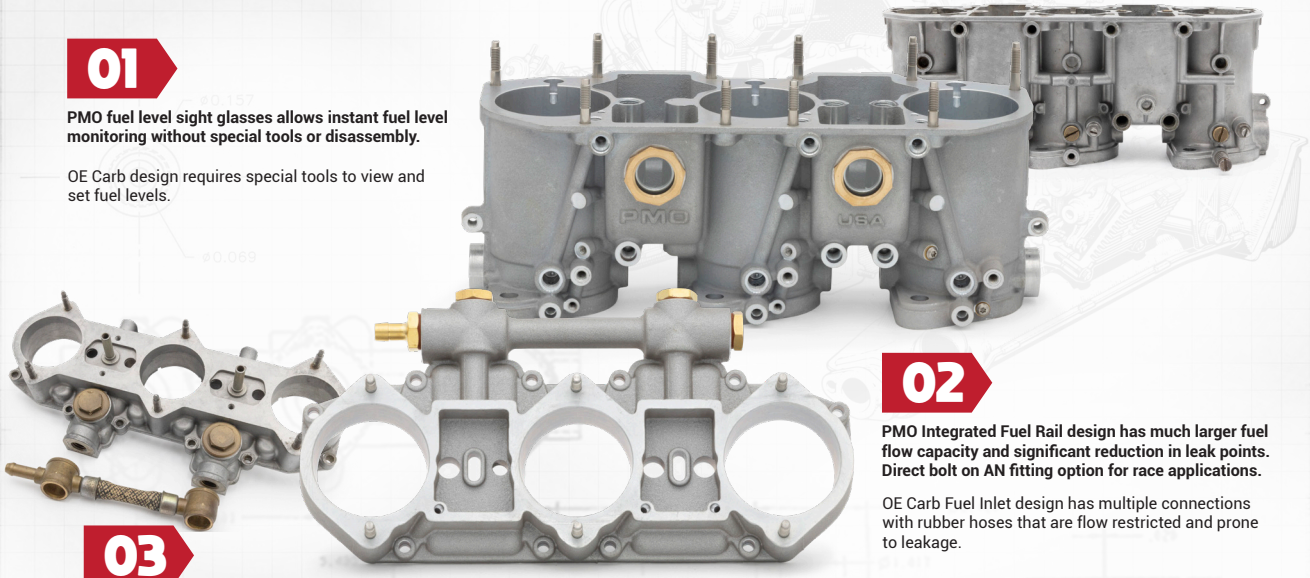
PMO INDUCTION CARBURETORS

VS OEM CARBURETORS

01

PMO fuel level sight glasses allows instant fuel level monitoring without special tools or disassembly.

OE Carb design requires special tools to view and set fuel levels.



02

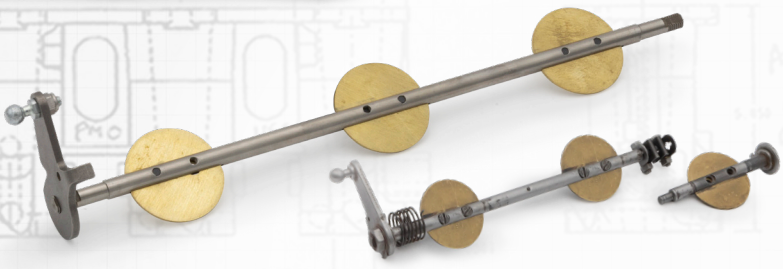
PMO Integrated Fuel Rail design has much larger fuel flow capacity and significant reduction in leak points. Direct bolt on AN fitting option for race applications.

OE Carb Fuel Inlet design has multiple connections with rubber hoses that are flow restricted and prone to leakage.

03

PMO utilizes 1 piece 303 Stainless Steel Throttle Shafts, with sealed Ball Bearing supports. Large high precision return springs and alignment washers ensure the shafts run true for the life of the Carburetor. Shafts are toleranced to 0.005" total runout.

OE Mild Steel Throttle Shafts are a 2-piece design with a Coupler. They ride in plain bushings within the Carburetor housing. They quickly become worn and misaligned over time and cause air leakage and a variety of running and tuning issues.



04

PMO Carb Air Inlets and Velocity Stacks 52.5mm base with 74mm mouth. CNC Machined Billet are highly accurate for equal and precise flow and fitment.

OE Carb Air Inlets and Velocity Stacks 47mm base with 65mm mouth.

05

PMO CNC Machined Billet Main Venturis are highly accurate for equal and precise flow and fitment. More sizes available than OE for greater tunability on various engine configurations.

OE Cast Main Venturis are less precise in regards to fitment and flow capabilities.

06

PMO has a taller, more roust one-piece Secondary Boost Venturi that provides a stronger off Idle transition signal.

OE Secondary Boost Venturi is short style with weaker mounting design.

07

PMO Composite Float design cannot sink, less susceptible to fuel slosh and less costly to replace.

OE Brass Float design more costly and susceptible to inconsistent fuel metering.