pumps. This bracket will bolt up to Pontiac heads with standard bolt hole locations (stock D port, KRE D port, and KRE High Port heads) with **NO modifications** like other brands. Bracket comes with the correct bolts to attach it to the pump as well.

\$52.50



Screw in valve cover bung with O ring

\$22.95



18 and 20 tooth Gilmer pulleys for our mandrel system

\$45.95



Adjustable valve cover relief valve

\$55.00

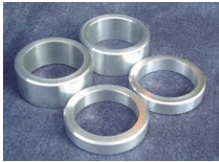


Panel mounted breather/separator can be used with dry or wet sump tanks. It features a filtered breather from K&N Filters, a drain valve and a - 12 AN fitting.

\$89.95



3 inch pulley **\$33.95**
4 inch pulley **\$39.95**
5 inch pulley **\$59.95**



Mandrel spacer kit used on our Tin Indian Performance Pontiac Crank Mandrel. The kit includes 4 spacers. 2 .375 wide spacers and the other 2 are .755 wide.

\$39.95



Billet – TEK Custom Valve Covers



CNC machined to give that billet look and feel! Custom heights and engraving are available. Standard 3.700 tall covers are **\$350** a pair. Either blank or with in-house logos



Alternator Relocation Kit

This kit was originally designed to work with our Tin Indian Performance crank mandrel drive systems. The system is extremely versatile and flexible giving the installer many options during installation. The alternator's drive pulley location can be adjusted simply by trimming the spacers. The bracket was designed to fit most Pontiac heads as well as most aftermarket heads (stock D port, Kauffman D Port, Kauffman High Port, Edelbrock, etc.) The mounting bracket is made from stainless steel. Bolts and washers are also stainless steel.

\$44.99



TIP T- Shirt white or Grey **\$15.00**

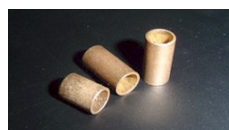
MR-1 Hat **\$18.00**



DIY Q-Jet Kits

Have a leaking throttle shaft on your Qjet? This Qjet primary throttle shaft bushing kit is for you! The kit contains 4 fasteners , 1.5 ml bottle of Loctite, 1 custom self-guiding drill bit with bit stop, 3 bronze oil impregnated bushings, a 2-flute 3/48 tap and instructions.

\$59.95



Bronze Q-jet bushings & fasteners **\$9.95**

Q-jet Rebushing Service

\$65.00 plus shipping

Service includes:

- bead blasting the base plate
- installation of the new bushings
- straightening throttle shaft and centering the throttle plates



We are an authorized distributor of both Kauffman Racing Equipment and K&M Performance products!



Stock replacement aluminum oil filter housing. Uses stock oil filter and has the angle to pull the filter closer to the block for header clearance. Made from 356-T6 alum and fits MR-1 and stock blocks. **\$55.00**

KRE D- Port Aluminum Heads

The heads are cast from 356-T6 aircraft aluminum and are nearly half the weight of a stock cast iron head. They come with hardened steel seats, and bronze alloy guides. The deck thickness is a nominal 5/8" and they sport a new high efficiency heart shaped combustion chamber. The spark plug location angle has also been improved upon to create a very efficient chamber burn.

The heads are designed to use all of your stock D port head parts! These heads were designed for easy iron head replacement. They were also designed to pick up where the stock D ports leave off; Taking you to that next level of performance!



65 cc bare - \$1,245
complete - \$1,800

74cc bare - \$1,345
complete - \$1,900

85cc bare - \$1,395
complete - \$1,950

All heads use **TIP-KRE-DP1** guide plates and the following intake gaskets:
Stock ports and 290 cfm ports use **TIP- 112220** intake gaskets
310 CNC cfm port use intake gasket **TIP - 120230**
325 & 340 CNC cfm port use intake gasket **TIP - 120240**

KRE Aluminum High-Port Head

The head has initial flow numbers around 330 cfm! All heads have CNC chambers and are capable of flowing 400 cfm. The heads will bolt to ALL traditional Pontiac blocks and do not require special offset lifters or rocker shaft systems. No intake spacer required either. Victor intakes bolt right up! Other features include:



- Exhaust port is standard Pontiac round port configuration
- Will be cast with a 45cc chamber and delivered with a 56 cc CNC chamber
- Utilizes standard pushrod location for 3/8 pushrod
- Rockershaft versions available upon request – Use T&D 9028 shaft systems
- Initial flow around 330 cfm on the intake
- Will use a 2.20 intake valve and a 1.70 exhaust valve
- Valve lengths will be 6.200
- valve angle is 14 degrees
- minimum bore size of 4.150
- stock port heads use a **TIP-120230** intake gasket (specifically designed for the head)

** Complete heads come with 1200 series Ferrea valves, titanium retainers, 10 degree locks, PC seals, roller cam springs, ARP rocker studs, 4 angle valve job and spring cups.

Bare heads \$1,595

Complete heads \$2,500



Standard cover \$155

Tired of messing with old, beat up timing covers?

The KRE timing cover is made by precision sand casting 356-T6 aluminum and comes with the following features:

- Seal installed
- Can be ordered with heater nipple drilled
- Has 0, 6, and 12 degree timing marks like the original '69 timing cover
- Fully 5 axis CNC machined
- Accepts ALL standard Pontiac parts from 1969 and up



Mid Plate cover \$155

1964 – '68 Early timing covers with 8 bolt water pump - \$175



This is KRE's new billet distributor hold down made from 6061T-6 Aluminum. This is just another fine product that they have designed on one of their in house CNC machines. Will fit both stock blocks and MR-1 aftermarket Pontiac blocks. **\$35.00 ea**

K & M Performance Parts MR-1 Pontiac Block

Ready to make some real power? This block is for YOU!

The new MR-1 Pontiac block is now available. Blocks are priced @ **\$2,995.00** plus shipping (F.O.B Tin Indian Performance).

Here are just some of the **MR-1 Pontiac Block** improvements over a stock block:

- made from high quality cast iron
- available with either 3.00" or 3.25" mains
- has a thicker deck
- comes standard with steel 4 bolt splayed main caps
- there is no water jacket penetration at the clutch ball
- block is capable of large bore and stroke sizes
- dual bellhousing bolt pattern
- lifter galley is strengthened - no additional lifter bore brace is required
- max bore size of 4.4

The MR-1 and MR-1A blocks are designed to accept ALL stock Pontiac parts!

- Pontiac roller lifters (Crower as well as other brands)
- stand oil pump drive rod
- standard press in freeze plugs
- NO OIL PAN FRAME RAIL CLEARANCE ISSUES!
- All standard Pontiac cooling passages are present
- No Timing cover issues

MR-1A Aluminum Pontiac Block \$4,295.00 F.O.B. Tin Indian Performance

MR-1 PRO Block

New research and development combined with other proven MR-1 improvements give the hardcore racer the strongest bottom end available in an aftermarket block on the market.

This includes a new splayed main cap configuration and 4 bolt front cap standard.

\$3,795.00 cast iron **\$4,995.00** aluminum F.O.B. Tin Indian Performance



50 & 55 mm cam tunnel options available - **\$135.00**



Bronze lifter bushing option available - **\$260.00**



Available in cast iron and Aluminum



Header Flanges

.375 thick to prevent warping Available for 2" and 2 1/8 primary tubes. Fit KRE High Port Heads and E heads.

\$60.00



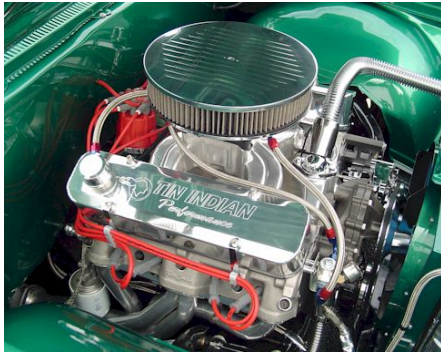
Stainless Exhaust blockoffs

Block exhaust crossovers with these CNC plates. Fit Felpro 1233 and TIP-112220 intake gaskets

\$15.00 pr



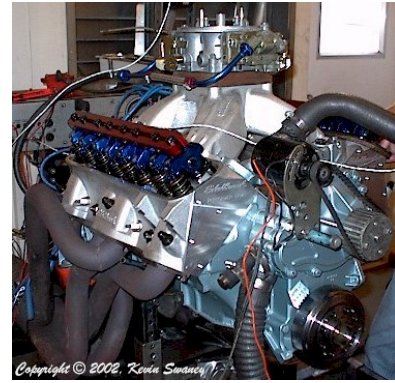
Setup for remote filtering of oil with this remote oil filter plate. It is CNC machined out of 6061T-6 aluminum and has been tapped with a 1/2" pipe tap for fitting aluminum AN fittings or hydraulic hose. **\$35.00**



550 HP Street Pump Gas Engine

This 468 makes 550 hp @ 5300 rpm and 580 ft lbs of torque with the following components: 74cc KRE 310 cfm Aluminum D port heads, Eagle Rods, Total Seal Rings, Ross Pistons, TIP Gaskets, Professional Product SFI damper, Crower hyd flat tappet cam, 1.75" Hedman Headers, Scorpion Rockers, Torker II intake, and 850 Demon on pump gas.

Starting at **\$9,500**



630 HP RACE Engine

This 462 makes 633 HP @ 6000 rpm and 620 ft lbs of torque with the following components: 400 block, 72cc 310 cfm Edelbrock heads, BME Aluminum Rods, 1050 Dominator, Victor intake, SRP pistons, TIP Gaskets, MSD, Romac balancer, Total Seal Rings, Comp solid roller cam and valve train, Scorpion rockers

Starting at **\$11,200**



700 HP Race Engine

This 463 makes 700 hp and 650 ft lbs of torque using 56cc KRE stock as cast port 330 cfm High Port heads, Comp solid roller cam and valve train, TIP gaskets, SRP pistons, Crower rods, Romac balancer, Total Seal rings, Victor intake, Scorpion rockers, Moroso pan. Eagle crank, 1250 Dominator, FM bearings, TIP complete evac system with Moroso 3 vane pump

Starting at **\$13,900**



680 HP Pump Gas Engine

This 505 makes 685 hp @ 6100 rpm and 658 ft lbs of torque with the following components: MR-1 block, 85cc 340 cfm KRE D port heads, Scorpion rockers, Comp solid roller cam and valve train, Moroso pan, Victor intake, 1050 Dominator, TIP gaskets, Ross pistons, Crower billet crank, Crower rods, TIP Crank mandrel system, Moroso 4 vane vac pump, TIP logo valve covers, KRE stud girdle

Starting at **\$16,500**

860 HP Race Engine

This 494 makes 860 hp at 6900 rpm and 686 ft lbs of torque with the following components: 380 cfm KRE High Port heads (standard pushrod location), Dual 750 carbs on top of a KRE sheet metal intake, (820 hp with single 1250 Dominator carb and Victor intake), Moroso pan, TIP complete Evac system with Moroso 4 vane pump, Total Seal rings, FM bearings, GRP rods, TIP gaskets, Scorpion rockers, ATI damper, Custom Comp cams solid roller with matching valve train, Ross pistons, MSD

Starting at **\$20,500**





LET US GET THE FULL POTENTIAL OUT OF YOUR ENGINE!

Half day dyno session (4 hours) \$ 350.00
Full day dyno session (8 hours) \$ 575.00



Whether you have a mild street or a full all out race engine, we can find out exactly how much torque and horsepower you are making before your tires hit the pavement. Using KRE's SuperFlow SF-901 engine dyno a PC based data acquisition system to gathers over 30 different engine parameters in just seconds. This enables us to monitor and track critical engine functions and power trends. From this information, we are able to optimize and fine-tune your particular combination to make peak power! Testing is done while you watch. Each pull gets printed out as well as saved on a computer for future reference.



August 3th, 4th and 5th held at



Street Class Sponsor for 2006, 2007, 2008, 2009, 2010, 2011, 2012!

Tin Indian Performance / *Kauffman Racing Equipment*
Norwalk Pontiac Nationals Contingency Program
CASH! CASH! CASH!

Stock Class - \$150 to winner, \$50 to Runner up payout both Saturday and Sunday

Mod Class - \$150 to winner, \$50 to runner up payout both Saturday and Sunday

Top Class - \$150 to winner, \$50 to runner up payout both Saturday and Sunday

Quick 16 - \$200 to winner, \$100 to runner up

Frantic 4 - \$200 to winner, \$100 to runner up

MR-1 Heads Up - \$200 to winner, \$100 to runner up

To qualify for contingency money you must have ONE of the following parts installed on your car AND have either a Tin Indian Performance or a Kauffman Racing Equipment sticker on the car:

- Any KRE Aluminum cylinder head (KRE High Port or KRE D Port only)
- A MR-1 Aftermarket Pontiac block (cast iron or aluminum)
- A Tin Indian Performance crank mandrel / evac system
- A set of Billet-TEK aluminum valve covers

Note: You do not need to be the original purchaser of the equipment to qualify for the prize money.

Parts must be installed and running on the vehicle AND a sticker (either Tin Indian Performance OR Kauffman Racing Equipment) MUST be on the car at the time of the race. Stickers can be picked up in the vendor midway at the KRE / Tin Indian Performance booth or at the respective vendors/sponsors pit spot.

Vehicle inspections will be performed by a representative from Kauffman Racing Equipment or Tin Indian Performance immediately following the completion of each race. Winners should take their vehicle immediately to the KRE / Tin Indian Performance pit area NO LATER THAN 30 MINUTES AFTER THE FINAL ROUND.

We also carry a full line of the following manufactures products



If you don't see something your looking for in the catalog, please give us a call or check our web site. Chances are we can get it!



Terms and Conditions

Shipping: Tin Indian Performance uses United Parcel Service or USPS on all items under 150 lbs., unless otherwise requested. Items over 150 lbs. will be sent truck freight. All Tin Indian Performance, LTD. products are sold F.O.B. Tin Indian Performance, LTD. and shipped the fastest, most economical method, unless otherwise specified. F.O.B. means TRANSFER OF OWNERSHIP; when Tin Indian Performance, LTD. releases products to a common carrier any claims for loss or damage should be filed with the carrier and NOT Tin Indian Performance, LTD. All expenses resulting from refused shipments will be the responsibility of the customer and NOT Tin Indian Performance, LTD.

Damaged Goods – Tin Indian Performance, LTD is not responsible for any damage from shipping / delivery, “in transit”. Freight Claims for damage, shortage or loss **MUST** be made immediately **WITH THE CARRIER**. You must note any substantial damage to a package upon receipt of the shipment with the carrier. All shipments are insured with the carrier / freight company and all claims for damaged goods must be made through the carrier / freight company. Tin Indian Performance, LTD. ships items F.O.B. and cannot make these freight claims for you. We will, however, provide any assistance possible to help you with your recovery efforts.

Missing Items - If Anything is missing from your shipment, contact us immediately. You must check each package as soon as you receive it; any missing component must be reported within 5 days of receipt of the product. Claims made after 5 days will not be honored.

Returned Goods - All returned goods must be pre-approved and accompanied by the original sales receipt. All returns must receive a “return authorization” from Tin Indian Performance, LTD. either by phone or email. This number must be presented on the return for processing. Returns are NOT accepted on ANY custom parts. All returns will be inspected for damage and or modification / alteration. **ANY PART MODIFIED FROM ITS ORIGINAL FORM WILL NOT BE ACCEPTED AS A RETURN.** All returns must be sent to Tin Indian Performance, LTD. freight pre-paid and insured. A restocking fee of up to 20% may be applied. No refunds are given for shipping charges. **ALL SALES ARE FINAL AFTER 30 DAYS.**

Warranty - Due to the extreme demand placed on racing and performance products, they are sold "as is" and without any express warranty or implied warrant of merchantability or fitness for a particular purpose. Tin Indian Performance shall not be liable for any loss, damage, or injury.

Choice of Law/Arbitration - Any controversy or claim arising out of or relating to this contract, shipping or non conforming goods, or the breach thereof, shall be settled by arbitration administered by the American Arbitration Association in Summit County, Ohio under its Arbitration Rules in Summit County, Ohio, and judgment on the award rendered by the arbitrator(s) may be entered in any court having jurisdiction thereof.

Tin Indian Performance, LTD. reserves the right, at its sole discretion, to change, modify, add or remove any portion of this Agreement, in whole or in part, at any time. Amendments and or changes to the Agreement will take effect immediately upon being posted to its website, www.tinindianperformance.com. Prices subject to change without notice.

TIN INDIAN
Performance

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