



www.compcams.com

Performance Camshafts & Camshaft/Lifter Kits

COMP Cams® - Engineered To Finish First

COMP Cams® manufactures power delivering hydraulic and solid flat tappet, and hyd and mechanical roller for everything from OE replacement to full race. Whether your engine is naturally aspirated, or you run nitrous, or a supercharger or turbo, Comp camshafts make horsepower and torque you can use to win races or just enjoy your ride!

HIGH ENERGY - For mild street performance and towing
MAGNUM - For the street enthusiast looking for more power!
XTREME ENERGY - Hydraulic and hydraulic roller cams.
HI-TECH RACING - For racing applications to make maximum HP.
XTREME FUEL INJECTION (XFI) - Fuel injection specific cam designs for use with beehive valve springs and 1.6 ratio rocker arms. Huge power gains!



See complete reference catalog for over 3,000 cams!

Comps hottest cams- The **Thumpr™**. The **Thumpr™** cam is designed to deliver streetable performance plus the sound you associate with a really "cammed up" engine. The reason the new **Thumpr™** Camshafts have such an aggressive exhaust note is the lobe profiles and grind characteristics chosen by the COMP Cams® engineers produce a combination of early exhaust valve opening, long exhaust duration and a generous amount of intake and exhaust overlap to maximize the rough-idling characteristics of the cams without negatively impacting the power output or streetability. **Thumpr™** Camshafts are available in three different grind profiles for each engine, all of which will produce a rough, racy exhaust note and impressive amounts of horsepower and torque.

APPLICATION	RPM Range	Cam Part No.	Cam/Lifter Kit Part No.	Cam Kit Part No.	Adv. Duration In. Ex.	@.050" Lift In. Ex.	Lift In. Ex.
Thumpr™ For Small Block Chevrolet							
Hydraulic Flat Tappet - High performance street, stock converter ok, best with 2000+ converter and gears, choppy/thumping idle.	2000-5800	12-600-4	CL12-600-4	K12-600-4	279 297	227 241	.479 .465
Hydraulic Flat Tappet - High performance street/stip, needs 9:1 CR, 2500+ stall, intake, gears, and headers, roug idle.	2200-6100	12-601-4	CL12-601-4	K12-601-4	287 305	235 249	.489 .476
Hydraulic Flat Tappet - Street/stip, needs 9.5:1 CR, 2800+ stall, intake, gears, and headers, very rough idle.	2500-6400	12-602-4	CL12-602-4	K12-602-4	295 313	243 257	.500 .486
Retro Fit - Hyd. Roller-High perf street, stock converter ok, best with 2000+ converter and gears, choppy idle	1900-5600	12-600-8	CL12-600-8	K12-600-8	283 303	227 241	.511 .497
Retro Fit - Hyd. Roller-High performance street/stip, needs 9:1 CR, 2500+ stall, intake, gears, and headers, rough idle	2200-5900	12-601-8	CL12-601-8	K12-601-8	291 311	235 249	.521 .507
Retro Fit - Hyd. Roller-Street/stip, needs 9.5:1 CR, 2800+ stall, intake, gears, and headers, very rough idle	2500-6200	12-602-8	CL12-602-8	K12-602-8	299 319	243 257	.531 .517
Chevrolet 262-400 c.i.							
High Energy - Hyd. 260H-Full size cars, vans, pickups, 4wd and towing.	1200-5200	12-206-2	CL12-206-2	—	260 260	212 212	.440 .440
High Energy - Hyd. 268H-High performance. Noticeable idle. Works well with stock converter 3.40 - 4.10 gear.	1500-5500	12-210-2	CL12-210-2	K12-210-2	268 268	218 218	.454 .454
Magnum - Hyd. 270H-Street machine and high performance street use. Biggest cam with stock converter.	1800-5800	12-211-2	CL12-211-2	—	270 270	224 224	.470 .470
Magnum - Hyd. 280H-Great for street machines. Needs torque converter, headers and gears. Rough idle.	2000-6000	12-212-2	CL12-212-2	K12-212-2	280 280	230 230	.480 .480
Magnum - Hyd. 292H-Street/Strip special. Needs 3000 conv. headers, gears and minimum 9:5:1 comp. Very rough idle.	2500-6500	12-213-3	CL12-213-3	—	292 292	244 244	.501 .501
Magnum - Hyd. 305H-Pro Street/Bracket Racing After-market manifolds, gears, 3500+ stall.	3000-7000	12-214-4	CL12-214-4	K12-214-4	305 305	253 253	.525 .525
Xtreme Energy - Hyd.-Excellent response, good mid-range, noticeable idle.	1300-5600	12-238-2	CL12-238-2	K12-238-2	262 270	218 224	.462 .469
Xtreme Energy - Hyd.-Great for street machines, largest cam for stock converter.	1600-5800	12-242-2	CL12-242-2	K12-242-2	268 280	224 230	.477 .480
Xtreme Energy - Hyd.-Very strong mid-range, torque & throttle response, 2200+ stall.	1800-6000	12-246-3	CL12-246-3	K12-246-3	274 286	230 236	.487 .490
Xtreme Energy - Hyd.-Street/Strip, 2800+ stall, likes headers & gears, rough idle.	2300-6500	12-250-3	CL12-250-3	K12-250-3	284 296	240 246	.507 .510
Xtreme Energy Retro Fit - Hyd. Roller-High performance applications, largest with stock converter, noticeable idle.	1600-5400	12-422-8	CL12-422-8	K12-422-8	270 276	218 224	.495 .502
Xtreme Energy Retro Fit - Hyd. Roller-High performance street machines, 2000+ stall, gears, choppy idle.	1900-5600	12-423-8	CL12-423-8	K12-423-8	276 282	224 230	.502 .510
Xtreme Energy Retro Fit - Hyd. Roller-Great for street machines, needs intake, headers, conv., and gears.	2200-5800	12-432-8	CL12-432-8	K12-432-8	282 288	230 236	.510 .520
Xtreme Energy Retro Fit - Hyd. Roller-Street/Strip applications, 9:1 CR, intake, headers, conv., gears.	2500-6000	12-433-8	CL12-433-8	K12-433-8	288 294	236 242	.520 .540
Computer Compatible - Hyd.-For use in Throttle Body, TPI, or Crossfire & Carb. 305 or 350 engine.	1000-5000	12-388-4	—	—	252 260	206 212	.425 .440
Computer Compatible T.P.I. - Hyd. Roller-For throttle body 305 or 350, very good economy and power.	1000-5000	08-500-8	CL08-500-8	K08-500-8	258 264	206 212	.480 .488
Computer Compatible T.P.I. - Hyd. Roller-Best in 305 or 350 Tuned Port Injected engines.	1200-5200	08-501-8	CL08-501-8	K08-501-8	264 269	212 218	.488 .495
LT1 and LT4 - Hyd. Roller-Best for original LT1	1000-5000	07-304-8	—	—	266 276	210 220	.500 .510
LT1 and LT4 - Hyd. Roller-For use w/ LT1 modified computer	1500-5500	07-305-8	—	—	276 290	220 230	.510 .510

CAM LOCK PLATE

Chevrolet V-8 lock plate with bolts.

Part No. 4605



UNIVERSAL CAMSHAFT DEGREE KIT

All the components necessary to degree a camshaft in most popular engines.

Part No. 4796



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See complete reference catalog for over 3,000 cams!

NEW!

Thump™ For LS1, LS2, LS6

	RPM Range	Cam Part No.	Cam/Lifter Kit Part No.	Cam Kit Part No.	Adv. Duration		@.050" Lift		Lift	
					In.	Ex.	In.	Ex.	In.	Ex.
High performance street, stock converter ok, best with 2000+ converter and gears, choppy/thumping idle.	2000-6400	54-600-11	---	---	275	295	219	233	.553	.536
MUTHA' THUMPR - High performance street/stip, needs 9:1 CR, 2500+ stall, intake, gears, and headers, rough idle	2300-6600	54-601-11	---	---	283	303	227	241	.563	.546
BIG MUTHA' THUMPR - Street/stip, needs 9.5:1 CR, 2800+ stall, intake, gears, and headers, very rough idle.	2600-6800	54-602-11	---	---	291	311	235	249	.573	.558
GM Gen III/LS1/LS2/LS6 Hyd Roller										
Xtreme "RPM" - Great mid-range w/ superior top end power. Needs computer modifications.	1300-6300	54-414-11	---	---	269	273	216	220	.525	.532
Xtreme "RPM" High Lift - Great Street Strip camshaft for midrange and high RPM power. Requires computer mods.	1800-6800	54-426-11	---	---	275	277	222	224	.566	.568
Xtreme XE-R - High RPM Street/stip designs. These are the most aggressive lobes for all out applications.	2000-7000	54-444-11	---	---	273	279	224	230	.581	.588
Thump™ For Big Block Chevrolet										
Hydraulic Flat Tappet - High performance street, stock converter ok, best with 2000+ converter and gears, choppy/thumping idle.	1800-5600	11-600-4	CL11-600-4	K11-600-4	279	296	227	241	.498	.483
Hydraulic Flat Tappet - High performance street/stip, needs 9:1 CR, 2400+ stall, intake, gears, and headers, rough idle.	2000-5900	11-601-4	CL11-601-4	K11-601-4	287	304	235	249	.510	.495
Hydraulic Flat Tappet - Street/stip, needs 9.5:1 CR, 2800+ stall, intake, gears, and headers, very rough idle.	2300-6200	11-602-4	CL11-602-4	K11-602-4	295	312	243	257	.522	.507
Hydraulic Roller - High performance street, stock converter ok, best with 2000+ converter and gears, choppy/thumping idle.	1900-5500	11-600-8	CL11-600-8	K11-600-8	283	303	227	241	.547	.530
Hydraulic Roller - High performance street/stip, needs 9:1 CR, 2400+ stall, intake, gears, and headers, rough idle.	2200-5800	11-601-8	CL11-601-8	K11-601-8	291	311	235	249	.558	.542
Hydraulic Roller - Street/stip, needs 9.5:1 CR, 2800+ stall, intake, gears, and headers, very rough idle.	2500-6100	11-602-8	CL11-602-8	K11-602-8	299	319	243	257	.570	.554
Chevrolet 396-454 c.i.										
High Energy - Hydraulic 268H-Great for heavy towing in 454. Performance with a slightly rough idle in 396.	1500-5500	11-205-3	CL11-205-3	K11-205-3	268	268	218	218	.485	.485
Magnum - Hydraulic 270H-Good for daily driven street machines. Stock converter, headers. 396 c.i. use 3.55-3.75 gears. Slight rough idle.	1500-5800	11-207-3	CL11-207-3	K11-207-3	270	270	224	224	.510	.510
Magnum - Hydraulic 280H-Excellent for street machines. 396/402 use 2500 conv. Lower gears. Rough idle.	2000-6000	11-208-3	CL11-208-3	K11-208-3	280	280	230	230	.520	.520
Magnum - Hydraulic 292H-Street/Strip. 10:1 comp., 3000 conv. or 4-speed, headers, 4.10 or lower gears. Radical idle.	2500-6500	11-213-3	CL11-213-3	K11-213-3	292	292	244	244	.550	.550
Xtreme Energy - Hydraulic-Good for street machines, slightly rough idle, stock converter	1600-5800	11-242-3	CL11-242-3	K11-242-3	268	280	224	230	.515	.520
Xtreme Energy - Hydraulic-High Perf. street, very strong mid-range, w/ headers & converter	1800-6000	11-246-3	CL11-246-3	K11-246-3	274	286	230	236	.552	.555
Xtreme Energy - Hydraulic-Street/Strip. 2800+ stall, rough idle. 9.5 comp.	2300-6500	11-250-3	CL11-250-3	K11-250-3	284	296	240	246	.574	.578
Xtreme Energy Retro Fit - Hyd. Roller-Strong torque, good mileage.	1200-5200	11-413-8	CL11-413-8	K11-413-8	264	270	212	218	.510	.510
Magnum Retro Fit - Hyd. Roller-Headers. 9.5:1 compression and 2000+ stall. Lower gears in all applications. Rough Idle	2000-5500	11-430-8	CL11-430-8	K11-430-8	280	280	224	224	.566	.566
Magnum Retro Fit - Hyd. Roller-For hot street machines. 2500+ stall, 9.5:1 compression. Rough Idle.	2500-6200	11-450-8	CL11-450-8	K11-450-8	290	290	232	232	.578	.578
Thump™ For Small Block Chrysler										
Hydraulic Flat Tappet - High performance street, stock converter ok, best with 2000+ converter and gears, choppy/thumping idle.	2000-5800	20-600-4	CL20-600-4	K20-600-4	279	296	227	241	.486	.473
Hydraulic Flat Tappet - High performance street/stip, needs 9:1 CR, 2500+ stall, intake, gears, and headers, rough idle.	2200-6100	20-601-4	CL20-601-4	K20-601-4	287	304	235	249	.497	.483
Hydraulic Flat Tappet - Street/stip, needs 9.5:1 CR, 2800+ stall, intake, gears, and headers, very rough idle.	2500-6400	20-602-4	CL20-602-4	K20-602-4	295	312	243	257	.507	.494
Retro Fit - Hyd. Roller-High perf street, stock converter ok, best with 2000+ converter and gears, choppy idle	1900-5600	20-600-9	CL20-600-9	K20-600-9	283	303	227	241	.511	.497
Retro Fit - Hyd. Roller-High performance street/stip, needs 9:1 CR, 2500+ stall, intake, gears, and headers, rough idle	2200-5900	20-601-9	CL20-601-9	K20-601-9	291	311	235	249	.521	.507
Retro Fit - Hyd. Roller-Street/stip, needs 9.5:1 CR, 2800+ stall, intake, gears, and headers, very rough idle	2500-6200	20-603-9	CL20-603-9	K20-603-9	299	319	243	257	.531	.517

Some parts are not legal for sale or use in California on any pollution controlled motor vehicle.



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	RPM Range	Cam Part No.	Cam/Lifter Kit Part No.	Cam Kit Part No.	Adv. Duration In. Ex.	@.050" Lift In. Ex.	Lift In. Ex.
Chrysler 273-360 c.i. 1964-2000							
Xtreme Energy - Hyd.-Excellent response, Stock converter 3.23-4.10 gear.	1300-5600	20-222-3	CL20-222-3	K20-222-3	262 270	218 224	.462 .470
Xtreme Energy - Hyd.-Great for Street Machines, largest cam for stock converter, 273-318 works best with 2000 stall.	1600-5800	20-223-3	CL20-223-3	K20-223-3	268 280	224 230	.477 .480
Xtreme Energy - Hyd.-Very strong torque and throttle response, 2200+ stall.	1800-6000	20-224-4	CL20-224-4	K20-224-4	274 286	230 236	.488 .491
Chrysler 383-440 c.i. 1959-1980							
Xtreme Energy - Hyd.-Street Machines, slightly rough idle, stock converter.	1600-5800	21-223-4	CL21-223-4	K21-223-4	268 280	224 230	.477 .480
Xtreme Energy - Hyd.-High performance Street Very strong mid-range, with headers 2200+ stall.	1800-6000	21-224-4	CL21-224-4	K21-224-4	274 286	230 236	.488 .491
Xtreme Energy - Hyd.-Street / Strip, needs 2800+ stall 9:1 comp, rough idle.	2300-6500	21-225-4	CL21-225-4	K21-225-4	284 296	240 246	.507 .510
HEMI, 5.7-6.1L 2003-current							
XFI - HEMI 5.7-6.1L - Noticeable idle. Strong midrange. Needs computer mods.	1500-5800	112-501-11	—	—	268 272	216 220	.528 .531
XFI - HEMI 5.7-6.1L - Huge HP gains in the mid & upper rpm range. Needs computer mods.	2000-6200	112-502-11	—	—	273 277	224 228	.547 .550
NEW! Thumpr™ For Ford 4.6L & 5.4L 3V							
Great idle with excellent power. Good mid-range torque & power gains above 4500 rpm. Compatible with stock valve springs, converter and gears.	750-6400	127010	—	—	265 298	226 246	.450 .450
MUTHA' THUMPR - Very rough idle, biggest cam for stock heads. Great power above 4900 rpm. Compatible with stock valve springs, benefits from converter & gears, required cam phaser upgrade & custom tuning.	7500-6600	127020	—	—	273 306	234 254	.450 .450
Ford 4.6L & 5.4L SOHC 2 valve (1992-Present) standard, and P. I. heads							
Xtreme Energy - Stock replacement cam with more RV power.	1200-5200	102100	—	—	262 270	224 232	.500 .500
Xtreme Energy - Mild street performance, 3.23-3.55gears. Good torque and power.	1600-5600	102200	—	—	268 274	230 236	.500 .500
Xtreme Energy - Street cam, 3.55-3.73 gears 2000+ stall, computer upgrade recommended. Rough idle.	2000-6000	102300	—	—	274 278	236 240	.500 .500
Ford 4.6L & 5.4L SOHC 2 valve 1999-up P. I. Heads							
Xtreme Energy - Better low and mid range torque with more power. Stock computer. Valve springs required.	1400-5400	102500	—	—	262 266	226 230	.550 .550
Xtreme Energy - Hot street cam, needs 3.55+ gears. 2000+ stall. Computer and spring upgrade required. Noticeable idle	1800-5800	102600	—	—	270 274	234 238	.550 .550
Xtreme Energy - Street/Strip, needs 3.73+ gears, 2400+ stall. Computer and spring upgrade required. Rough idle.	2200-06200	102700	—	—	278 282	242 246	.550 .550
Ford 4.6L & 5.4L 4 Valve DOHC (1992-Present) standard, and P. I. heads supercharged & nitrous applications							
XE-R Street performance with excellent torque. Requires spring number 26123.	1200-5800	106260	—	—	257 259	222 224	.475 .450
XE-R Serious street effort, lower gears and spring number 26123. Automatics with a 2000 stall. Mild rough idle.	1500-6000	106360	—	—	265 267	230 232	.475 .450
XE-R Max strip and street. Large gains in horsepower.	2000-6400	106460	—	—	273 275	238 240	.475 .450
Ford 4.6L & 5.4L SOHC 3 Valve							
Great street performance with excellent mid-range torque and noticeable idle.	1000-5800	127150	—	—	253 274	214 231	.480 .475
Serious performance cam with rough idle. Lower gears and 2500+ stall for automatics.	1500-6000	127300	—	—	261 278	222 235	.490 .480
Maximum street/strip effort with rough idle. Requires computer mods.	1500-6200	127350	—	—	261 282	222 239	.490 .485
Ford 5.0 Liter OE Hyd Roller							
Computer Compatible - Street/Strip, needs EEC IV upgrade, heads, intake and gears.	2600-6500	35-522-8	CL35-522-8	K35-522-8	282 290	232 240	.565 .574
Computer Compatible - 2500 stall, 3.55-3.73 gears, better heads, intake and fuel system.	2200-6200	35-518-8	CL35-518-8	K35-518-8	274 282	224 232	.555 .565
Computer Compatible - Mild modifications, 3.27-3.73 gears, mass air, larger throttle body.	2600-6500	35-514-8	CL35-514-8	K35-514-8	266 274	216 224	.544 .555



ENGINE BREAK-IN OIL ADDITIVE

Specially engineered blend of extreme pressure break-in additives that have been removed from current off-the-shelf motor oils. Delivering added protection during the break-in process and beyond for all engine components, Compatible with any petroleum, synthetic or blended motor oil.

Part No. 159



CAMQUEST™ 6 CAM SELECTION SOFTWARE

PC-based software allows the user to find the right camshaft by answering a few application-specific questions from the program's simple drop-down menu screen. The program suggests the top matching camshaft for the application, a complete camshaft spec. card, and even your engine's projected HP and torque, once the camshaft has been installed.

Part No. 180950



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	RPM Range	Cam Part No.	Cam/Lifter Kit Part No.	Cam Kit Part No.	Adv. Duration		@.050" Lift		Lift	
					In.	Ex.	In.	Ex.	In.	Ex.
Ford 289-302 c.i.										
Magnum - Hydraulic 270H-Performance use. Mild converter, headers, 9:1 comp., lower gears. Rough idle.	1800-5800	31-414-3	CL31-414-3	K31-414-3	270	270	224	224	.500	.500
Magnum - Hydraulic 280H-Broad power. 2500 stall, low gears, 9.5:1 compression and headers. Rough idle.	2000-6000	31-226-3	CL31-226-3	K31-226-3	280	280	230	230	.512	.512
Xtreme Energy - Hydraulic-Excellent response, good mid-range, stock converter, 3.23-4.10 gear.	1300-5600	31-238-3	CL31-238-3	K31-238-3	262	270	218	224	.493	.500
Ford 351W										
High Energy - Hydr. 260H-Great torque for trucks, 4wd & towing.	1200-5200	35-216-3	CL35-216-3	K35-216-3	260	260	212	212	.447	.447
High Energy - Hydraulic 268H-Moderate high performance street driving. Noticeable idle.	1500-5500	35-218-3	CL35-218-3	K35-218-3	268	268	218	218	.456	.456
Magnum - Hydraulic 280H-Excellent street machine cam. Mild converter, 9:1 compression and headers. Rough idle.	2000-6000	35-226-3	CL35-226-3	K35-226-3	280	280	230	230	.512	.512
Thumpin'™ 351W Ford										
Hydraulic Flat Tappet - High performance street, stock converter ok, best with 2000+ converter and gears, choppy/thumping idle.	2000-5800	35-600-4	CL35-600-4	K35-600-4	279	297	227	241	.490	.475
Hydraulic Flat Tappet - High performance street/strip, needs 9:1 CR, 2500+ stall, intake, gears, and headers, rough idle.	2200-6100	35-601-4	CL35-601-4	K35-601-4	287	304	235	249	.501	.486
Hydraulic Flat Tappet - Street/strip, needs 9.5:1 CR, 2800+ stall, intake, gears, and headers, very rough idle.	2500-6400	35-602-4	CL35-602-4	K35-602-4	295	313	243	257	.512	.498
Hydraulic Roller - High performance street, stock converter ok, best with 2000+ converter and gears, choppy/thumping idle.	1900-5600	35-600-8	CL35-600-8	K35-600-8	283	303	227	241	.531	.515
Hydraulic Roller - High performance street/strip, needs 9:1 CR, 2500+ stall, intake, gears, and headers, rough idle.	2200-5900	35-601-8	CL35-601-8	K35-601-8	291	311	235	249	.541	.526
Hydraulic Roller - Street/strip, needs 9.5:1 CR, 2800+ stall, intake, gears, and headers, very rough idle.	2500-6200	35-602-8	CL35-602-8	K35-602-8	299	319	243	257	.552	.538
Ford 427, 460 c.i.										
High Energy - Hydraulic 268H-Everyday performance driving or heavy towing. Broad power with low gears. Noticeable idle.	1500-5500	34-227-4	CL34-227-4	K34-227-4	268	268	218	218	.494	.494
Magnum - Hydraulic 280H-Great for street machines. Needs mild converter and headers. Rough idle.	2000-6000	34-331-4	CL34-331-4	K34-331-4	280	280	230	230	.530	.530
Pontiac 265-455										
Xtreme Energy - Hyd. Great for street machines, largest cam for stock converter.	1600-5800	51-223-4	CL51-223-4	K51-223-4	268	280	224	230	.477	.480
Xtreme Energy - Hyd. High performance street, strong mid-range. 2200+ stall.	1800-6000	51-224-4	CL51-224-4	K51-224-4	274	286	230	236	.488	.491
Xtreme Energy - Hyd. Roller - street machines w/ 2200+ stall. Strong torque and noticeable idle.	1800-5600	51-423-9	CL51-423-9	K51-423-9	276	282	224	230	.502	.510
Oldsmobile 260-455										
Xtreme Energy - Hyd. Great for street machines, largest cam for stock converter.	1600-5800	42-223-4	CL42-223-4	K42-223-4	268	280	224	230	.485	.490
Xtreme Energy - Hyd. High performance street, strong mid-range. 2200+ stall.	1800-6000	42-224-4	CL42-224-4	K42-224-4	274	286	230	236	.520	.523
Xtreme Energy - Hyd. Roller - street machines w/ 2200+ stall. Strong torque and noticeable idle.	1800-5600	42-423-9	CL42-423-9	K42-423-9	276	282	224	230	.505	.505

CAM DEGREE BUSHING SET

Includes 0°, 2°, 4°, 6°, 8° O.D.: 1/4"

Part No. 4760



VACUUM CANNISTER

A vacuum reserve canister captures an extra shot of vacuum from your engine for your power brakes. It is for cars equipped with big cams and power brakes. This unit approximately doubles the volume of vacuum available for your power brakes. It is recommended for cars with 14 inches of vacuum or less. The COMP Cams® Vac+ is made of spun aluminum which eliminates the hazard of flaking rust particles contaminating the brake system and provides a 50% weight savings over the heavy steel cans of the past.



DESCRIPTION

Aluminum, black powder coated
Aluminum, zinc plated & polished

PART NO.

5200
5201

CAM BUTTONS

APPLICATION

PART NO.

Chevrolet SB 265-400 0.795" 200
Chevrolet BB 396-454 0.945" 207
Chrysler Hemi 0.715" 204



PRO CAM LUBE

Initial start-up is the most critical time in the life of any camshaft. We developed what we feel is the best protective break-in lubricant on the market. It must be spread generously on all lobes of the cam, on the bottoms of the lifters, and on the distributor gear when installing a cam. This is the instant protection you need to guard against any premature wear.

DESCRIPTION

5/8 Fl. ounce tube
4 oz. bottle

PART NO.

103
152



Passion for Performance™

Part of the Total Power Package Designed for optimum torque from the low-end to the mid-range, Performer-Plus camshafts match with Performer manifolds for vehicles operating from off-idle to 5500 rpm. They are smooth idling cams for daily drivers, trucks, vans, RVs and 4x4s. You can expect a major improvement in throttle response and torque.

Edelbrock

EDELBRICK PERFORMER-PLUS CAMSHAFT KITS (Off Idle – 5,500 RPM)

- Designed for optimum torque from the low-end to the mid-range
- Match with Edelbrock Sure Seat Valve Springs to insure maximum benefit
- Smooth idling cams for daily drivers, trucks, vans, RVs and 4x4s
- Each kit includes camshaft, flat tappet lifter set, cam lube and cam card



Application	Duration @ .050" level	Lift Int./Exh.	Lobe Int./Exh.	Part No.	Matching Springs
AMC					
290-401 V8	204°/214°	.448/.472	110°	2132	5832
CHEVROLET					
265-350 (57-86)	204°/214°	.420/.442	112°	2102	5802
305-350 (T.B.I. & LG4)	194°/214°	.398/.442	112°	3702	5802
396-427-454	218°/228°	.500/.500	114°	2162	5862
CHRYSLER					
318-340-360	204°/204°	.420/.420	110°	2177	5877
383-400-440	204°/214°	.420/.442	112°	2192	5892
FORD					
289-302	204°/214°	.448/.472	112°	2122	5822
351W	204°/214°	.448/.472	112°	2182	5882
FE 352-428	194°/204°	.460/.480	110°	2106	5806

EDELBRICK RPM CAMSHAFT KITS (1,500 – 6,500 RPM)

- Designed for high-performance applications
- Delivers 10-12 inches of manifold vacuum for street drivability
- Match with Performer RPM manifold for a performance matched combo
- Aggressive idle is great for performance street rod, muscle car & truck applications
- Each kit includes camshaft, flat tappet lifter set, cam lube & cam card



Application	Duration @ .050" level	Lift Int./Exh.	Lobe Int./Exh.	Part No.	Matching Springs
AMC					
290-401 V8	234°/244°	.520/.544	112°	7132	---
CHEVROLET					
283-400 (57-86)	234°/244°	.488/.510	112°	7102	5703
396-427-454	240°/246°	.560/.573	112°	7162	5762
CHRYSLER					
318-340-360	234°/244°	.488/.510	112°	7177	5777
383-400-440	238°/246°	.480/.495	110°	7194	5792
FORD					
289-302	224°/234°	.496/.520	112°	7122	5722
351 Windsor	224°/234°	.496/.520	112°	7182	5722
FE 352-428	236°/236°	.572/.572	108°	7106	5767

LSx 2-PIECE TIMING COVERS

For quick cam changes without balancer or steering gear removal.

DESCRIPTION	PART NO.
LS1	4254
LS2	4255



S/B FORD ALUMINUM TIMING COVERS

DESCRIPTION	PART NO.
Ford 65-78 289-302 & 69-87 351W	4250
Ford 86-93 5.0L & 88-up 351W	4251



EDELBRICK ROLLIN' THUNDER CAMSHAFTS

Designed with more aggressive lift and duration profiles than conventional cams, Rollin Thunder cams deliver higher lift velocity for ultimate high performance.

- Offered in Performer Plus (idle-5,000 RPM) and Performer RPM (1,500-6,500 RPM)
- Available for originally equipped or retro-fit roller cam blocks
- Aggressive idle is great for performance street rod, muscle car and truck applications



Application	Power level	Duration @ .050" Int./Exh.	Lift Int./Exh.	Lobe Sep.	Part No.
CHEVROLET					
265-365 (57-86)	Performer RPM	212°/222°	.462/.479	112°	2208
265-365 (87-99)	Performer Plus	212°/222°	.462/.479	112°	2209
396-502 (65-up)	Performer RPM	236°/245°	.625/.639	112°	2261
396-502 (90-up)	Performer RPM	236°/245°	.625/.639	112°	2262
LSx (97-up)	Performer RPM	207°/220°	.573/.580	118°	2218
LT1	Performer RPM	218°/218°	.525/.525	112°	2108
FORD					
289-302	Performer Plus	227°/234°	.520/.520	112°	2122
351W	Performer RPM	235°/238	.573/.582	112°	2281

O.E. STYLE

HYDRAULIC ROLLER LIFTERS

Edelbrock's high performance hydraulic roller lifters for 1987 and later small-block Chevys are the perfect match for Edelbrock Performer and Performer RPM hydraulic roller cams. These precision hydraulic roller lifters have Tight I.D. tolerances, allowing for better control at higher RPM. They are easy drop-in replacements without block modifications.

Part No. 97384 S/B Chevy 87-up, 16/set



ROLLER LIFTER INSTALLATION KIT

Edelbrock offers everything you need to install replacement hydraulic roller lifters in 87 and up 305 and 350 Chevy engines. Includes lifter hold-down spider, hold-down bolts, and lifter guides.

Part No. 97386 S/B Chevy 87-up



HYDRAULIC ROLLER LIFTER KITS

Edelbrock's high performance hydraulic roller lifters for small-block Chevy, big-block Chevy and small block Ford are the perfect match for street and high performance applications. With unsurpassed tolerance capable of high rpm power, these precision self-aligning retro-fit hydraulic roller lifters are designed for use in early model non-roller engine blocks originally equipped with conventional lifters. Sold in complete sets.



APPLICATION	PART NO.
Small Block Chevy 86-earlier	97383
Big Block Chevy (Mark IV)	97443
Small Block Ford 82-87 302 & 69-93 351W	97453

POWERMAX Cams

Crane Cams was founded in 1953. Today, over fifty-five years later, Crane is the one camshaft and valvetrain company that produces every camshaft in-house. Crane's commitment to quality control and engineering excellence is reflected in their innovative cam profiles, world famous rocker arms, and valvetrain components.

CRANE Cams

POWER MAX-260-2

For street driving and everyday use in heavier vehicles, trucks, vans, and 4x4 trucks. Designed to improve performance plus economy with improved low-end torque and throttle response. Excellent for late model, full sized passenger car applications and light towing rigs or RV's. Engine must have low compression ratio and operate in designated RPM range for maximum efficiency and driving satisfaction. Listed are some of the most popular applications, call if yours is not listed. SUGGESTED COMPANION ITEMS—Free flowing exhaust system with headers, low RPM torque type intake manifold with minimum of 600 CFM 4 bbl. carburetor.

POWER MAX-272-2

For heavier vehicles or towing heavy payloads if used with correct rear end gearing. Also very good mild street performance cam for intermediate vehicles. Improves performance in off-road operation. Can handle slightly higher than stock compression ratio but 10.50 to one maximum. Very popular for highway towing rigs where improved performance and fuel efficient operation is required. Listed are some of the most popular applications, call if yours is not listed. SUGGESTED COMPANION ITEMS—Free flowing exhaust system with headers. Aftermarket intake with 5000 to 5500 max RPM with minimum of 600 CFM 4 bbl. carburetor. Performance valve spring and retainer change often required.

POWER MAX-278-2

For street performance use in light to intermediate passenger cars with correct rear end gearing and aftermarket modifications. Higher than stock stall speed torque converter recommended but not required in all applications. Not for use in trucks or heavy vehicles unless specifically recommended by Crane Performance Consultant. Listed are some of the most popular applications, call if yours is not listed. SUGGESTED COMPANION ITEMS—Matching aftermarket intake manifold and carb, with minimum of 600 CFM 4 bbl. carburetor, free flowing exhaust system with headers, aftermarket ignition system, performance rear end gearing, slightly higher than stock converter stall speed. Possible valve spring and retainer change required.



CAM ONLY PART NO.	CAM & LIFTERS PART NO.	APPLICATION	RPM RANGE	REC'D COMP. RATIO	DEG. LOBE SEP.	ADV. DURATION		GROSS VALVE LIFT	
						INT.	EXH.	INT.	EXH.
113801	113802	Chevy SB 262-400	2200-6200	9.5 to 10.75	114	278	290	.467	.494
113901	113902	Chevy SB 262-400	1200-5000	8 to 9.50	112	260	272	.427	.454
113931	113932	Chevy SB 262-400	1600-5200	8.5 to 10	114	266	272	.440	.454
113941	113942	Chevy SB 262-400	1800-5600	8.75 to 10.75	112	272	284	.454	.480
133901	133902	Chevy BB 396-502	1000-4800	8.0 to 9.5	112	260	272	.484	.515
134561	- - - -	Chevy BB 396-502	3000-6800	10 to 11.50	114	296	306	.553	.571
363901	363902	Ford 221-302 (except HO)	1200-4800	8.0 to 9.5	112	260	272	.456	.484
363941	363942	Ford 221-302 (except HO)	1800-5400	8.75 to 10.5	112	272	284	.484	.512
443901	443902	Ford 351W & 302 HO (82-84)	1200-4800	8.0 to 9.5	112	260	272	.456	.484
443941	443942	Ford 351W & 302 HO (82-84)	1800-5400	8.75 to 10.0	112	272	284	.484	.512
523901	523902	Ford Boss 351, 351C, 351M, 400	1200-4800	8.0 to 9.5	112	260	276	.493	.502
803901	803902	Olds 260-455 (67-84)	1200-4800	8.0 to 9.5	112	260	272	.456	.484
283901	283902	Pontiac 265-455	1200-4800	8.0 to 9.5	112	260	272	.427	.454
693901	693902	Ply/Dodge/Chry 273-360 & 318 (67-86)	1200-4800	8.0 to 9.5	112	260	272	.427	.454

Hot Cam for LS Series Cars-Trucks!

Chevrolet V-8 '97-'09, 5.7L (346) LS1/LS2/LS6 (also '99-'09 Vortec 4800, 5300, 6000)

Hydraulic Roller Camshafts



Cam Facts	Cam Series/ Grind Number	RPM Power Range	Cam Part Number	Lifters Part Number	Deg. Duration @ .050" Int/Exh	Advdt. Deg. Duration Int/Exh	Degrees Lobe Sep.	Open/Close @ .050" Cam Lift Int/Exh	Lash Hot Int/Exh	Gross Lift Int/Exh
Good daily driver, for stock or modified 4.8L thru 6.0L light choppy idle, good fuel economy, good with supercharger or nitrous, computer upgrades required, good with 1.8:1 ratio rocker arms.	Zcam HR-216/3241-2S-15	2000- 6500	1449561	144530-16^a 144536-16^b	216 224	278 286	115	(2) 38 52 (8)	.000 .000	.551 .551
Weekend driver, for modified 5.7L thru 7.0L, choppy idle, fair fuel economy headers and aft cat exhaust required, 11.0+ compression ratio advised, low ratio gearing required, auto trans w/3000-3400 stall converter, computer upgrades required.	Rapid Ramp HR-224/347-2S1-15 4A	2400- 6500	1449121	144536-16^b	224 232	280 287	115	0.5 44.5 53.5 (1.5)	.000 .000	.590 .590
Weekend driver, for modified 5.7L thru 6.0L, choppy idle, upgraded cylinder heads and valvetrain required, headers and aft cat exhaust required, 11.0+ compression ratio advised, low ratio gearing required, auto trans w/3200-3600 stall converter, computer upgrades required.	Rapid Ramp HR-228/347-2S-15 0A	2400- 6500	1449161	144536-16^b	228 236	283 291	115	(2.5) 50.5 51.5 (4.5)	.000 .000	.590 .590
Pro Street & Drags for modified 5.7L thru 8.0L, rough idle, upgraded cylinder heads and valvetrain required, headers and aft cat exhaust required, 11.5+ compression ratio advised, low ratio gearing required, auto trans w/3200-3600 stall converter, computer upgrades required.	Rapid Ramp HR-236/347-2S1-15	2800- 6800	1449221	144536-16^b	236 244	291 299	115	6.5 49.5 60.5 3.5	.000 .000	.590 .590
Chevrolet V-8 '06-'09 7.0L LS7 (also engines equipped with LS2 or LS2 cylinder headers with 1.8 ratio rockers)										
Weekend driver, for modified LS7, also smaller cu. in. w/LS7, LS3 or LS2 heads, choppy idle, fair fuel economy, headers and aft cat exhaust advised, 11.0+ compression ratio advised, computer upgrades required, auto trans w/3200-3600 stall converter	Rapid Ramp HR-224/347-2S2-15 4A	2300- 6800	1449601	144536-16^b	224 244	280 299	115	(0.5) 44.5 59.5 4.5	.000 .000	.625 .625

a For use with standard GM alignment bars and standard base circle camshafts.

b For use with standard GM alignment bars, long travel design for up to .715" valve lift and reduced base circle camshafts.

Some parts are not legal for sale or use in California on any pollution controlled motor vehicle.



PERFORMANCE Z-CAMS

Crane Cams was founded in 1953. Today, over fifty-five years later, Crane is the one camshaft and valvetrain company that produces every camshaft in-house. Crane's commitment to quality control and engineering excellence is reflected in their innovative cam profiles, world famous rocker arms, and valvetrain components.



**Z-CAMS Deliver
Serious HP &
Torque For V-8s!**

PERFORMANCE Z-CAMS

The Z-Cams are designed to increase the 'area beneath the lift curve' in each profile. Simply put, Z-Cams begin moving the valve off its seat quicker, to initiate flow earlier. The Z-Cam profile lengthens this rate of acceleration during the cycle in which the valve is opening and as it approaches maximum valve lift. After max lift the Z-Cam then returns the valve to its seat, but only after maximum flow and cylinder filling has been achieved. Z-Cams' function like a much 'bigger' cam (greater duration) yet they increase low-end and mid-range torque in the most often used rpm range. Peak horsepower and torque output are enhanced throughout the entire rpm range! Z-Cams were also designed to minimize HP-robbing harmonic frequency pulses when matched with the recommended Crane valve springs and pushrods.

CAM & LIFTER KITS

DESCRIPTION	IDLE	GRIND NO.	RPM RANGE	ADVISED COMP. RATIO	PART NO.
Chevy SB V8 1957-'87 262-400 c.i.d. Excellent low end torque and HP, daily usage, off road, towing, economy, also mild turbocharged	Smooth	Z-256-2	1200-5200	8.0 to 9.5	113502
Good low end and mid range torque and HP, daily usage, off road, towing, economy	Good	Z-262-2	1600-5400	8.5 to 10.0	113512
Daily usage and off road, towing, performance and fuel efficiency	Good	Z-268-2	1800-5800	8.75 to 10.75	113522
Good mid range to upper RPM torque and HP, daily performance usage, mild bracket racing	Fair	Z-274-2	2200-6400	9.5 to 10.75	113532
Good mid range HP, performance usage	Fair	Z-286-2	3000-6800	10.25 to 12.0	113542
Ford V8 1962-'87 221-302 c.i.d. Great low end torque and HP, daily usage, off road, towing, economy, also mild turbocharged	Smooth	Z-256-2	1200-5000	8.0 to 9.5	363502
Good low end and mid range torque and HP, daily usage, off road, towing, performance and fuel efficiency	Good	Z-268-2	1800-5600	8.75 to 10.5	363512
Good mid range torque and HP, daily performance and mild bracket racing	Good	Z-274-2	2200-6000	9.5 to 10.75	363522
Ford V8 1969-'93 302-351 c.i.d. Great low end torque and HP, daily usage, off road, towing, economy, also mild turbocharged	Smooth	Z-256-2	1200-5000	8.0 to 9.5	443502
Good low end and mid range torque and HP, daily usage, off road, towing, performance and fuel efficiency	Good	Z-268-2	1800-5600	8.75 to 10.0	443512

CAM ONLY - RETROFIT HYDRAULIC ROLLER

DESCRIPTION	IDLE	GRIND NO.	RPM RANGE	ADVISED COMP. RATIO	PART NO.
Chevy BB V8 1967-'95 396-454 c.i.d. Excellent mid range torque and HP, moderate performance usage, mild bracket racing	Fair	ZHR-288-2S-12 IG	1600-5600	9.5 to 11.0	139011
Good mid range torque and HP, performance usage, mild bracket racing, good w/manifold nitrous system	Fair	ZHR-296-2S-12 IG	2200-6000	10.0 to 11.5	139021

Hot Cams for Ford-Mercury V-8 91-09!

4.6/5.4L SOHC 2 Valve

Hydraulic Roller Follower Camshafts

Cam Facts	Cam Series/ Grind Number	RPM Power Range	Cam Part Number	Deg. Duration @.050" Int/Exh	Adv. Deg. Duration Int/Exh	Degrees Lobe Sep.	@.050" Cam Lift Int/Exh	Open/Close Lash Hot Int/Exh	Gross Lift Int/Exh
Good low end and mid range torque and horsepower, good idle, daily usage, off road, mild supercharged, mild nitrous, 2200-2600 cruise RPM	Zcam HR-218/500-2-16	2000- 5000	379501 ^{a,b}	218 228	254 264	116	(2) 40 55 (7)	.000 .000	.500 .500
Good mid range torque and horsepower, fair idle, performance usage, bracket racing, computer upgrades required, 2600-3000 cruise RPM	Zcam HR-228/500-2S-12	2400- 6200	379511 ^{a,b}	228 234	264 270	112	7 41 54 0	.000 .000	.500 .500
Excellent low end torque and horsepower, smooth idle, daily usage, towing, 1600-2200 cruise RPM	Zcam HR-212/550-2S-15	1600- 5500	379601 ^{a,b}	212 218	248 254	115	(4) 36 49 (11)	.000 .000	.550 .550
Good low end and mid range torque and horsepower, good idle, daily usage, off road, mild supercharged, mild nitrous, 2200-2600 cruise RPM	Zcam HR-218/550-2-16	2000- 5800	379611 ^{a,b}	218 228	254 264	116	(2) 40 55 7	.000 .000	.550 .550
Good mid range torque and horsepower, fair idle, performance usage, bracket racing, auto w/2000+ converter, computer upgrades required, 2600-3000 cruise RPM	Zcam HR-228/550-2S-12	2400- 6200	379621 ^{a,b}	228 234	264 270	112	7 41 54 0	.000 .000	.550 .550
Good mid range to upper RPM torque and horsepower, rough idle, performance usage, bracket racing, auto w/2500+ converter, increased compression ratio required, computer upgrades required, 2800-3400 cruise RPM. Also mild supercharged or nitrous. Note: Check valve to piston clearance	Zcam HR-236/600-2S-14	2800- 6600	379631 ^{a,b}	236 242	272 278	114	6 50 57 5	.000 .000	.600 .600

RPM range shown is for average usage. These cam profiles will RPM higher, depending upon application.

IMPORTANT NOTE: '97 and later applications will require Ford bolt-on gears: Ford p/n's F8AZ-6256-AA for the right gear, and F8AZ-6256-BA for the left gear. Two each of the TF72-6279-AA bolts, F1AZ-6278-A washers, and F3AZ-6265-A spacers will also be required.

^a Pair of camshafts for '92 and later engines w/standard cylinder heads. '97 and later applications will require Ford bolt-on gears: Ford p/n F8AZ-6256-AA for the right gear, & p/n F8AZ-6256-BA for the left gear.

^b Pair of camshafts for '99 and later engines with Power Improvement cylinder heads. Requires Ford bolt-on gears: Ford p/n F8AZ-6256-AA for the right gear, and p/n F8AZ-6256-BA for the left gear.

ENERGIZER Cams & Rocker Arms

Crane Cams was founded in 1953. Today, over fifty-five years later, Crane is the one camshaft and valvetrain company that produces every camshaft in-house. Crane's commitment to quality control and engineering excellence is reflected in their innovative cam profiles, world famous rocker arms, and valvetrain components.

CRANE Cams



ENERGIZER CAM & LIFTER KITS

Energizer Cam & Lifter Kits bring you extra performance value and savings! Every new camshaft installation requires the use of new lifters and a generous application of assembly lube, and now you can get both, plus extra savings when you buy one of our Cam & Lifter Kits! Each Cam & Lifter Kit includes a computer designed, precision ground Energizer camshaft, a set of premium quality, performance designed "anti pump-up" hydraulic lifters, a container of moly assembly lube and complete cam and lifter installation and adjustment instructions. It's the best way possible to get precisely matched components and great street performance at one low price! All applications not listed, call for yours.

CAM & LIFTERS PART NO.	APPLICATION	RPM RANGE	REC'D COMP. RATIO	DEG. LOBE SEP.	ADV. DURATION		GROSS VALVE LIFT	
					INT.	EXH.	INT.	EXH.
100032	Chevy SB 262-400	1000-4600	8.0 to 9.5	110	260	260	.427	.427
100042	Chevy SB 262-400	1400-5000	8.5 to 10.0	110	266	266	.440	.440
100052	Chevy SB 262-400	1600-5400	8.75 to 10.0	110	272	272	.454	.454
100132	Chevy SB 262-400	2000-5800	9.5 to 10.75	110	278	278	.467	.467
100082	Chevy SB 262-400	2400-6200	9.5 to 11.00	106	282	282	.470	.470
100172	Chevy SB 262-400	1800-5400	8.75 to 10.00	106	274	274	.450	.450
100072	Chevy SB 262-400	2800-6200	9.5 to 11.0	112	284	284	.480	.480
100182	Chevy SB 262-400	3000-6400	10 to 11.50	106	286	286	.465	.465
103032	Chevy BB 396-454	1000-4500	8.0 to 9.5	110	260	260	.484	.484
103042	Chevy BB 396-502	1200-4800	8.5 to 10	110	266	266	.499	.499
103052	Chevy BB 396-502	1400-5600	8.75 to 10.0	110	272	272	.515	.515
103062	Chevy BB 396-502	2800-6200	9.5 to 11	112	284	284	.544	.544
130042	Ford 221-302 (except HO)	1400-4800	8.5 to 10	110	266	266	.469	.469
130052	Ford 221-302 (except HO)	1600-5200	8.75 to 10.0	110	272	272	.484	.484
130092	Ford 221-302	2200-5600	9.5 to 10.75	110	278	278	.498	.498
130062	Ford 221-302 (except HO)	2800-6200	9.5 to 11.0	112	284	284	.512	.512
180052	Ford 351W	1600-5200	8.75 to 10.0	110	272	272	.484	.484
133042	Ford 351C/M, 400	1600-5200	8.75 to 10.0	110	272	272	.524	.524
134042	Ford 352-428 "FE"	1400-4800	8.5 to 10.0	110	266	266	.516	.516
134052	Ford 390, 428	1800-5200	8.75 to 10.5	110	272	272	.533	.533
150052	Plymouth-Dodge-Chrysler 273-360	1800-5200	8.75 to 10.0	110	272	272	.454	.454
150062	Plymouth-Dodge-Chrysler 273-360	3000-6200	9.5 to 11.0	110	284	284	.480	.480
105072	Pontiac 287-455 (not 265 & 301)	1800-5200	8.75 to 10.5	110	272	272	.454	.454
105082	Pontiac 287-455 (exc. 265 & 301)	2800-6200	9.5 to 11.0	112	284	284	.480	.480

ENERGIZER ROCKER ARMS

The toughest, strongest die cast aluminum roller rocker arm available. Precision die cast aircraft quality aluminum body. Needle bearing full rollerized fulcrum assembly, proven wide-contact roller tip and machined steel, heat treated pushrod cup plus tough positive locking adjusting nuts.



APPLICATION	PART NO.
AMC V8 290-401	
1.60 Ratio, 3/8" stud diameter, stock ratio & std. stud dia.	11746-16
1.60 Ratio, 7/16" stock ratio w/enlarged stud dia.	11747-16
Chevy V8 262-400 & V6 200-262	
1.50 Ratio, 3/8" stud diameter, stock ratio & std. stud dia.	11744-16
1.50 Ratio, 7/16" stud diameter, stock ratio w/enlarged stud dia.	11745-16
1.60 Ratio, 3/8" stud diameter, increased ratio w/std.stud dia.	11746-16
1.60 Ratio, 7/16" stud diameter, increased ratio w/enlarged stud dia.	11747-16

APPLICATION

PART NO.

Chevy V8 396-454, 502 Mark V

1.70 Ratio, 7/16" stud diameter, stock ratio & std. stud dia. 13744-16

Ford V8 221-302, 351W

1.60 Ratio, 3/8" stud diameter, stock ratio & std. stud dia. 11746-16

1.60 Ratio, 7/16" stock ratio w/enlarged stud dia. 11747-16

Ford V8 302,302 HO & 351W

1.70 Ratio, 5/16" bolt, increased ratio, pedestal mount type for 77-94 cyl. heads, non-adjustable, secured with 5/16" bolt. For hyd. roller cam applications only 44746-16

Ford V8 351C, Boss 302 & 351, 351M, 400

1.70 Ratio, 7/16" stud diameter, stock ratio & std. "Boss" stud dia. 13744-16

Ford V8 370-460

1.70 Ratio, 7/16" stud diameter, stock ratio & std. stud dia. 13744-16

Pontiac V8

7/16" stud diameter, 1.65 ratio 28747-16

Ply/Dodge/Chry "Magnum" 318, 360

1.60 Ratio, 3/8" stud diameter, must use stud conversion kit w/guide plates 36655-16 & pushrods 36668-16 11746-16



www.compcams.com

Performance Valvetrain Components

COMP Cams® - Engineered To Finish First

COMP Cams® manufactures power delivering hydraulic and solid flat tappet, and hyd and mechanical roller for everything from OE replacement to full race. Whether your engine is naturally aspirated, or you run nitrous, or a supercharger or turbo, Comp camshafts make horsepower and torque you can use to win races or just enjoy your ride!

Ultra-Gold™

Roller Rocker Arms

- Super strong aluminum alloy
- Needle bearing fulcrum & roller tip
- 100% CNC machined



Application	Stud Size	Rocker Ratio	Part No.
Chevrolet			
265-400	3/8"	1.5	19001-16
265-400	3/8"	1.6	19002-16
265-400	7/16"	1.5	19004-16
265-400	7/16"	1.6	19005-16
396-454	7/16"	1.72	19021-16
Ford			
Small Block Ford	3/8"	1.6	19043-16
Small Block Ford	7/16"	1.6	19044-16

Magnum Roller Rocker Arms

- 8620 chromemoly steel
- 15 to 30 horsepower
- Friction reducing roller tip
- Fits under most stock valve covers



Pro Magnum Roller Rocker Arms

- 8650 chromemoly steel
- Guaranteed for life against breakage
- Fully rebuildable



Application	Stud Size	Rocker Ratio	Magnum	Pro Magnum
Chevrolet				
265-400	3/8"	1.52	1412-16	1301-16
265-400	3/8"	1.6	1416-16	1302-16
265-400 (87-later)	3/8"	1.5	1417-16	1317-16
396-454	7/16"	1.72	1411-16	1320-16
LS1, LS2, LS6 & Gen III	3/8"	1.75	----	1375-16
LS1, LS2, LS6 & Gen III	3/8"	1.85	----	1370-16
Chrysler				
V8 273-360	Shaft	1.5	----	1322-16
V8 383-440	Shaft	1.5	----	1321-16
Ford				
Boss 302, 351C-400, 429-460	7/16"	1.72	1411-16	1330-16
289-351W (rail) 68-89	3/8"	1.6	1431-16	----
289-351W (non-rail) 61-67	3/8"	1.6	1442-16	1331-16
Pontiac				
265-455	7/16"	1.52	1451-16	----

Hi-Tech™ Stainless Roller Rocker Arms

- Extra Rigid Design Tested To 52,000+ Pds/Inch For Extreme Applications
- Oversized Trunions & Additional Needle Bearings To Better Distribute Loads
- Rebuildable Design For Extended Service Life



Application	Stud Size	Rocker Ratio	Part No.
Chevrolet			
SB 265-400	7/16"	1.5	1104-16
SB 265-400	7/16"	1.6	1105-16
BB 396-454	7/16"	1.7	1120-16
BB 396-454	7/16"	1.8	1128-16
Ford			
Boss 302, 351C, 429-460	7/16"	1.73	1130-16
289-302-351W	7/16"	1.6	1132-16

Gen III/LS1/LS6 Rocker Arm Upgrade Kit

Comp now offers matched performance components for the LS engine in a kit. Each combines Pro-Magnum Rocker Arms, guide plates, rocker studs and matching lock nuts.



Application	Part No.
GM Gen III/LS1/LS6 1.75:1 Pro-Magnum Rockers with 5/16" Pushrods	13755-KIT
GM Gen III/LS1/LS6 1.75:1 Pro-Magnum Rockers with 3/8" Pushrods	13753-KIT
GM Gen III/LS1/LS6 1.85:1 Pro-Magnum Rockers with 3/8" Pushrods	13703-KIT
GM Gen III/LS1/LS6 1.85:1 Pro-Magnum Rockers with 5/16" Pushrods	13705-KIT

LS1/LS6 RPM Valvetrain Upgrade Kit

Extend the rpm range of your LS engine with these matched component systems. Each includes pushrods, valve springs, and retainers to extend your valvetrain's ability to rev it up!



Application	Part No.
Includes: (16) 5/16" 7.400" Magnum Push-Rod, (16) Valve Springs, (16) Steel Valve Spring Retainer. Recommended for use with stock GM Cam	54050
Includes: (16) 5/16" 7.400" Hi-Tech Push-Rods, (16) Valve Springs (16) Tit. Valve Spring Retainer. Recommended for use with a moderate High-Perf Cam.	54100
Includes: (16) 5/16" 7.400" Hi-Tech Push-Rods, (16) Valve Springs, (16) Tit. Valve Spring Retainer, (16) Hi-Performance GM Hydraulic Roller Tappets. Recommend for use with Hi-Performance Cam..	54200

LS1 Ultra-Gold™ Roller Rocker Arms

Comps Ultra Gold rocker provides improved rocker geometry, increased valve spring clearance, and is beefy enough to withstand extreme spring pressures and valve lifts. Covered by Comp's Lifetime warranty.



Application	Stud Size	Rocker Ratio	Part No.
Gen III/LS1/LS2/LS6	8mm	1.72	19024-16
Gen III/LS1/LS2/LS6	8mm	1.82	19025-16

Rocker Studs

The High Energy™ and Magnum series studs work well in applications with moderate lifts and spring pressures. All COMP Cams® studs have generous radii and a black oxide finish.



Stud Diameter	Effective Stud Length	Part No.
High Energy™ Series Rocker Studs		
3/8"	1.750 "	4500-16
7/16"	1.750 "	4501-16
Magnum Series Rocker Studs		
3/18"	1.750 "	4502-16
7/16"	1.750 "	4503-16
Ford 3/8"	1.750 "	4504-16

Rocker Arms

Crane Cams was founded in 1953. Today, over fifty-five years later, Crane is the one camshaft and valvetrain company that produces every camshaft in-house. Crane's commitment to quality control and engineering excellence is reflected in their innovative cam profiles, world famous rocker arms, and valvetrain components.

CRANE Cams

GOLD RACE EXTRUDED ALUMINUM ROLLER ROCKER ARMS

Crane aluminum rockers have been used in street machines, street rods and tow vehicles, delivering high mileage and trouble-free operation. An added advantage for street operation is the friction reducing roller tip and roller bearing fulcrum as well as the unique Inertia-Lock locking nut that holds valve spacing longer than stock-type rockers. Sold individually or in sets.

DESCRIPTION

Chevy SB 1.60 Ratio, 7/16" stud, increased ratio w/enlarged stud dia., clears 1.630" OD spring
V8 55-87 262-400, stock ratio with standard stud diameter
V8 55-87 262-400, stock ratio with enlarged stud diameter
Chevy BB 396-502, 1.70 Ratio, 7/16" stud, stock ratio & standard stud diameter
Chevy BB 396-502 & 91-00 454-502 GEN V & VI 1.80 Ratio, 7/16" stud, increased ratio & standard stud dia.
Ford SB V8's 62-94 221-302 & 351W, 1.60 Ratio, 3/8" stud, stock ratio & standard stud diameter
Ford V8's 69-82 351C, 351M, 400, Boss 302 & 351 & BB 68-93 370-460, 1.73 Ratio, 7/16" stud, stock ratio & standard Boss stud diameter

PART NO.

11755-16
11750-16
11752-16
13750-16
13755-16
36750-16
27750-16



LS1/VORTEC GOLD RACE ALUMINUM ROLLER ROCKER KIT

These rockers were designed for quiet operation and do not trigger the stock GM "Knock Sensor", which retards spark advance and reduces power output! Kit includes 16 rockers, 16 rocker arm studs, 8 pushrod guideplates and 16 chromemoly pushrods. Ready to install.



DESCRIPTION

Chevrolet V8 97-07, LS1/LS6 5.7L & Vortec 4800, 5300, 6000

DESCRIPTION	PART NO.
Stock ratio (1.70) & standard stud diameter (3/8")	144750A-16 ^a
Stock ratio (1.70) & standard stud diameter (3/8") ^b	144750-16 ^a
Stock ratio (1.70) & standard stud diameter (3/8") ^{b,c}	144750AF-16
Increased ratio (1.80) & standard stud diameter (3/8")	144759A-16 ^a
Increased ratio (1.80) & standard stud diameter (3/8") ^b	144759-16 ^a
Increased ratio (1.80) & standard stud diameter (3/8") ^{b,c}	144759AF-16

Chevrolet V8 LS Series with LS2/LS3 Cylinder Heads

DESCRIPTION	PART NO.
Stock ratio (1.70) & standard stud diameter (3/8") ^b	201750-16
Increased ratio (1.80) & standard stud diameter (3/8") ^b	201759-16

(a) For use with standard valve covers. No machining or spacers required.

(b) Complete installation kit including studs, guideplates & pushrods.

(c) For air Flow Research cylinder heads.

LONG SLOT STAMPED ROCKERS

Extra long slot accommodates increased valve lift. Made from stronger alloy with improved heat treat. Most economically priced roller tip rocker on the market. Still relies on a ball fulcrum which creates high friction. Applications listed not for use with valve springs over 1.520" O.D.



NITRO CARB ROCKERS

Nitro-Carb rockers eliminate pushrod cup and fulcrum failures with wear resistance and surface hardness properties that are similar to ceramics. These rocker are 3 to 5 times stronger than stock-type rockers. Precision die-formed steel tooled to extremely accurate ratios. Legal for race use where rules require stock type rockers



DESCRIPTION	LONG SLOT	NITRO CARB
Chevy 90° V6 78-87 200-262		
Chevy V8 55-87 262-400		
Stock ratio w/extra long slot	11801-16	11801C-16
Increased ratio with extra long slot	11802-16	11802C-16
8 ea. of 1.50 and 1.60 ratio w/extra long slot includes Kool nuts	11803-16	
Chevy 305 and 350 88-99*		
Stock ratio w/extra long slot self-aligning 3/8" stud		10800C-16
Chevy V8 65-90 396-454 & 502		
Stock ratio with extra long slot	13801-16	13801C-16

*For this application, only available in Nitro Carb version.

SPORTSMAN SERIES SHAFT-MOUNT ROLLER ROCKERS

- Increases horsepower, torque, rpm and throttle response
- Roller tip for accurate valve stem tip tracking
- Machined steel valve lash adjusters
- CNC-machined, extruded billet, heat-treated, gold anodized, aluminum main body
- Machined steel, Mikronite processed main shafts
- Each shaft end supported by steel stands
- Stock oiling for maximum lubrication
- Comes as complete kit (includes shafts) for easy bolt-on installation



DESCRIPTION	PART NO.
SB Chevy, Complete kit with 1.6 intake and 1.85 exhaust ratio rocker arms, including all mounting hardware	11809-1
Ford V8 289-302-351W stud mounted rocker arm cylinder heads. Complete kit with 1.6 intake and 1.6 exhaust ratio rocker arms, including all mounting hardware	44808-1

SHAFT-MOUNT ROCKER ARM KITS for Chevy LS SERIES (Chevy V8 '97-'09 LS1, LS2 & Vortec 4800, 5300, 6000)

Complete kits consisting of installtion kit and rocker arms (cylinder head machining required). Also valve cover spacers or tall valve covers required.



DESCRIPTION	PART NO.
Stock and aftermarket clones w/standard valvetrain configuration	
Sportsman Series	
1.70 intake ratio, 1.70 exhaust ratio	144809-1
1.80 intake ratio, 1.80 exhaust ratio	144808-1
PRO-SERIES™	
1.70 intake ratio, 1.70 exhaust ratio	1448101-1
1.80 intake ratio, 1.80 exhaust ratio	1448102-1

ULTRA-PRO SERIES SHAFT-MOUNT ROCKER ARM KITS - L92 Chevy L92/LS3 Cylinder Heads

Complete kits include rocker arms, shafts, stands, adjusters and all hardware.

DESCRIPTION	PART NO.
1.75:1 ratio	201810-1
1.85:1 ratio	201811-1



PROFORM Valvetrain

Proform is the value leader in valvetrain components, offering friction reducing rocker arms, US made high performance pushrods, and valvetrain tools and accessories primarily suited for street and sportsman racers. You CAN afford to add high performance to your engine when you choose Proform.

LS1/LS6 SHAFT MOUNT ROCKERS

Engineered to replace the factory rockers and fit under the stock GM valve covers. Obviously roller rockers reduce internal friction and wear, as well as prolong valve train component life. They can be used with all types of engine oil and additive lubricants.

DESCRIPTION	PART NO.
LS1/LS6 Engines, 1.7 Ratio	67940
LS1/LS6 Engines, 1.8 Ratio	67941



HEAVY DUTY EXTRUDED ALUMINUM ROLLER-ROCKER ARMS for CHEVY SB

Fits Chevy™ small block engines. Heavy Duty, 1.6 Ratio, 7/16" Stud. Full needle bearing, fulcrum and roller tip to eliminate friction, which in turn equals more horsepower and longer valve train component life. Each set includes 16 extruded aluminum roller rockers and 16 poly locks.

DESCRIPTION	PART NO.
Chevy SB 1.5 Ratio, 3/8" Stud	66928
Chevy SB 1.6 Ratio, 3/8" Stud	66929
Chevy SB 1.5 Ratio, 7/16" Stud	66930
Chevy SB 1.6 Ratio, 7/16" Stud	66931



1-PIECE PUSHRODS

Heat-treated .065 wall thickness 4130 chromemoly, for use with guide plates. Gloss black finish. Each end is precision formed with specified radius for optimum wear characteristics with minimal metal-to-metal friction. 16 pieces per package.



DESCRIPTION	PART NO.	DESCRIPTION	PART NO.
Chevy SB 5/16" Stock Length	66891C	Chevy BB 3/8" +.405" Tall Deck	66409C
Chevy SB 5/16" +.100	66892C	Ford 5/16" 289-302	66410C
Chevy SB 5/16" +.160"	66402C	69-94 Ford 5/16" 351C	66413C
Chevy SB 5/16" +.200"	66403C	Ford 5/16" 429 Super CJ70	66414C
Chevy SB 5/16" OEM Roller	66404C	Ford 5/16" 289-302 with OEM Rollers	66423C
Chevy SB 5/16" Crane® Roller	66405C	57-81 Pontiac V8 287-455	66415C
Chevy SB 3/8" Stock Length	66406C	64-84 Oldsmobile V8 with Hydraulic Lifters 3/8", 260-403	66427C
Chevy BB 3/8" Stock Length	66407C		
Chevy BB 7/16" Stock Length	66408C		

PUSHROD LENGTH CHECKER

Proper pushrod length is absolutely critical for peak performance – minimizing bent or broken valve stems, guide wear, and energy-wasting valve side-loading friction.

DESCRIPTION	PART NO.
SB Chevy - 3/8" Studs	66789
SB Chevy - 7/16" Studs	66790
BB Chevy	66806



VALVE LASH WRENCH SET

This simple T-handle and wrench set makes adjustment very easy, cutting the adjusting time in half.

DESCRIPTION	PART NO.
1/2" with 3/16" and 1/8"	66778
7/16" with 3/16" and 7/32"	66779
9/16" with 3/16" and 7/32"	66780
5/8" with 3/16" and 7/32"	66781



EXTRUDED ALUMINUM ROLLER ROCKER ARMS

Rid your engine of internal friction with roller-tipped rocker arms. The race-proven full needle bearing, fulcrum and roller tip not only unleash horsepower, they also lengthen valve train component life and reduce wear and tear on valve stem tips. Precision machined to insure consistency and ratio accuracy. 16 extruded aluminum roller rockers and 16 poly locks.

DESCRIPTION	PART NO.
Chevy SB 1.5 Ratio, 3/8" Stud	66907C
Chevy SB 1.6 Ratio, 3/8" Stud	66908C
Chevy SB 1.5 Ratio, 7/16" Stud	66909C
Chevy SB 1.6 Ratio, 7/16" Stud	66910C
Chevy SB 1.5 Ratio, 3/8" Stud (8 Pcs) & 1.6 Ratio, 3/8" Stud (8 Pcs)	66920C
Chevy SB w/Center Hold-Down Valve Cover 1.5 Ratio, 3/8" Stud, Self Aligning	66914C
Chevy SB w/Center Hold-Down Valve Cover 1.6 Ratio, 3/8" Stud, Self Aligning	66915C
Chevy BB 1.6 Ratio, 7/16" Stud	66913C
Ford SB 1.6 Ratio, 3/8" Stud	66911C
Ford SB 1.6 Ratio, 7/16" Stud	66912C
Ford 302 Boss, 351C, 429-460	66861C
77-94 Ford Alum. S/B Pedestal Mt., 302HO & 351W Hyd. & Roller Cams 1.6 Ratio 5/16" Stud	66879
77-94 Ford Alum. S/B Pedestal Mt., 302HO & 351W Hyd. & Roller Cams 1.7 Ratio 5/16" Stud	66878
Oldsmobile 350-455 1.6 Ratio 7/16" Stud	66860C

STAMPED STOCK LONG-SLOT ROCKER ARMS

Fits Chevy Small Block engines. For use when roller tip is not required. Proven OEM quality. Extra long slot eliminates rocker to stud interference when using high lift cams. 16 rockers, grooved balls and nuts per package.

DESCRIPTION	PART NO.
Chevy SB 1.5 ratio 3/8" stud	66905
Chevy SB 1.6 Ratio, 3/8" Stud	67300



PROFESSIONAL CRANKSHAFT TURNING SOCKETS & DEGREE WHEEL

DESCRIPTION	PART NO.
Chevy S/B Crankshaft Turning Socket	67491
Chevy B/B Crankshaft Turning Socket	67492
Chrysler V8 Crankshaft Turning Socket	67493
16" Billet Aluminum Degree Wheel	67490



UNIVERSAL DEGREE WHEEL KIT

For use with heads on engine. This kit contains all the tools needed to degree cams in the most popular engines, assuring proper cam timing and lobe lift. Features deluxe components including 9" degree wheel, dial indicator, dial indicator mount, 2 valve check springs, clamp kit, 14mm top dead center locator, wire degree wheel pointer, detailed instructions, and a durable foam padded carrying case.

Part No. 66787



Lifters & Pushrods

Crane Cams was founded in 1953. Today, over fifty-five years later, Crane is the one camshaft and valvetrain company that produces every camshaft in-house. Crane's commitment to quality control and engineering excellence is reflected in their innovative cam profiles, world famous rocker arms, and valvetrain components.

CRANE Cams

HYDRAULIC AND MECHANICAL LIFTERS

Crane offers the broadest selection of flat tappet lifters for virtually every imaginable performance application. Crane's selection allows you to choose the lifter that best suits your needs.

"Anti-Pump Up" Hydraulic Lifters

Excellent replacement hydraulic lifter that is designed to maintain a precise bleed rate to prevent lifter pump-up which can limit high RPM range performance. RPM range: 6500 to 7000

Hi Intensity Hydraulic Lifters

These lifters are designed to bleed off faster at lower RPMs to restore vacuum and low end performance in installations where the cam selected was designed for more compression than the engine actually has. The result is that the cam has less duration and lift at lower RPMs. As RPMs increase to the 2500 to 3000 RPM range they will produce full duration and cam lift. Maximum RPM potential 6500 to 7000 RPM

Mechanical "Solid" Lifters

Mechanical lifters must be used with a mechanical lifter cam and require installation into an engine with an adjustable valvetrain. The advantage of mechanical lifters is that they are capable of 8000 to 8500 RPMs when properly matched with cam and engine components.



MECHANICAL ROLLERS

Crane roller lifters have served for decades as the standard by which all others are judged. Crane is the lifter of choice when you must have reliability in this critical component.

In addition to these vertical locking bar designs, Crane also offers horizontal bar and Pro-Series configurations.



APPLICATION	PART NO.
Chevy 55-95 V8 262-400	11519-16
Chevy SB Horizontal	11515-16
Chevy 65-90 396-454, 502	13519-16
Ford 62-95 V8s, (Except FE, 429, 460)	44518-16

APPLICATION	ANTI-PUMP UP	HI-INTENSITY	MECHANICAL
Chevy 55-95 V8 262-400	99277-16	99377-16	99250-16
Chevy 65-90 396-454, 502	99277-16	99377-16	99250-16
Ford 62-95 V8s Except FE	99280-16	99380-16	99257-16
Chrysler V8s except pre 68 Blocks	99278-16	99378-16	99259-16
Pontiac V8s except 77-81 265 & 301	99282-16	99382-16	99250-16
Buick/Olds V8s	99284-16	99384-16	99250-16

CHROMEMOLY STEEL PUSHRODS

Crane performance pushrods are made from 4130 chromemoly seamless steel tubing for high strength and rigidity. The ends are precision made, carburized, heat treated for strength and wear resistance and press fit into the tubing. Many applications are hardened for compatibility with guideplates.

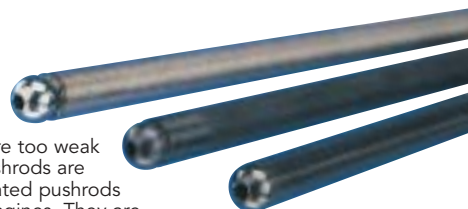


APPLICATION	PART NO.
55-87 Chevy SB V8 262-400, Stock length, 7.765 Overall, 5/16 dia.	11620-16
55-87 Chevy SB V8 262-400, Heat Treated, Stock length, 7.765 Overall, 5/16 dia.	11621-16
55-87 Chevy SB V8 262-400, Heat treated, +.100 length, 7.865 Overall, 5/16 dia.	11622-16
65-90 Chevy BB V8 396-454, Heat treated, Stock length, 8.25/9.25 Overall, 3/8 dia.	13634-16
88-99 Chevy 305-350 w/Factory Hydraulic Roller Lifters	10621-16
97-00 Chevy LS1 5.7L, Heat treated, Stock length, 7.400 Overall, 5/16 dia.	144621-16
86-96 Ford 302 & 302 HO w/Factory Hydraulic Roller Lifters, Stock length, 6.250 Overall, 5/16" dia.	36624-16

Energizer

ENERGIZER PERFORMANCE PUSHRODS

Crane Performance Pushrods are perfect for street performance applications where stock pushrods are too weak or prone to flexing. Most of these fine quality pushrods are made from high quality steel tubing. The heat treated pushrods are hardened for use with guideplate equipped engines. They are affordably priced and can also be used as an upgrade in quality for stock engine rebuilds!



APPLICATION	PART NO.
Chevy 55-87 262-400, 5/16" tubing diameter, 7.793" overall length (heat treated)	11660-16
Chevy 65-90 396-454, 5/16" tubing dia., 8.225" int. 9.200" exh. overall length (heat treated)	13660-16
Ford 63-68 221-302, 5/16" diameter, 6.804" long	36660-16

HYDRAULIC ROLLER LIFTERS

Reduced operating friction plus increased torque and horsepower of a roller cam. The best combination for street performance. Produces a broad power band and increased RPM potential with the low-maintenance of a hydraulic cam.



APPLICATION	PART NO.
Chevy V8 55-87 262-400, retrofit	11532-16
Chevy V8 65-95 396-502, retrofit	13532-16
Chevy V8 87-98 305, 350 & LS1 5.7L	10535-16
Ford 85-95 302, 302 HO & 94-97 351W	36530-16

Protect Your Investment!

CRANE LUBRICANTS

Crane specially formulates these lubricants to provide extra protection to your engine build investment.



DESCRIPTION	PART NO.
Super Moly Lube (two 1 oz. packages)	99002-1
Engine Assembly Lube (4 oz. bottle)	99008-1
Super Lube Break-in Concentrate (8 oz. bottle)	99003-1



Valvetrain Components

Crane Cams was founded in 1953. Today, over fifty-five years later, Crane is the one camshaft and valvetrain company that produces every camshaft in-house. Crane's commitment to quality control and engineering excellence is reflected in their innovative cam profiles, world famous rocker arms, and valvetrain components.

MACHINED STEEL VALVE STEM LOCKS

Use with Crane's 7 deg. taper steel or titanium valve spring retainers. Sets of 32.

DESCRIPTION	PART NO.
For 11/32" valve stem, std. height	99097-1
For 3/8" valve stem, std. height	99098-1
For 3/8" valve stem, -.050" installed height	99089-1
For 11/32" valve stem, +.050" height	99095-1
For 11/32" valve stem, -.050" height	99096-1

CAM BUTTON SPACERS

Crane's cam button spacer prevents roller camshafts from walking during engine operation, and the uniquely designed needle bearings type also reduce friction.

DESCRIPTION	PART NO.
Solid Type	
Chevy V8's 262-400 & 90° V6	99001-1
Chevy Big Block	99005-1
Needle Bearing	
Chevy V8's 262-400 & 90° V6	99164-1
Chevy V8's 396-454	99165-1

VACUUM RESERVE CANISTER

Crane Cams vacuum canister is a great solution for anyone with a long duration cam which doesn't provide sufficient vacuum at idle to power vacuum operated items such as power brakes, air conditioner controls, cruise controls, etc. Comes complete with inlet check valve, two 1/8" NPT outlet ports and integral mounting studs.

Part No. 99590-1

DISTRIBUTOR-MAGNETO DRIVE GEARS

These drive gears are made from high silicon copper alloy ("aluminum-bronze") and precision machined. They are required when using an 8620 steel billet cam.

DESCRIPTION	PART NO.
Chevy 90° V6 78-86, 200-262, .491" Shaft Dia., Fits Accel 34000/35000/41000 Series	11990-1
Chevy V8 55-87, 262-400, .491" Shaft Dia., Fits Accel 34000/35000/41000 Series	11990-1
Chevy V8 65-90, 396-502, .491" Shaft Dia., Fits Accel 34000/35000/41000 Series	11990-1

QUICK-TRAIN VALVE TRAIN STABILIZER "STUD GRIDLES"

Crane Cams' Quick Lock Valve Train stabilizers are a unique approach to the now common use of "stud gridles" for racing engine applications. Most importantly, the Crane Quick-Lock unit slashes the time required for removal and replacement of the stabilizer unit to a fraction of the time other units require. Each Crane VTS comes complete with all necessary hardware including heat treated steel rocker arm adjusting nuts.

DESCRIPTION	PART NO.
Chevy V8 262-400 & Pontiac-Brodix w/standard rocker arm stud spacing	
For 3/8" rocker arm studs (99803 nuts included)	11600-1
For .600" wide top slot rocker arms & 7/16" rocker arm studs (99810 exhaust nuts included)	11604-1
Chevy V8 396-454	
For .600" wide top slot rocker arms (99809 intake & 99810 exhaust nuts included)	13602-1

COMPETITION VALVE SPRINGS

For use with flat tappet mechanical or hydraulic cams. Sets of 16.

DESCRIPTION	PART NO.
SINGLE SPRINGS	
1.440" OD, 1.040" ID; 98 lb. seat pressure @ 1.700" height; 256 lb. open pressure @ 1.200" height, for hyd. or mech cam	99833-16
1.500" OD, 1.086" ID (not inc. flat damper thickness); 121 lb. seat pressure @ 1.800" height; 298 lb. open pressure @ 1.300" height, for hyd. or mech cam	99839-16
1.255" OD, .870" ID (not inc. flat damper thickness); 125 lb. seat pressure @ 1.800" height; 383 lb. open pressure @ 1.200" height, for hyd. or mech cam	99846-16
1.255" OD, .870" ID (not inc. flat damper thickness); 114 lb. seat pressure @ 1.700" height; 340 lb. open pressure @ 1.200" height, for hyd. or mech cam	99848-16
DUAL SPRING ASSEMBLIES	
1.460" OD outer spring, 1.075" ID outer spring, .800" ID inner spring; 130 lb. seat pressure @ 1.850" height; 402 lb. open pressure @ 1.150" height, for hyd. or mech cam	99893-16
1.465" OD outer spring, .950" ID outer spring, .807" ID inner spring; 112 lb. seat pressure @ 1.650" height; 336 lb. open pressure @ 1.100" height, for hyd. or mech cam	99838-16
7 DEG. STEEL RETAINERS (refer to Crane catalog for dimensions)	
11/32" Valve stem; 1.430" to 1.500" OD single or dual springs	99944-16

PUSHROD GUIDEPLATES

Crane's pushrod guideplates feature a significant increase in strength over stock designs. Their unique design provides a more rigid guide, reduces flexing, stabilizes the pushrod and reduces rocker arm "wander." All sets include 8 guideplates.

DESCRIPTION	PART NO.
Chevy 90° V6 78-86, 200-262, 5/16" Dia. Pushrod	11650-1
Chevy V8 55-95, 262-400, 5/16" Dia. Pushrod	11650-1
Chevy V8 65-90, 396-454 and 502, 3/8" Dia. Pushrod	13650-1
Ford V8 62-92, 221-302 and 351W, 5/16" Dia. Pushrod	36650-1

SCREW-IN ROCKER STUDS

Screw-in rocker arm studs eliminate press-in studs pulling out at high RPM and in high valve spring pressure applications. Precision machined from high quality alloy steel and heat treated for reliable operation. Specially machined threads and shoulder area assures firm and positive rocker arm support with minimum movement or distortion.

APPLICATION	PART NO.
3/8"-24 Top Diameter & Thread, 7/16"-14 Bottom Diameter & Thread, 2.396" length	99156-16
7/16"-20 Top Diameter & Thread, 7/16"-14 Bottom Diameter & Thread, 2.560" length	99157-16
7/16"-20 Top Diameter & Thread, 7/16"-14 Bottom Diameter & Thread, 2.670" length	99159-16
7/16"-20 Top Diameter & Thread, 3/8"-16 Bottom Diameter & Thread, 2.650" length	99152-16

Performance Valvetrain Components

COMP Cams® - Engineered To Finish First

COMP Cams® manufactures power delivering hydraulic and solid flat tappet, and hyd and mechanical roller for everything from OE replacement to full race. Whether your engine is naturally aspirated, or you run nitrous, or a supercharger or turbo, Comp camshafts make horsepower and torque you can use to win races or just enjoy your ride!



www.compcams.com



Solid Roller Lifters

Chevrolet		Part#
265-400	Hi-Tech™ Solid Roller Lifter	818-16
265-400	Hi-Tech™ Solid Roller Lifter 0.300" taller with offsets	8995-16
265-400	Hi-Tech™ Solid Roller Lifter w/ .300" taller body	873-16
265-400	Hi-Tech™ Solid Roller Lifter for "small base circle" cams	891-16
396-454	Hi-Tech™ Solid Roller Lifter	819-16
396-454	Hi-Tech™ Solid Roller Lifter w/ .300" taller body	883-16
Ford		
289-351W	Solid Roller Lifter	838-16
Chrysler		
273-360	Hi-Tech™	828-16
383-440, 426 Hemi	Hi-Tech™	829-16



Hydraulic Roller Lifters

Chevrolet High Energy Hyd Roller Lifters			Part#
305-350	O.E. '87 to present, and LS1		850-16
265-400	Retro-fit early model		853-16
396-454	Retro-fit early model		854-16
Gen VI and 8.1L	O.E. Replacement		900-16
Chevrolet Pro Magnum Lifters			
305-350	O.E. '87 to present, and LS1		875-16
265-400	Retro-fit early model		885-16
396-454	Retro-fit early model		887-16
Oldsmobile and Pontiac			
350-455	Retro-fit		857-16
Ford			
289-351W	Pro Magnum Retro-fit & H.O.		851-16
289-351W, 351C, 351-400M	Retro-fit & H.O.		8931-16
Chrysler			
273-360	Pro Magnum Retro-fit		8920-16
383-440, 426	Pro Magnum Retro-fit		8921-16



Hydraulic & Solid Lifters

Chevrolet	Type	Part#
265-400/396-454	Hyd	812-16
265-400/396-454	Solid	813-16
265-400/396-454 Pro Magnum	Hyd	858-16
265-400/396-454 w/.012" oil hole	Solid	800-16
Chrysler		
273-360/383-440 1968-present	Hyd	822-16
273-360/383-440 1958-present	Solid	821-16
Ford		
289-302-351W-351C-351/400M	Hyd	832-16
289-302-351W-351C-351/400M	Solid	833-16
352-428	Hyd	834-16
429-460	Hyd	832-16
Oldsmobile		
260-454	Hyd	852-16
260-455	Solid	2900-16
Pontiac		
326-455	Hyd	852-16
326-455	Solid	2900-16

Valve Springs



Beehive Valve Springs



Titanium Retainers



Part No.	Description	Steel Retainer	Titanium Retainer	ID	Seat Load	Open Load	Coil Bind	Rate (LBS)
Single Outer Springs								
901-16	1.500 outer w/damper	740-16	---	1.080"	110@1.650"	290@1.150"	1.110"	360
911-16	1.525 outer w/damper	741-16	---	1.125"	125@1.900"	300@1.400"	1.200"	350
926-16	1.475 outer w/damper	740-16	---	1.060"	105@1.800"	300@1.300"	1.140"	390
942-16	1.437 outer w/damper	768-16	---	1.040"	115@1.700"	285@1.200"	1.140"	340
972-16	1.460 outer w/damper	740-16	---	1.060"	125@1.800"	275@1.300"	1.150"	300
981-16	1.250 outer w/damper	742-16	---	.880"	110@1.700"	285@1.250"	1.130"	389
Hi-Tech Drag Race Springs								
26082-16	1.645 triple springs	---	739-16	.635"	332@2.100"	949@1.200"	1.130"	686
26094-16	1.550 dual w/damper	---	732-16	.752"	174@1.900"	452@1.275"	1.200"	445
26089-16	1.550 dual spring	---	731-16	.812"	230@2.000"	580@1.300"	1.230"	500
947-16	1.650 3-spring Pacaloy®	---	739-16	.640"	340@2.000"	835@1.270"	1.130"	678
Dual Spring Assemblies								
924-16	1.510 2-spring w/damper	741-16	732-16	.700"	125@1.880"	315@1.280"	1.200"	317
943-16	1.550 2-spring w/damper	---	731-16	.810"	235@1.950"	635@1.200"	1.150"	533
928-16	1.550 2-spring assembly	741-16	732-16	.790"	160@1.880"	370@1.280"	1.200"	350
929-16	1.540 2-spring assembly	741-16	732-16	.755"	150@1.880"	415@1.280"	1.180"	442
954-16	1.540 2-spring assembly	741-16	732-16	.725"	195@1.900"	515@1.250"	1.175"	492
986-16	1.430 2-spring assembly	740-16	730-16	.697"	132@1.750"	293@1.250"	1.150"	322
Beehive® Springs								
26918-16	1.055/1.290 Single Ovate	774-16	772-16	---	130@1.800"	318@1.200"	1.085"	313
26928-16	1.055/1.290 Single Ovate	774-16	772-16	---	125@1.800"	367@1.150"	1.100"	373
26120-16	1.095/1.445 Single Ovate	795-16	794-16	---	155@1.880"	377@1.280"	1.230"	370
26113-16	.959/1.061 Ford 4.6L & 5.4L '94-'00 SOHC	792-16	791-16	.636"/.738"	93 @ 1.570"	198 @ 1.020"	.952"	191
26113-16	.959/1.061 Ford 4.6L & 5.4L '01-up SOHC	792-32	791-32	.636"/.738"	80 @ 1.640"	185 @ 1.090"	.952"	191
26123-32	.940/1.110 Ford 4.6L & 5.4L DOHC	799-24	798-24	.575"/.742"	90 @ 1.470"	252 @ .970"	.900"	324
26123-24	.940/1.110 Ford 4.6L & 5.4L 3 Valve	787-16	788-16	.575"/.742"	90 @ 1.470"	252 @ .970"	.900"	324
26986-16	1.065/1.412	---	---	.650"/1.00"	123 @ 1.750"	284 @ 1.75"	1.040"	280

Valve Train Assembly Spray

Our engine assembly lube is used by professional engine builders throughout the country for its superior lubricating properties and its ability to adhere to the engine parts until the engine is started.

Part No. 106



Valve Spring Height Micrometer

1.400" to 1.800" Range height
Part No. 4928





www.compcams.com

Performance Valvetrain Components

Timing Sets and Gear Drives

High Energy™ – Ideal for stock replacement and mild performance applications

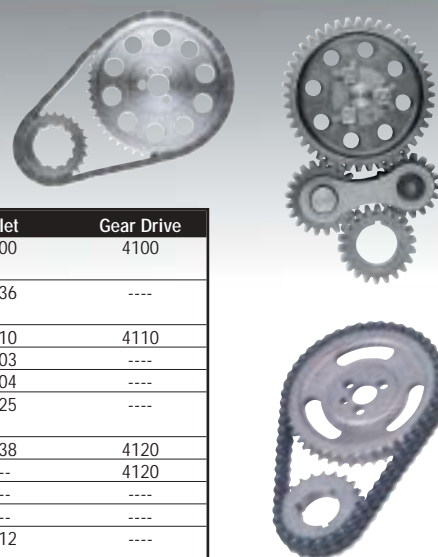
Magnum – True double roller timing chain for mild street performance applications

Hi-Tech™ – Double roller chain with heavy duty large pin design for race & performance street applications

Adjustable – 6° max advance/retard adjustable upper gear for race & performance street applications

Billet – Steel billet gears for race & performance street applications

Application	High Energy™	Magnum	Hi-Tech™	Adjustable	Billet	Gear Drive
Chevrolet V8, 265-400, 1955-91 (Except w/ Factory Roller Cam)	3200	2100	3100	3100KT	7100	4100
Chevrolet V8 & 90° V6, Chevrolet V8 305-350 1987-92 w/ Factory Roller Cam	----	2136	3136	----	7136	----
Chevrolet V8, 396-454, 1965-91	3210	2110	3110	3110KT	7110	4110
Chrysler V8, 273-360, 1956-88	3203	2103	3103	----	7103	----
Chrysler V8, 383-440 (One-Bolt Gear), 56-79	3204	2104	3104	----	7104	----
Chrysler V8, 426 Hemi, 383-440 (Three-Bolt Gear) 1960-73	----	2109	3125	3125KT	7125	----
Ford V8, 255, 289, 302 and Boss 302, 1965-88	3220	2120	3120	3153KT	7138	4120
Ford V8, 351W, 351W 1969-84	----	2135	3135	----	----	4120
Ford V8, 5.0L, 302, 351W 3/22/84 thru 1992	----	2138	3138	3135KT	----	----
Oldsmobile V8, 260-455, 1965-83	3213	2113	3113	3113KT	----	----
Pontiac V8, 326-455, 1955-81	3212	2112	3112	----	7112	----



Magnum Pushrods

The perfect complement to your high performance engine. One piece C1020 High Carbon .080 wall steel.

Application	Diameter	Length	Magnum Pushrod	Length	Hi-Tech Pushrod
Chevrolet					
265-400 Std. OE Hyd. Roller Lifter	5/16"	----	----	7.200"	7940-16
265-400 Stock Length	5/16"	7.794"	7372-16	7.800"	7972-16
265-400 +.100" Longer	5/16"	7.894"	7693-16	7.900"	7993-16
396-454 Stock Length	3/8"	Stock	7154-16	Stock	7954-16
Ford					
221-302, 1962-69	5/16"	6.804"	7632-16	----	----
302, 1969-85, Non-Roller	5/16"	6.886"	7631-16	----	----
351W, 1969-78	5/16"	8.144"	7472-16	8.100"	7997-16

Hi-Tech™ Pushrods

Power forged 4130 chromemoly in a one piece design featuring .080" wall thickness. Race applications

High Energy Pushrods

The best choice for your Street Rod, RV or every day driver.

Application	Diameter	Part #
Chevrolet		
262-400 OE Hyd Roller 87-up	5/16"	7808-16
262-400 Retro Hyd Roller	5/16"	7809-16
262-400 most	5/16"	7812-16
396-454 Retro Fit	3/8"	7815-16
396-454 1965-86	3/8"	7854-16
Ford		
255 & 302 w/flat tappet	5/16"	7831-16
302 w/OE Hyd Roller	5/16"	7826-16
302 Retro Fit	5/16"	7819-16
351W, 1969-78	5/16"	7835-16

Steel Super Locks™ - 10 Degree

- Precision machined rather than stamped for the ultimate in accuracy
- Super-tough, fatigue resistant alloy material

Part No.	Description	Lock Angle	Valve Stem Size
610-16	With Lash Cap Recess	10°	.308"/5/16"
611-16	With Lash Cap Recess	10°	11/32"
614-16	+ .050" Inst. Ht. w/o Recess for Lash Cap	10°	11/32"
612-16	With Lash Cap Recess	10°	3/8"
616-16	+ .050" Inst. Ht. w/o Recess for Lash Cap	10°	3/8"
627-16	Chrysler 2 & 4 Groove	10°	3/8"
632-16	LS1/LS6 Bead Lock	10°	8mm
Street Lock			
601-16	Hardened Steel, Single Groove	7°	11/32"
603-16	Hardened Steel, Single Groove	7°	3/8"
Lash Caps			
621-16	Hardened Lash Cap	---	11/32"
622-16	Hardened Lash Cap	---	3/8"



Part No.	Description	Guide Size	Valve Size
501-16	O-Ring	Stock	11/32"
502-16	Umbrella	Stock	11/32"
504-16	Umbrella	Stock	3/8"
500-16	Positive Stop Teflon	.530"	5/16"
503-16	Positive Stop Teflon	.530"	11/32"
505-16	Positive Stop Teflon	.530"	3/8"
506-16*	Black Viton Valve Seal (Small O.D. for Triple Spring)	.494"	11/32"

Valve Stem Seals



Part No.	Application	Type	Size
4800-8	Chevy 265-400	Raised	5/16"
4808-8	Chevy 265-400	Flat	5/16"
4810-8	Chevy 265-400	Flat	3/8"
4806-8	Chevy 396-454	Raised	3/8"
4816-8	Ford 289-351W	Flat	5/16"
4838-8	Ford 429-460	Raised	3/8"
4842-8	Oldsmobile 350-455	Flat	5/16"
4851-8	Pontiac 350-455	Flat	5/16"

Guide Plates



CLOYES Timing & Speed Sets

The Cloyes name is a symbol of the highest quality in the timing segment of the aftermarket. The Company has 75 years of experience manufacturing timing components and carries the most complete lines in the industry. Unique and patented products like Hex-A-Just®, Quick Adjust® and Quick Button™, demonstrate Cloyes' ability to innovate and meet the needs of any performance level.



HEX-A-JUST® TIMING SET

Billet steel cam sprocket and the patented Hex-A-Just® system allows for infinite timing adjustments to a fraction of a degree. As well as all the features of the popular true roller sets. A torington needle thrust bearing is included.



APPLICATION	PART NO.
Chevy 262-400 V8 & 90° V6	9-3100A
Chevy 396-454 V8	9-3110A
Chevy Small Block 85-up w/factory roller cam	9-3145A
Chevy LS1 98-up	9-3153A
Ford 62-up 289, 302, 351W, 5.0L	9-3135A

QUICK BUTTON™ TWO PIECE TIMING COVER

The perfect compliment to Hex-A-Just® Roller Timing Sets. The Quick Button™ Two Piece Timing Cover provides easy access to cam timing adjustment. The built-in cam button allows you to adjust cam end play with the cover in place.. Made from die cast aluminum with gasket included on small blocks.



APPLICATION	PART NO.
Chevy SB 55-up with BB cam snout or non-factory roller cam	9-221
Chevy SB 85-up with factory roller cam	9-225
Chevy BB 65-up with non-factory roller cam	9-231

HEAVY DUTY TIMING SETS

Heavy Duty sets use a roller chain which features .200 inch diameter rollers and good durability. The cam sprockets are made from high quality cast iron. The crank sprockets are made from high quality heat-treated carbon steel. Heavy Duty sets designated with a suffix "X" have three patented keyways in the crank sprocket.



APPLICATION	PART NO.
Chevy 55-Up SB V8; 283, 302, 305	C-3023X
Chevy 65-Up V8 BB 396, 400, 402, 427, 454	C-3024X
Chevy 97-Up LS1	C-3210
Mopar 56-Up V6; 238 (3.9L), 318	C-3028X
Mopar 56-Up V8; BB 350, 361, 383, 400, 426-W, 440	C-3044
Ford 62-84 V8; 289 std., 302 std., 351W, H/O	C-3054X
Ford 84-Up V8; 302 (5.0L), 351W	C-3057X
Ford 68-Up V8 BB 429-460 (Factory TDC Timing)	C-3079X
Ford 64-74 V8 BB 352, 360, 390, 410, 427, 428	C-3029X
Pontiac 55-82 V8; 287, 316, 326, 347, 350P, 370, 389	C-3043

STREET TRUE® ROLLER SPEED SETS

Features .250 diameter seamless True® Roller chain, a cast iron cam sprocket and 3 keyway crank sprocket for the value driven racer.



APPLICATION	PART NO.
Chevy Small Block	9-1100
Chevy Small Block Vortec V8 96-up	9-1157
Chevy Small Block w/Factory Roller Cam	9-1145
Chevy Big Block	9-1110
Chrysler Small Block	9-1103
Chrysler Big Block - 1 Bolt	9-1104
Ford Small Block (early 62-84)	9-1135
Ford Small Block (late 84-95)	9-1138
Ford Big Block	9-1122
Ford 351C, 351M, 400	9-1121

DUAL IDLER GEAR DRIVE

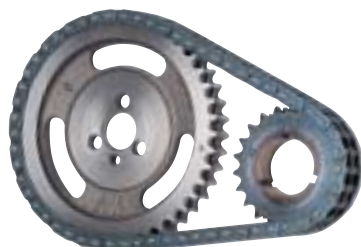
Replace your stock timing chain with a precision gear drive. Known for years to simulate that "blower sound", gears are cut from billet steel and heat-treated for extreme durability. Features three crank gears allowing adjustments of +/- 4 degrees.

APPLICATION	PART NO.
Chevy 262-400 55-up	8-5100
Chevy 396-454 65-up	8-5110
Ford 289-302-351W 62-up	8-5135
Chevy 85-up w/factory roller cam	8-5145



"THE ORIGINAL" TRUE® ROLLER SETS

Cloyes introduced the very first True® Roller set back in 1970. With improvements over the years, this "ORIGINAL" remains the industry standard. Induction hardened cast or ductile iron sprockets provide the durability, and the Cloyes premium True Roller chain provides the strength. The Cloyes True® Roller design creates less friction and wear, thus providing more horsepower and FASTER LAP TIMES. All sets feature three keyway crank sprockets for variable timing adjustments. And best of all, all sets are Hand Matched at the Cloyes factory to insure accurate center distance and precise timing.



APPLICATION	TRUE-ROLLER
Chevrolet	
LS1/LS2/LS6 Double Roller Set	9-3159
LS1/LS2/LS6 Single Roller Set	9-3167
94-97 LT1 & LT4 350 5.7L	9-3151
96-up SB Vortec V8	9-3157
87-Up V6: 90° 4.3Z (262) V8: 305, 350 w/thrust plate & factory roller cam	9-3145
55-Up V8: 262, 265, 267, 283, 302, 305G, H, 307, 327, 350L, 400 w/thrust plate	9-3100
65-Up V8: 396, 400, 402, 427, 454	9-3110
Big Block Gen VI	9-3149
Chrysler/Dodge/Plymouth	
56-Up V8: 273, 315, 318, 325, 326, 340, 354, 360, 392	9-3103
56-Up V8: 350-413 (exc. truck), 426-W, 440 w/single bolt cam	9-3104
56-Up V8: 350-413 (exc. truck), 426-W, 426 Hemi, 440 w/3 bolt cam	9-3125
Ford/Mercury	
62-84 V8: 221, 255, 260, 289 std., 302 std., 302 Boss, 302HO 351W std., 351HO	9-3135
69-84 V8: 351W STD., 351W H/O, 302 H/O w/1-pc. fuel pump eccentric	9-3135
70-82 V8: 351C, 351M, 400	9-3121
64-74 V8: 429, 460	9-3122
84-01 V8: 302, 5.0L, 351W, 5.8L	9-3138
01-04 4.6L Modular 2-valve	9-3164
Pontiac	
V8 287-455	9-3112

Some parts are not legal for sale or use in California on any pollution controlled motor vehicle.



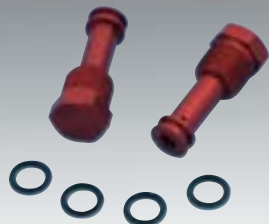
Valvetrain

The Mr. Gasket brand provides a variety of performance and racing products for all parts of your vehicle including: carburetor and fuel accessories, chrome-plated accessories, cooling system accessories, engine components, ignition and electrical accessories, shifter accessories, specialty tools and suspension and driveline components.

OIL RESTRICTOR VALVES

Reduce oil flow to rocker arm assemblies and increase it in rod and main bearing areas with a pair of Oil Diverter Valves. These valves fit Small and Big Block Chevy engines with screw-in style oil lifter galley holes in the back of the engine block. They are not for use with hydraulic lifters. Packaged 2 per set, including O-rings.

Part No. 6127



CRANKSHAFT & CAM KEYS Standard & Offset

The offset cam and crankshaft key is another method to increase torque and horsepower within the operating range you select. It can be used to advance the cam for increased low end torque and mid-range horsepower or to reduce excessive low-end torque and increase top-end horsepower by retarding the cam.

APPLICATION	PART NO.
Chevy SB 283-400, long style, stock replacement crankshaft key	983G
Chevy SB 283-400, short style, stock replacement crankshaft key	984G
Chevy SB 283-400, BB 396-454, short style, silver 2° offset crankshaft key	987G
Chevy SB 283-400, BB 396-454, short style, copper 4° offset crankshaft key	988G
Pontiac 389-400, silver 2° offset cam key	987G
Pontiac 389-400, copper 4° offset cam key	988G
Chrysler 354-392, silver 2° offset cam key	987G
Chrysler 354-392, copper 4° offset cam key	988G

ADVANCE & RETARD CAM BUSHINGS

A popular, easy way to advance or retard the cam is with Mr. Gasket's bushing kit. The bushings can be used to advance the cam for increased low-end torque and mid-range, and increase top-end horsepower by retarding the cam. The kit includes four offset bushings and a 0° bushing, so stock timing can be used again, if desired. Cam sprocket dowel pin hole must be drilled. For Chevy 283-454 and all Chrysler "B" block engines.

DESCRIPTION	PART NO.
0°, 2°, 4°, 6°, & 8°	85
0°, 1°, 3°, 5°, 7°	85B



CAM BUTTON SPACER

Necessary for roller cam installation, the spacer is useful in maintaining accuracy in any cam installation. Button spacers keep the camshaft from moving in and out and causing erratic timing.

DESCRIPTION	PART NO.
Chevy 265-400, std. sprocket w/flat face timing cover	1180
Chevy 396-427-454, std. sprocket	1181



SPECIAL CAM BOLTS

These hard to find cam bolts have specially hardened, grade 5, SEMS type (captured washer) bolts. Chevy 90° V6 and all V8's, also Chrysler 426 Hemi. 3 bolts/set.

Part No. 944G



UNIVERSAL DEGREE WHEEL

Seven inch diameter degree wheel is designed to insure maximum accuracy in camshaft installations. Easy to read. Universal to fit most engines

Part No. 1570



PRO DEGREE WHEEL

The 11 inch diameter degree wheel has color coded scales for instant read-outs. Made of sturdy aluminum and designed to read the same as the camshaft spec card. Precision degreed for accurate readings. The exhaust and intake centerline areas are also indicated and color coded. Universal design fits most Chevrolet, Chrysler and Ford engines.

Part No. 6120



OIL DEFLECTING ROCKER ARM CLIPS

Keeps hot oil off you and exhaust while making valve adjustments with engine running. For stock rockers only. 8/Set.

Part No. 1015 Chevy, Ford, Pontiac



ROCKER ARM ADJUSTING NUTS

Designed to keep rocker arms positively locked for precise and critical valve train adjustments. This kit includes 16 nuts, 16 screws and one hex wrench. (For stock rocker arms).

DESCRIPTION	PART NO.
Chevy 283-400, Pontiac V8 and Ford 289-302-351(3/8" stud)	920G
Chevy 396-454, Pontiac heavy duty (7/16" stud)	921G



CAM BOLT LOCK PLATE

This steel retainer plate is designed to secure the cam gear bolts from coming loose and backing out, preventing costly engine damage. Retainer plate fits under bolt heads allowing tabs to be bent against hex head flats creating a secure positive lock. Plated with a black oxide finish and complete with three grade 5 bolts.

Part No. 948G Fits SB/BB Chevrolet (except 92-96 LT1/LT4)

