



**MAKING GERMANY'S FASTEST,
FASTER!**

911 BASIC SBC CONVERSION KIT

| PART | COST |
|---|-------------------|
| Custom Motor Mount & Powder coated | |
| Adapter Kit (Adapter plate, flywheel, flywheel bolts, pilot bearing, pilot bearing retainer and hardware) | |
| Water Pump with billet mounting plate, pulley and water fittings | |
| 4' Gates Hose to go from the pump to the block | |
| Custom Alternator Bracket with hardware | |
| Thermostat Housing includes a 1 inch 90-degree hose fitting for return to the radiator | |
| Harmonic Balancer machined double groove balancer with an aluminum spacer | |
| Accelerator Cable & Brackets to connect the bell crank on the transaxle to the carburetor. | |
| Belts for both the alternator and water pump | |
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| Total | \$3,295.00 |

OPTIONAL PARTS

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| RENEGADE 911 COMPLETE COOLING SYSTEM: | With custom all aluminum radiator, dual high performance SPAL fans, dual relays, thermostatic control switch, harness and all necessary sheet metal. | \$1,595 |
| RADIATOR HOSE: | Gates Green Stripe Hose. 1" from engine to upper radiator and 1.25" from lower radiator back to engine. The hoses are located next to the rocker panels, where the factory run A/C and oil cooler lines are routed. | \$180 |
| COOLANT OVERFLOW BOTTLE: | A 2-qt. Plastic bottle with wire formed support bracket. | \$18 |
| HI-FLOW THERMOSTAT: | Helps your car run cooler by allowing more water to flow. Does not fluctuate like other brands. Highly recommended. | \$25 |
| WIRING HARNESS: | Our wiring harness comes completely assembled with each wire labeled. Just install it on your engine and raise your engine into the car, then simply plug the other end of the harness into the factory 911 plug. | \$225 |
| CUSTOM RENEGADE ALL ALUMINUM FUEL TANK: | To be used with stock Porsche sender, stock fuel inlet hose, stock fuel and vent lines. (*Not for use in 993 or 964*) | \$890 |
| COOLANT TEMP SENDING | With correct VDO output. Please specify your gauge value when | \$30 |

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| UNIT: | ordering. | |
| OIL PRESSURE SENDING UNIT: | With correct VDO output. Please specify your gauge value when ordering. | \$70 |
| 911 "SPORT" MOTOR MOUNTS: | | \$180 |
| HI-TORQUE, LIGHTWEIGHT STARTER (STAGE II 915 or 930): | This gear reduction style starter has approximately 40% more power than the 911, with about half the weight; approx. 8.5 lbs. The best choice for V8 application. | \$209 |
| ULTRA HI-TORQUE, LIGHTWEIGHT STARTER (STAGE III 915 or 930): | Designed for ultra-high performance engines exceeding 10.5 to 1 compression. If you have any doubt, this starter will do the job. With 80% more torque than the best Porsche starters, motors up to 13 to 1 compression will be no problem. | \$245 |
| ULTRA HI-TORQUE, LIGHTWEIGHT STARTER (STAGE III G50): | Designed for ultra-high performance engines exceeding 10.5 to 1 compression with a 2.0kW starter motor. Direct replacement for the original starter motor 10 teeth and weighs less than the original with 2 – 3 times the power output. | \$479 |
| REAR TORSION BARS: | Available in sizes from 26-30 mm. | \$300 |
| FRONT TORSION BARS: | Available in sizes from 21-23 mm. While this upgrade is not mandatory, larger front torsion bars will provide improved handling. | \$289 |

Choose one pressure plate, one clutch disc, one ring gear, and one TO Bearing to match your transaxle.

CLUTCH COMPONENTS

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| HIGH PERFORMANCE 915 KEVLAR SPORT CLUTCH DISC: | We use a superior Kevlar compound for a "streetable" combination that holds up to 500 HP. This insures a smooth engagement and better holding power than anything else on the market. (Proper break-in required. Call for more info.) | \$375 |
| HIGH PERFORMANCE 930 KEVLAR SPORT DISC: | We use a superior Kevlar compound for a "streetable" combination that holds up to 500 HP. This insures a smooth engagement and better holding power than anything else on the market. (Proper break-in required. Call for more info.) | \$475 |
| HIGH PERFORMANCE 915 CAST IRON PRESSURE PLATE | | \$355 |
| HIGH PERFORMANCE 915 ALUMINUM COVER AND IRON FACE PRESSURE PLATE | | \$400 |
| HIGH PERFORMANCE 930 PRESSURE PLATE | (Short bell housing early '76 and '77) | \$550 |
| HIGH PERFORMANCE 930 | | |

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| PRESSURE PLATE | (Long bell housing late '78 and later) | \$650 |
| RACING GRADE LIGHT WEIGHT 915 or 930 (LONG) ALUMINUM PRESSURE PLATE | While you can use your stock pressure plate, you will have much better holding power if you use our Renegade PP. Clamping pressure is about 2200lbs (2600lbs = 930s). | \$650 |
| RACING GRADE LIGHT WEIGHT 930 (SHORT) ALUMINUM PRESSURE PLATE | While you can use your stock pressure plate, you will have much better holding power if you use our Renegade PP. Clamping pressure is 2600lbs. | \$550 |
| 915 THROW OUT BEARING | | \$185 |
| 930 THROW OUT BEARING | | \$210 |
| 915 HARDENED CUSTOM RING GEAR | | \$175 |
| 930 HARDENED CUSTOM RING GEAR | | \$235 |

Ordering Terms

- All parts are shipped UPS unless otherwise specified.
- We accept all forms of card payments(Credit or Debit), Money Orders, Company Checks, Personal Checks, Cashier Checks, and PayPal. We will charge a \$35 fee on all returned checks.
- All Kit orders average 6-8 weeks as they are custom made to order. Occasionally some kits may take longer due to different variations in production or material availability. Please plan accordingly.
- Due to the nature of custom work, a 50% non-refundable deposit is required upon placement of order.
- All parts, prices, and specifications subject to change without notice. All custom parts and components are non-returnable and non-refundable.

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