

Tandem Pumps

Introducing The New

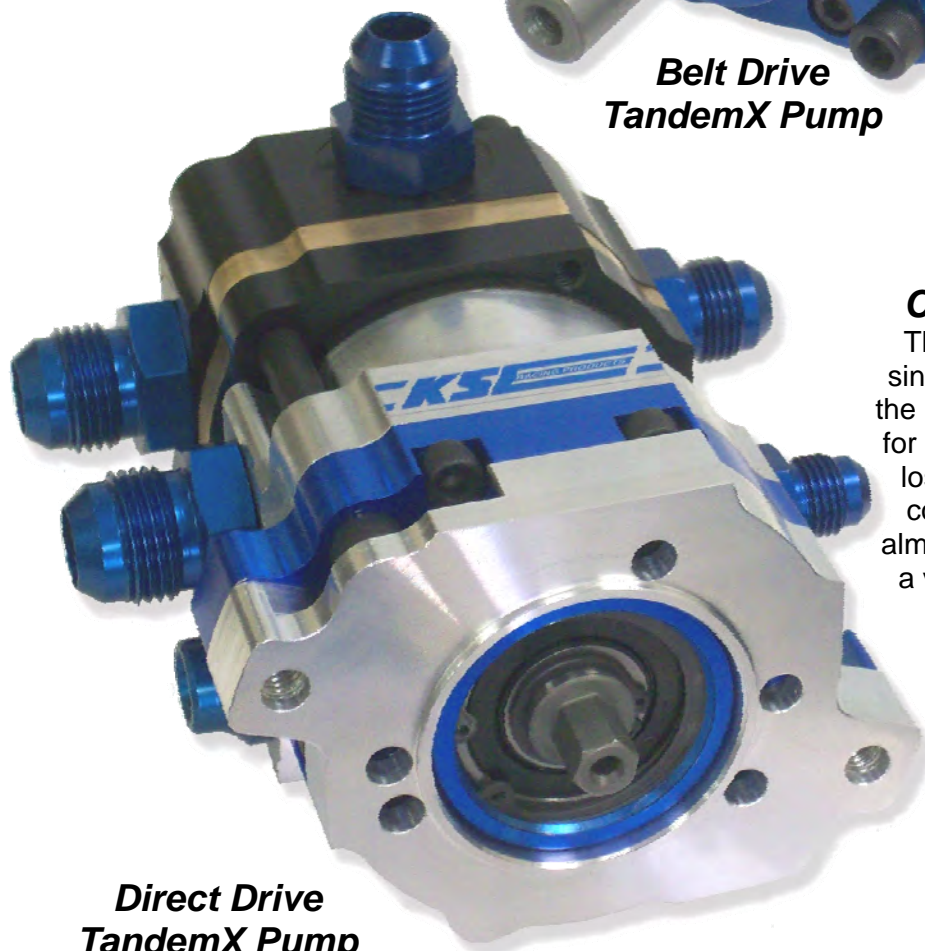


Performance and Simplicity

The all new KSE TandemX Pump is based upon the design of its popular predecessor and is a highly developed "two-in-one" high performance power steering & fuel pump. This pump has been designed to help simplify the racer's engine setup and plumbing while providing the utmost in performance and durability.



**Belt Drive
TandemX Pump**



**Direct Drive
TandemX Pump**

Compact and Efficient

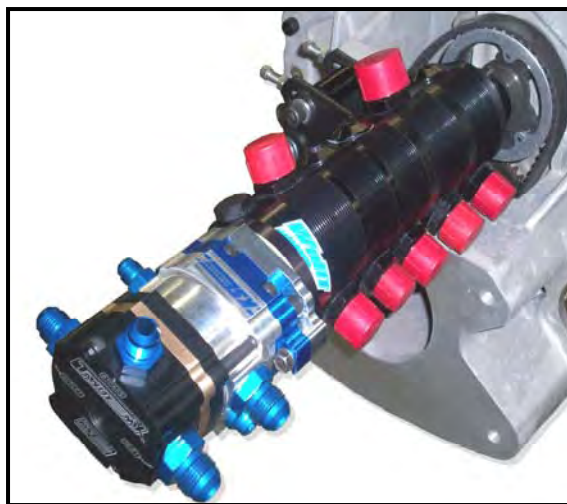
The TandemX Pump utilizes a single shaft drive to operate both the power steering and fuel pumps for reduced mechanical efficiency losses. The TandemX Pump is compact and is designed to fit almost any racing application with a variety of sizes and mounting configurations.

***See Pump Ordering
Instructions On Page 12**

Tandem Pumps



Typical SBC Front Drive Application



Typical Dry Sump Drive Application

Why Use A KSE TandemX Pump?

Weight Savings

The updated TandemX design includes an integral power steering relief and a sleek, new lightened profile which has allowed for a 25% weight reduction over the previous design. This pump additionally offers a considerable weight savings over installing a separate conventional power steering pump and belt drive fuel pump...not to mention the \$\$\$ savings!

Smooth & Efficient Operation

The TandemX is a gerotor style pump and can be characterized by its durability and efficient operation. This allows for smooth, uniform flow and improved priming capability (unlike diaphragm fuel pumps).

Reduced Fluid Temps

The TandemX pump utilizes a phenolic insulator between the power steering and fuel sections in order to reduce heat transfer from one pumping element to the other.

Improved Flow Performance

The TandemX utilizes special tear-drop timed kidney porting and updated inlet & outlet ORB port sizing for improved fill capacity & flow characteristics for the power steering and fuel pump sections.

Alcohol & Gasoline Compatible

The TandemX is fully compatible with both alcohol & gasoline. The pump can be equipped with one of two optional fuel displacements based on the engine's horsepower rating. See ordering instructions on the following page for additional details or contact KSE with questions regarding your application.

Convenient Plumbing and Mounting

The TandemX utilizes easy-to-plumb inlets and outlets with standard 37° JIC/ORB fittings. The built-in fuel by-pass idle relieve valve and high-speed pill orifice cartridge reduce unnecessary plumbing and allow for "easy access" for fuel pressure adjustments. The new TandemX mounts in the same fashion as the previous tandem pump design in which the most common configurations are seen below:

- Belt Drive Pump: Front Small Block Chevy Mount
Typical for "IMCA" Modifieds
- Belt Drive Pump: Bellhousing Mount (i.e. Bert)
Typical for "UMP" Modifieds & Late Models
- Direct Drive Pump: Dry Sump Mount (Hex Drive)
Typical for Late Models

Performance & Durability

The TandemX utilizes a high-alloy heat-treated shaft, heavy-duty front ball bearings, bi-metal central journal bearings, and high-alloy billet pump body components all manufactured to the highest standards. The fuel section includes a bronze separator for the gerotor element and hard-coat anodized components for extended wear resistance. Precision PM gerotor pumping elements also help to give the TandemX the utmost in positive displacement performance.

Quality

As with all of KSE's racing components, quality is a must. The TandemX was completely designed and manufactured in-house utilizing state-of-the-art CAD/CAM solution software in order to meet our exacting quality standards. All of KSE's pumps are built in the USA and have been 100% performance tested before sale.