

PINTO BY
IECO



PINTO BY IECO

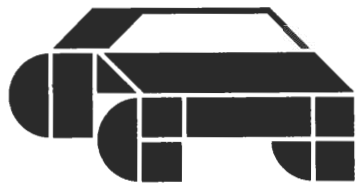
Thank you for looking to IECO.

This catalog was designed for you, the Pinto driver who truly cares about his car. You're proud of your Pinto. The way it looks. The way it handles. The way it performs. IECO shares your enthusiasm, and this is why all our parts are the finest. There is absolutely no compromise with quality at IECO. IECO devotes its entire effort to satisfying your needs with our exclusive Direct-Mail and Direct Telephone Service. There are no dealers to increase your costs. You order directly from IECO. Choose your needs from this catalog with the confidence we will ship your order the same day we receive it. All our parts are designed and tested first on an exclusive engine dynamometer under S.A.E. controlled standards. Following that they are tested on our "rolling test laboratory" - a Pinto Coupe. We eliminate all the guess work for you. We know what works and, above all, what does not! An exclusive "Stage of Tune" concept has been designed for your use. Each stage outlines a list of parts you'll need to obtain the results shown on the dynamometer chart. The idea is to give you maximum performance for a minimum expenditure, and with little duplication. Read through the list of stages and compare each stage with the dynamometer chart. All the parts you will need to turn your Pinto into a true high performance car can be ordered from IECO. You can make your Pinto out handle, out stop, and out perform the best of American and European sports cars.

Your performance Specialist,

Raoul F. Balcaen III

Raoul F. Balcaen, III, S.A.E.



California users: Under CVC 27156 all items marked with an asterisk (*) cannot be sold to California residents except for off-road and racing use only.

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STAGE OF TUNE

Stage 1

This stage includes the following: PE 120 Dyno-Pak; PE 110 Low-Restriction muffler; PE 100 Super-Flow Extractor; PE 180 Low-Restriction aircleaner.

Stage 2

This stage includes the addition of these parts: PE 190#1 Camshaft and Hi-pressure Valve Springs; PE 211 Single Weber 45 DCOE 9 carburetor and manifold.

Stage 3

This stage includes the addition of these parts to Stages 1 and 2: PE 240 IECO Hi-Compression Pistons; PE 170 IECO/Mallory Distributor; PE 130 Bosch Super Coil.

Stage 4

This stage includes Stages 1, 2, and 3 plus the following parts: PE 300 Hi-Output Head; PE 190#2 Camshaft.

Stage 5

Stage 5 includes Stages 1, 2, 3, and 4 plus the addition of the PE 210 Dual Weber 45 DCOE 9 carburetors and manifold.

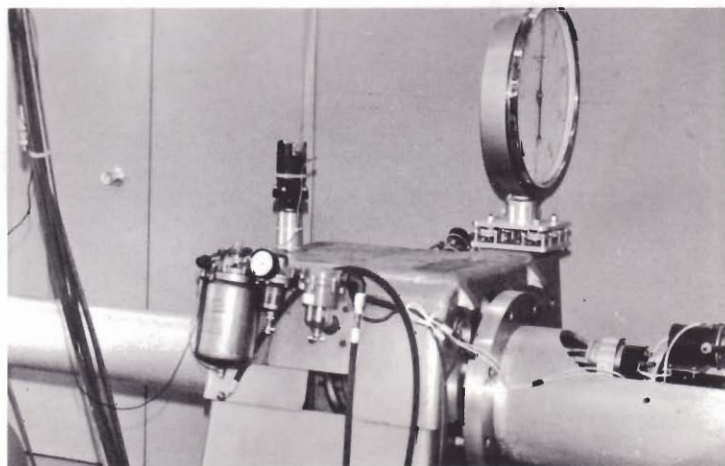
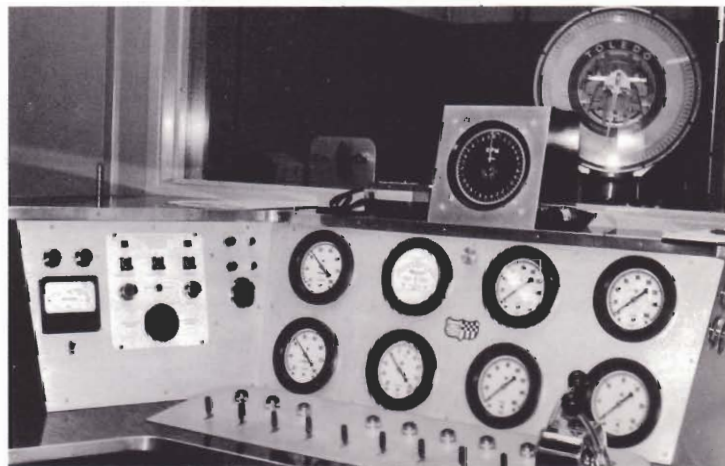
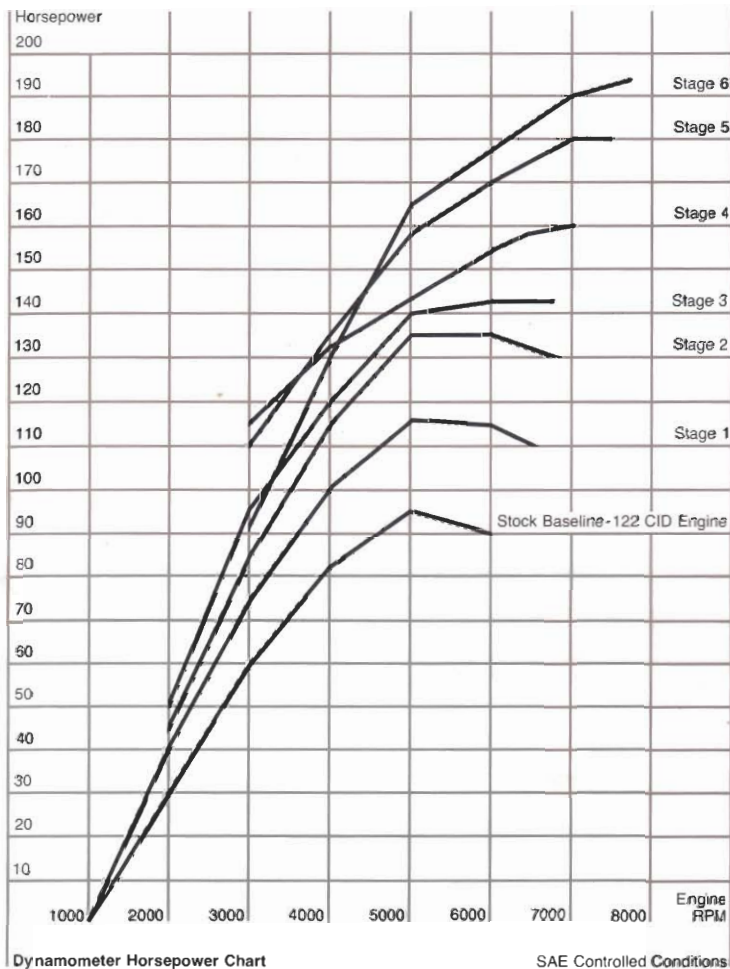
Stage 6

This is the last stage and should be used as a guide for pure competition driving only! It includes all the 5 Stages plus the addition of the very high RPM camshaft PE 190#3.

Special Note: These series of dynamometer tests were conducted on the 122 CID engine. On the 140 CID engine a 6-7% gain from these figures is common. The 140 CID engine has a much broader torque curve, however.

Warranty

All items in this catalog are warranted to be free from defects in materials and workmanship before installation. This warranty does not cover labor, misuse, faulty installation, failure of related parts or parts manufactured by makers other than IECO. All other items are covered under manufacturer's warranties.



IECO SUPER-FLOW EXTRACTOR

Scientifically designed exhaust extractor system produces a phenomenal 9 horsepower increase over any other brand.

The reason an IECO Super-Flow Extractor performs better than Bi-Y or regular design systems is illustrated in the chart. The solid line indicates what occurs in most systems, and the dotted line shows the improvements of an IECO Super-Flow design. Notice the solid line at point #1. It has produced a rarefaction (-4 under atmosphere), while the piston is a BDC on the firing cycle. Then it is followed by a compression wave caused by the piston moving up on the exhaust stroke. Then a positive pressure is built at point #2, just as the intake and exhaust are overlapping at TDC. By the time the pressure is below atmosphere again, both valves are closed at point #3. A *very powerful* scavenging effect has been prevented by actions between points #2 and 3. Now look at the dotted line. The IECO Super-Flow Extractor has reduced the rarefaction at point #4 to just below atmosphere

The curve is relatively flat and keeps the rarefaction prolonged across the TDC period of valve overlap at point #5. This ability to modify a basic exhaust gas flow-curve cannot help but give effective

exhaust scavange and induce a fresh inlet charge of fuel/air. The valve overlap period (time when the exhaust valve is just closing and the intake opening) is controlled by the IECO Super-Flow tuned collector device. During overlap exhaust gases are removed rapidly, and since the intake valve is partially opened, a fresh fuel/air charge is pulled into the cylinder. Backpressure at point #2 is further reduced by this device. This reduction prevents any feedback of backpressure gases into adjacent cylinders, and slows backpressure resistance to the incoming fuel/air charge. The almost complete control of scavange and backpressure shows up in *increased horsepower* on the dynamometer.

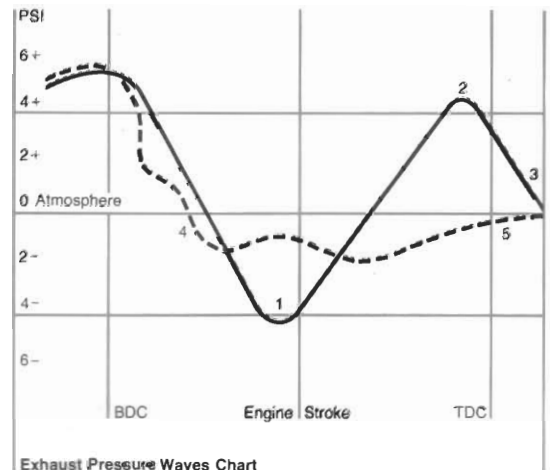
The IECO Super-Flow Extractor produces 9 more horsepower than any other system. (The best unit we tested, available from all other manufacturers, produced only 6 horsepower more than the factory manifold!) On a stock Pinto 122 CID engine a 15 horsepower gain is normal with the IECO unit. On modified engines, with cams, high compression pistons, Weber carburetor(s), and High Output head, the gains are incredible! (See Stages of Tune Charts.) The overall performance of the Pinto is increased with the added power. Acceleration is rapid, gasoline mileage is greatly improved, and engine life is increased. The sound that emanates is streetable. It is not loud nor offensive, but deep and powerful.

Installation is simple, and it takes about two hours. The IECO Super-Flow Extractor is supplied with all installation parts: flange gasket; flange bolts; collector adapter. It's all included. You have *nothing more* to buy! Bolt-on some real power and order your extractor now!

PE100 Super Flow Extractor (122 CID Engine) \$59.95

PE100A Super Flow Extractor (140 CID Engine) \$59.95⁽¹⁾

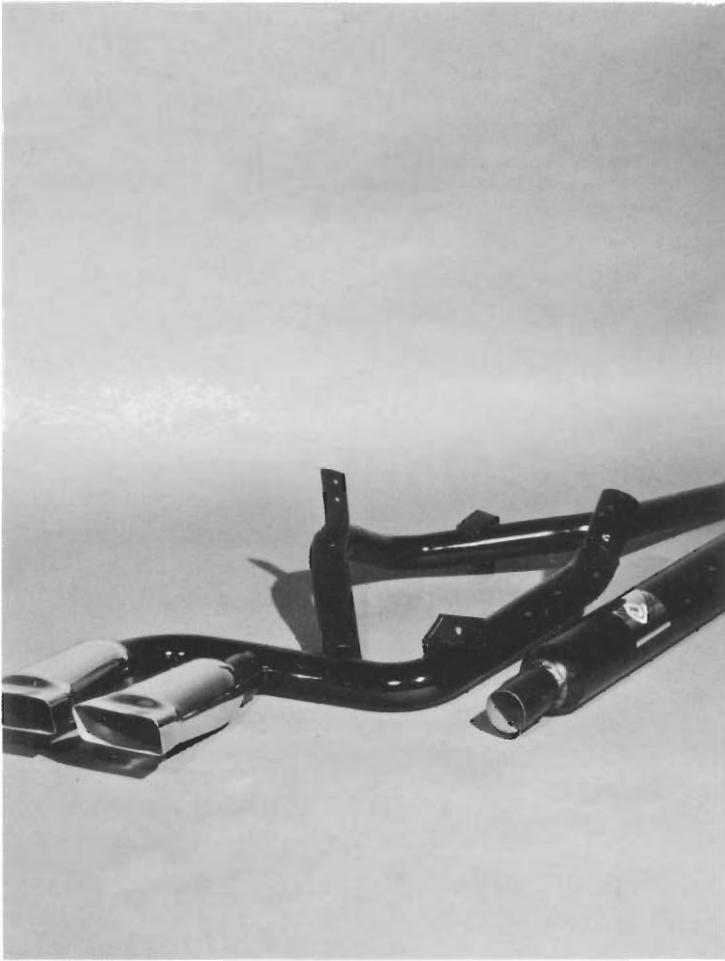
⁽¹⁾On 140 CID engines which are fitted with an emissions airpump, a special manifold is required. Please add \$7.95 if you wish this device.



Super-Flow Tuned Collector

Unique design of this tuned device creates a balanced flow of exhaust gases. It equalizes the exhaust pulses as they exist from each pipe. The ability to control gas flow like this makes the IECO Super-Flow Extractor out-perform all other makes.

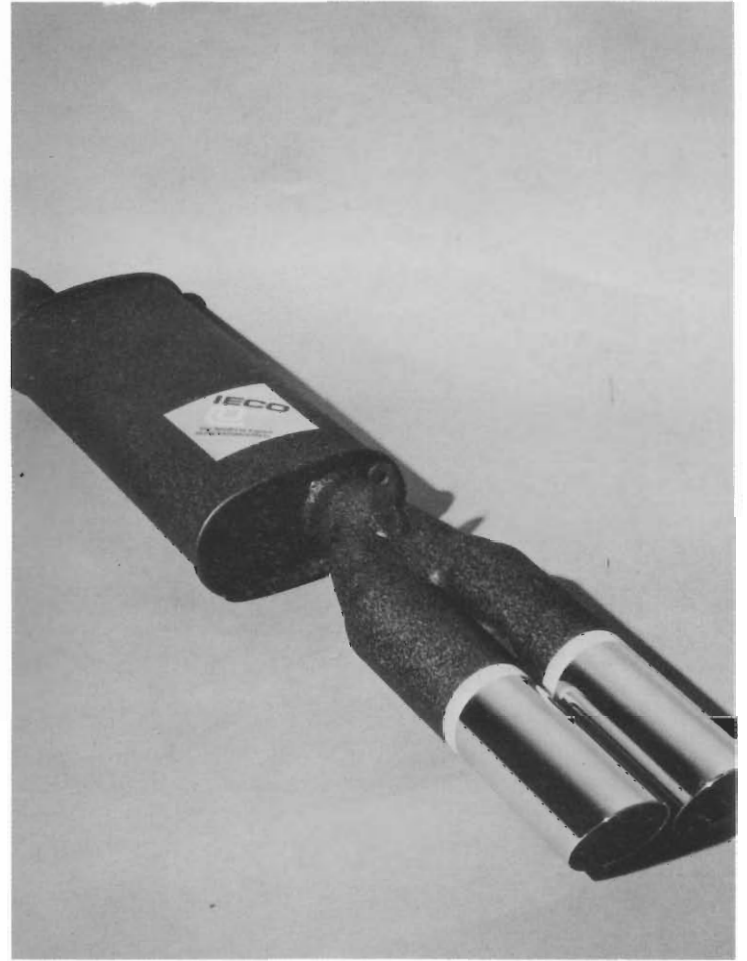




PE110 Low-Restriction Muffler

Here is a special muffler you can install on your Pinto which will give it a *five horsepower boost!* It is constructed with a custom designed 32 inch glass-pack muffler. It has a tail pipe which exits through two rectangular chrome tips directly below the rear license plate. The sound it makes is deep and powerful. It is not noisy unless the engine is run in extremely high RPM ranges. You can install it in 15 minutes. All parts included. It is perfect to use with the PE 100 or PE 100A Super-Flow Extractor. See "Stage of Tune" charts. (Will not fit Station Wagon).

Low-Restriction Muffler \$39.95



PE110A GT-Tuned Muffler

IECO designed this custom muffler just for the Pinto to give the car a European GT style along with increased performance/economy. It is engineered around a new type muffler which offers low-restriction to exhaust gas flow yet is capable of being "quiet" in all RPM ranges. It mounts in the same location as the factory muffler. It has two 2¼" chrome tips which exit just below the bumper in the original position. It is constructed of the finest materials and because of this IECO offers a full 36 month guarantee to the original purchase. You can install it on the original factory mounts, located in your Pinto, in 10 minutes. It has a crisp, beautiful sound along with a unique appearance. Excellent for use with the PE100 or PE100A Super-Flow Extractor.

GT-Tuned Muffler \$49.95



IECO DYNO-PAK

Programmed tune-up kit allows you to duplicate a professional dynamometer tune-up in your own backyard.

PE120 IECO Dyno-Pak

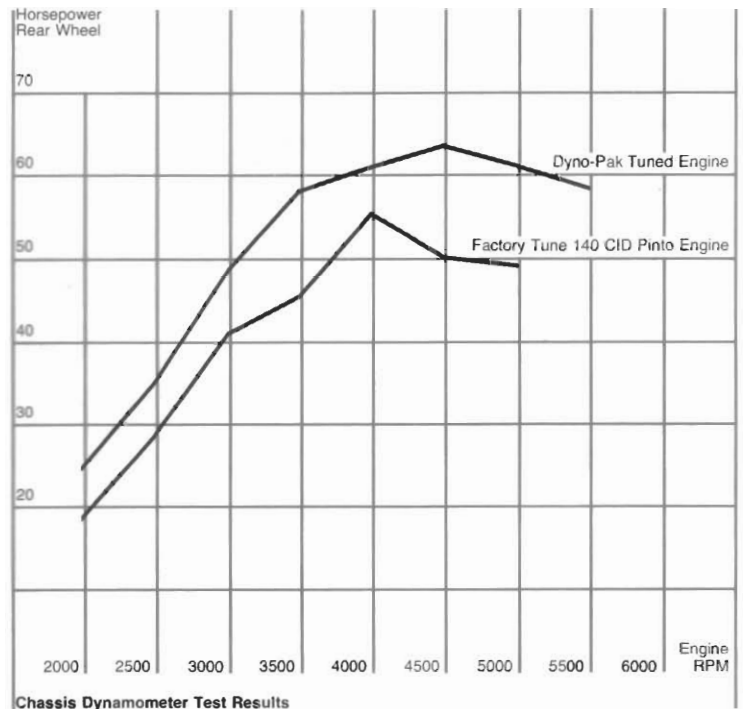
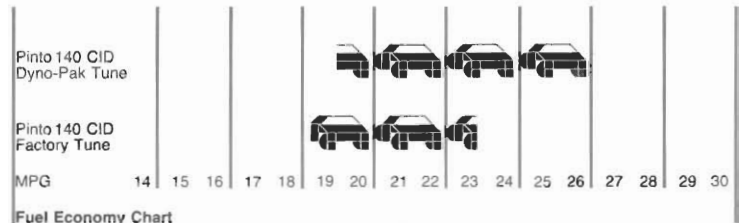
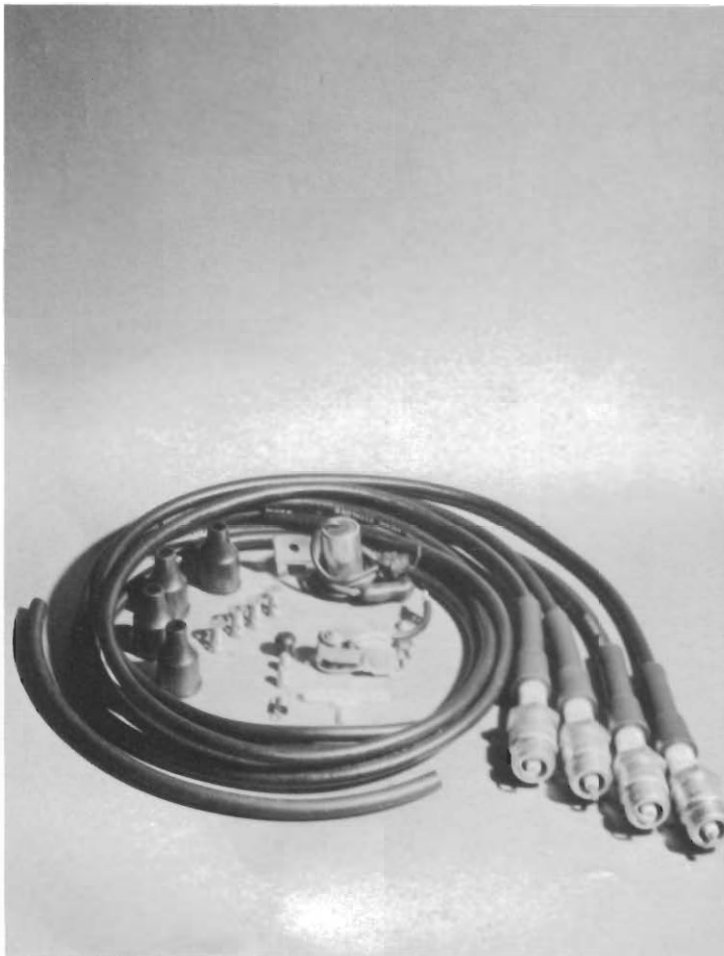
Tune-ups are expensive, and the results are not always worth the cost. In many cases mechanics merely put in replacement parts, check a few settings, and then hand over a sizeable bill! This tune-up kit is made for the Pinto owner who wants to do his own work and know that it was done correctly. The Dyno-Pak is a do-it-yourself kit that allows the home tuner to duplicate the results of a professional dynamometer tune-up. A programmed sheet of instructions, with photographs, leads you along step-by-step. All the parts which bring the ignition and carburetion systems to peak performance are included: NGK spark plugs; heavy-duty points and condenser; solid core wire set; carburetor jet(s); * distributor advance curve modification parts. *All these parts, adjusted to IECO's specifications, will give your Pinto an *honest 16-22% power*

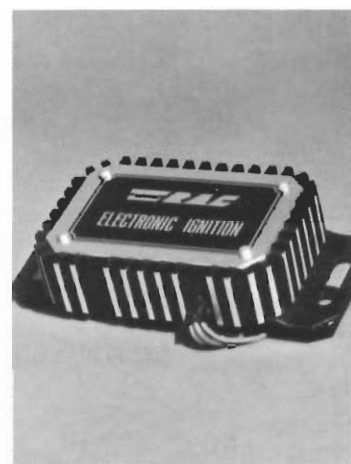
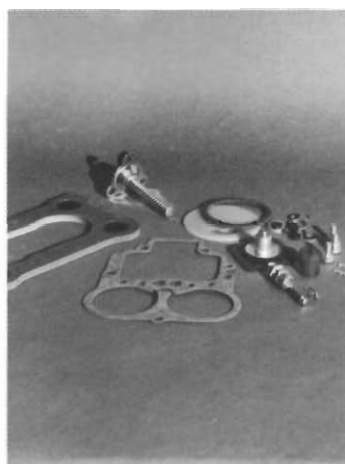
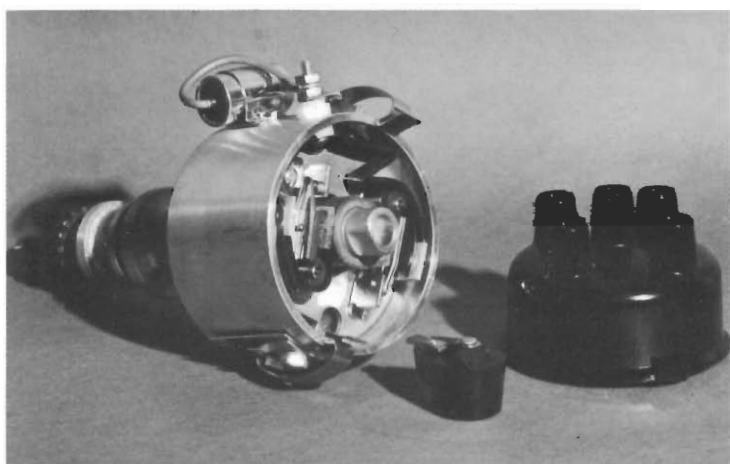
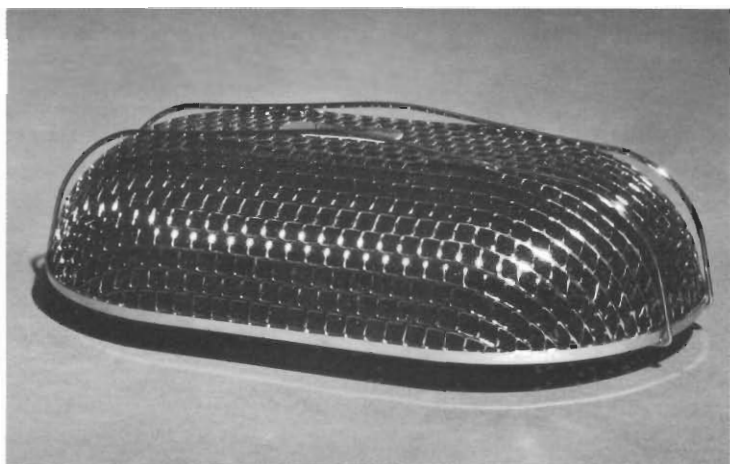
increase in mid to upper RPM ranges, and *increase fuel mileage* by 15%. Your Pinto will accelerate rapidly and cruise smoothly. It will idle more smoothly and start faster. Don't be misled by false claims of others! This is the original Dyno-Pak tune kit, and it is the best you can buy! IECO guarantees your satisfaction. For all 122, and 140 CID engines.

Dyno-Pak \$19.95

Optional 180 degree thermostat - recommended \$4.25

Special Note: To complement the Dyno-Pak tune-up job, order a PE150 Carburetor Rebuild Kit for better mileage.





PE180 Low-Restriction Aircleaner

A good aircleaner should be able to filter the smallest dirt and dust particles, but not restrict the airflow to the carburetor. The filter unit which does that job best is porous foam. This filter is chrome plated and has a washable element which never needs replacement. It was designed exclusively for the special Weber/Ford 2BBL carburetor fitted on Pinto 122 and 140 CID engines. It offers the least airflow restriction and can improve gas mileage along with performance. An excellent choice for use with the PE120 Dyno-Pak.

Low-Restriction Aircleaner \$16.95*

PE170 IECO/Mallory Distributor

This IECO/Mallory distributor has been built to IECO's exacting specifications. It has a dynamometer plotted advance curve that yields full power at low RPM. It has a full 24 degree of advance at 2400 RPM. It is fully mechanical, and is without a vacuum advance system. The dual-point design allows maximum dwell and coil saturation. This all adds up to give peak voltage to increase power and mileage. The entire unit is of superior quality, and is a well advised installation over the factory distributor. It's complete with all attaching hardware and instructions. Installation time: 15 minutes.

IECO/Mallory Distributor 122 CID engine \$43.50
IECO/Mallory Distributor 140 CID engine \$43.50

PE130 Bosch Super Coil

Made by German Bosch as an extra duty coil for Pintos. It has a much more intense spark, and thus will improve performance and gas mileage. It's trouble free! Works well in combination with the Dyno-Pak tune kit. For top performance and real driving security, buy this one! Installation time: 10 minutes.

Super Coil \$15.95

PE150 Carburetor Power-Rebuild Kits

A well tuned Pinto engine needs its carburetor cleaned and inspected at least every 25,000 miles. This is the best rebuild kit you can get to do the job. It contains: special gaskets; viton needle and seat; pump plunger; check valves; new springs; seals; lock screws; instructions. For clean air and more gas mileage, order this one! Ideal for use with Dyno-Pak tune up kits. State year and model when ordering.

Carburetor Rebuild Kit \$8.95

PE260 Electronic Ignition

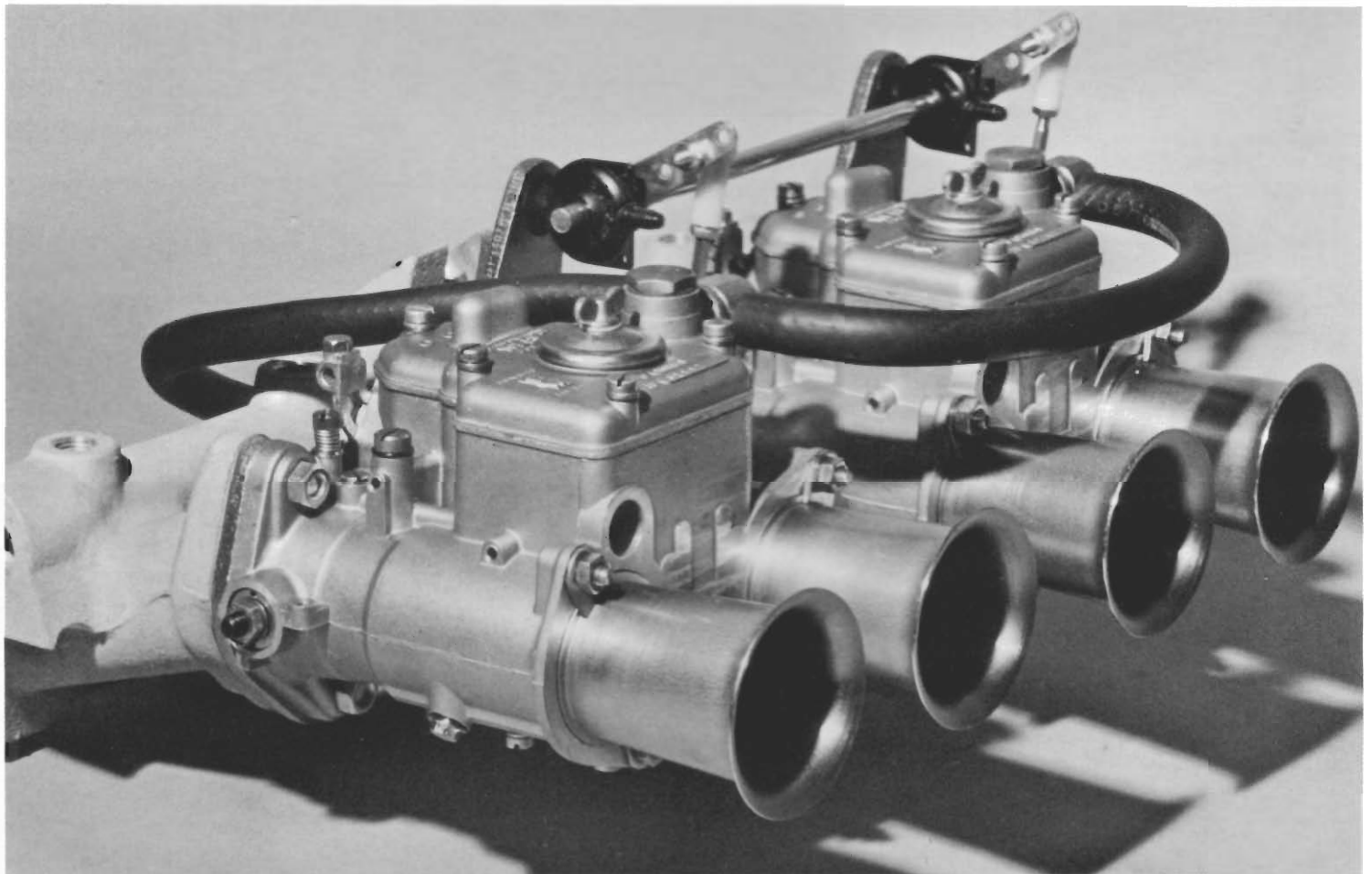
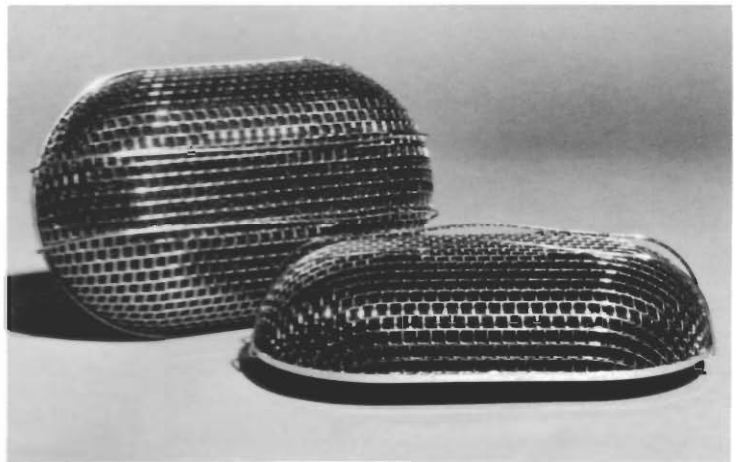
This unique electronic unit features a patented "fail-safe" circuit network that will give your Pinto trouble-free performance. It utilizes high temperature silicone semi-conductors and other components for super-long life. If you install it on your Pinto you can expect: increased fuel mileage; increased acceleration; instant hot or cold starts; less spark plug replacement; less ignition point replacement. This unit is *guaranteed one full year*. You can install it yourself in 15 minutes. Order one now and start enjoying better mileage and performance.

Electronic Ignition \$26.95

WEBER CARBURETORS FOR YOUR PINTO

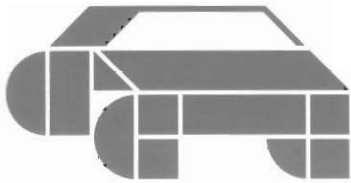
Fantastic IECO/Weber swirl-port induction systems product more horsepower than any other design!

IECO engineering has found a way to extract maximum performance from the Pinto engine. Precision Weber 45 DCOE 9 sidedraft carburetor(s) are mated to an IECO swirl-port manifold. The reason these systems work so well is because the Weber carburetor can be calibrated for an engine's needs at any RPM. Everything from the venturi down to the smallest idle jet is changeable. This makes it possible for each cylinder to then be tuned separately so that it can produce maximum power throughout the power band. Also, the correct size venturi can be used for the cylinder it serves and then the low-end throttle response does not suffer from over carburetion. The Weber will give the same slow speed performance as does the factory 2BBL carburetor, but at high speeds it will allow the engine to breathe at peak efficiency at RPM ranges far above normal operation!



The IECO manifolds, both single and dual, offer a non-restrictive flow of fuel/air to each cylinder at very high velocity. This action forces a dense mixture into each cylinder and more mixture means more power! The dual swirl-port manifold allows the engine to be tuned as if it were four separate one cylinder engines. This way, they can be tuned to provide peak results. The single manifold has a unique cross-over porting arrangement which divides the runners up, so the passages are aligned in relation to the PINTO engine's firing order. This prevents cylinders from being robbed of fuel/air mixture and provides even distribution. The result of this design is a much smoother running engine which gets good gas mileage.

With no other changes to a stock PINTO 122 CID engine the IECO swirl-port produced the power outlined in the graph. Each manifold far exceeds in overall performance in contrast to any of the single 4BBL manifolds touted by some. Also if these systems are used with any of the other IECO modifications, as outlined in the Stages of Tune graph, the results you can expect are incredible! Don't think because this combination produces so much power that gasoline mileage will suffer. That's not true! Weber carburetors are so efficient you can cruise at normal speeds with less throttle opening, and this means the engine will use less gasoline.



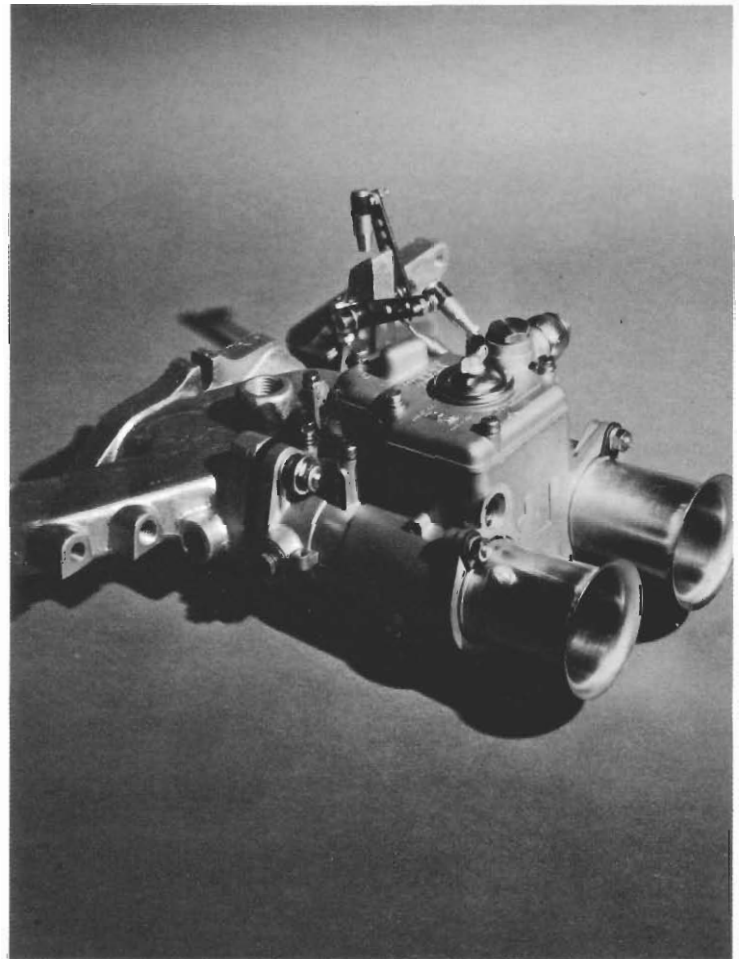
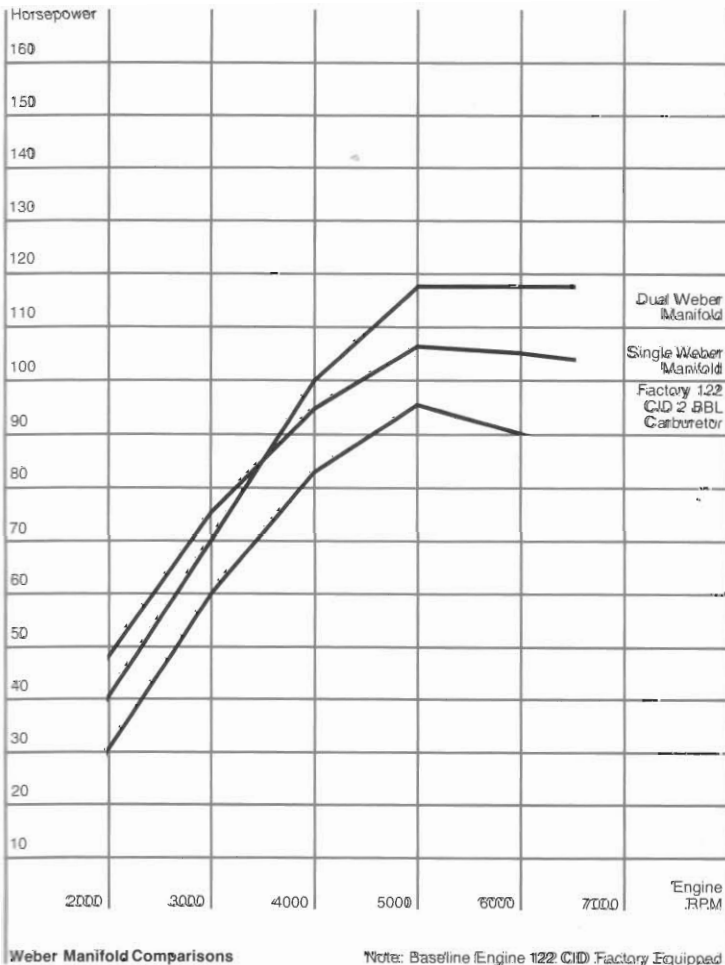
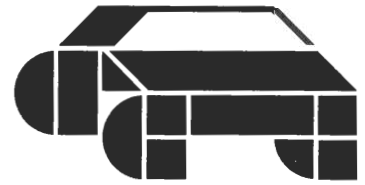
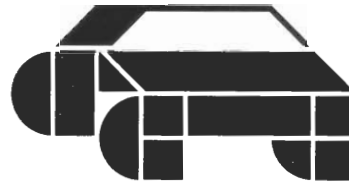
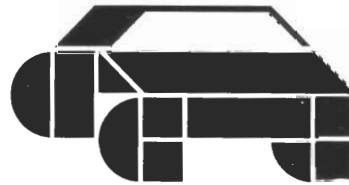
These quality custom IECO products can only be purchased directly from IECO. Accept no substitute.

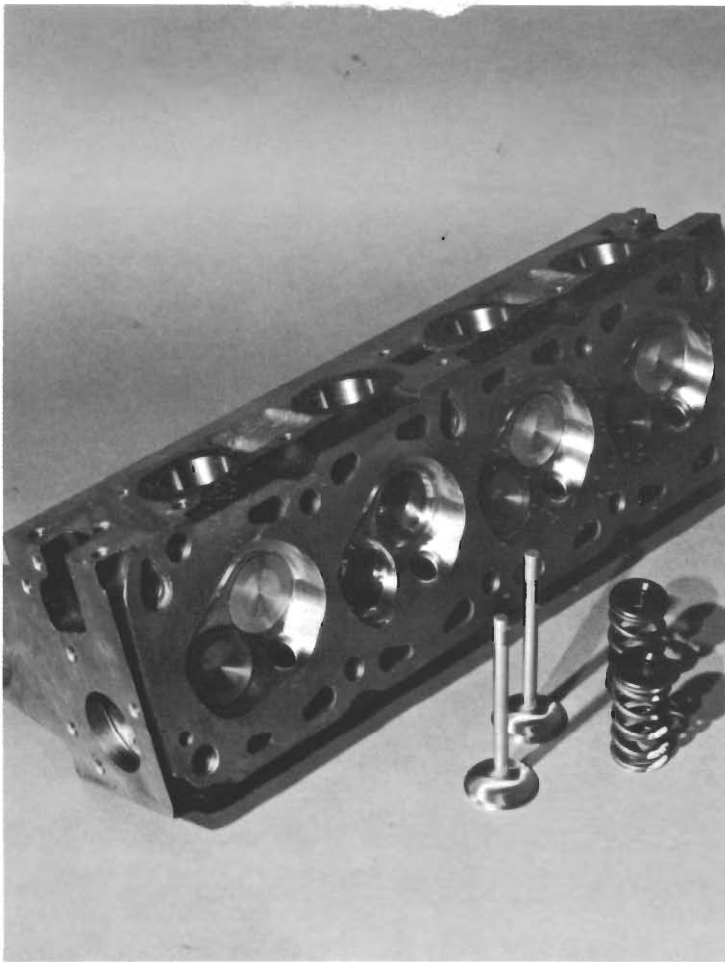
Why not own a swirl-port IECO swirl-port Weber induction systems are supplied with all the fuel line, linkage and necessary attaching parts. Installation is easy. It takes about 2½ hours to complete. So order your IECO system now and experience a Pinto that will idle down to 800 RPM as smoothly as a stocker, and wind up to over 6500 RPM like a racing car. Order yours now!

- PE 210 Dual Weber Manifold assembly⁽¹⁾ \$109.95***
- PE 211 Single Weber Manifold assembly \$99.95***
- PE 210 A Chrome Foam aircleaners (optional) each \$14.50**
- 45 DCOE9 Weber Carburetor each \$122.50***

⁽¹⁾Presently available for only the 122 CID engine.

Special Bonus Offer: If you buy the Swirl-Port Manifold, 2-Weber 45DCOE9 Carburetors, and a pair of Chrome-Foam Aircleaners, you pay only \$356.95.





PE300 Hi-Output Head

This modified cylinder head is the result of extensive research work on an airflow bench. This bench is used to determine relative airflow characteristics of the intake and exhaust ports and their respective valves. The object is to maximize the volume of air a port/valve combination will flow at various valve lifts. With this concept in mind, IECO re-contoured the ports and valves of the Pinto head to gain a 19% increase on the intake and a 33% boost on the exhaust on both the Pinto 122 and 140 CID cylinder heads. (With std. size valves the exhaust flow increase is 26%.) The combustion chambers are re-contoured and polished. All sharp edges are removed. The valve seats are given a precision valve grind. The valve faces are reshaped for high airflow. (The 122 CID head is fitted with std. intake and exhaust valves or with optional 1/8" oversize exhaust valves only. The 140 CID head utilizes std. intake and exhaust valves throughout). Perfecting the airflow pattern of the Pinto head was the *real key* to unlocking its hidden power. (See Stage of Tune Chart). No other head offered for the Pinto engine has had such extensive development done to it. IECO *guarantees* that this head, when used in combination with the PE240 Hi-Compression pistons, will *produce more power* than those of other manufacturers. *Sold completely assembled* with modified valves, racing valve springs, special seals, and aluminum retainers.

Hi-Output Head-122 or 140 CID std. size valves **\$265.00**

Hi-Output Head/122 CID oversize exhaust valves **\$350.00**

Note: Sold on an exchange basis. An \$85.00 core deposit is required until your *serviceable* head is returned to IECO.

PE190 IECO Racing Cams

The fastest and most efficient way to get more power from your Pinto engine is to install a racing camshaft. The cam controls valve action. The valves allow the flow of fuel/air and exhaust gases to move through the engine. The main object of performance engine design is to pack as much fuel/air into the combustion chamber as possible, and then to remove the exhaust gases quickly. Since the cam is the heart of valve action control, its design can greatly effect performance. Each IECO cam is programmed by Pinto specialists for a specific purpose and, therefore, it will produce maximum power within its RPM range. It is ground to aircraft machine tolerances on a cast billet - not a regrind! It is supplied with installation instructions, cam lube, and timing pattern charts. Each cam is *guaranteed for one full year*. Available for 122 and 140 CID engines only.

No.	Timing	Valve Lift	Duration	Price
PE190#1 ⁽¹⁾	in. 32-72° ex. 72-32 (Perfect all purpose cam; broad power range)	.460	284°	\$102.96
PE190#2	in. 42-82° ex. 82-42 (For highly modified engine; extreme high RPM use)	.505	304°	\$102.96
PE190#3	in. 47-87° ex. 87-47 (Competition only; extreme high RPM use only)	.540	314°	\$109.20

⁽¹⁾This camshaft is a *good gasoline saver!*

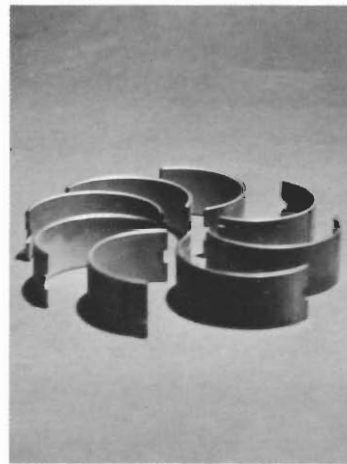
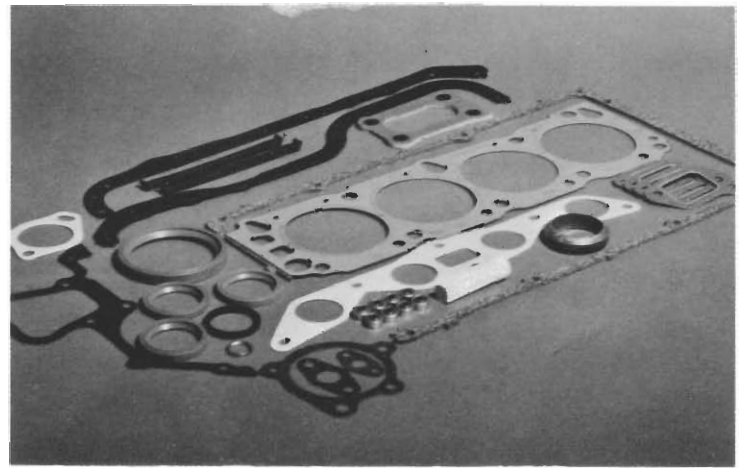
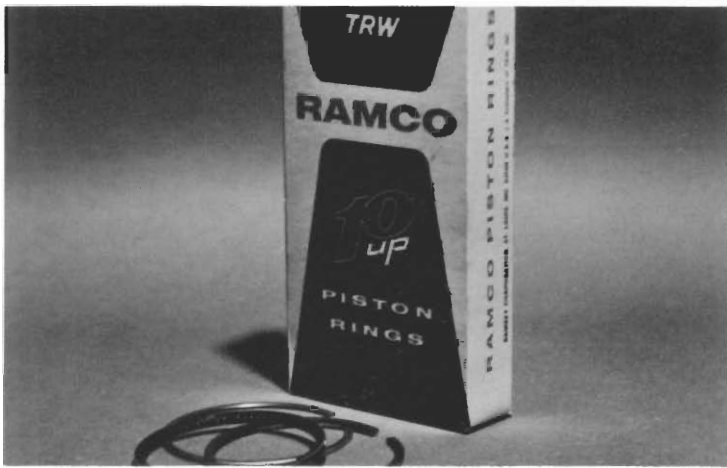
Special Note: Camshafts for the 140 CID engines are presently only available in regrinds on new factory cores. Please add \$10.00 to these cam prices.

Optional Accessories

8 - Hi-Pressure Valve Springs \$15.95

8 - Light weight Valve Retainers \$ 7.95

8 - 140 CID Springs & Retainer Set \$42.00



PE233 TRW Piston Rings

IECO chooses the TRW ring for its Pinto engines and now offers it for the serious engine builder. These rings are of superb quality and designed exclusively for use in the Pinto's gray iron engine block. Special Moly top ring, flash second ring and chrome dual scraper oil rings provide the perfect seal in this special engine. Packaged as complete engine sets. Bore sizes: std. and .030. For 122 and 140 CID engines only.

TRW Piston Rings - Regular \$19.95
TRW Piston Rings - Heavy Duty Moly \$26.95

PE240 IECO Hi-Compression Pistons

The Pinto engine needs an increase in compression to produce power and to gain fuel economy. These pistons are forged with a unique dome which creates a "quench area" and also raises the compression ratio to 11.2:1. Their light weight reduces the reciprocating weight in the engine and this smoothes the inherent vibration common to four cylinder power plants. An exclusive wave-groove design, on the piston's skirt, allows compatibility with the Pinto's engine block. These Hi-Compression Pistons are the easiest way to gain compression which successfully boosts the power and economy of the Pinto engine. Wrist pins included. Bore sizes: std. and .030.

Hi-Compression Pistons \$35.95*
Piston Rings - Racing Moly (engine set) \$31.95

PE290 Engine Gasket Set

Complete Pinto engine gasket set contains all the gaskets, valve seals, and O-rings needed for the Pinto engine. It is an ideal set. You'll never be in need of a special gasket or seal you can't find! All sizes are precision die-cut. The special head gasket has steel centers. The finest materials are used throughout. If you do engine work, don't be without it. 122 or 140 CID engines only. Top or bottom end sets can be purchased together for a complete set or separately.

Engine Gasket Set - Top End \$14.50
Engine Gasket Set - Bottom End \$13.75

PE231 Clevite 77 Rod Bearings

These rod bearings have all the same high quality characteristics as the PE230 main bearings. Sold as a complete set of four.

Clevite Rod Bearings - std. (a set) \$9.95
Clevite Rod Bearings - 25, 50, 75mm oversize (a set) \$10.95

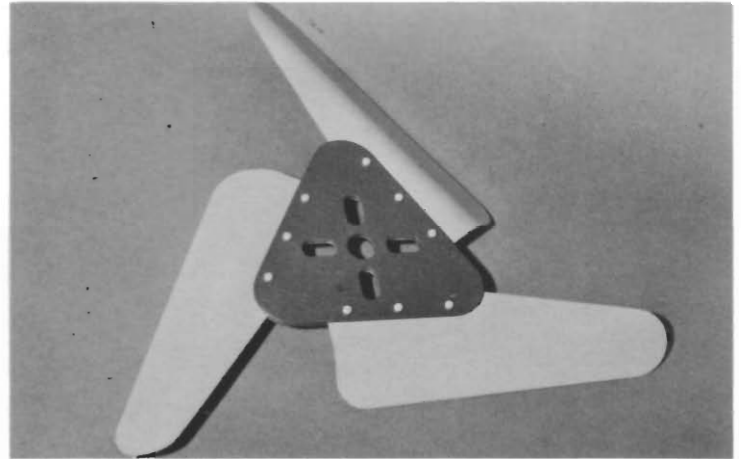
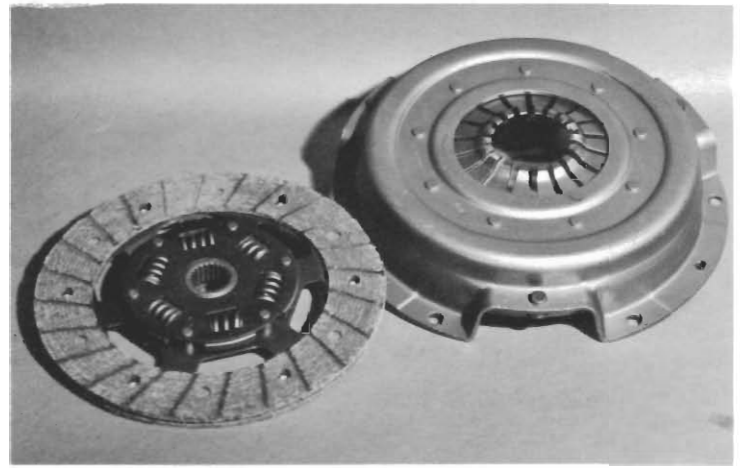
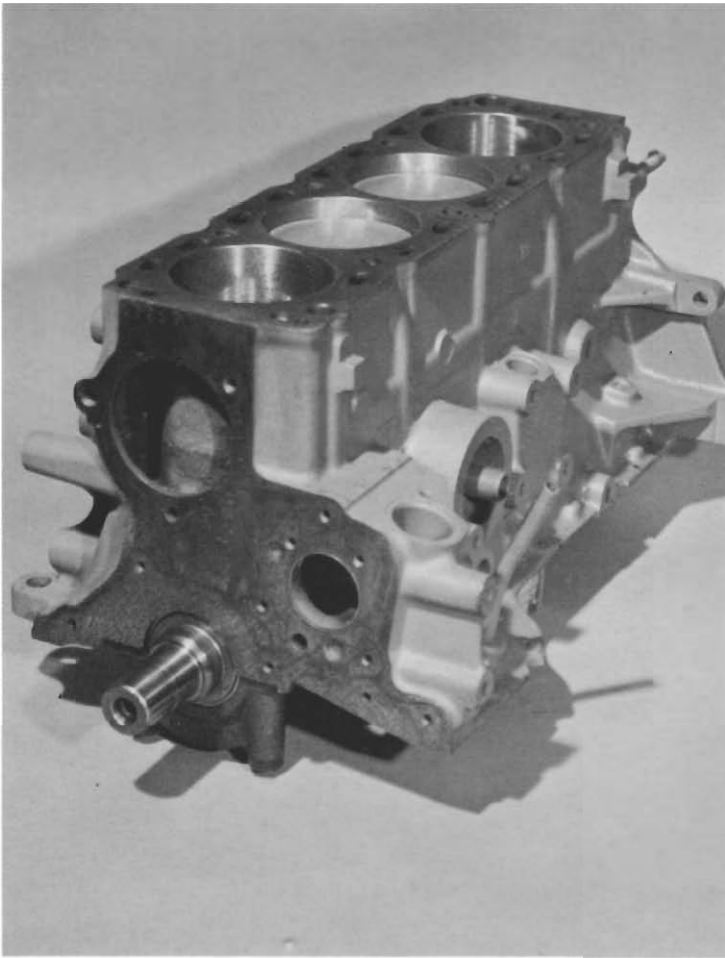
PE230 Clevite 77 Main Bearing Set

(lower right photo)

These are superior bearings, and they are most essential for high-performance reliability. They have super fatigue strength, and can handle crankshaft loads up to 10,000 PSI. High quality bearing materials give these bearings excellent "bedability" and corrosion resistance for high engine temperatures. A must for precision engine blueprinting.

Clevite Main Bearings - std. (a set) \$16.95
Clevite Main Bearings - 25, 50, 75mm oversize (a set) \$17.95

Note: 140 CID engines add \$6.00 to both prices.



PE290 Long-Life Blueprinted Short Block

This modified short block is the result of detailed dynamometer tests and extensive "on-the-road" runs. It is a precision finished and completely pretested assembly. It is fitted with all the finest pieces available which make it truly unique: Custom aluminum piston (either flat top factory types or Hi-Compression TRW forgings); special piston rings (with chrome oil control rings); reground and micro-finished crankshaft; reconditioned connecting rods; high-performance rod and main bearings; new rear main seal; micro-honed cylinder bores. IECO engineers feel that this assembly will give you thousands of miles of troublefree performance. Ideal for street or competition use. Order now! It is the best investment you can make in your Pinto considering the Ford factory price of \$525.00 for a new short block!

*Blueprinted Short Block—flat top pistons **\$340.00**

*Blueprinted Short Block—TRW High Compression pistons **\$475.00**

Note: This assembly is sold on an exchange basis. A \$65.00 deposit on 122 CID and \$80.00 on 140 CID engines is required, at the time of purchase, until we receive your old short block in serviceable condition in exchange. Return freight on your old block to our warehouse must be prepaid.

*Special Note: Please add \$90.00 to these prices if your engine is a 140 CID model. Also, no TRW High Compression Pistons are available for the 140 CID.

PE235 Performance Clutch Assembly

This is a reconditioned clutch assembly built to IECO's exacting specifications. It is set-up for *hard use* and *high horsepower*. A special pressure plate uses stronger springing action, and a custom disc utilizes heat resistant lining. The assembly is electronically balanced for smooth operation. Perfect for trouble-free service!

Clutch Assembly 7.5" 20 spline **\$59.95**

Clutch Assembly 7.5" 23 spline **\$59.95**

Clutch Assembly 8.5" 23 spline **\$59.95**

PE238 Pinto Flex-Fan

Your Pinto needs a Flex-Fan to give it more mileage, greater cooling, faster acceleration, and reduced engine noise. The Flex-Fan is a most unique space age invention. It works like this: at slow speeds or when your Pinto is stopped, the scientifically designed blades of the Flex-Fan take in large amounts of air and pull it through the radiator. This action super-cools the water in the radiator and keeps it from boiling. At highway speeds the flexible plastic blades of the Flex-Fan respond to high centrifugal forces and reduce "pitch." This decreases "drag" and the required horsepower needed to turn the factory-installed fan. The Flex-Fan can be installed in 15 minutes and comes complete with all special Pinto mounting pieces. Order yours now!

Flex-Fan \$18.95

These quality custom IECO products can only be purchased directly from IECO. Accept no substitute.

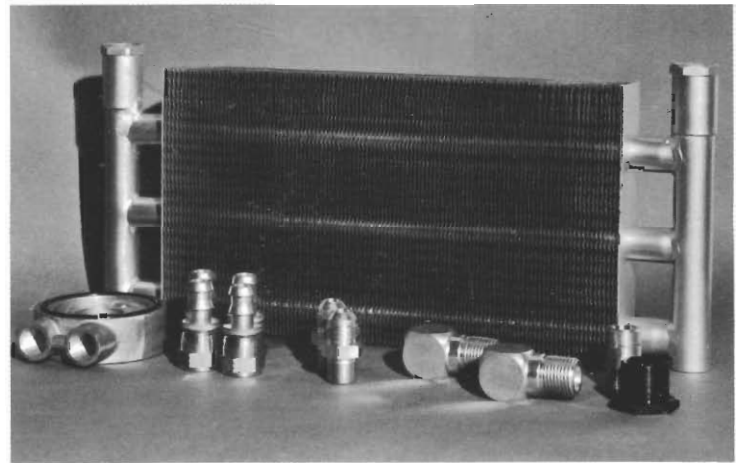
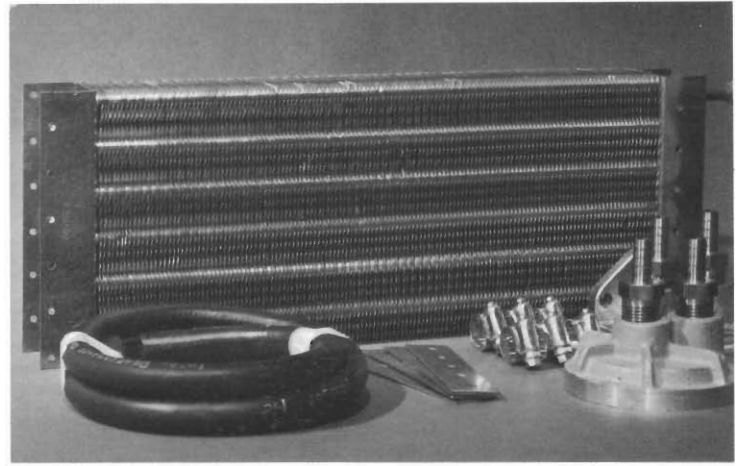
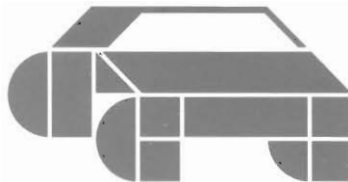
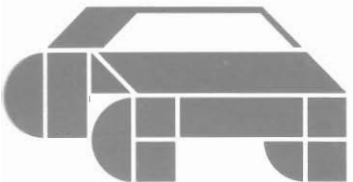
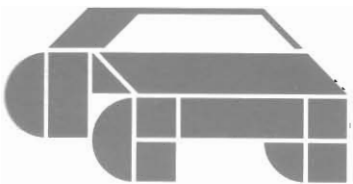




PE270 Aluminum Valve Cover

This cover will make a clean addition to your Pinto's engine compartment. It is cast of heavy aluminum. This thickness helps dampen valve tappet noise and to prevent oil leakage around the mounting surface. Perfectly finished in wrinkle-finish black with highlighted fins in buffed aluminum. An embossed "PINTO" is cast into the right front location. Add some beauty and function to your Pinto. Installation time: 15 minutes.

Aluminum Valve Cover 122 CID **\$38.95**
Aluminum Valve Cover 140 CID **\$38.95**



PE280 Oil Cooler System

When the Pinto engine is subjected to racing or fast highway touring its oil temperature rises rapidly! Petroleum engineers advise that oil temperature should run ideally at 190 degrees F. This keeps engine-deteriorating acid build-up in the oil at its lowest. The super-thin design cooling core mounts directly in front of the Pinto's radiator. A remotely mounted oil filter unit uses the factory spin-on cartridge. The system maintains oil temperature at 190 degrees F. over sustained periods. It is supplied with all mounting hardware and oil lines. Installation time: 1½ hours.

Oil Cooler System **\$44.95**

PE280A Super Deluxe Oil Cooler

This custom version of the PE280 Oil Cooler System offers all the same advantages, however, it has a larger cooling core utilizing a swirl design. Oil, instead of passing directly through the cooling core in a straight line, is swirled in a spiral motion around the core center. This action gives the oil more contact with the cooling surfaces and then acts to super-cool the engines hot oil quickly. The compact unit mounts directly in front of the Pinto's radiator. A remotely mounted oil filter unit uses the factory spin-on cartridge. This system maintains oil temperature at and below 190° F over long periods. It is fitted with racing style swivel fittings in place of slip-on hose clamps at all connections. All attaching parts and instructions are included. Installation time: 1½ hours.

Super Deluxe Oil Cooler **\$59.95**

TRANS-AM STYLE HANDLING PAK

This Pak will turn your Pinto into a superb handling machine that's so much fun to drive you won't believe it!

You'll be able to tackle the tightest corners with ease. Your Pinto will corner flatly like it is on rails. It will go straight down the road unaffected by wind or gusts, and you'll have complete control from the driver's seat! The front and rear stabilizer bars give your Pinto a "tuned balance" between "over" and "understeer." The chassis stays near neutral in a corner without "pushing" the front end or swinging out too far in the rear. Two precision made coil springs, with stronger programmed rates, and rear lowering kit lower the car by 1 inch. This lowers the center of gravity to further improve cornering. Four adjustable competition type shock absorbers control wheel bounce and keep them firmly on the road, and you can adjust the ride for your driving style.

All these parts are designed so that you can install them. Complete chassis tuning specifications are included so that you can precision adjust your suspension after installation.

Whether you want a competition car or just a fast-cornering and safe street machine, this pak is an investment in a well handling Pinto. You can purchase the parts separately, and build up to the total pak, or purchase it as a complete pak all at the same time. Order now!

PC400A Front Stabilizer Bar(1) (3/4" dia.) **\$44.95**

PC400D Rear Stabilizer Bar (5/8" dia.) **\$42.95**

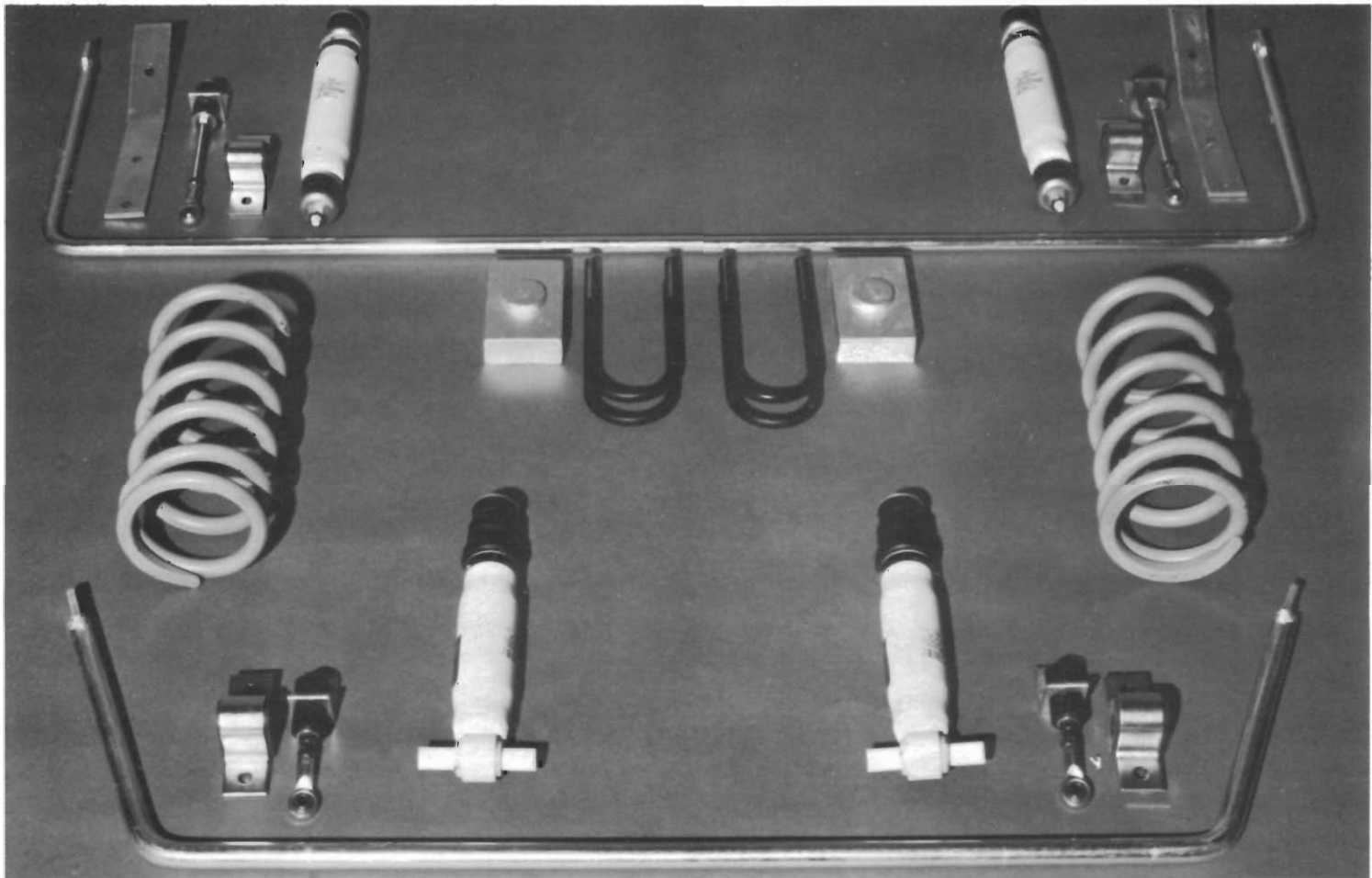
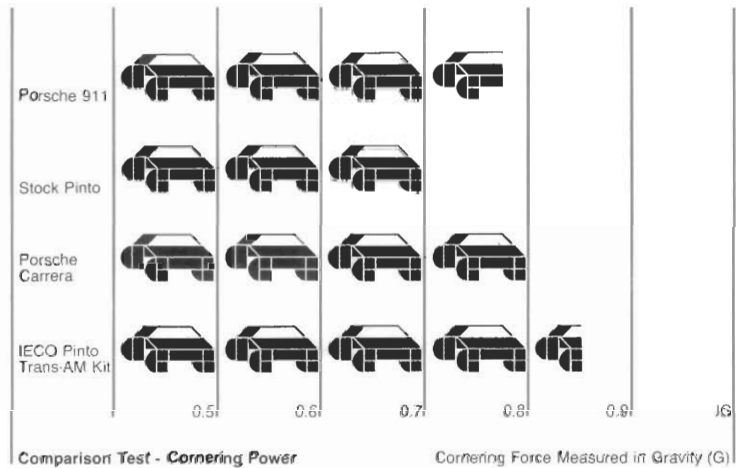
PC400E Programmed Springs - Front Pair **\$34.95**

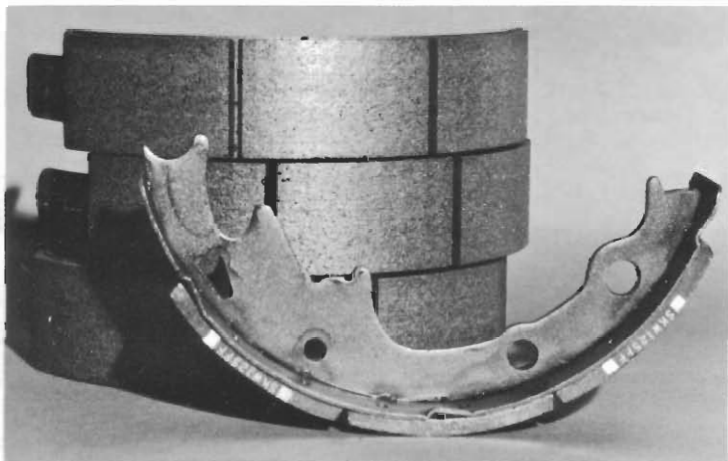
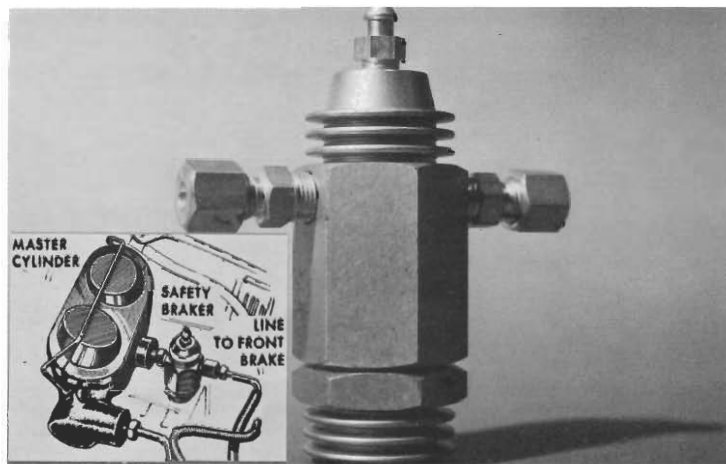
PC400F Rear Lowering Kit **\$24.95**

PC400G Adjustable Shock Absorbers - Front Pair **\$38.95**

PC400H Adjustable Shock Absorbers - Rear Pair **\$38.95**

(1) These bars should be used if you are really a fast and hard cornering driver.





PC404 Fast Stopping Disc Pads

If you think your *disc brake equipped* Pinto stops quickly now, wait until you try these pads! They are made of a special powdered metal which is molded together under high pressure. Their composition gives them great heat absorbing power. They will not fade! They will outlast the factory installed pads by a ratio of 3 to 1! They will not cause excess wear to the brake rotors either. They can be installed in just 30 minutes. We recommend in addition to using the front pads, the installation of the rear set of number PC405 rear shoes for *real stopping power!*

Disc Pads two wheel set **\$24.95***

PC405 Fast Stopping Brake Shoes

These brake shoes are made especially for those Pintos with four wheel drum brakes and for those with drum brakes in the rear only. They offer all the same unique features as the PC404 Fast Stopping Disc Pads. No brake drum machining is required for installation of these shoes. Installation time: 1 hr. These are the best for your Pinto. Order now!

Brake Shoes - Rear two wheel set **\$24.95**

Brake Shoes - Front two wheel set **\$24.95**

PC403 Anti-Skid Control

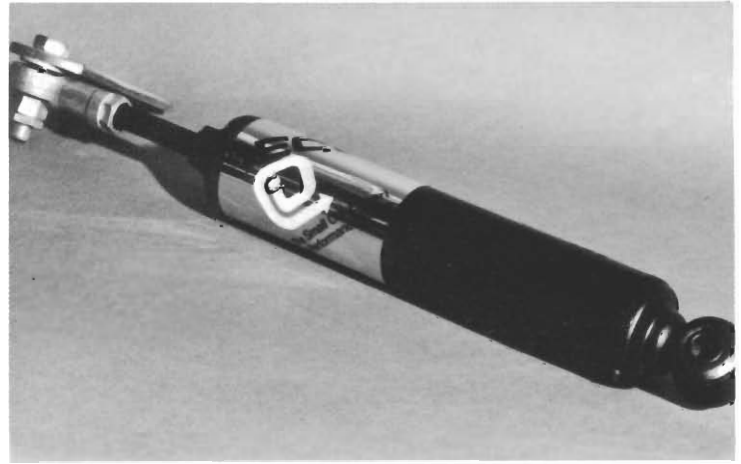
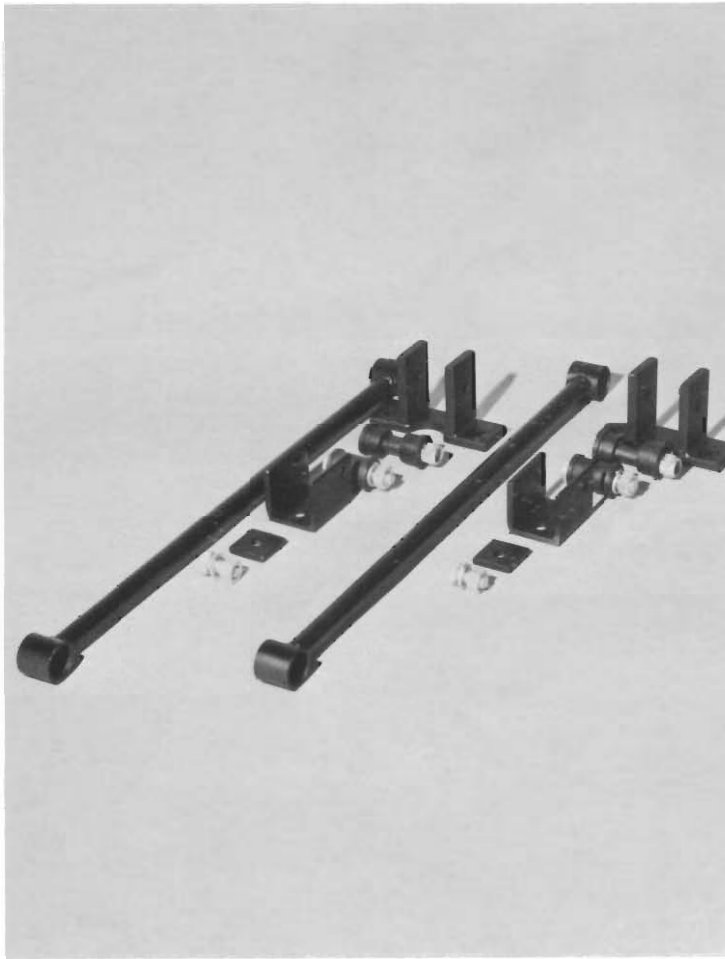
This space age device will make your Pinto stop faster and straighter under any road or weather condition. The Anti-Skid Control will reduce stopping distance by over 30 percent without skidding or swerving. It compensates for uneven conditions in any braking action, and equalizes the brake pressure between all four wheels. By continually monitoring your Pinto's braking system it keeps them from "locking-up" and causing dangerous skids. (It absolutely prevents grab or pull even in "panic stop" situations.) It fits in the main brake line between the master cylinder and the brakes. Installation only takes 15 minutes and it can be done by anyone with simple hand tools. All parts and simple instructions are included. For Safety's sake!

Anti-Skid Control **\$29.95**

PC401 Competition Style Shock Absorbers

These are extra firm shock absorbers. They will give your Pinto the "finishing touch" in roadholding. The ride control is far superior to the original factory installed shock units. Your Pinto will get more miles from your tires, a more secure road control, and a ride which is comfortable, yet firm. They are packaged with new rubber bushings and lock nuts. They will outlast your factory shocks by 3 to 1! You'll receive a life-time guarantee giving you free replacement for defects for as long as you own your Pinto. Installation time: 1½ hours for four shock units. Order now!

Shock Absorbers each **\$13.85**



PC402 Rear Traction Bars

Eliminate rear wheel hop and traction loss during hard acceleration and braking. This precision set of rear bars serves to straighten the front section of the Pinto's leaf springs. These springs are quite flexible, and this condition causes severe wheel bounce during acceleration or braking. The bar set is supplied with all attaching parts and instructions. Simple installation. Order now! You won't believe the difference these bars will make in the way your Pinto drives!

Rear Traction Bars \$42.00

PC409 Steering Stabilizer

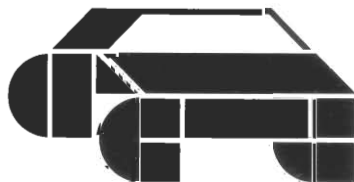
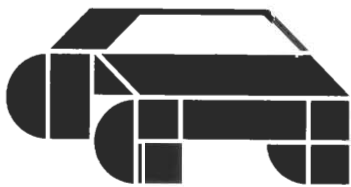
The Pinto's rack and pinion steering gear causes road shock (wheel shimmy, etc.) to be transmitted through the steering wheel. This special device is a shock absorber which mounts on the steering gear and dampens all road shock before it reaches the steering wheel. Expensive, precision cars such as Mercedes Benz, Porsche, and Rolls Royce are all fitted with this type of device. All parts are included. Installation time: 15 minutes. For safety and good handling, you need this stabilizer! Please state year & model.

Steering Stabilizer \$31.40

PB503 Pinto Wheel Spats

Enhance your Pinto's appearance with these flared wheel spats. They provide protection from rocks thrown up by the tires and provide a bold performance look. Made of fiberglass and attached with sheet metal screws. Simple to install. Prime finish.

Wheel Spats a pair \$72.00





PC411 Pinto Cyclone Wheel

This is the most distinctive wheel you can install on your Pinto. It adds a sporty style along with an extremely well engineered product. It is centrifugally cast from prime aluminum alloy, and then it is machined to a bright finish. Either tube or tubeless tires can be fitted. Each wheel is supplied with a push-in chrome center cap. Let your Pinto reflect your good taste and install a set of these unique wheels.

Cyclone Wheel 13" x 5½" each \$45.95

Cyclone Wheel 13" x 7" extra wide each \$48.95

Optional: Lug Nut Sets each \$1.00



PC410 GT Pinto Wheel

This beautiful one-piece aluminum wheel was designed especially for the Pinto. It has eight unique air vent slots which keeps cool air flowing over the brake discs. Aircraft quality aluminum is used exclusively. It is machined with precision. It is then sealed with a solution which prevents leakage with tubeless tire installation. This complete process assures you a flawless wheel! Each wheel is supplied with chrome lug nuts and snap-in hub cap. Completely polished. Size: 13" X 5½".

GT Wheel each \$43.54

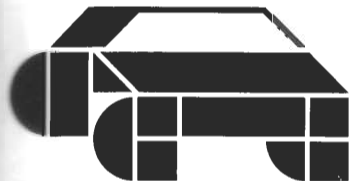
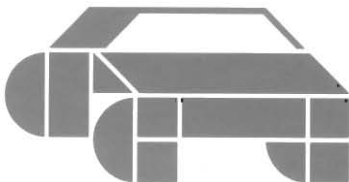
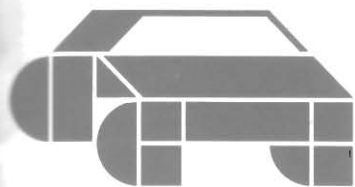
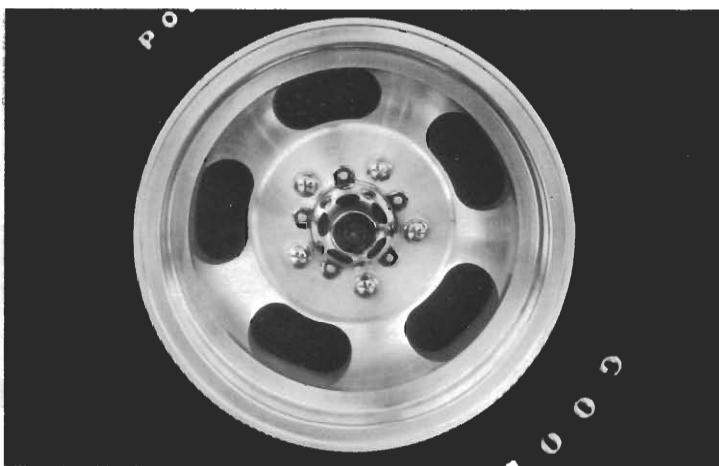
PC408 Pinto Mag Wheel

This one piece all-aluminum wheel was designed exclusively for the Pinto. Permanent mold cast from aircraft quality aluminum. Precision machined. Sealed with a special solution for a leak-proof tubeless tire installation. It is completely polished. Supplied with chrome lug nuts and hub cap. Available in extra wide for a wide-track stance. Installation of these wheels will improve your Pinto's cornering ability and enhance its appearance. The wheels' additional width and super-light weight benefit both areas.

Mag Wheel 13" X 5½" each \$39.95

Mag Wheel 13" X 6½" extra wide each \$42.42

These quality custom IECO products can only be purchased directly from IECO. Accept no substitute.





PB500 Trans-Am Front Spoiler

This original IECO Trans-Am front spoiler was designed to improve the aerodynamic stability of your Pinto. The device creates a low-pressure area under the front of the car by deflecting air which normally goes under it. This low pressure makes the pressure on top of the car greater and this forces the front end down. This down-force prevents the front end from "lifting" at high speeds. This action gives you better control from the driver's seat since the car will not lose traction. *A double bonus also results from this dynamic action:* 1) The low pressure behind the radiator offers less resistance to incoming air, forcing more to pass to cool the engine's water. 2) The low pressure causes less "frictional drag" under the car and this reduces rolling friction. The reduction of this condition results in gasoline mileage increasing 1 - 2 MPG. The IECO spoiler is made from hand-laminated fiberglass. It is finished with a gloss black Gel-Cote. You can leave it as it is or paint it to match the color of your Pinto. All attaching parts and instructions are provided. Installation time: 10 minutes. Order now!

Front Spoiler/air ducts all models **\$29.95**

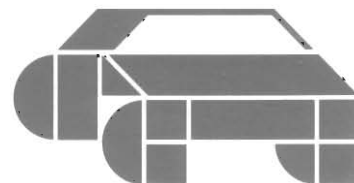
Special Note: IECO designed the first front and rear spoilers for the Pinto. We know "how" and "why" they work. We construct them of only the finest materials. Be assured that *no others will compare* in performance and quality.



PB502 Rear Spoiler Panel

This is the original IECO rear spoiler engineered especially for the Pinto. It was styled to blend with the basic line of the Pinto and to create a down-force of airflow which presses on the chassis at the rear. This downward pressure makes the rear wheels "bite-in" at high speeds for better traction. This is the finest quality and most functionally designed spoiler you can buy for your Pinto. It is constructed of hard automotive plastic which is molded under pressure. All imitations are made of inferior grade materials which don't fit properly and crack and break! Finished in satin black. It can be painted to match your Pinto or polished and used as is. All installation parts and illustrated instructions are included. Installation time: 15 minutes. Fits all models *except* the station wagon.

Rear Spoiler **\$41.95**



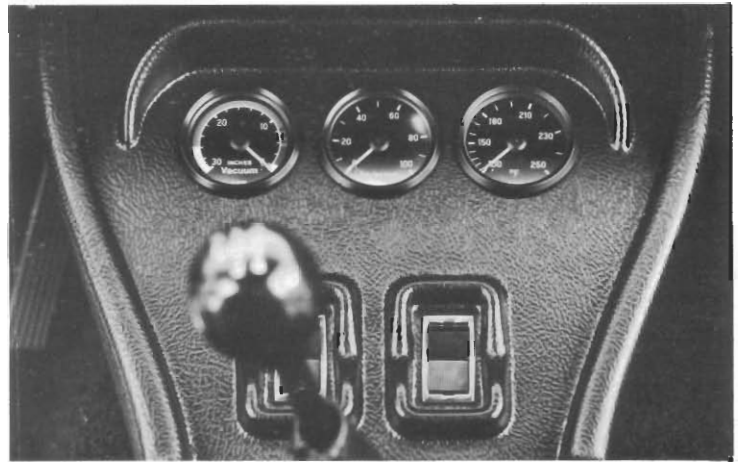
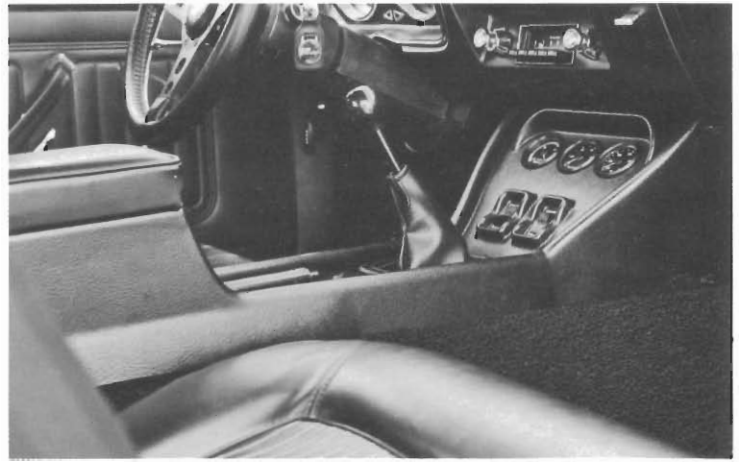
These quality custom IECO products can only be purchased directly from IECO. Accept no substitute.



PA603 VDO Tachometer

Superb German design and manufacture make this the finest transistorized tachometer you can install in your Pinto. There is absolutely no instrument that compares to it in the world! The face and bezel are of a flat black finish with white numerals and a red pointer. An adjustable shift pointer is fitted with a knob on the face of the tachometer so you can choose your shift points. Non-glare glass is used to prevent eye strain. It is completely illuminated. 3 1/8" face. Mounting and hook-up is easy. Mounting cup is optional if you don't do in-dash installation. This unique instrument is a performance and economy must!

- VDO Tachometer #3312 \$68.95
- VDO Mounting Cup #2408 optional \$13.95
- VDO Installation Kit #2425 optional \$4.15



PA601 Center Console

Add this functional and well styled center console to your Pinto's interior. It is molded from a beautiful leather-grained material which is highly accented. It has a padded arm rest which proves to be very comfortable on long trips. It has a location at the top for mounting three instruments as shown, and it is fitted with two electrical rocker switches which can be used for driving lights or any other electrical accessory. It is furnished with attaching screws and instructions. You can install it in 10 minutes. Not available for automatics.

IECO Center Console \$53.95

PA602 VDO Precision Instruments

Good "performance driving" requires knowledge of your engine's condition at all times. These German made precision instruments measure vacuum, oil pressure, and oil temperature. The vacuum gauge lets you know at what speed your engine is recording its highest vacuum reading. You can drive close to this point and thus gain maximum fuel economy. The oil pressure gauge is a more positive monitor than the factory installed red light! The oil temperature gauge lets you know if your engine's oil is becoming dangerously hot. These three instruments make an excellent addition to the IECO Center Console. Fully illuminated. All installation parts and instructions are supplied. 2-1/6" diameter.

- VDO Volt Meter #1941 (not shown in picture) \$21.95
- VDO Vacuum Gauge #1540 \$27.95
- VDO Oil Temperature #1839 \$22.95
- VDO Oil Pressure #1530 \$22.25
- VDO 3-hole Mounting Panel (1) #2404 \$7.25

(1) Order this panel if Center Console is not being ordered.

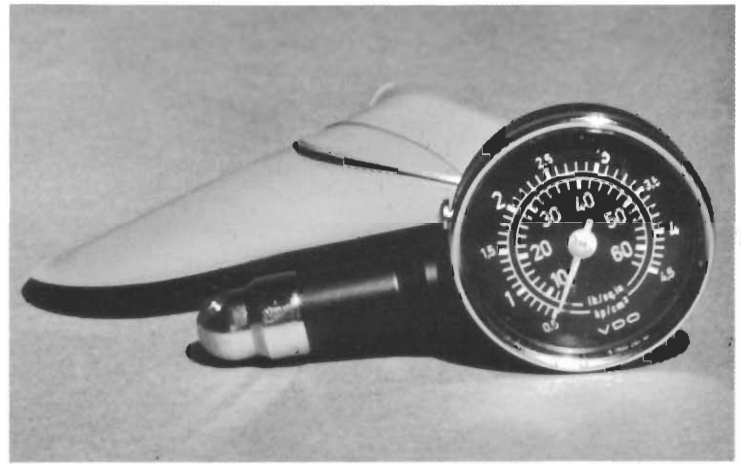
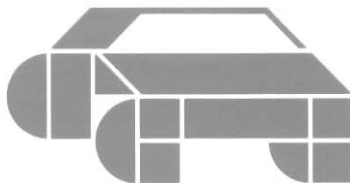
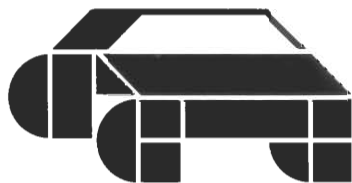
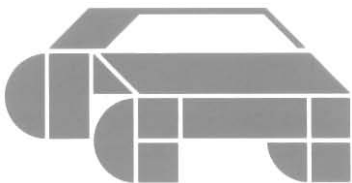




PA600 Racing Type Steering Wheel

This most beautiful steering wheel is made in France exclusively for the Pinto. It has a special "collapsible" mounting hub which is designed for safety in the event of a crash. It is covered with leather-like material over thick padding. The rim is aluminum which has been painted black crackle for non-glare. Driving your Pinto with this steering wheel can't be compared! It will give you real *control* and *grip* for performance style driving. It is far superior to the factory wheel. Supplied complete with horn button and hub assembly. Installation time: 10 minutes. 13" or 14" diameter available.

Racing Type Steering Wheel 13" \$49.95
Racing Type Steering Wheel 14" \$54.95



PA609 Quick Shifter

Most sports cars are equipped with a short, close-coupled gear selector that makes gear changing an effortless function. This IECO Quick Shifter attaches easily to your Pinto's four speed transmission, and it will give you the ability to make crisp, short shifts quickly. You can then keep both hands on the steering wheel for hard driving. You can install a Quick Shifter in as little as 30 minutes with simple tools. Order now! It's fantastic!

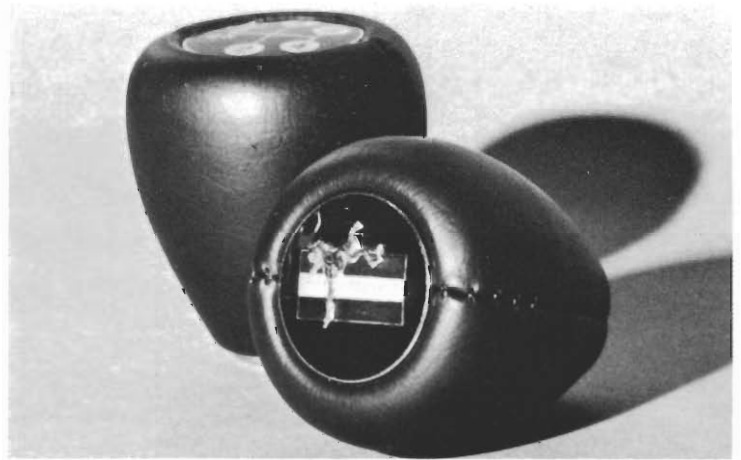
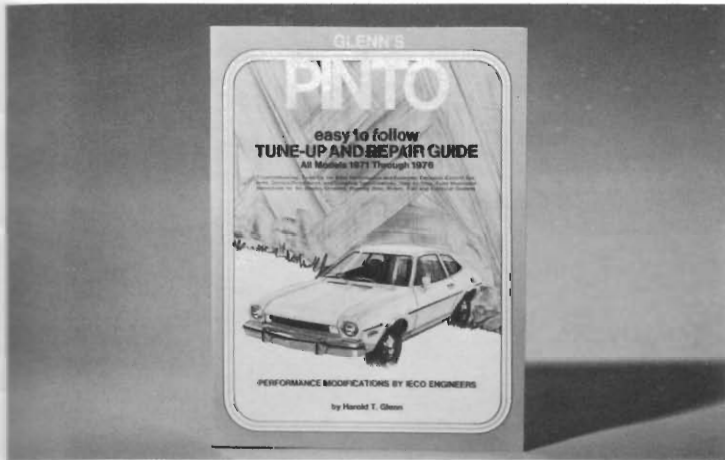
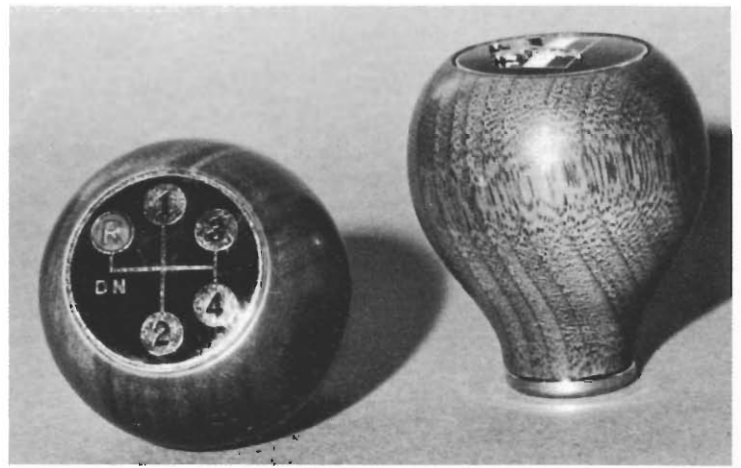
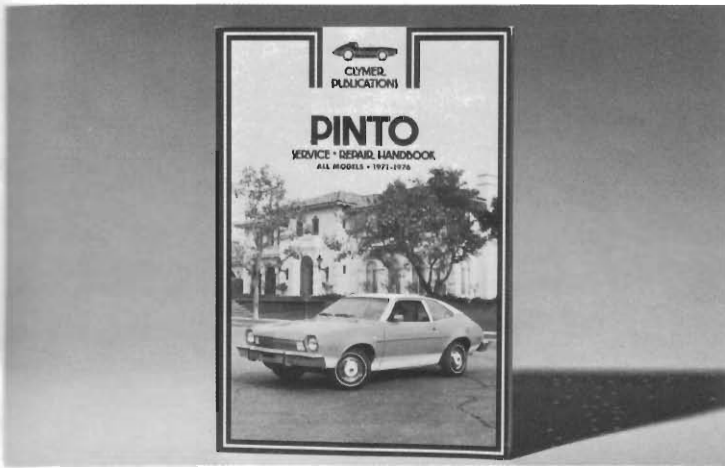
Quick Shifter \$45.95

PA613 VDO Tire Gauge

This is a very special tire pressure gauge. It has a unique pressure holding feature which retains the last reading until it is released. It is the most accurate of tire gauges and is calibrated in pounds per square inch (PSI) and kilograms. Supplied with carrying case. If you drive for *economy* or *performance*, knowledge of your tire pressure is extremely important. This gauge can help you reach optimums. Order now!

VDO Tire Gauge #1550 \$11.95

These quality custom IECO products can only be purchased directly from IECO. Accept no substitute.



PA610 Pinto Owner's Handbook

The *Pinto Owner's Handbook* is an ideal reference and guide to service and repair. It contains all the factory specifications. It has detailed drawings and photographs to show you how to do each job. Outlines complete chassis, engine, accessory, and body information and service procedures. Complete electrical wiring diagram and color code charts. If you do your own repair work, or just want to be knowledgeable, you need this book for ready reference. By Clymer Publishing Corp. Covers all models. 266 pages.

Pinto Handbook \$8.00

PA610A Pinto Tune-Up & Repair Guide

This unique guide, which is written by Harold T. Glenn, is the most comprehensive book published for the Pinto. It contains all the factory specifications which are necessary for you to properly maintain your Pinto. However, at this point this manual excels in its coverage of these most needed details: troubleshooting; tune-up for performance and economy; emission control systems; service procedures; electrical wiring; etc. The book also contains a special chapter on performance which details IECO's efforts on the Pinto. If you do your own repairs or want to know how it's done, this book will serve as an excellent text. 344 pages. Fully illustrated. Cover all 1971 and later models.

Pinto Tune-Up & Repair Guide \$7.95

PA605A Walnut Wood Shift Knob

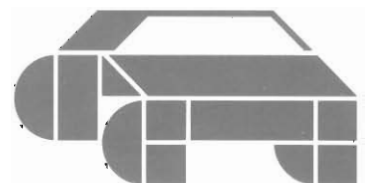
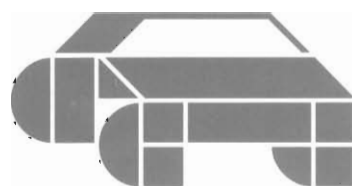
Superbly crafted AMCO solid walnut shift knobs give you a better "feel" while shifting, and they also enhance your Pinto's interior. Cloisonne fired enamel emblems in: 4-speed or Pinto emblem.

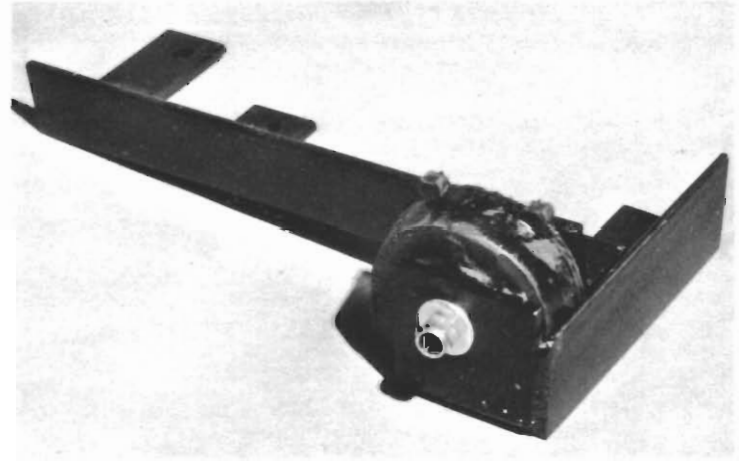
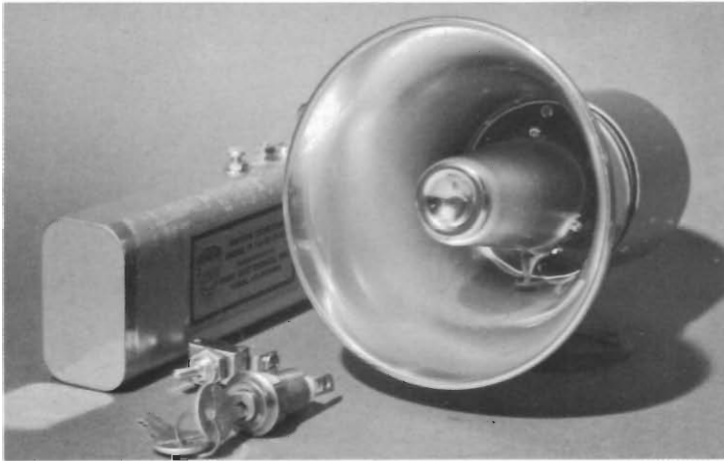
Walnut Shift Knob \$4.95

PA605 Leather-Grain Shift Knob

Feel the warmth and see the elegance of this superb knob in your Pinto. This knob is made of foam padding and then it is covered with rich black leather-grained vinyl. Deep-fired cloisonne enamels are designed in 4-speed or Pinto emblem.

Leather-Grain Knob \$5.95





PE282 Super CD Ignition

This is a much needed option for your Pinto. It will benefit it with increased power, better gas mileage, faster starts, and less pollution. Spark Plugs will run for over 50,000 miles and can even be sparked if they are misfiring! The Super CD unit delivers 50-60 percent *higher voltage* than your existing ignition system and it will do this in one fifth of the time! It can be used with either the PE170 IECO/Mallory, factory breaker point ignition, or factory electronic units. The Super CD actually takes the place of the condenser. It does not alter any other part of the ignition system. The unit is "failsafe" and so easily installed that you can do it in half an hour. Order now! Performance is so fantastic you'll not believe it!

Super CD Ignition \$87.67

PA616 Anti-Theft Devices

Protect your Pinto from car thieves. These two alarm devices offer you foolproof and inexpensive security. The siren system is set off any time the doors, hood, or trunk is forced. Once activated, the unit cannot be turned off without the use of a special coded key. Complete kit includes: Solid State Siren Alarm, self-tapping switches, coded key lock, switch with two keys. All instructions and wire are included. The motion detector sounds the car's horn whenever the car undergoes any movement. A special sensitivity adjustment is designed for simple calibration. Complete unit includes: Motion Detector, interior on/off switch, mounting hardware and wire. These alarms can be used separately, however, for *double protection* you are well advised to use both!

Siren Alarm System \$35.95

Motion Detector Alarm System \$7.95

PA612 Basic Tune-up Kit

Do your own tune-ups, and save the expense of costly garage bills. You'll be able to keep your Pinto running well for peak mileage and performance, and at the same time know that the job has been done correctly! With this special kit you can: check compression; vacuum; fuel pump pressure; set ignition timing; adjust vacuum advance; check valve adjustments; set ignition point dwell; adjust idle RPM. All these instruments are included: compression tester; timing light; remote starter switch; ignition tester and tachometer meter; complete detailed instructions that show you how to do the job perfectly. Order now!

Basic Tune-up Kit \$35.50

PA614 Engine Anti-Shake Bar

During quick acceleration and de-acceleration the Pinto engine transmits excessive torque through the engine mounts. This condition causes the engine to shake abruptly, and makes shifting jerky. This special-design anti-shake bar uses a rubber pad and torque arm to control this unwanted engine movement. Shifting then becomes smooth as the power from the engine is transmitted evenly through the bar. Simple to install. Use on 122 CID engines only.

Anti-Shake Bar \$29.95

IECO GENERAL INFORMATION



Parcel Post Rates

This is an average parcel post shipping chart. Use it to compute your shipping charges. If your order is exceptionally heavy it will be shipped freight charges collect, and the amount which you remit will be applied as partial payment.

On orders up to 5.00 add .85
Orders of 5.01 to 10.00 add 1.25
Orders of 10.01 to 20.00 add 3.25
Orders of 20.00 and up add 5.00

C.O.D. Shipments

A 50 percent deposit on C.O.D. orders is needed to process them. Save a shipping delay and pay the full price when you order.

Damage Claims In Transit

Claims for damage of a shipment should be made with the freight agent as soon as it is discovered. The freight agent is the responsible party for all shipping damage.

Returned Merchandise

Merchandise may not be returned without written approval from IECO. Merchandise may be exchanged if received in saleable condition without a handling charge within 15 days of the sales date. A 15 percent handling charge will be made on all cash refunds unless it is because of our error. When inquiring about returned merchandise please include your invoice number and date.

A Credit Plan For IECO Customers

We have BankAmericard, Mastercharge, and American Express for all of you holding these cards. When you order, simply check whether you have BankAmericard, Mastercharge, or American Express. List your complete card number *with the expiration date*, and sign your name. Be sure and list the address to which the card was assigned. The bank needs this information to correctly process your account, and will not approve an order unless the address is the one listed for the credit card.



Because of general cost increases we reserve the right to change prices without notice.

Special Telephone Service

For really fast service just give us a call, order your parts, and tell us your credit card number. That is all it takes, and we can have your order on its way to you the same day! We are sorry, but we are unable to accept collect calls.

IECO
1431 Broadway
Santa Monica, California 90404

Telephone area code (213) 451-1738
Address for orders: Post Office Box No. 5191

If you can, come in and visit our showroom in Santa Monica, California. Store hours: 9:00 am to 5:30 pm Monday through Friday. Saturday 9:00 am to 4:00 pm. We are always ready to help on any of your technical questions.



THE RAGING PINTO



MORE PINTO PERFORMANCE PARTS . . . ONLY THESE COME IN A KIT, ARE READY TO BOLT ON, AND YOU CAN REALLY FEEL THE DIFFERENCE/BY PAUL ROMAIN

Today there are over a million Pintos on the road. Almost as numerous are the aftermarket producers of wheels, shocks, stabilizer bars and other performance-handling products geared toward these millions. Admittedly, a large percentage of Pintos sold, having been construed only as faithfully basic economical transportation, will never be fitted with any of these aftermarket goodies. On the other side of the coin, however, are those impoverished comrades who yearn for more than that lackluster basal mode of transit. To demand a precise-handling car and to get it within the confines of most budgets requires owner addition or replacement of shocks, stabilizer bars, tires, wheels, etc. Since the average performance enthusiast is unable and unwilling to spend \$3000 to rebuild the suspension of a \$3500 car, he is looking for reasonably priced bolt-on equipment that really works, and he shouldn't be satisfied with less. This is exactly the target of most performance-minded aftermarket manufacturers. Some confine their efforts to stabilizer bar

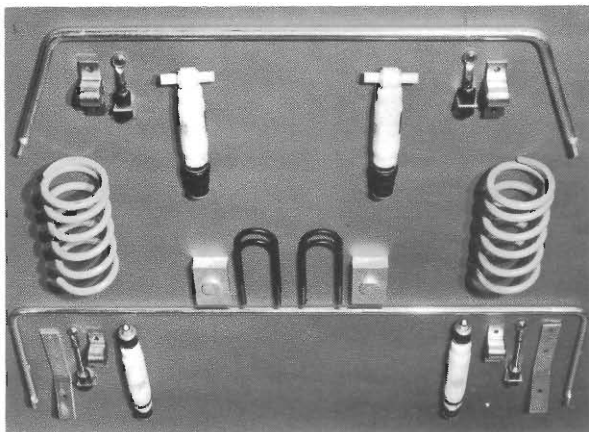
kits, while others offer complete kits, including front and rear stabilizer bars, replacement shocks and springs, or various combinations thereof. Understandably, some work better than others.

Over the past four years, I've tested a variety of the parts included in these kits. Not on skid pads or slalom courses but during everyday driving over city streets, with those unsuspected bumps and dips, on freeways that often require high-speed evasive maneuvers, as well as mysterious, winding canyon roads. I had found that no one kit fully satisfied the needs created by these various driving conditions. All seemed to compromise, creating good handling characteristics at the expense of ground clearance or spring rate. This resulted in frequent and annoying clunks as suspension members bottomed out on the roadway or each other over some of those bumps and dips. By using Koni shocks, an Interpart stabilizer bar up front and a Sparco bar on the back, Cromodora 13x6½-inch wheels and Pirelli CN36 radials, I achieved the combination of

handling agility and ground clearance necessary to make my '71 Pinto everyday livable.

Recently, however, I had the opportunity to spend a few days behind the wheel of Sonny Balcaen's '74 Pinto. Sonny is president of IECO, and his car is equipped with his company's Trans Am handling package. Included in the kit are front and rear stabilizer bars, "programmed" front springs, adjustable shocks and a lowering kit for the rear.

I was delighted to find that someone engineered a kit that, to me, not only works, but eliminates all the picking and choosing of components. All the parts work perfectly together and are of excellent quality. The stabilizer bars and accompanying hardware are cad-plated and use spherical rod ends to link the stabilizer bars and suspension. The instructions? Well, they're a real gift; you can actually read and understand them, and believe me, this is not something to be taken for granted. The stabilizer bars are available in either ½- or ¾-inch-diameter sizes. The IECO catalog notes in reference



The IECO Trans Am handling kit is not only complete, it works without having to purchase assorted components. The kit consists of front and rear stabilizer bars, special-rate front coil springs, adjustable shocks and rear lowering kit.



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to the larger size that "these bars should be used if you are really a fast and hard-cornering driver," so decide if you're Dr. Jekyll or Mr. Hyde before you pick the right size for you. Sonny's car carries the larger diameter size.

The replacement front springs, together with the rear lowering blocks, bring the car down about an inch. This lowers the center of gravity and consequently aids cornering. This is good. What's not so good is the decrease in ground clearance from about 5 inches to 4 inches. To ensure a long life from the frame, undercarriage and low-hanging suspension parts, you'll have to educate yourself on: 1) what bumps you can or can't go over, and 2) how fast (or slow) to take the ones you've decided you can clear.

The shock absorbers supplied in the kit are Gabriel's adjustable Striders. They are lifetime-guaranteed shocks that allow you to set the ride for your driving demands.

Also included in this handling package are what IECO calls "Chassis Tuning Instructions." These are recommended front wheel alignment specifications to be used after the installation of the complete handling package. They call for +2° caster, - $\frac{3}{8}$ ° camber and $\frac{1}{4}$ -inch total toe-in. This is good advice in an area that is often overlooked. A good alignment is worth as much as any bolt-on performance piece and is essential in getting the most out of those performance additions.

Driving the car was sheer fun, and with the 6½-inch-wide Dan Gurney wheels and B50-13 SuperCharger tires, it handled precisely flat, with just enough oversteer to make canyon roads a delight. This is not just a super-handling Pinto; it's a super-handling car ready to take on all comers.

Another item offered by IECO and equipped on the car are replacement disc brake pads and rear shoes. They're a worthwhile investment. IECO claims these items will outlast the originals 3 to 1 without causing excessive wear to rotors or drums. They stop the Pinto ferociously and don't fade.

In a word, IECO's Trans Am Handling Pac is a success. It compromises little in search of making the otherwise timid Pinto a real performer. After years of personal trial and error with assorted Pinto handling pieces, I was delighted at the performance of this kit. Which is a refreshing feeling in this day and age when we all demand so much, especially from our Pintos. ■ ■

IECO



The Small Car Expert

1431 Broadway
Santa Monica, California 90404
Telephone: (213) 451-1738

Dear IECO Customer:

Now you can have a Pinto which will respond to your every wish. A Pinto which will handle and stop like a fine sports car! One which will go and accelerate like a big V8! A Pinto which looks and feels like your own "personalized car."

The exciting feeling you'll have when you drive a Pinto like this can't be compared. Special suspension parts and brakes will make it corner flatly at the twitch of your finger, and stop the instant you touch the brake. Scientifically designed engine parts will turn it into a tiger which will accelerate to top speeds like no other. Special fiberglass spoilers increase gas mileage and give it a "tailor-made" look. You'll own a Pinto which is truly individual!

IECO will provide you with parts which will let you turn your engine into a 195 horsepower screamer. With power like that you'll be able to run away from Porsches, Datsun 240 Z's, and other equally fast cars. You'll be able to corner your Pinto at .085 G. (Some of the world's finest sports cars cannot corner at that force!)

Turn your Pinto into the car of your dreams. Get started now. IECO has all the parts and tech-data you'll need, and it is all as near as your mailbox. You'll be buying from Pinto specialists — specialists who have been developing performance and economy parts for small cars since 1960. Let IECO show you what it is like to drive the best Pinto in town. Use the Postage Paid Envelope to rush your order. Act now! You'll get same day shipment and save money, too.

Very sincerely yours,

Raoul F. Balcaen, III, S.A.E.
President

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Accessories for Imported and
Domestic Small Cars
For the Do-it-Yourselfer.

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CREDIT BONUS

Thank you very much for your catalogue order...We sincerely appreciate your interest in IECO performance parts. We can assure you that you have selected the finest. *Include this coupon* with your order and you'll qualify for one of the *free bonuses*.

1. A \$10.00 order: deduct \$1.00 credit for catalog from your order.
2. A \$75.00 order: deduct \$1.00 credit for catalog and select any book or manual shown in our catalog valued up to \$8.00 *free* with your order.