



STINNETT
RACING

GET'M
garage

**What You Should
Know About
Throttle Stops**

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S2-PK



FITS HOLLEY 4150 CARB

#1 Stop Throttle Stop was designed to provide Bracket, Super Series and Nostalgia Racers with an easily controlled, safe throttle stop. All Electric Stops feature a hi-force solenoid with pull-in and hold-in coils and a rubber boot to protect the solenoid from dirt. The solenoid has a 30 amp in-rush with a 1 amp hold-in coil. 12 volt pulls the Stop open. An internal spring closes the Stop when 12 volts is removed. By using an under the carb plate Stop, you eliminate any chassis or pedal stop flex. When using an in-line linkage Stop, any change in the throttle linkage changes the Stop RPM which is not consistent.

SETTING UP YOUR #1 STOP

Most racers that use a timer to control their Stop leave the line wide open (to get reaction time) set their first timer from .001 to .5 and 2nd timer from 1.5 to 3.5 seconds. If the first timer number is .3 or larger the Stop can't hurt reaction time. More time in the 1st timer will make your 60 ft. times faster, less time will make them slower. Your 2nd timer number will be determined by your Stop RPM.

SETTING YOUR STOP RPM

Set your Stop RPM by jacking up your car and warming up the motor and transmission. Change your timer out-put so the Stop is closed (on Electric Stop you can disconnect 12 volts or on an Air Stop swap air lines). With Stop closed, check the stall speed of your converter by pressing the trans brake button. While the trans is in low gear press throttle to

DA-6PK



FITS HOLLEY 4500 CARB

the floor until RPM peaks and then close throttle. Change RPM by adjusting the Stops adjustment knob. Final adjustment should be somewhere around 4000-4200 RPM big block Chevy and 4500-5000 RPM small block Chevy. If you have a Ford or Chrysler, call about a recommendation. Any questions about setting your Stop RPM please call our tech department.

CHOOSING AIR OR ELECTRIC STOPS

The Electric Stop advantage is no CO2 Bottle is needed or needs to be filled and leaks are not a problem. The disadvantage of an Electric Stop is that they typically have a high amp in-rush (takes a high amp current to open). The open and closed speed cannot be changed with an Electric Stop. The advantage of an Air Stop (CO2) is that we can control the opening and closing of the air cylinder. The close of the Stop can be adjusted to transition smoothly to Stop RPM and open to not spin the tires and make sure the carb transitions to wide open.

DA-6 PK Stop comes in 2.060" bore, 2.150" bore, 2.260" bore, in stock and custom bores up to 2.500". Typically, 2.060" are used on motor's smaller than 540 cubic inch, 2.150" on motors above 540 cubic inch or with a 1250 Holley. Motor's 615 cubic inch or bigger can use a 2.260" bore. Call for a recommendation.

DA-8PK



HI-VELOCITY

Our latest Stop (Hi-Velocity) has come about with extensive testing both at the track and on the dyno. These Stops have a special bore that has the top of the Stop the same size as the carb bore (2" for 1050 and 1150 Holley, 2 1/8" for 1250 Holley). The bottom of the Stop is shaped for a larger butterfly (2 1/8 and 2 1/4). What we accomplished is the bore at the top should give the carb better carb signal on the Stop and the bigger blade does not kill the horse power. One unexpected plus is that all dyno tests on big block Chevy motors from 582 to 632 gained 7-12 HP above 6200-6500 RPM over a straight bore Stop.

The main advantage is that the Stop should help keep the carb "happier" on the Stop and a slight HP gain wide open over a straight bore Stop. Call our tech department to see what #1 Stop Hi-Velocity can do for your program.

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STINNETT STOP

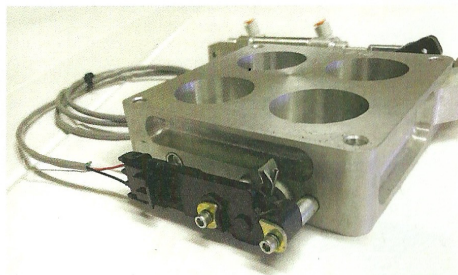
Four time NHRA S/C World Champ, Gary Stinnett and #1 Stop Products have collaborated on a new Black Anodized Billet Aluminum Throttle Stop. Features include ball bearings instead of bushings, UltraOx hardened throttle shafts for improved wear and corrosion resistance. A Stinnett 4 hole to Open Transition Spacer is built in for a 2.75 total height. Standard throttle bore is 2.260 diameter with optional bores available to 2.500.

We have models available for S/G with height problems. We can partially cut off the spacer for a 2" tall Stop, with optional heights available. Stinnett Stops are all machined for light weight. An optional TPS Switch kit is available to mount directly on the Stinnett Stop.

Features Include:

- Black anodized aluminum body for good looks and easy clean-up
- Ball bearings for a long life and smooth operation
- UltraOx hardened throttle shafts for improved wear and corrosion resistance
- A Stinnett 4 hole to open transition spacer is built into the base
- Extra machining to get rid of weight
- One of the best high horse power and consistent Stops (Gary Stinnett consistently runs 8.90 ET at over 190 miles an hour)

TPS SWITCH



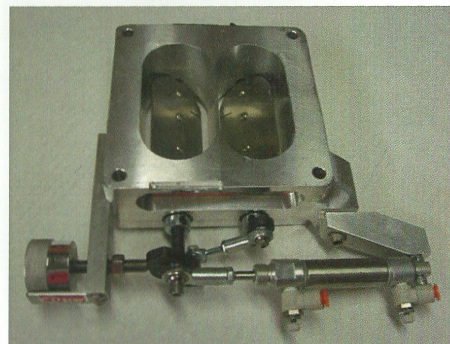
TPS SENSOR

A TPS (Throttle Position Sensor) Kit is available for all #1 Stop and Stinnett Throttle Stops. All S2-PK and DA-6PK Stops can be ordered with the TPS Sensor. All Hi-Velocity and Stinnett Stops are machined to allow a kit to be installed in the field or at the time of purchase. This 3 wire switch allows you to interface with your data recorder (Race Pac, RPM, Auto Meter, etc.) to monitor your Stop functions to pin point any Stop inconsistencies. It can be ordered prewired with shielded cable on the 3 wire weather pac connector or sent with all the weather-pac parts to wire directly to your data recorder.

Stop inconsistencies that have been found with the TPS Sensor:

- Sticky air cylinder – (replace air cylinder)
- Inconsistent air closing and opening , low side CO2 pressure varies – (replace CO2 regulator)
- Inconsistent Electric Stop opening – (problem, possible bad battery, bad connection, too small wire, too long wire, usually not a bad solenoid)

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This Stop was designed to be used on TB1400 & TB1600 GET'M Garage Carbs with 2 oval blades and bore centerline of 2 1/4", oval bore is 2.200".

This Stop is a Billet Aluminum Stop with bearings instead of bushings and tends to be a high HP Stop. Dyno tests show no HP loss over setups without a Stop. Initial testing on Mark Grame's S/C Dragster produced times of 8.90 at over 190 MPH. Mark also won the 2018 NHRA Topeka National Open using TB1600 GET'M Garage Carb and DA-10PK #1 Stop.

This Stop fits dominator bolt pattern intakes. A #1 Stop Adapter Stop (DP-5PK) will fit GET'M Garage TB1000 & TB1200 carbs and will mount on both 4150 and 4500 manifolds.

See our website for more information
www.Number1stop.com

2018 WINNERS

Here are a few of the #1 Stop/Stinnett Stop
2018 Winners

MARK GRAME

Division 5 S/C Champ, SCRA #1 S/C Winner,
SCRA #2 S/C R/U.

DON NICHOLS

Brainerd National S/C Winner,
Tulsa Division 4 S/C Winner, SCRA Division 5 S/G R/U,
Topeka National S/C R/U, Division 5 S/G Champion.

MICHAEL MILLER

SCRA #1 S/C R/U, SCRA #2 S/C Winner,
Mile High National S/G Winner, Bandimere S/G R/U,
Vegas 4-Wide National Winner,
Rocky Mountain Raceway S/C R/U.

ED DESTAUTE

2018 NHRA Nostalgia Eliminator 3 Point Champion.

DEVIN ISENHOWER

US National S/G Winner, Indy Division 3 S/C R/U,
Brainerd Division S/G R/U.

KEITH MAYERS

NHRA Southern National S/ST Winner,
Maple Grove S/ST Winner, Numidia S/ST Winner.

GREG KRAUSE

Seattle National S/C Winner.

DAVID HUTCHENS

Mile High National S/C Winner

KYLE BIGLEY

Numidia Division 1 S/C Winner,
Cecil County Division 1 S/C R/U.