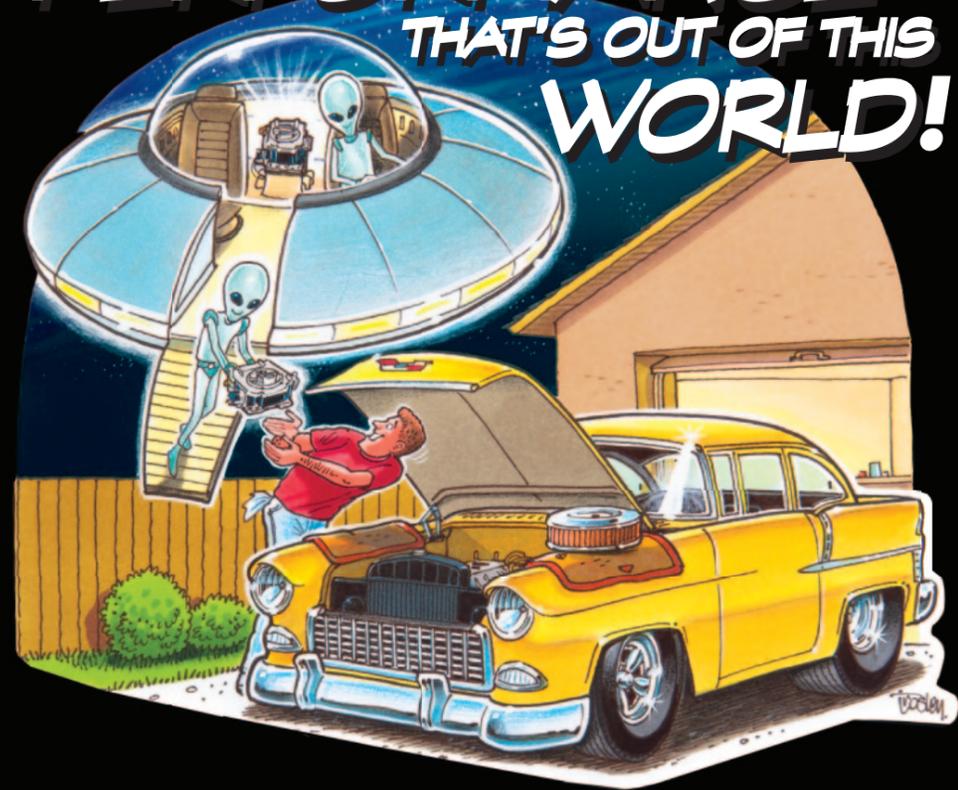


PERFORMANCE
THAT'S OUT OF THIS
WORLD!



STREET DEMON

Supernatural Performance ... Wicked Good Looks!



www.demoncarbs.com

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L30976

WICKED POWER! The ALL NEW Street Demon™ redefines the street carburetor with clean looks and ease of use! The Street Demon offers enthusiasts a straightforward carburetor designed to deliver a stable idle, amazingly crisp throttle response and smooth performance. Its optimized calibration and dual mounting pattern make it Run-Ready™ for a large variety of engines and vehicles!

Integrated Fuel Bowl/Main Body Design

- Gasket above fuel level and no plugged passages eliminates all potential leak paths
- Available in standard aluminum or automotive spec polymer

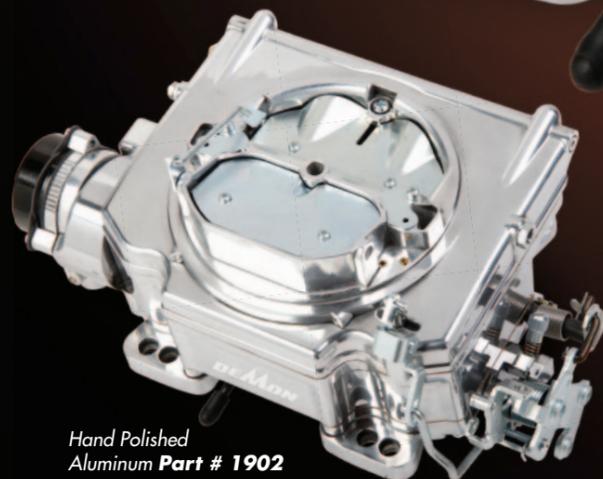


Triple-Stack™ Primaries

- Small 1 3/8" primary throttle bores combined with proven Triple-Stack™ boosters deliver amazingly crisp throttle response and drivability
- Superior fuel atomization
- Improved fuel economy for street performance



Ball Burnished Aluminum Part # 1900



Hand Polished Aluminum Part # 1902

Polymer with Ball Burnished Aluminum Part # 1901

Polymer Fuel Bowl/Main Body

- Available Aerospace Composite fuel bowl offers significant heat insulating benefits over aluminum fuel bowl
- Keeps fuel up to 20° cooler for optimum performance with modern fuels

Smooth Styling

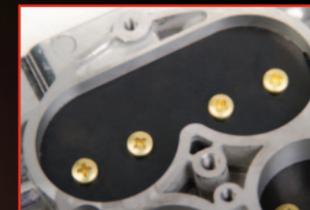
- Patented timeless design fits modern and traditional themed vehicles (Patent No.: US D648,746 S)
- Developed from the ground up with great looks and ease of use in mind
- Easy to clean and maintain

One Piece Air Horn Assembly

- Single fuel inlet for simple installation
- 2 Stage metering rods control easily accessible without carburetor disassembly or removal
- 4 optional vacuum step-up springs available to dial in hi-end performance
- 8 optional sets of metering rods available to refine calibration
- Multiple primary and secondary main jet orifice sizes available

Goggle Valve Secondary (GVS™) Throttle Plate

- Over twice the air flow of the primary bores for power you can hear and feel
- GVS™ makes total air flow 625 CFM while maintaining the crisp throttle response delivered by small primary bores



Secondary Air Valve Control

- Torsion spring valve control/adjustment permits seamless primary to secondary throttle response regardless of the throttle opening rate
- Unique contoured profile developed for better cylinder to cylinder fuel distribution

Patent pending mechanical design

- 625 CFM air flow - ideal for use on most stock to mildly modified V8s
- Dual mounting bolt pattern - fits any street 4bbl intake (square flange or spread bore)
- Electric Choke Management
- Single fuel inlet for simple installation (no extra parts required for drop base air cleaners)
- Includes inverted flare and 3/8" barb fuel inlet fittings
- Integrated 700R4/200R4 transmission kick down cable mounting location for proper shifts
- Ford A/T kickdown (does not work with AOD transmissions)
- Available TPS kit allows use with 4L60 and 4L80 transmissions

Accessories

Part #	Description
1920	Rebuild Kit (see demoncarbs.com for contents)
1921	Calibration Kit (see demoncarbs.com for contents)
1950	Idle kick-up solenoid with bracket
1951	TPS switch, billet bracket, connector rod & adaptor lever (bolt-on)
1952	GM throttle cable adaptor lever (bolt-on)