

ENGINE PRO

Performance Parts Catalog



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NETHERLANDS/EUROPE

WILMINK GROUP +31 (0) 6 50 48 97 90

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ABOUT THIS CATALOG

ENGINE PRO PERFORMANCE PRODUCTS Every year, the Engine Pro line of performance engine parts gets deeper and wider but the basic Engine Pro principle has never changed. We offer engine professionals the highest quality performance engine parts at excellent prices so they can make a good profit on their parts.

With 98 warehouses, Engine Pro is the largest engine parts distribution network in the U.S. with distribution in Canada, Europe and Australia. Engine Pro offers more than 100 premium brands including its own Engine Pro and Nitro Black products for performance, domestic, import, agricultural, marine and heavy-duty applications.



ENGINE PRO PERFORMANCE PARTS WARRANTY DISCLAIMER

Due to the nature of performance applications, the parts in this catalog are sold without any expressed warranty or any implied warranty of merchantability or fitness for a particular purpose. Engine Pro (Engine Parts Group, Inc.) shall not, under any circumstances, be liable for any special, incidental, or consequential damages including but not limited to damage or loss of other property or equipment, loss of profits or revenue, cost of purchased or replaced parts, or claims of customers of the purchaser, which may arise or result from the sale, installation, or use of these parts.

Installation of these parts may affect the vehicle manufacturers warranty.

NOTE: It is illegal to use Engine Pro performance camshafts in vehicles that are operated on the public streets and highways of California. Various other federal and state laws may limit the use of these camshafts to "off highway" applications only. Check current state and federal laws to be sure.

NITRO BLACK PERFORMANCE VALVES

Our proprietary liquid nitriding process creates a valve that is smoother, stronger and more corrosion resistant than traditional chromed valves, even with exotic fuels.

Our deep nitriding provides better ductility under the hard nitrided layer and is proven in rotating-bending fatigue tests.

These valves are less likely to break even if contacted by the piston and greater surface hardness means less valve guide wear.

- One piece forging in 21-4N high strength stainless alloy
- Swirl polished for improved flow characteristics
- Fully undercut stem
- Hard wafer tip

[WATCH THE NITRO BLACK PERFORMANCE VALVE VIDEO](#)



| APPLICATION | HEAD DIAMETER | STEM DIAMETER | INSTALLED HEIGHT | OVERALL LENGTH | TIP LENGTH | PART # |
|---------------------------------|-------------------|---------------|------------------|----------------|------------|-----------------------|
| CHEVROLET SMALL BLOCK | | | | | | |
| EXHAUST | 1.500 | 11/32" | STOCK | 4.910 | .250 | 01-3000-8* |
| | 1.600 | 11/32" | STOCK | 4.910 | .250 | 01-3001-8 |
| | 1.600 | 11/32" | +100 | 5.010 | .250 | 01-3001.100-8 |
| INTAKE | 1.940 | 11/32" | STOCK | 4.910 | .250 | 01-3002-8* |
| | 2.020 | 11/32" | STOCK | 4.910 | .250 | 01-3003-8 |
| | 2.020 | 11/32" | +100 | 5.010 | .250 | 01-3003.100-8 |
| | 2.055 | 11/32" | +100 | 5.010 | .250 | 01-3007.100-8 |
| | 2.080 | 11/32" | +100 | 5.010 | .250 | 01-3008.100-8 |
| * No undercut | | | | | | |
| CHEVROLET BIG BLOCK | | | | | | |
| EXHAUST | 1.880 | 3/8" | STOCK | 5.352 | .250 | 01-3004-8 |
| | 1.880 | 11/32" | +100 | 5.452 | .250 | 01-3014.100-8 |
| | 1.880 | 11/32" | +100 | 5.452 | .250 | 01-3015.100-8* |
| | 1.880 | 11/32" | +150 | 5.502 | .250 | 01-3014.150-8 |
| | 2.190 | 3/8" | STOCK | 5.228 | .250 | 01-3005-8 |
| INTAKE | 2.250 | 11/32" | +250 | 5.478 | .250 | 01-3012.250-8 |
| | 2.300 | 11/32" | +250 | 5.478 | .250 | 01-3013.250-8 |
| | 2.300 | 11/32" | +300 | 5.525 | .250 | 01-3013.300-8 |
| | * 20° No undercut | | | | | |
| CHEVROLET LS1- BEAD LOCK | | | | | | |
| EXHAUST | 1.570 | .313 | STK | 4.890 | .160 | 01-3200-8 |
| | 1.600 | .313 | STK | 4.890 | .160 | 01-3201-8 |
| INTAKE | 2.020 | .314 | STK | 4.880 | .160 | 01-3202-8 |
| | 2.041 | .314 | STK | 4.880 | .160 | 01-3206-8 |
| | 2.055 | .314 | STK | 4.880 | .160 | 01-3207-8 |

Scanning Electron Microscope Comparison



Surface Texture Tests (Roughness measurement)
 Nitro Black Rp:38.5 micro inches
 Chrome Rp:48.8 micro inches

Laboratory tests prove that NITRO BLACK nitrided performance valves are more than 21% smoother than traditional chrome plated valves. Scanning electron microscope images back that up.

Smoother valve stems mean less valve and valve guide friction.

Less friction means more power, less wear and less chance of breakage.

Our nitriding process is much cleaner than chroming- it's better for the environment!

NITRO BLACK DIESEL PERFORMANCE VALVES



Features

- Exhaust valves are bi-metallic and made from Inconel and HNV-3 alloys
- Intake valves are made from high strength 21-4N stainless steel alloy
- Stellite facing creates additional heat resistance on the head of both valves
- Liquid nitriding strengthens the entire valve not just the surface area
- Better ductility makes the valve less likely to break, even if contacted by a piston
- Greater surface hardness reduces crack formation
- Smoother surface means less valve and guide wear
- Resists corrosion and deposits caused by exotic fuels

[WATCH THE NITRO BLACK DIESEL VALVE VIDEO](#)



Engine Pro Diesel Performance valves are designed to perform reliably in the extreme conditions that exist in highly boosted turbocharged diesel engines.

Both intake and exhaust valves are put through our proprietary five step liquid nitriding process, resulting in valves that are smoother, stronger and more corrosion resistant than traditional chrome plated stainless valves.



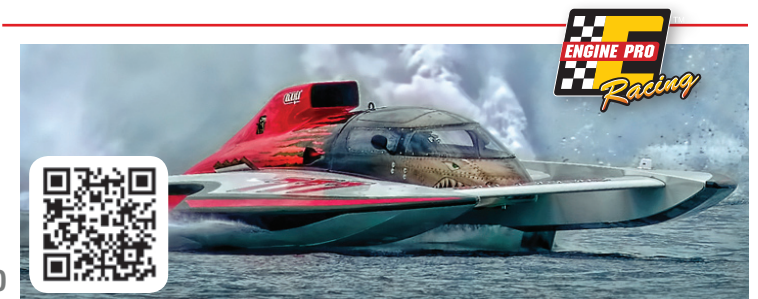
| APPLICATION | TYPE | HEAD DIAMETER | STEM DIAMETER | OVERALL LENGTH | TIP LENGTH | SEAT ANGLE | PART # |
|--|------|---------------|---------------|----------------|------------|------------|-------------------|
| DODGE/CUMMINS ISB 5.9L 5.9L - 6.7L TURBO (98-15) 24 VALVES | EXH | 1.299 | .2756 | 4.893 | .299 | 45 DEG. | 01-4991-12 |
| | INT | 1.299 | .2756 | 4.907 | .299 | 30 DEG. | 01-4990-12 |
| FORD 6.0L POWERSTROKE NAVISTAR TURBO (03-10) 32 VALVES | EXH | 1.102 | .2738 | 5.059 | .358 | 37 DEG. | 01-4985-8 |
| | INT | 1.139 | .2738 | 5.059 | .358 | 30 DEG. | 01-4984-8 |
| FORD 6.4L POWERSTROKE NAVISTAR TURBO (08-10) 32 VALVES | EXH | 1.161 | .2734 | 5.138 | .433 | 39.3 DEG. | 01-4987-8 |
| | INT | 1.339 | .2736 | 5.138 | .433 | 37 DEG. | 01-4986-8 |
| FORD 6.7L POWERSTROKE FORD TURBO (2011 - ON) 32 VALVES | EXH | 1.195 | .2748 | 5.242 | .699 | 44.5 DEG. | 01-4989-8 |
| | INT | 1.331 | .2748 | 5.242 | .699 | 29.3 DEG. | 01-4988-8 |
| FORD 7.3L POWERSTROKE NAVISTAR 444TE TURBO (94-03) 16 VALVES | EXH | 1.681 | .3122 | 5.801 | .289 | 37.3 DEG. | 01-4983-8 |
| | INT | 1.681 | .3122 | 5.798 | .339 | 30 DEG. | 01-4982-8 |
| GM 6.6L DURAMAX DD (01-16) 32 VALVES | EXH | 1.220 | .2730 | 4.965 | .519 | 45 DEG. | 01-4995-8 |
| | INT | 1.299 | .2741 | 4.975 | .519 | 45 DEG. | 01-4994-8 |

NOTE: 32 valve engines require 2 boxes of 8 exhaust valves and 2 boxes of 8 intake valves to replace valves in complete engine

PERFORMANCE INCONEL ALLOY VALVES

- For marine, supercharged and turbocharged applications
- Exotic alloy designed to function in extreme heat conditions
- One piece forging
- Swirl polished for improved flow characteristics
- Hard wafer tip

[WATCH THE ENGINE PRO RACING STAINLESS VALVES VIDEO](#)



| APPLICATION | HEAD DIAMETER | STEM DIAMETER | INSTALLED HEIGHT | OVERALL LENGTH | TIP LENGTH | PART # |
|--|---------------|---------------|------------------|----------------|------------|------------------|
| CHEVROLET BIG BLOCK INCONEL EXHAUST VALVES | 1.890 | 3/8" | +0.050 | 5.400 | .250 | 01-4301-8 |
| | 1.880 | 11/32" | +100 | 5.450 | .250 | 01-4312-8 |
| | 1.900 | 11/32" | +100 | 5.450 | .250 | 01-4313-8 |

RACING STAINLESS VALVES

- High strength stainless alloy (21-4N)
- Undercut stem
- One piece forging
- Swirl polished for improved flow
- Hardened tip
- Hard chrome plated stem

SEE OUR RACING STAINLESS VALVE VIDEO



2000 SERIES

| TYPE | HEAD DIA. | STEM DIA. | INSTALLED HEIGHT | OVERALL LENGTH | TIP LENGTH | REFERENCE INFORMATION | PART # |
|------------------------------|-----------|-----------|------------------|----------------|------------|---|---------------|
| CHEVROLET SMALL BLOCK | | | | | | | |
| EXHAUST | 1.500 | 11/32" | STOCK | 4.910 | .250 | 12° UNDERCUT, FLOW | 01-2000-8 |
| | 1.500 | 11/32" | +0.050 | 4.960 | .250 | 12° NO UNDERCUT | 01-2062.050-8 |
| | 1.600 | 11/32" | STOCK | 4.910 | .250 | 12° UNDERCUT, FLOW STOCK | 01-2001-8 |
| | 1.600 | 11/32" | +0.050 | 4.960 | .250 | 12° UNDERCUT, SUPER FLOW, EDELBROCK HEAD | 01-2001.050-8 |
| | 1.600 | 11/32" | +0.100 | 5.010 | .250 | 12° UNDERCUT, SUPER FLOW | 01-2001.100-8 |
| | 1.600 | 11/32" | +0.150 | 5.060 | .250 | 12° UNDERCUT | 01-2001.150-8 |
| | 1.600 | 11/32" | +0.250 | 5.160 | .250 | 15° UNDERCUT | 01-2001.250-8 |
| INTAKE | 1.940 | 11/32" | STOCK | 4.910 | .250 | 12° UNDERCUT | 01-2002-8 |
| | 1.940 | 11/32" | +0.050 | 4.960 | .250 | 12° UNDERCUT | 01-2002.050-8 |
| | 1.940 | 11/32" | +0.050 | 4.960 | .250 | 12° NO UNDERCUT | 01-2061.050-8 |
| | 2.020 | 11/32" | STOCK | 4.910 | .250 | 12° UNDERCUT | 01-2003-8 |
| | 2.020 | 11/32" | +0.100 | 5.010 | .250 | 12° UNDERCUT, SUPER FLOW | 01-2003.100-8 |
| | 2.055 | 11/32" | +0.100 | 5.010 | .250 | 12° UNDERCUT, SUPER FLOW | 01-2007.100-8 |
| | 2.055 | 11/32" | +0.150 | 5.060 | .250 | 12° UNDERCUT, SUPER FLOW | 01-2007.150-8 |
| | 2.080 | 11/32" | +0.100 | 5.010 | .250 | 12° UNDERCUT, SUPER FLOW | 01-2008.100-8 |
| | 2.080 | 11/32" | +0.150 | 5.060 | .250 | 12° UNDERCUT | 01-2008.150-8 |
| CHEVROLET BIG BLOCK | | | | | | | |
| EXHAUST | 1.880 | 3/8" | STOCK | 5.352 | .250 | 15° UNDERCUT, SUPER FLOW | 01-2004-8 |
| | 1.880 | 11/32" | +0.100 | 5.421 | .250 | 15° UNDERCUT, SUPER FLOW, BRODIX/DART 320-360 | 01-2014.100-8 |
| | 1.880 | 11/32" | +0.150 | 5.471 | .250 | 15° UNDERCUT, SUPER FLOW | 01-2014.150-8 |
| INTAKE | 2.190 | 3/8" | STOCK | 5.221 | .225 | 12° UNDERCUT, SUPER FLOW | 01-2005-8 |
| | 2.250 | 11/32" | +0.100 | 5.355 | .250 | 12° UNDERCUT, SUPER FLOW | 01-2012.100-8 |
| | 2.250 | 11/32" | +0.250 | 5.471 | .250 | 12° UNDERCUT, SUPER FLOW | 01-2012.250-8 |
| | 2.300 | 11/32" | +0.250 | 5.471 | .250 | 12° UNDERCUT, SUPER FLOW, BRODIX/DART 320-360 | 01-2013.250-8 |
| CHEVROLET LS | | | | | | | |
| EXHAUST | 1.550 | .3130 | STOCK | 4.915 | .160 | 15° LS1, NO UNDERCUT, RADIUS GROOVE | 01-2204-8 |
| | 1.570 | .3130 | STOCK | 4.915 | .160 | 25° TULIP LS1, UNDERCUT, RADIUS GROOVE | 01-2200-8 |
| | 1.600 | .3130 | STOCK | 4.915 | .160 | 15° LS1, UNDERCUT, RADIUS GROOVE | 01-2201-8 |
| INTAKE | 2.000 | .3130 | STOCK | 4.900 | .160 | 12° LS1, UNDERCUT, RADIUS GROOVE | 01-2220-8 |
| | 2.020 | .3137 | STOCK | 4.900 | .160 | 10° LS1, UNDERCUT, RADIUS GROOVE | 01-2202-8 |
| | 2.165 | .3137 | STOCK | 4.900 | .160 | 12° LS3, BACK CUT, 30° RADIUS GROOVE | 01-2231-8 |
| | 2.200 | .3137 | STOCK | 4.900 | .160 | 12° LS3, BACK CUT, 30° RADIUS GROOVE | 01-2232-8 |
| FORD 4.6 - 32 VALVES | | | | | | | |
| EXHAUST | 30MM | 7MM | STOCK | 117.1MM | 10.65MM | 25° SUPER FLOW, 3 RADIAL GROOVES | 01-2147-8 |
| INTAKE | 37MM | 7MM | STOCK | 135.9MM | 15.70MM | 20° SUPER FLOW, 3 RADIAL GROOVES | 01-2146-8 |
| FORD FE | | | | | | | |
| EXHAUST | 1.655 | 3/8" | STOCK | 5.435 | .330 | 12° SUPER FLOW, EDELBROCK HEAD | 01-2301-8 |
| INTAKE | 2.090 | 3/8" | STOCK | 5.450 | .330 | 22° SUPER FLOW, 30° SEAT, EDELBROCK HEAD | 01-2300-8 |

PERFORMANCE STAINLESS VALVES

- Undercut stem
- Fully machined
- Hardened tip
- One piece forging
- Stainless steel alloy
- Hard chrome plated stem

SEE OUR RACING STAINLESS VALVE VIDEO



500 & 1000 SERIES

| TYPE | HEAD DIA. | STEM DIA. | INSTALLED HEIGHT | OVERALL LENGTH | TIP LENGTH | REFERENCE INFORMATION | 500 ECONOMY | PART # |
|---|-----------|-----------|------------------|----------------|------------|------------------------------|-------------|---------------|
| CHEVROLET SMALL BLOCK | | | | | | | | |
| EXHAUST | 1.500 | 11/32" | STOCK | 4.910 | .250 | 12° UNDERCUT, DISH HEAD | 01-500-8 | 01-1000-8 |
| | 1.500 | 11/32" | +0.100 | 5.010 | .256 | 12° UNDERCUT | | 01-1000.100-8 |
| | 1.600 | 11/32" | STOCK | 4.910 | .250 | 12° UNDERCUT, DISH HEAD | 01-501-8 | 01-1001-8 |
| | 1.600 | 11/32" | +0.100 | 5.010 | .250 | 12° UNDERCUT, DISH HEAD | | 01-1001.100-8 |
| | 1.650 | 11/32" | +0.150 | 5.060 | .250 | 12° UNDERCUT, DISH HEAD | | 01-1052.150-8 |
| INTAKE | 1.940 | 11/32" | STOCK | 4.910 | .250 | 10° UNDERCUT, DISH HEAD | 01-502-8 | 01-1002-8 |
| | 1.940 | 11/32" | +0.100 | 5.010 | .256 | 10° UNDERCUT | | 01-1002.100-8 |
| | 2.020 | 11/32" | STOCK | 4.910 | .250 | 10° UNDERCUT, DISH HEAD | 01-503-8 | 01-1003-8 |
| | 2.020 | 11/32" | +0.100 | 5.010 | .250 | 10° UNDERCUT, DISH HEAD | | 01-1003.100-8 |
| | 2.055 | 11/32" | STOCK | 4.910 | .250 | 10° UNDERCUT, DISH HEAD | | 01-1007-8 |
| | 2.055 | 11/32" | +0.100 | 5.010 | .250 | 10° UNDERCUT, DISH HEAD | | 01-1007.100-8 |
| | 2.080 | 11/32" | STOCK | 4.910 | .250 | 10° UNDERCUT, DISH HEAD | | 01-1008-8 |
| | 2.080 | 11/32" | +0.100 | 5.010 | .250 | 10° UNDERCUT, DISH HEAD | | 01-1008-100-8 |
| CHEVROLET BIG BLOCK | | | | | | | | |
| EXHAUST | 1.720 | 3/8" | STOCK | 5.352 | .250 | 12° UNDERCUT, DISH HEAD | | 01-1011-8 |
| | 1.880 | 3/8" | STOCK | 5.352 | .250 | 12° UNDERCUT, DISH HEAD | | 01-1004-8 |
| | 1.880 | 11/32" | +0.100 | 5.425 | .250 | 12° UNDERCUT, DISH HEAD | | 01-1014.100-8 |
| INTAKE | 2.190 | 11/32" | +0.100 | 5.300 | .250 | 10° UNDERCUT, DISH HEAD | | 01-1115.100-8 |
| | 2.065 | 3/8" | STOCK | 5.228 | .250 | 10° UNDERCUT, DISH HEAD | | 01-1010-8 |
| | 2.190 | 3/8" | STOCK | 5.228 | .250 | 10° UNDERCUT, DISH HEAD | | 01-1005-8 |
| | 2.250 | 3/8" | STOCK | 5.271 | .225 | 10° UNDERCUT, DISH HEAD | | 01-1032-8 |
| CHRYSLER SMALL BLOCK 340, W2 | | | | | | | | |
| EXHAUST | 1.600 | 3/8" | +0.070 | 5.075 | .225 | 14° UNDERCUT | | 01-1600.070-8 |
| INTAKE | 2.020 | 3/8" | +0.050 | 5.050 | .225 | 12° UNDERCUT | | 01-1602.050-8 |
| CHRYSLER BIG BLOCK | | | | | | | | |
| EXHAUST | 1.740 | 3/8" | STOCK | 4.910 | .290 | 14° UNDERCUT | | 01-1311-8 |
| INTAKE | 2.080 | 3/8" | STOCK | 4.875 | .290 | 12° UNDERCUT | | 01-1310-8 |
| FORD SMALL BLOCK, 351W & GT40 HEAD | | | | | | | | |
| EXHAUST | 1.460 | 11/32" | STOCK | 5.070 | .395 | 12° UNDERCUT, DISH HEAD | | 01-1102-8 |
| | 1.550 | 11/32" | STOCK | 5.075 | .395 | 12° UNDERCUT, DISH HEAD | | 01-1105-8 |
| | 1.600 | 11/32" | STOCK | 5.075 | .395 | 12° UNDERCUT, DISH HEAD | | 01-1155-8 |
| INTAKE | 1.780 | 11/32" | STOCK | 5.070 | .395 | 10° UNDERCUT, DISH HEAD | | 01-1101-8 |
| | 1.940 | 11/32" | STOCK | 5.075 | .395 | 10° UNDERCUT, DISH HEAD | | 01-1106-8 |
| FORD 351C, BOSS 302, 429, 460 | | | | | | | | |
| EXHAUST | 1.710 | 11/32" | STOCK | 5.060 | .250 | 12° UNDERCUT, DISH HEAD | | 01-1108-8 |
| | 1.760 | 11/32" | STOCK | 5.060 | .250 | 9° FLOW, DISH HEAD | | 01-1109-8 |
| INTAKE | 2.070 | 11/32" | STOCK | 5.275 | .250 | 12° UNDERCUT, DISH HEAD | | 01-1110-8 |
| | 2.190 | 11/32" | +0.025 | 5.300 | .250 | 10° UNDERCUT, DISH HEAD | | 01-1115.100-8 |
| | 2.250 | 11/32" | STOCK | 5.271 | .250 | 10° UNDERCUT, DISH HEAD | | 01-1107.050-8 |
| PONTIAC 400-455 | | | | | | | | |
| EXHAUST | 1.770 | 11/32" | STOCK | 5.110 | .250 | 9° FLOW, DISH HEAD | | 01-1500-8 |
| INTAKE | 2.110 | 11/32" | STOCK | 5.095 | .250 | 9° FLOW, DISH HEAD, 30° SEAT | | 01-1501-8 |

NITRO BLACK BEEHIVE VALVE SPRINGS

Super Clean Chrome Silicon Vanadium Nickel Alloy



See Beehive Retainers See pg 10

- Beehive shaped design allows a reduced retainer end mass for improved RPM potential
- Every spring goes through a multiple shot peening process to ensure maximum durability and stress relief
- “Heat Set” process and special heat treatment are used to extend spring life and minimize load loss
- Ovate wire shape more evenly distributes mass throughout the wire cross section

| SPRING O.D. BOTTOM | SPRING I.D. BOTTOM | SPRING O.D. TOP | SPRING I.D. TOP | CLOSED HEIGHT | CLOSED LOAD | OPEN HEIGHT | OPEN LOAD | COIL BIND | MAX. LIFT | RATE | PART # |
|--------------------|--------------------|-----------------|-----------------|---------------|-------------|-------------|-----------|-----------|-----------|------|------------|
| 1.061 | 0.737 | 0.960 | .636 | 1.640 | 80 | 1.090 | 185 | 1.020 | .550 | 191 | 02-1200-16 |
| 1.237 | 0.825 | 1.062 | .650 | 1.700 | 110 | 1.175 | 292 | 1.115 | .575 | 347 | 02-1205-16 |
| 1.292 | 0.880 | 1.062 | .650 | 1.800 | 135 | 1.150 | 330 | 1.110 | .650 | 300 | 02-1201-16 |
| 1.292 | 0.880 | 1.062 | .650 | 1.800 | 105 | 1.200 | 298 | 1.100 | .625 | 322 | 02-1204-16 |
| 1.412 | 1.065 | 1.000 | .650 | 1.750 | 123 | 1.175 | 284 | 1.100 | .650 | 284 | 02-1203-16 |
| 1.447 | 0.999 | 1.098 | .650 | 1.880 | 155 | 1.280 | 365 | 1.210 | .600 | 350 | 02-1202-16 |

*Cr-Si-V-Ni = Chrome Silicon Vanadium Nickel Alloy

SUPER CLEAN STREET/RACE VALVE SPRINGS

Dual Valve Spring Assemblies

All Engine Pro valve springs are manufactured using the highest quality chrome silicon or high tensile chrome silicon vanadium alloy materials.

Our springs are inspected during the manufacturing process to ensure consistent dimensions and overall quality.

- Every spring goes through a multiple shotpeening process for maximum durability and stress relief
- “Heat Set” process and special heat treatment are used to extend spring life and minimize load loss



| OUTER SPRING O.D. | OUTER SPRING I.D. | INNER SPRING I.D. | CLOSED HEIGHT | CLOSED LOAD | OPEN HEIGHT | OPEN LOAD | COIL BIND | MAX. LIFT | RATE | MATERIAL TYPE * | DAMPER | RETAINER CODE PG. 10 | PART# |
|---|-------------------|-------------------|---------------|-------------|-------------|-----------|-----------|-----------|------|-----------------|--------|----------------------|-------------|
| 1.304 | 0.940 | .670 | 1.800 | 151 | 1.150 | 417 | 1.080 | .650 | 409 | CR-SI-V | N | H | 02-1023-16* |
| NOTE: *THIS SPRING IS SPECIFICALLY DESIGNED FOR CHEVROLET LS ENGINE APPLICATIONS | | | | | | | | | | | | | |
| 1.304 | 0.940 | .670 | 1.800 | 151 | 1.150 | 417 | 1.080 | .650 | 409 | CR-SI-V | N | H | 02-2023-16* |
| NOTE: *SIMILAR TO #02-1023-16. FEATURES FINAL GLASS BEAD SHOTPEENING TO ENHANCE FATIGUE LIFE AND EXTRA SMOOTH GROUND ENDS | | | | | | | | | | | | | |
| 1.385 | 0.995 | .711 | 1.850 | 161 | 1.250 | 430 | 1.195 | .600 | 448 | CR-SI | N | H | 02-1301-16 |
| 1.388 | 1.062 | .806 | 1.600 | 117 | 1.100 | 232 | 1.000 | .600 | 230 | CR-SI-V | N | C | 02-1024-16 |
| 1.440 | 1.076 | .697 | 1.700 | 126 | 1.150 | 364 | 1.055 | .550 | 433 | CR-SI | Y | C, D | 02-1010-16 |
| 1.445 | 1.085 | .697 | 1.750 | 142 | 1.150 | 349 | 1.055 | .600 | 345 | CR-SI | Y | C, D | 02-1003-16 |
| 1.445 | 1.085 | .696 | 1.750 | 133 | 1.150 | 316 | 1.055 | .600 | 305 | CR-SI | Y | C, D | 02-1004-16 |
| 1.450 | 1.060 | .790 | 1.900 | 140 | 1.300 | 358 | 1.120 | .650 | 363 | CR-SI | N | C, D | 02-1300-16 |
| 1.460 | 1.060 | .696 | 1.850 | 126 | 1.250 | 368 | 1.150 | .625 | 403 | CR-SI | Y | C, D | 02-1011-16 |
| 1.515 | 1.115 | .696 | 1.900 | 125 | 1.200 | 385 | 1.165 | .725 | 371 | CR-SI | Y | C, D, F | 02-1012-16 |
| 1.539 | 1.125 | .697 | 1.950 | 145 | 1.350 | 425 | 1.200 | .625 | 467 | CR-SI | Y | F | 02-1015-16 |
| 1.539 | 1.125 | .731 | 1.900 | 206 | 1.250 | 520 | 1.200 | .650 | 483 | CR-SI | Y | F, G | 02-1008-16 |
| 1.546 | 1.134 | .814 | 1.900 | 240 | 1.250 | 598 | 1.150 | .650 | 551 | CR-SI-V | N | E | 02-1009-16 |

*Cr-Si = Chrome Silicon Alloy. Cr-Si-V= Chrome Silicon Vanadium Alloy

SUPER CLEAN STREET/RACE VALVE SPRINGS

Single Valve Springs

- Every spring goes through a multiple shotpeening process for maximum durability and stress relief
- “Heat Set” process and special heat treatment are used to extend spring life and minimize load loss



| SPRING O.D. | SPRING I.D. | CLOSED HEIGHT | CLOSED LOAD | OPEN HEIGHT | OPEN LOAD | COIL BIND | MAX. LIFT | RATE | MATERIAL TYPE * | DAMPER | RETAINER CODE PG. 10 | PART# |
|---|-------------|---------------|-------------|-------------|-----------|-----------|-----------|------|-----------------|--------|----------------------|-------------|
| 0.995 | 0.657 | 1.880 | 90 | 1.400 | 260 | 1.300 | .525 | 354 | CR-SI | N | | 02-4040-32* |
| NOTE: *THIS SPRING IS SPECIFICALLY DESIGNED FOR FORD 6.0-6.4L DIESEL APPLICATIONS | | | | | | | | | | | | |
| 1.230 | 0.876 | 1.700 | 91 | 1.250 | 233 | 1.150 | .525 | 316 | CR-SI | Y | A | 02-1000-16 |
| 1.253 | 0.870 | 1.700 | 124 | 1.210 | 322 | 1.160 | .490 | 404 | CR-SI | Y | A | 02-1001-16 |
| 1.259 | 0.876 | 1.750 | 128 | 1.200 | 325 | 1.160 | .550 | 358 | CR-SI | N | A | 02-2002-16* |
| NOTE: *THIS SPRING IS SPECIFICALLY DESIGNED FOR CHEVROLET 305-350 VORTEC APPLICATIONS | | | | | | | | | | | | |
| 1.259 | 0.876 | 1.800 | 121 | 1.200 | 365 | 1.160 | .600 | 407 | CR-SI | Y | A | 02-1002-16 |
| 1.263 | 0.880 | 1.750 | 150 | 1.250 | 367 | 1.100 | .500 | 434 | CR-SI-V | Y | A | 02-1016-16 |
| 1.354 | 0.940 | 1.850 | 97 | 1.350 | 312 | 1.280 | .550 | 430 | CR-SI | Y | H | 02-1019-16 |
| 1.437 | 1.035 | 1.700 | 110 | 1.200 | 289 | 1.060 | .550 | 358 | CR-SI | Y | B | 02-1017-16 |
| 1.463 | 1.080 | 1.900 | 100 | 1.300 | 252 | 1.120 | .650 | 253 | CR-SI | Y | C, D | 02-1020-16 |
| 1.464 | 1.064 | 1.800 | 129 | 1.250 | 305 | 1.135 | .550 | 320 | CR-SI | Y | C, D | 02-1021-16 |
| 1.476 | 1.062 | 1.800 | 109 | 1.300 | 317 | 1.140 | .525 | 416 | CR-SI | Y | C, D | 02-1005-16 |
| 1.494 | 1.080 | 1.650 | 106 | 1.250 | 258 | 1.100 | .525 | 380 | CR-SI | Y | C, D | 02-1022-16 |
| 1.500 | 1.117 | 1.850 | 137 | 1.150 | 355 | 1.050 | .575 | 289 | CR-SI-V | Y | E, F, G | 02-1018-16 |
| 1.539 | 1.125 | 1.900 | 133 | 1.400 | 309 | 1.170 | .625 | 352 | CR-SI | Y | E, F, G | 02-1007-16 |
| 1.548 | 1.134 | 1.900 | 150 | 1.350 | 328 | 1.180 | .575 | 324 | CR-SI | Y | E, F, G | 02-1014-16 |

*Cr-Si = Chrome Silicon Alloy. Cr-Si-V= Chrome Silicon Vanadium Alloy

ENGINE PRO LS DROP-IN VALVE SPRINGS

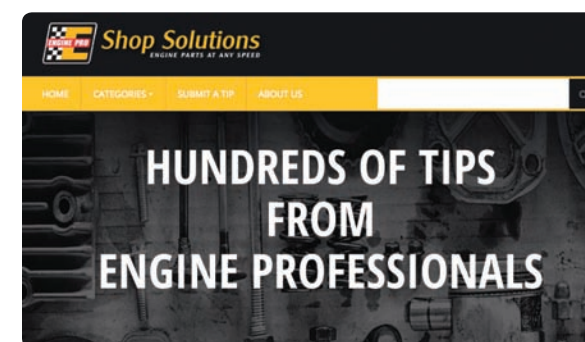
OEM Replacement High Performance Beehive Spring

- This is the Brown spring, replaces previous Blue spring
- OEM # 12713625 replaces previous #12625033, factory performance and crate motors



| SPRING O.D. BOTTOM | SPRING I.D. BOTTOM | SPRING O.D. TOP | SPRING I.D. TOP | CLOSED HEIGHT | CLOSED LOAD | OPEN HEIGHT | OPEN LOAD | COIL BIND | MAX. LIFT | RATE | PART# |
|--------------------|--------------------|-----------------|-----------------|---------------|-------------|-------------|-----------|-----------|-----------|------|------------|
| 1.270 | 0.845 | .985 | .645 | 1.800 | 90 | 1.200 | 295 | 1.230 | .570 | 342 | 02-3625-16 |

ENGINEPROSHOPSOLUTIONS.COM



LATEST SHOP SOLUTIONS EASY HEIGHT TRANSFER

When setting up valve springs or checking valve spring pressure I set a spring retainer on my Height Mic and use that to check the springs on the tester. To figure the installed height, bring the tester to the desired pressure and open the Height Mic to match and that's your target installed height. In reverse you can see where the spring pressure is on the heads now. It is easy and quick.

Randy Torvinen Torvinen's Machine Menhga, MN February, 2020

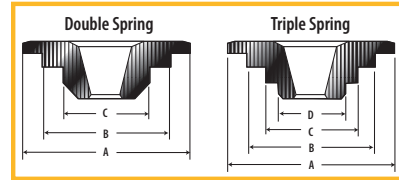


WATCH THE ENGINE PRO VALVE SPRINGS VIDEO

TITANIUM VALVE SPRING RETAINERS

Engine Pro titanium valve spring retainers are engineered to perform under the most extreme conditions and are inspected to ensure precise tolerances.

- Manufactured from 6AL4V titanium alloy
- Made in the USA
- Light weight
- Machined and polished finish



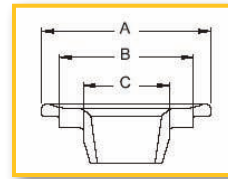
| SPRING O.D. | SPRING TYPE | VALVE STEM SIZE | DIMENSIONS | | | | KEEPER DEGREE | SPRING CODE | PART # |
|---------------|-------------|-----------------|------------|-------|------|------|---------------|-------------|-------------|
| | | | A | B | C | D | | | |
| 1.275/1.325 | DOUBLE | 8MM | 1.240 | 0.940 | .640 | | 7 | H | 03-1717-16 |
| 1.437 / 1.500 | DOUBLE | ALL | 1.437 | 1.065 | .700 | | 10 | C | 03-1730-16 |
| 1.500 / 1.550 | DOUBLE | ALL | 1.437 | 1.100 | .800 | | 10 | E | 03-1731-16 |
| 1.500 / 1.550 | DOUBLE | ALL | 1.500 | 1.110 | .710 | | 10 | F | 03-1732-16 |
| 1.625 | DOUBLE | ALL | 1.500 | 1.180 | .765 | | 10 | I | 03-1733-16 |
| 1.500 / 1.550 | TRIPLE | ALL | 1.500 | 1.135 | .835 | .635 | 10 | O | 03-1736-16 |
| 1.625 | TRIPLE | ALL | 1.500 | 1.180 | .870 | .635 | 10 | P | 03-1739-16 |
| 1.625 | TRIPLE | ALL | 1.500 | 1.180 | .870 | .635 | 10 | P | 03-1735-16* |
| 1.300 | BEEHIVE | ALL | 1.050 | 0.640 | | | 10 | | 03-1794-16 |

*+.050 installed height over # 03-1739

STEEL VALVE SPRING RETAINERS

Engine Pro chromoly steel retainers are designed to handle high pressures developed by new large diameter valve springs. Our retainers are manufactured to precise tolerances to ensure the springs are located properly. Available for 7 degree and 10 degree valve locks.

- 4140 chromoly steel alloy
- Heat treated
- CNC machined
- Black oxide finish



| SPRING O.D. | SPRING HEIGHT | KEEPER DEGREE | VALVE STEM SIZE | DIMENSIONS | | | SPRING CODE | PART # |
|-------------|---------------|---------------|-----------------|------------|-------|---------|-------------|-------------|
| | | | | A | B | C | | |
| 1.250 | STD | 7 | 11/32" | 1.245 | 0.865 | .680 | A | 03-1000-16 |
| 1.250 | +050 | 7 | 11/32" | 1.245 | 0.865 | .680 | A | 03-1001-16 |
| 1.275/1.325 | STD | 7 | 8MM | 1.240 | 0.940 | .640 | H | 03-1017-16 |
| 1.437/1.500 | STD | 7 | 11/32" | 1.400 | 1.030 | .690 | B | 03-1016-16 |
| 1.437/1.550 | STD | 7 | 11/32" | 1.440 | 1.050 | .700 | C | 03-1003-16 |
| 1.437/1.550 | +100 | 7 | 11/32" | 1.440 | 1.050 | .700 | C | 03-1010-16 |
| 1.437/1.550 | STD | 7 | 3/8" | 1.440 | 1.050 | .700 | D | 03-1005-16 |
| 1.437/1.550 | STD | 10 | ALL | 1.440 | 1.050 | .700 | D | 03-1002-16 |
| 1.437/1.500 | STD | 10 | ALL | 1.400 | 1.060 | .690 | D | 03-1006-16 |
| 1.500/1.550 | STD | 10 | ALL | 1.437 | 1.100 | .800 | E | 03-1004-16 |
| 1.500/1.550 | +100 | 10 | ALL | 1.500 | 1.115 | .690 | F | 03-1007-16 |
| 1.550 | +100 | 10 | ALL | 1.500 | 1.105 | .710 | G | 03-1008-16 |
| 1.550 | +100 | 10 | ALL | 1.500 | 1.120 | .705 | G | 03-1009-16 |
| 0.959 | STD | 7 | STOCK | 0.930 | 0.630 | BEEHIVE | MOD FORD | 03-1012-16 |
| 1.055 | STD | 7 | 8MM | 1.030 | 0.640 | BEEHIVE | GM LS | 03-1011-16 |
| 1.055 | STD | 7 | 8MM | 1.030 | 0.640 | BEEHIVE | GM LS | 03-1015-16* |
| 1.055 | STD | 7 | 11/32" | 1.030 | 0.640 | BEEHIVE | UNIVERSAL | 03-1013-16 |
| 1.095 | STD | 10 | ALL | 1.050 | 0.640 | BEEHIVE | UNIVERSAL | 03-1014-16 |

* Same as 03-1011 but I.D. is machined for additional valve guide clearance.

O.D. VALVE SPRING CUPS

Ensure proper spring location and long life even under extreme spring pressure conditions.

- CNC machined
- Heat treated 4140 steel
- Black oxide coated

| SPRING O.D. | CUP O.D. | CUP I.D. | SHOULDER HEIGHT | THICKNESS | PART # |
|-------------|----------|----------|-----------------|-----------|------------|
| 1.250 | 1.390 | .570 | .150 | .062 | 03-2000-16 |
| 1.437 | 1.550 | .687 | .150 | .062 | 03-2001-16 |
| 1.480 | 1.570 | .640 | .150 | .062 | 03-2009-16 |
| 1.550 | 1.680 | .635 | .150 | .062 | 03-2002-16 |
| 1.550 | 1.740 | .635 | .158 | .062 | 03-2006-16 |
| 1.560 | 1.740 | .635 | .128 | .152 | 03-2007-16 |
| 1.625 | 1.740 | .635 | .150 | .062 | 03-2004-16 |
| 1.650 | 1.740 | .635 | .183 | .037 | 03-2008-16 |
| 1.660 | 1.740 | .635 | .140 | .062 | 03-2005-16 |



I.D. VALVE SPRING LOCATORS

Close tolerances are maintained to ensure proper spring location under extreme spring pressure conditions.

- 8620 Steel heat treated
- CNC machined +/- .002"
- Black oxide finish

| SPRING O.D. | LOCATOR O.D. | LOCATOR I.D. | CUP THICKNESS | SHOULDER HEIGHT | SHOULDER DIA. | PART # |
|-------------|--------------|--------------|---------------|-----------------|---------------|------------|
| N/A | 1.230 | .535 | .062 | .140 | .782 | 03-3012-16 |
| N/A | 1.245 | .520 | .065 | .117 | .636 | 03-3013-16 |
| N/A | 1.247 | .563 | .057 | .146 | .654 | 03-3014-16 |
| N/A | 1.300 | .520 | .065 | .117 | .636 | 03-3015-16 |
| N/A | 1.300 | .505 | .060 | .125 | .640 | 03-3016-16 |
| 1.300 | 1.300 | .570 | .062 | .198 | .655 | 03-3010-16 |
| 1.480 | 1.480 | .570 | .060 | .210 | .690 | 03-3011-16 |
| 1.550 | 1.535 | .570 | .062 | .140 | .740 | 03-3001-16 |
| 1.560 | 1.550 | .567 | .062 | .163 | .802 | 03-3002-16 |
| 1.560 | 1.550 | .560 | .060 | .185 | .690 | 03-3003-16 |
| 1.580 | 1.570 | .567 | .062 | .163 | .828 | 03-3004-16 |
| 1.580 | 1.570 | .567 | .045 | .163 | .828 | 03-3005-16 |
| 1.620 | 1.620 | .570 | .060 | .185 | .760 | 03-3006-16 |
| 1.625 | 1.615 | .570 | .062 | .140 | .675 | 03-3007-16 |
| 1.625 | 1.570 | .567 | .062 | .163 | .850 | 03-3008-16 |
| 1.660 | 1.660 | .570 | .062 | .140 | .630 | 03-3009-16 |

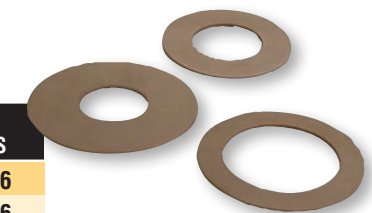


PERFORMANCE HARDENED VALVE SPRING SHIMS

Ensures proper spring pressure and assembled height after valve and valve seat reconditioning.

- Flat, true and dimensionally accurate
- Smooth stable surface
- Case hardened

| O.D. | I.D. | PART # .015 THICKNESS | PART # .030 THICKNESS | PART # .060 THICKNESS |
|-------|------|-----------------------|-----------------------|-----------------------|
| 1.215 | .876 | 03-1050HP-16 | 03-3050HP-16 | 03-6050HP-16 |
| 1.246 | .814 | 03-1060HP-16 | 03-3060HP-16 | 03-6060HP-16 |
| 1.300 | .520 | 03-1230HP-16 | 03-3230HP-16 | 03-6230HP-16 |
| 1.438 | .645 | 03-1135HP-16 | 03-3135HP-16 | 03-6135HP-16 |
| 1.500 | .645 | 03-1153HP-16 | 03-3153HP-16 | 03-6153HP-16 |
| 1.634 | .643 | 03-1185SHP-16 | 03-3185SHP-16 | 03-6185SHP-16 |



ROTATOR ELIMINATORS FOR CHEVROLET BIG BLOCK

- Eliminates O.E. spring rotators
- Provides positive spring location
- Flat, true and dimensionally accurate
- Case hardened with a black oxide finish

| THICKNESS | O.D. | SPRING O.D. | SPRING I.D. | PART # |
|-----------|-------|-------------|-------------|-----------|
| .300 | 1.732 | 1.568 | .623 | 03-4000-8 |



PERFORMANCE VALVE STEM SEALS

- Full range of materials for all sealing needs
- Large selection of sizes

AVAILABLE
IN BULK!



| STEM DIAMETER | GUIDE DIA. | UNLOADED SEAL DIA. | TYPE | MATERIAL | PART # |
|---------------|------------|--------------------|---------------------|-------------|-------------|
| 5/16" | .476 | .575 | POSITIVE METAL CLAD | FLUOROVITON | 35-8476V-16 |
| 5/16" | .485 | .625 | POSITIVE | FLUOROVITON | 35-306V-16 |
| 5/16" | .500 | .608 | POSITIVE METAL CLAD | FLUOROVITON | 35-805V-16 |
| 5/16" | .502 | .625 | POSITIVE METAL CLAD | FLUOROVITON | 35-804V-16 |
| 5/16" | .531 | .680 | POSITIVE METAL CLAD | FLUOROVITON | 35-802V-16 |
| 11/32" | | | O-RING | POLYACRYLIC | 35-133P-16 |
| 11/32" | .485 | .630 | POSITIVE METAL CLAD | FLUOROVITON | 35-125V-16 |
| 11/32" | .500 | .610 | POSITIVE | TEFLON | 35-1611-16 |
| 11/32" | .500 | .625 | POSITIVE | FLUOROVITON | 35-104V-16 |
| 11/32" | .500 | .625 | POSITIVE | POLYACRYLIC | 35-104P-16 |
| 11/32" | .500 | .635 | POSITIVE METAL CLAD | FLUOROVITON | 35-107V-16 |
| 11/32" | .500 | .630 | POSITIVE | POLYACRYLIC | 35-1711-16 |
| 11/32" | .531 | .675 | POSITIVE METAL CLAD | FLUOROVITON | 35-529V-16 |
| 11/32" | .531 | .680 | POSITIVE | POLYACRYLIC | 35-408AP-16 |
| 11/32" | .552 | .678 | POSITIVE METAL CLAD | FLUOROVITON | 35-371V-16 |
| 11/32" | .562 | .661 | POSITIVE METAL CLAD | FLUOROVITON | 35-562V-16 |
| 11/32" | .562 | .700 | POSITIVE | FLUOROVITON | 35-305V-16 |
| 11/32" | .562 | .700 | POSITIVE | POLYACRYLIC | 35-304P-16 |
| 11/32" | .672 | .750 | UMBRELLA | FLUOROVITON | 35-233V-16 |
| 11/32" | .672 | .750 | UMBRELLA | POLYACRYLIC | 35-232P-16 |
| 3/8" | .500 | .600 | POSITIVE | TEFLON | 35-1612-16 |
| 3/8" | .500 | .623 | POSITIVE METAL CLAD | FLUOROVITON | 35-373V-16 |
| 3/8" | .531 | .630 | POSITIVE | TEFLON | 35-1712-16 |
| 3/8" | .531 | .665 | POSITIVE METAL CLAD | FLUOROVITON | 35-375V-16 |
| 3/8" | .562 | .675 | POSITIVE METAL CLAD | FLUOROVITON | 35-377V-16 |

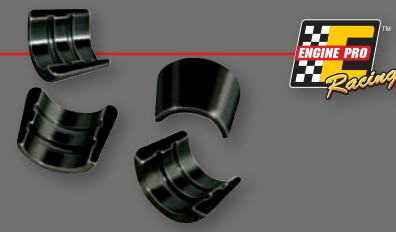
DIESEL VALVE STEM SEAL SETS

Engine Pro offers the solution to oil control problems in your performance diesel valve seal applications.



| APPLICATION | STEM DIA. | GUIDE DIA. | UNLOADED SEAL DIA. | TYPE | PART # |
|--|-----------|------------|--------------------|-------------|-------------|
| DODGE/CUMMINS 5.9L-6.7L | | | | | |
| 6B/6BT (89-98) 12-VALVE | 8MM | .552 | .668 | RING & BAND | 35-320V-12 |
| ISB (98-02) 24-VALVE INTAKE | 7MM | .484 | .539 | POSITIVE | 35-C59AV-12 |
| ISB (98-02) 24-VALVE EXHAUST | 7MM | .484 | .636 | POSITIVE | 35-C59BV-12 |
| ISB (03-15) 24-VALVE | 7MM | .484 | .640 / 1.122 | TOP HAT | 35-C59LV-24 |
| FORD/NAVISTAR POWERSTROKE | | | | | |
| 6.0L-6.4L (03-10) 32-VALVE | 7MM | .440 | .615 / 1.000 | TOP HAT | 35-F60V-32 |
| 6.7L (11-16) 32-VALVE | 7MM | .470 | .690 / .992 | TOP HAT | 35-F67V-32 |
| 6.9L-7.3L IND. INJECT (83-95) 16-VALVE | 3/8" | .627 | .740 | RING & BAND | 35-690V-16 |
| 7.3L DIRECT INJECT (94-03) 16-VALVE | 8MM | .566 | .874 / 1.390 | TOP HAT | 35-F73V-16 |
| GM 6.2L-6.5L V8 | | | | | |
| (82-04) 16-VALVE | 3/8" | .615 | .725 | POSITIVE | 35-G65V-8 |
| (82-04) 16-VALVE | | | | O-RING | 35-133P-16 |
| GM 6.6L DURAMAX | | | | | |
| (01-05) 32-VALVE | 7MM | .454 | .573 | POSITIVE | 35-G66V-32 |
| (06-16) 32-VALVE | 7MM | .455 | .555 | POSITIVE | 35-G66LV-32 |

NITRO BLACK MACHINED VALVE LOCKS



| VALVE STEM SIZE | VALVE INSTALLED HEIGHT | LOCK ANGLE | LASH CAP RECESS | PART # |
|-----------------|------------------------|------------|-----------------|-------------|
| 11/32" | STOCK | 7 DEGREE | NO | 04-1001-32 |
| 11/32" | + .050 | 7 DEGREE | NO | 04-1008-32 |
| 11/32" | - .050 | 7 DEGREE | NO | 04-1009-32 |
| 3/8" | STOCK | 7 DEGREE | NO | 04-1005-32 |
| 3/8" | + .050 | 7 DEGREE | NO | 04-1010-32 |
| 3/8" | - .050 | 7 DEGREE | NO | 04-1011-32 |
| 8MM | STOCK | 7 DEGREE | NO | 04-1007-32* |
| 8MM | + .050 | 7 DEGREE | NO | 04-1013-32* |
| 11/32" | STOCK | 10 DEGREE | YES | 04-1002-32 |
| 11/32" | STOCK | 10 DEGREE | NO | 04-1012-32 |
| 11/32" | + .050 | 10 DEGREE | NO | 04-1003-32 |
| 11/32" | - .050 | 10 DEGREE | NO | 04-1004-32 |
| 3/8" | STOCK | 10 DEGREE | YES | 04-1006-32 |

* Bead lock for Chevrolet LS valves

- Precision CNC machined for accuracy
- Consistent valve spring installed height
- High strength 1144 Stress Proof steel alloy
- Recommended for all racing applications
- Available in 7 and 10 degree lock angles
- Made in USA
- Black oxide finish

STAMPED STEEL VALVE LOCKS

| VALVE STEM SIZE | VALVE INSTALLED HEIGHT | LOCK ANGLE | LASH CAP RECESS | PART # |
|-----------------|------------------------|------------|-----------------|------------|
| 11/32" | STOCK REPLACEMENT | 7 DEGREE | CASE HARDENED | 04-1000-32 |

LASH CAPS

- For extreme performance and racing conditions
- CNC machined from hardened 8620 steel
- Finish lapped to insure a parallel plane
- A must when running titanium valves
- EDM oil hole prevents friction welding of cap to valve
- Black oxide finish / made in the USA

| VALVE STEM SIZE | OVERALL HT. | THICKNESS | PART # |
|-----------------|-------------|-----------|------------|
| 5/16" | .202 | .072 | 04-1620-16 |
| 11/32" | .201 | .068 | 04-1621-16 |
| 3/8" | .192 | .085 | 04-1622-16 |



GUIDE PLATES

Engine Pro Guide Plates are manufactured using high strength steel for maximum rigidity, stability and flex resistance.

IMPORTANT: Using a push rod guide plate will not remedy incorrect valve train geometry.

- Black oxide coating
- Proper positioning promotes valve train stability
- A must for high lift / high spring pressure engine environments

| PUSH ROD DIAMETER | TYPE | PART # |
|---|---------|-----------|
| CHEVROLET SMALL BLOCK | | |
| 5/16" | FLAT | 05-1000-8 |
| | STEPPED | 05-1001-8 |
| 3/8" | FLAT | 05-1020-8 |
| | STEPPED | 05-1004-8 |
| CHEVROLET BIG BLOCK | | |
| 3/8" | STEPPED | 05-1002-8 |
| (GEN V & VI WITH 10MM STUD HOLE) | STEPPED | 05-1102-8 |
| 7/16" | STEPPED | 05-1006-8 |
| FORD SMALL BLOCK 289, 302, 351W | | |
| 5/16" | FLAT | 05-1003-8 |
| 3/8" | FLAT | 05-1011-8 |
| FORD 302 BOSS, 351C, MODIFIED, 400 | | |
| 3/8" | STEPPED | 05-1012-8 |
| FORD BIG BLOCK 429, 460 | | |
| 5/16" | STEPPED | 05-1015-8 |
| 3/8" | STEPPED | 05-1014-8 |



CHROMOLY STEEL ROLLER ROCKER ARMS

- Made from high grade chromoly steel, lighter and three times stronger than aluminum rocker arms
- Trunnion, valve tip roller and shaft made from chromoly material, heat treated to insure long life
- Integral push rod seat
- Design allows clearance for most high performance valve springs
- Extra large trunions for better load distribution and wear
- Maximum open spring pressure 400 lbs.
- With Engine Pro logo



| APPLICATION | STUD DIA. | RATIO | PART # |
|----------------------------------|-----------|-------|---------------|
| AMC V8 290-401 | 7/16" | 1.60 | 07-1118-16 * |
| CHEVROLET SMALL BLOCK V8 | 3/8" | 1.50 | 07-1100-16 |
| | 7/16" | 1.50 | 07-1101-16 |
| | 3/8" | 1.60 | 07-1102-16 |
| | 7/16" | 1.60 | 07-1103-16 |
| CHEVROLET BIG BLOCK V8 | 7/16" | 1.72 | 07-1114-16 * |
| FORD SMALL BLOCK 260-351W | 3/8" | 1.60 | 07-1117-16 |
| | 7/16" | 1.60 | 07-1118-16 |
| FORD BOSS 302, 351C-400, 429-460 | 7/16" | 1.72 | 07-1114-16 * |
| OLDSMOBILE V8 260-455 | 3/8" | 1.60 | 07-1117-16 * |
| PONTIAC V8 265-455 | 7/16" | 1.60 | 07-1118-16 ** |

* Requires screw-in studs, guide plates and hardened pushrods
 ^ Rocker arm ratio increase over stock 1.5:1; not Ram Air IV

ALUMINUM ROLLER ROCKER ARMS

- Made from aircraft grade 7000 series aluminum
- Trunnion, valve tip roller and shaft made from chromoly material, heat treated to insure long life
- Integral push rod seat design allows clearance for most high performance valve springs
- Extra large trunions for better load distribution and wear
- Maximum open spring pressure 400 lbs.
- Black anodized finish with Engine Pro logo



| APPLICATION | STUD DIA. | RATIO | PART # |
|----------------------------------|-----------|-------|---------------|
| AMC V8 290-401 | 7/16" | 1.60 | 07-1018-16 * |
| CHEVROLET SMALL BLOCK V8 | 3/8" | 1.50 | 07-1000-16 |
| | 7/16" | 1.50 | 07-1001-16 |
| | 3/8" | 1.60 | 07-1002-16 |
| | 7/16" | 1.60 | 07-1003-16 |
| CHEVROLET BIG BLOCK V8 | 7/16" | 1.72 | 07-1014-16 * |
| FORD SMALL BLOCK 260-351W | 3/8" | 1.60 | 07-1017-16 |
| | 7/16" | 1.60 | 07-1018-16 |
| FORD BOSS 302, 351C-400, 429-460 | 7/16" | 1.72 | 07-1014-16 * |
| OLDSMOBILE V8 260-455 | 3/8" | 1.60 | 07-1017-16 * |
| PONTIAC V8 265-455 | 7/16" | 1.60 | 07-1018-16 ** |

* Requires screw-in studs, guide plates and hardened pushrods
 ^ Rocker arm ratio increase over stock 1.5:1; not Ram Air IV

8740 CHROMOLY ROCKER ARM STUDS

- Forged from 8740 chromoly steel • Induction heat treated and black oxide coated • Rated at 190,000 PSI tensile strength
- Rolled threads and a perfectly flat surface for maximum poly lock engagement



| APPLICATION | BASE THREAD DIA. | LENGTH | BASE THREAD DIA. | STUD LENGTH | PART # |
|------------------------------|------------------|--------|------------------|-------------|------------|
| CHEVROLET / FORD SMALL BLOCK | 7/16" | .680 | 3/8" | 1.750 | 06-1100-16 |
| | 7/16" | .680 | 7/16" | 1.750 | 06-1101-16 |
| W/ROLLER ROCKERS | 7/16" | .710 | 3/8" | 1.895 | 06-1102-16 |
| CHEVROLET / FORD BIG BLOCK | 7/16" | .800 | 7/16" | 1.750 | 06-1103-16 |

POLYLOCKS

- 6 point • Alloy steel • Black oxide finish



| APPLICATION | STUD DIA | LENGTH | PART # |
|------------------------------|----------|--------|------------|
| UNIVERSAL INTAKE AND EXHAUST | 3/8" | 1.000" | 06-4000-16 |
| UNIVERSAL INTAKE AND EXHAUST | 7/16" | 1.000" | 06-4001-16 |

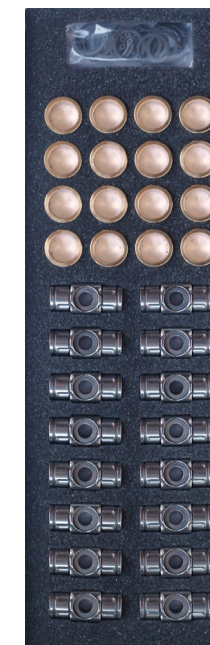
POLYLOCKS FOR STUD GIRDLES

- 12 point • Alloy steel • Black oxide finish



| APPLICATION | STUD DIA | LENGTH | PART # |
|------------------------------|----------|--------|-----------|
| UNIVERSAL INTAKE AND EXHAUST | 3/8" | 2.100" | 06-4509-8 |
| UNIVERSAL INTAKE AND EXHAUST | 7/16" | 2.100" | 06-4508-8 |
| BB CHEVROLET / FORD EXHAUST | 7/16" | 2.600" | 06-4510-8 |

Engine Pro LS Chevrolet Bushing Trunnion Kits



- Prevents premature failures caused by the weak O.E. or replacement needle bearings
- Eliminates the possibility of debris from a bearing failure
- Constant oil feed to the bushing surface ensuring proper lubrication
- Greater surface area will support 300 times more load than a needle bearing trunnion

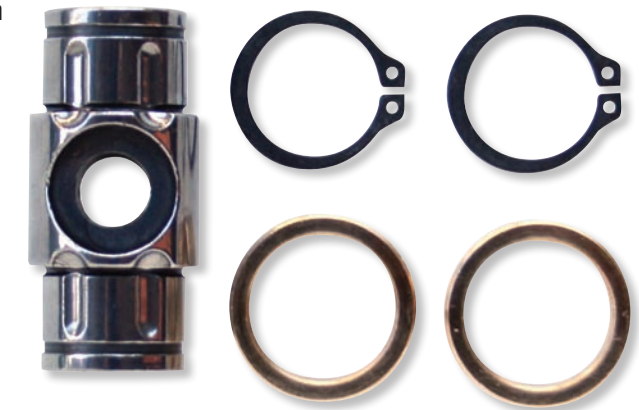
When compared to the bushing in the small end of a connecting rod, our bushing gets more lubrication and has less load, assuring it long service life!

TRUNNION KIT INCLUDES

- Micropolished hardened shafts
- C932 bearing bronze bushings
- C clips



WATCH THE ENGINE PRO LS TRUNNION KIT INSTALLATION VIDEO



INSTALL KIT



| APPLICATION | PART # |
|---|-------------|
| LS CHEVROLET BUSHING TRUNNION KITS | 07-13702-16 |
| TRUNNION INSTALL KIT | LSINST-KIT |
| LS CHEVROLET BUSHING TRUNNION BOLT KIT* | 06-13702-16 |

* Bolt kit for trunnion kit ordered separately

BOLT KIT



NITRO BLACK PREMIUM SERIES PUSHRODS

Engine Pro's three Premium Series pushrods are available in a range of lengths designed to handle increasing spring pressures and higher RPMs. These thicker wall pushrods are made in the USA from one-piece seamless wall chromoly tubing to give the extra strength required.

FEATURES

- One piece design made from 4130 seamless chromoly tubing
- .210 radius on rocker arm end to avoid pushrod to rocker arm interference
- Carbon nitride treated to 60-62 Rockwell "C" scale hardness
- Sets matched to within +/- .005" overall length
- 5/16 pushrods available in 6.000" to 10.000" lengths in .050 increments.
- 3/8 pushrods available in 7.000" to 11.000" lengths in .050 increments.

5116 SERIES - 5/16" DIAMETER W/.116" WALL CHROMOLY TUBING Added strength for applications with clearance issues

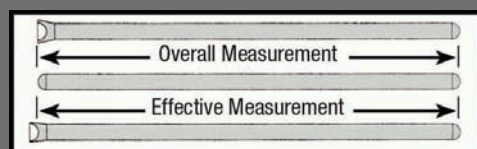
| APPLICATION | LENGTH | PART # |
|--|--------|------------|
| CHEVROLET | | |
| LS GEN III & IV STOCK LENGTH | 7.400 | 5116-7400 |
| SMALL BLOCK PLUS .100" | 7.900 | 5116-7900 |
| CHRYSLER | | |
| SMALL BLOCK W/ NON-ADJ. ROCKERS | 7.550 | 5116-7550 |
| BIG BLOCK W/ NON-ADJ. ROCKERS | 8.600 | 5116-8600 |
| FORD | | |
| SMALL BLOCK 289-302 | 6.800 | 5116-6800 |
| BIG BLOCK 429-460 72-78 PLUS .050" | 8.600 | 5116-8600 |
| 3121S SERIES - 3/8" DIAMETER W/.120" WALL CHROMOLY TUBING | | |
| CHEVROLET | | |
| SMALL BLOCK PLUS .100" | 7.900 | 3121S-7900 |
| BIG BLOCK STOCK PLUS .200" (INTAKE) | 8.450 | 3121S-8450 |
| BIG BLOCK STOCK PLUS .200" (EXHAUST) | 9.450 | 3121S-9450 |
| CHRYSLER | | |
| BIG BLOCK W/ NON-ADJ. ROCKERS | 8.600 | 3121S-8600 |
| 3141S SERIES - 3/8" DIAMETER W/.140" WALL CHROMOLY TUBING | | |
| CHEVROLET | | |
| BIG BLOCK STOCK PLUS .250" (INTAKE) | 8.500 | 3141S-8500 |
| BIG BLOCK STOCK PLUS .250" (EXHAUST) | 9.500 | 3141S-9500 |
| FORD | | |
| BIG BLOCK 429-460 72-78 STOCK LENGTH | 8.550 | 3141S-8550 |
| BIG BLOCK 429-460 72-78 PLUS .050" | 8.600 | 3141S-8600 |



MANY MORE SIZES AVAILABLE



HOW TO MEASURE FOR BALL-AND-CUP PUSHRODS



Engine Pro's Pushrod Length Checker Tool is all you'll need. (See pg.18)



GO TO THE ENGINE PRO SHOP SOLUTION ON EFFECTIVE LENGTH

4130 PUSHRODS

Engine Pro's premium one-piece pushrod is manufactured from extra thick, premium stainless tube for strength. Made in the USA with exacting attention to the small details that impact the performance of today's high load, high RPM engines.

- 4130 seamless .083 wall chromoly tubing
- Carbon nitride treated to 60-62 rockwell "C" scale
- Ends machined to precise .156 degree radius
- One piece design
- Sets matched within +/- .005 overall length

MANY MORE SIZES AVAILABLE



SEE OUR 4130 PUSHROD VIDEO!

COMPETITION SERIES PUSHRODS

| APPLICATION | LENGTH | 5/16" DIA. PART # | .040" OIL RESTRICTED # | 3/8" DIA. PART # | .040" OIL RESTRICTED # |
|--|--------|-------------------|------------------------|------------------|------------------------|
| CHEVROLET LS GEN III & IV | | | | | |
| LESS .050" | 7.350 | 581-7350 | 581R-7350 | | |
| LESS .025" | 7.375 | 581-7375 | 581R-7375 | | |
| STOCK LENGTH | 7.400 | 581-7400 | 581R-7400 | | |
| PLUS .025" | 7.425 | 581-7425 | 581R-7425 | | |
| PLUS .050" | 7.450 | 581-7450 | 581R-7450 | | |
| CHEVROLET SMALL BLOCK | | | | | |
| W/ OEM ROLLER CAM | 7.200 | 581-7200 | 581R-7200 | 381-7200 | 381R-7200 |
| STOCK LENGTH | 7.800 | 581-7800 | 581R-7800 | 381-7800 | 381R-7800 |
| LESS .100" | 7.700 | 581-7700 | 581R-7700 | 381-7700 | 381R-7700 |
| LESS .050" | 7.750 | 581-7750 | 581R-7750 | 381-7750 | 381R-7750 |
| PLUS .050" | 7.850 | 581-7850 | 581R-7850 | 381-7850 | 381R-7850 |
| PLUS .100" | 7.900 | 581-7900 | 581R-7900 | 381-7900 | 381R-7900 |
| PLUS .150" | 7.950 | 581-7950 | 581R-7950 | 381-7950 | 381R-7950 |
| PLUS .200" | 8.000 | 581-8000 | 581R-8000 | 381-8000 | 381R-8000 |
| CHEVROLET BIG BLOCK | | | | | |
| STOCK LENGTH (INTAKE) | 8.250 | | | 381-8250 | 381R-8250 |
| STOCK LENGTH (EXHAUST) | 9.250 | | | 381-9250 | 381R-9250 |
| PLUS .100" (INTAKE) | 8.350 | | | 381-8350 | 381R-8350 |
| PLUS .100" (EXHAUST) | 9.350 | | | 381-9350 | 381R-9350 |
| W/ TALL DECK (INTAKE) | 8.650 | | | 381-8650 | 381R-8650 |
| W/ TALL DECK (EXHAUST) | 9.650 | | | 381-9650 | 381R-9650 |
| CHRYSLER | | | | | |
| SMALL BLOCK W/ NON-ADJ. ROCKERS | 7.500 | 581-7500 | 581R-7500 | | |
| SMALL BLOCK W/ NON-ADJ. ROCKERS PLUS .050" | 7.550 | 581-7550 | 581R-7550 | | |
| BIG BLOCK W/ NON-ADJ. ROCKERS | 8.600 | 581-8600 | 581R-8600 | 381-8600 | 381R-8600 |
| FORD | | | | | |
| 64-69 289-302 | 6.800 | 581-6800 | 581R-6800 | | |
| 69-78 351W | 8.150 | 581-8150 | 581R-8150 | | |
| 69-71 429-460 STOCK LENGTH | 8.700 | 581-8700 | 581R-8700 | 381-8700 | 381R-8700 |
| 72-78 429-460 STOCK | 8.550 | 581-8550 | 581R-8550 | 381-8550 | 381R-8550 |
| 72-78 429-460 STOCK PLUS .050" | 8.600 | 581-8600 | 581R-8600 | 381-8600 | 381R-8600 |
| OLDSMOBILE | | | | | |
| 71-79 400-455 STOCK | 9.750 | 581-9750 | 581R-9750 | 381-9750 | 381R-9750 |
| PONTIAC | | | | | |
| 61-67 326-389 STOCK | 8.700 | 581-8700 | 581R-8700 | 381-8700 | 381R-8700 |
| 67-79 350-455 STOCK | 9.150 | 581-9150 | 581R-9150 | 381-9150 | 381R-9150 |



1010 PUSHRODS

Engine Pro's premium 1010 steel pushrods are made for use in street and mild race applications with under 400 lbs open seat pressure.

5/16" DIAMETER 1010 SERIES PUSHRODS

| APPLICATION | LENGTH | PART # |
|--------------------------------------|--------|------------|
| CHEVROLET LS GEN III & IV | | |
| W/OEM ROLLER CAM STOCK LENGTH | 7.400 | 16-1020-16 |
| CHEVROLET SMALL BLOCK | | |
| W/OEM ROLLER CAM STOCK LENGTH | 7.200 | 16-1007-16 |
| W/RETRO-ROLLER CAM | 7.300 | 16-1009-16 |
| W/FLAT TAPPET CAM STOCK LENGTH | 7.800 | 16-1000-16 |
| LESS .050" W/FLAT TAPPET CAM | 7.750 | 16-1004-16 |
| LESS .100" W/FLAT TAPPET CAM | 7.700 | 16-1005-16 |
| LESS .150" W/FLAT TAPPET CAM | 7.650 | 16-1006-16 |
| PLUS .050" W/FLAT TAPPET CAM | 7.850 | 16-1008-16 |
| PLUS .100" W/FLAT TAPPET CAM | 7.900 | 16-1001-16 |
| PLUS .150" W/FLAT TAPPET CAM | 7.950 | 16-1002-16 |
| PLUS .200" W/FLAT TAPPET CAM | 8.000 | 16-1003-16 |

- .094" wall tubing
- Hardened for use with guide plates
- O.D. finish ground
- 58 'C' scale rockwell hardness
- Swaged ends and 1-piece construction
- Black oxide finish

**MANY MORE
SIZES AVAILABLE**



DIESEL PERFORMANCE PUSHRODS

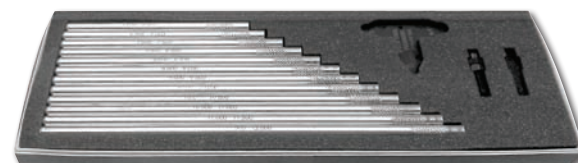
- Made from 4130 seamless chromoly tubing
- Manufactured extra thick for added strength
- Carbon nitride treated to 60-62 Rockwell "C" scale hardness

| APPLICATION | EFFECTIVE LENGTH | QUANTITY | PART # |
|---|------------------|----------|------------------|
| 3/8" DIAMETER W/.083" WALL. ALSO AVAILABLE IN .121" AND .145" WALL THICKNESS. AVAILABLE IN CUSTOM LENGTHS. | | | |
| CUMMINS | | | |
| 5.9L 12-VALVE 1989-98 | 10.700 | 12 | NH38A-EB-10.700 |
| 5.9L 24-VALVE 1998-09 | 11.232 | 12 | NH38A-56-11.232 |
| 3/8" DIAMETER W/.083" WALL. ALSO AVAILABLE IN .121" AND .145" WALL THICKNESS. AVAILABLE IN CUSTOM LENGTHS. | | | |
| FORD | | | |
| 6.0L 32-VALVE 2003-09 | 9.850 | 16 | NH5116B-DD-9.850 |
| 6.4L 32-VALVE 2008-10 | 9.800 | 16 | NH5116B-DD-9.800 |
| 6.7L 32-VALVE 2011-16 | 9.398 | 32 | NH5116B-DQ-9.398 |
| 3/8" DIAMETER W/.083" WALL. ALSO AVAILABLE IN .121" AND .145" WALL THICKNESS AND CUSTOM LENGTHS. | | | |
| FORD | | | |
| 7.3L 16-VALVE 1994-03 | 10.250 | 16 | NH38B-DD-10.250 |
| GENERAL MOTORS | | | |
| 6.6L 32-VALVE 2001-16 | 9.219 | 16 | NH38B-3N-9.219 |

PUSHROD LENGTH CHECKER KIT

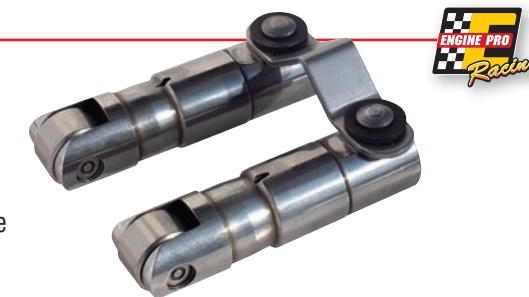
Correct valve train geometry is a must to obtain desired results from the camshaft and to avoid damage to the rest of the valve train. Our Pushrod Length Checker Kit makes it easy to determine the proper pushrod length.

| DESCRIPTION | PART # |
|---|--------|
| SET OF 12 TUBES IN 1/2" INCREMENTS FROM 6" TO 12" | LC5A-K |



HIGH RPM SERIES HYDRAULIC ROLLER LIFTERS

- Made from a billet body and have a clipped axle
- **7000+ RPM capability** with .120" plunger travel
- **Internal tolerances are much tighter in this series**
- Recommended spring pressure: 100-225lbs seat pressure; 350-550lbs open pressure



| APPLICATION | | BODY DIA. | ROLLER DIA. | PART # |
|------------------|--|-----------|-------------|------------|
| CHEVROLET | SMALL BLOCK PRESSURIZED OILING | .842 | .750 | 17-5044-16 |
| | SMALL BLOCK HIGH RPM | .875 | .750 | 17-7687-16 |
| | SMALL BLOCK PRESSURIZED OILING | .903 | .810 | 17-5468-16 |
| | LS - FITS 5 & 6 HEAD BOLT PATTERN | .842 | .750 | 17-5294-16 |
| | LS LIMITED TRAVEL - FITS 5 & 6 HEAD BOLT PATTERN | .842 | .750 | 17-7260-16 |
| | LS PRESSURIZED OILING, 5 & 6 HEAD BOLT PATTERN | .903 | .810 | 17-5472-16 |
| | LS LIMITED TRAVEL, STD BORE SPACING | .903 | .810 | 17-7692-16 |
| | BIG BLOCK | .842 | .750 | 17-5045-16 |
| | BIG BLOCK LIMITED TRAVEL | .842 | .750 | 17-7530-16 |
| | BIG BLOCK PRESSURIZED OILING | .903 | .810 | 17-5470-16 |
| CHRYSLER | SMALL BLOCK EARLY-A & MAGNUM BLOCKS | .903 | .810 | 17-6072-16 |
| | BIG BLOCK B & RB | .903 | .810 | 17-6074-16 |
| FORD | SMALL BLOCK, WINDSOR & 351C-400 | .903 | .810 | 17-6083-16 |
| | BIG BLOCK 429-460 & FE SERIES | .903 | .810 | 17-6085-16 |
| PONTIAC | 389-400-421-428-455 MAY REQUIRE BLOCK BUSHINGS | .842 | .750 | 17-6451-16 |

PRO SERIES HYDRAULIC ROLLER LIFTERS

- Made from a billet body with a clipped axle and have 7000 RPM capability
- .120" plunger travel and have an 80% fill rate with the test oil
- Machined from tool steel and centerless ground to .0003 tolerance
- **Limited travel**- Intended for use in stock racing classes where some plunger travel is required. .015"-.030" plunger travel before going solid. Some valve train noise can be associated with these lifters
- Recommended spring pressure: 100-250lbs seat pressure; 285-650lbs open pressure



| APPLICATION | | BODY DIA. | ROLLER DIA. | PART # |
|---|--|------------------|--------------------|---------------|
| CHEVROLET | SMALL BLOCK | .842 | .750 | 17-4602-16 |
| | SMALL BLOCK LIMITED TRAVEL | .842 | .750 | 17-4789-16 |
| | LS-FITS 5 & 6 BOLT HEAD PATTERN | .842 | .750 | 17-5206-16 |
| | LS-LIMITED TRAVEL, FITS 5 & 6 BOLT HEAD PATTERN | .842 | .750 | 17-5850-16 |
| | BIG BLOCK | .842 | .750 | 17-4603-16 |
| | BIG BLOCK LIMITED TRAVEL | .842 | .750 | 17-4795-16 |
| | 348-409 | .842 | .750 | 17-6087-16 |
| CHRYSLER | SB EARLY-A & MAGNUM LIMITED TRAVEL | .903 | .810 | 17-7358-16 |
| | BIG BLOCK-B & RB LIMITED TRAVEL | .903 | .810 | 17-7360-16 |
| FORD | SMALL BLOCK, WINDSOR & 351C-400 | .875 | .750 | 17-5879-16 |
| | SB, WINDSOR & 351C-400 LIMITED TRAVEL | .875 | .750 | 17-7262-16 |
| | BIG BLOCK 429-460 & FE | .875 | .750 | 17-5891-16 |
| PONTIAC | 400-421-428-455 OEM OIL BAND , BLOCK BUSHING SUGGESTED | .842 | .750 | 17-6398-16 |
| OEM STYLE PERFORMANCE HYDRAULIC ROLLER LIFTERS | | BODY DIA. | ROLLER DIA. | PART # |
| CHEVROLET | LS-FITS STOCK LIFTER GUIDES | .842 | .750 | 17-4708-16 |
| | LS- LIMITED TRAVEL, FITS STOCK LIFTER GUIDES | .842 | .750 | 17-4793-16 |

Important, use an oil that has a centistoke rating of below 11 at 100c when using this series of lifters

STREET PERFORMANCE HYDRAULIC ROLLER LIFTERS

- Made from a cold formed body with a clipped axle and have a 6500 RPM capability
- Updates vintage engines to a modern hydraulic roller lifter • .120" plunger travel
- .700" diameter lifter wheel for cam designs up to .370" lobe lift
- Recommended spring pressure: 100-180 lbs seat pressure; 280-380 lbs open pressure



| APPLICATION | | BODY DIA. | ROLLER DIA. | PART # |
|-------------|---|-----------|-------------|------------|
| AMC | 304-401 | .903 | .700 | 17-6076-16 |
| BUICK | 350 | .842 | .700 | 17-5386-16 |
| | 401-425-455 | .842 | .700 | 17-5333-16 |
| | TURBO V6 | .842 | .700 | 17-5393-12 |
| | TURBO V6 LIMITED TRAVEL | .842 | .700 | 17-6402-12 |
| CADILLAC | 425-472-500 | .842 | .700 | 17-5331-16 |
| CHEVROLET | SMALL BLOCK | .842 | .700 | 17-5372-16 |
| | | .875 | .700 | 17-7565-16 |
| | LS | .842 | .700 | 17-5290-16 |
| | BIG BLOCK | .842 | .700 | 17-5374-16 |
| | | .875 | .700 | 17-6917-16 |
| | 348-409 | .842 | .700 | 17-5339-16 |
| CHRYSLER | SMALL BLOCK EARLY-A & MAGNUM | .903 | .700 | 17-5321-16 |
| | BIG BLOCK-B & RB | .903 | .700 | 17-5319-16 |
| | VIPER V-10 | .842 | .700 | 17-6438-20 |
| FORD | SMALL BLOCK, WINDSOR & 351C-400 | .875 | .700 | 17-5323-16 |
| | SB, WINDSOR & 351C-400 LIMITED TRAVEL | .875 | .700 | 17-5327-16 |
| | BIG BLOCK 429-460 & FE | .875 | .700 | 17-5325-16 |
| | BIG BLOCK 429-460 & FE LIMITED TRAVEL | .875 | .700 | 17-5329-16 |
| HOLDEN | V8 | .842 | .700 | 17-5337-16 |
| OLDSMOBILE | 400-403-425-455 MAY NEED TO CLEARANCE OEM INTAKE MANIFOLD | .842 | .700 | 17-5335-16 |
| PONTIAC | 389-400-421-428-455 OIL BAND IN OEM LOCATION | .842 | .700 | 17-5884-16 |

OEM STREET PERFORMANCE HYDRAULIC ROLLER LIFTERS

- .120" plunger travel and have an 80% fill rate
- .700" diameter lifter wheel for cam designs up to .370" lobe lift
- Recommended spring pressure: 100-180 lbs seat pressure; 280-380 lbs open pressure

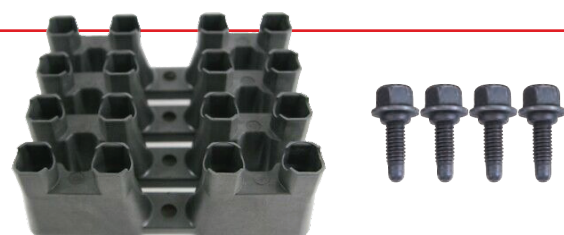


| APPLICATION | | BODY DIA. | ROLLER DIA. | PART # |
|-------------|--|-----------|-------------|------------|
| CHEVROLET | SMALL BLOCK-POLISHED BODY, LOCK RING AXLE | .842 | .700 | 17-5315-16 |
| | LS-POLISHED BODY, LOCK RING AXLE, FITS STOCK LIFTER | .842 | .700 | 17-7717-16 |
| | GUIDE, RECOMMENDED MAX CAM LIFT .360" MIN. BC 1.445" | | | |

OEM CHEVROLET LS ROLLER LIFTER GUIDE KIT

- Includes 4 lifter buckets and 4 mounting screws

| APPLICATION | PART # |
|-----------------------------------|----------|
| GEN III & IV NON-AFM STOCK GUIDES | 17-9365K |



IMPORTANT: FOR HYDRAULIC LIFTERS TO FUNCTION CORRECTLY YOU MUST USE AN OIL WITH A CENTISTOKE RATING BELOW 15 AT 100C. IF NOT THE LIFTER MAY NOT FUNCTION CORRECTLY

NOTE: All lifters with a tie bar are designed to be installed in either Retro-Fit engines or engines originally equipped with roller lifters

ENGINE PRO NITRO BLACK ROLLER LIFTERS

TIE BAR AND KEYED MECHANICAL ROLLER LIFTERS



REVOLUTIONARY OIL WEDGE DESIGN

- Billet body with pinned axle and 9000 + RPM capability
- Special B624L matrix material axle that is .470" diameter with FULL TIME PRESSURIZED OILING
- Diamond-Like Coating (DLC) for less friction, wear and durability
- These lifters have the carrying capacity of a 1" lifter!
- Special break-in lube between the axle and roller wheel should not be washed with solvent prior to installation
- Requires a break-in period of 25-30 minutes varying the RPM from 1800-2200 RPM
- Recommended spring pressure: 150-400lbs seat pressure; 550-1000lbs open pressure
- These lifters are rebuildable and are made in the U.S.A.

| DESCRIPTION | BODY DIA. | ROLLER DIA. | PART # |
|--|-----------|-------------|------------|
| CHEVROLET SMALL BLOCK | | | |
| ON CENTER (ALSO FOR SB2 HEADS ON STD BLOCK) | .842 | .750 | 17-6475-16 |
| .180 L&R INT OFFSET | .842 | .750 | 17-6478-16 |
| .180 L&R INT & EX OFFSET | .842 | .750 | 17-6480-16 |
| SBC/BUICK .180 L INT OFFSET | .842 | .750 | 17-6481-16 |
| ON CENTER | .903 | .810 | 17-6651-16 |
| .180 INT & EX OFFSET | .903 | .810 | 17-6656-16 |
| .180 L&R INT OFFSET | .903 | .810 | 17-6654-16 |
| SBC/BUICK .180 L INT OFFSET | .903 | .810 | 17-6657-16 |
| KEYED, ON CENTER | .936 | .850 | 17-6563-16 |
| KEYED, 8- EX ON CENTER, 8- .180 L INT OFFSET | .936 | .850 | 17-6564-16 |
| CHEVROLET LS WITH 5 & 6 HEAD BOLT PATTERN | | | |
| ON CENTER | .842 | .750 | 17-6483-16 |
| .180 L INT OFFSET | .842 | .750 | 17-6485-16 |
| .180 L INT & EX OFFSET | .842 | .750 | 17-6487-16 |
| ON CENTER | .903 | .810 | 17-6659-16 |
| .180 L INT OFFSET | .903 | .810 | 17-6661-16 |
| 10 DEGREE DART HEAD .180 R INT OFFSET | .903 | .810 | 17-7391-16 |
| KEYED, ON CENTER | .936 | .850 | 17-6565-16 |
| KEYED, 8- EX ON CENTER, 8- .180 L INT OFFSET | .936 | .850 | 17-6566-16 |

Continued on next page

ENGINE PRO NITRO BLACK ROLLER LIFTERS CONTINUED

TIE BAR AND KEYED MECHANICAL ROLLER LIFTERS

| DESCRIPTION | BODY DIA. | ROLLER DIA. | PART # |
|--|-----------|-------------|------------|
| CHEVROLET BIG BLOCK | | | |
| ON CENTER | .842 | .750 | 17-6489-16 |
| U/P P/O +.300 (.180 L&R INT O/S) | .842 | .750 | 17-6492-16 |
| .150 INT & EX OFFSET | .842 | .750 | 17-6494-16 |
| ON CENTER | .903 | .810 | 17-6663-16 |
| .180 R INT OFFSET | .903 | .810 | 17-6667-16 |
| .180 INT & EX OFFSET | .903 | .810 | 17-6669-16 |
| .180 L&R INT OFFSET | .903 | .810 | 17-6666-16 |
| 8- EX ON CENTER, 8- .180 L&R INT OFFSET | .936 | .850 | 17-6580-16 |
| KEYED, ON CENTER | .936 | .850 | 17-6568-16 |
| CHEVROLET 348-409 CU. IN. | | | |
| ON CENTER | .842 | .750 | 17-6496-16 |
| CHRYSLER SMALL BLOCK | | | |
| ON CENTER | .903 | .810 | 17-6683-16 |
| CHRYSLER BIG BLOCK | | | |
| ON CENTER | .903 | .810 | 17-6685-16 |
| .180 L&R INT OFFSET | .903 | .810 | 17-6688-16 |
| CHRYSLER VIPER V10 | | | |
| .180 INT & EX OFFSET | .842 | .750 | 17-6633-20 |
| FORD SMALL BLOCK | | | |
| ON CENTER | .903 | .810 | 17-6673-16 |
| .180 R INT OFFSET | .903 | .810 | 17-6675-16 |
| .180 INT & EX OFFSET | .903 | .810 | 17-6677-16 |
| KEYED, ON CENTER | .936 | .850 | 17-6582-16 |
| KEYED, 8- EX ON CENTER, 8- .180 R INT OFFSET | .936 | .850 | 17-6584-16 |
| FORD BIG BLOCK 429-460 | | | |
| ON CENTER | .903 | .810 | 17-6679-16 |
| .180 R INT OFFSET | .903 | .810 | 17-6681-16 |
| PONTIAC 400-421-428-455 CU. IN. | | | |
| ON CENTER | .842 | .750 | 17-6498-16 |
| ON CENTER, +.150 L & R INT OFFSET | .842 | .750 | 17-7149-16 |
| ON CENTER | .903 | .810 | 17-6671-16 |

NOTE: All lifters with a tie bar are designed to be installed in either Retro-Fit engines or engines originally equipped with roller lifters.



ENDURANCE SERIES MECHANICAL ROLLER LIFTERS

The NEW Engine Pro Endurance Series mechanical roller lifters have many of the same features as our Nitro Black Series.

- Made from a billet body with a pinned axle and have 9000 + RPM capability
- Axle diameter is .470" with full time pressurized oiling
- Highly polished body for less friction and wear durability
- Special break-in lube between the axle and roller wheel should not be washed with solvent prior to installation
- Requires a break-in period of 25-30 minutes varying the RPM from 1800-2200 RPM
- Recommended spring pressure; 150- 400lbs seat pressure; 550-1000lbs open pressure



| APPLICATION | DESCRIPTION | BODY DIA. | ROLLER DIA. | PART # | |
|----------------------|-------------------|------------------------|-------------|------------|------------|
| CHEVROLET | SMALL BLOCK | ON CENTER | .842 | .750 | 17-6690-16 |
| | | .150 L&R INT OFFSET | .842 | .750 | 17-6693-16 |
| | | .150 INT & EX OFFSET | .842 | .750 | 17-6695-16 |
| | | .150 L INT OFFSET | .842 | .750 | 17-6697-16 |
| | | ON CENTER | .903 | .810 | 17-6708-16 |
| | | .180 L&R INT OFFSET | .903 | .810 | 17-6711-16 |
| | | .180 INT & EX OFFSET | .903 | .810 | 17-6713-16 |
| | | SMALL BLOCK CHEV/BUICK | .903 | .810 | 17-6715-16 |
| | LS | ON CENTER | .842 | .750 | 17-6717-16 |
| | | .150 L INT OFFSET | .842 | .750 | 17-6719-16 |
| | | .150 INT & EX OFFSET | .842 | .750 | 17-6721-16 |
| | | .180 L INT OFFSET | .903 | .810 | 17-6725-16 |
| | | ON CENTER | .903 | .810 | 17-6723-16 |
| | BIG BLOCK | ON CENTER | .842 | .750 | 17-6727-16 |
| | | .150 L&R INT OFFSET | .842 | .750 | 17-6730-16 |
| .150 INT & EX OFFSET | | .842 | .750 | 17-6732-16 | |
| ON CENTER | | .903 | .810 | 17-6734-16 | |
| .180 L&R INT OFFSET | | .903 | .810 | 17-6737-16 | |
| .180 R INT OFFSET | | .903 | .810 | 17-6738-16 | |
| .180 INT & EX OFFSET | | .903 | .810 | 17-6740-16 | |
| 348-409 | ON CENTER | .842 | .750 | 17-6742-16 | |
| CHRYSLER | SMALL BLOCK A | ON CENTER | .903 | .810 | 17-6774-16 |
| | BIG BLOCK B & RB | ON CENTER | .903 | .810 | 17-6776-16 |
| | | .180 L&R INT OFFSET | .903 | .810 | 17-6779-16 |
| FORD | SMALL BLOCK | ON CENTER | .903 | .810 | 17-6756-16 |
| | | .180 R INT OFFSET | .903 | .810 | 17-6758-16 |
| | | .180 INT & EX OFFSET | .903 | .810 | 17-6760-16 |
| | | ON CENTER | .903 | .810 | 17-6770-16 |
| | BIG BLOCK 429-460 | .180 R INT OFFSET | .903 | .810 | 17-6772-16 |
| PONTIAC | 400-421-428-455 | ON CENTER | .842 | .750 | 17-6746-16 |
| | | ON CENTER | .903 | .810 | 17-6744-16 |
| | | .180 L&R INT OFFSET | .903 | .810 | 17-7681-16 |

NOTE: All lifters with a tie bar are designed to be installed in either Retro-Fit engines or engines originally equipped with roller lifters.

ULTRA BUSHING SERIES MECHANICAL ROLLER LIFTERS

- Made from a billet body with a clipped axle and have **8000 + RPM capability**
- Special break-in lube between the axle and roller wheel should not be washed with solvent prior to installation
- Requires a break-in period of 25-30 minutes varying the RPM from 1800-2200 RPM
- **PRESSURIZED OILING TO THE ROLLERS**
- Recommended spring pressure: 250-350lbs seat pressure; 600-850lbs open pressure



| APPLICATION | DESCRIPTION | BODY DIA. | ROLLER DIA. | PART # | |
|-------------|------------------------|-------------------------|-------------|------------|------------|
| CHEVROLET | SMALL BLOCK | .180 L&R INT OFFSET | .842 | .750 | 17-6114-16 |
| | | .180 INT & EX OFFSET | .842 | .750 | 17-6348-16 |
| | | ON CENTER | .875 | .750 | 17-6116-16 |
| | | .180 L&R INT OFFSET | .875 | .750 | 17-6551-16 |
| | | ON CENTER | .903 | .810 | 17-6118-16 |
| | | .180 L&R INT OFFSET | .903 | .810 | 17-6121-16 |
| | | .180 INT & EX OFFSET | .903 | .810 | 17-6359-16 |
| | | ON CENTER | .936 | .850 | 17-6125-16 |
| | | .180 L&R INT OFFSET | .936 | .850 | 17-6128-16 |
| | SMALL BLOCK CHEV/BUICK | .180 LEFT INT OFFSET | .903 | .810 | 17-6123-16 |
| | LS | ON CENTER | .842 | .750 | 17-6177-16 |
| | | ON CENTER | .903 | .810 | 17-6132-16 |
| | | .180 LEFT INT OFFSET | .903 | .810 | 17-6136-16 |
| | | KEYED BUSHINGS REQUIRED | .936 | .850 | 17-5564-16 |
| | BIG BLOCK | .180 L&R INT OFFSET | .842 | .750 | 17-6141-16 |
| | | ON CENTER | .903 | .810 | 17-6143-16 |
| | | .180 L&R INT OFFSET | .903 | .810 | 17-6146-16 |
| | | .180 RH INT OFFSET | .903 | .810 | 17-6148-16 |
| | | .180 INT & EXH OFFSET | .903 | .810 | 17-6363-16 |
| | | ON CENTER | .936 | .850 | 17-6202-16 |
| | .180 L&R INT OFFSET | .936 | .850 | 17-6204-16 | |
| CHRYSLER | SMALL BLOCK A | ON CENTER | .903 | .810 | 17-5260-16 |
| | | ON CENTER | .903 | .810 | 17-6170-16 |
| | | .180 L & R INT OFFSET | .903 | .810 | 17-6535-16 |
| | BIG BLOCK B & RB | ON CENTER | .903 | .810 | 17-5270-16 |
| | | ON CENTER | .903 | .810 | 17-6172-16 |
| | | .180 L&R INT OFFSET | .903 | .810 | 17-6175-16 |
| | | .180 INT & EX OFFSET | .903 | .810 | 17-7441-16 |
| | | ON CENTER | .936 | .850 | 17-6506-16 |
| | | .180 L&R INT OFFSET | .936 | .850 | 17-6578-16 |
| | VIPER V10 | ON CENTER | .842 | .750 | 17-6434-20 |
| | ON CENTER | .903 | .810 | 17-6436-20 | |

NOTE: All lifters with a tie bar are designed to be installed in either Retro-Fit engines or engines originally equipped with roller lifters



ENGINEPROSHOP SOLUTIONS.COM

NUMBER YOUR LIFTERS

When installing flat tappet lifters, we number the lifters to their corresponding cylinders. This can be useful in the event that the engine is ever disassembled. This helps to keep the lifters from getting out of order and to ensure they are put back on the correct lobe to help prevent the camshaft lobes from going flat.

Adam Cofer Salina Engine Salina, KS September, 2020



MORE ENGINE PRO SHOP SOLUTIONS

ULTRA BUSHING SERIES MECHANICAL ROLLER LIFTERS CONTINUED



| APPLICATION | DESCRIPTION | BODY DIA. | ROLLER DIA. | PART # | |
|-------------|-----------------------|-----------------------|-------------|------------|------------|
| FORD | SMALL BLOCK, 289-351W | ON CENTER | .875 | .750 | 17-6152-16 |
| | | .180 RIGHT INT OFFSET | .875 | .750 | 17-6156-16 |
| | | .180 INT & EX OFFSET | .875 | .750 | 17-6243-16 |
| | | ON CENTER | .903 | .810 | 17-6158-16 |
| | | .180 R INT OFFSET | .903 | .810 | 17-6160-16 |
| | | .180 INT & EX OFFSET | .903 | .810 | 17-6396-16 |
| | | ON CENTER | .936 | .850 | 17-6365-16 |
| | | .180 RIGHT INT OFFSET | .936 | .850 | 17-6415-16 |
| | | .180 INT & EX OFFSET | .936 | .850 | 17-7142-16 |
| | CLEVELAND 351C-400 | ON CENTER | .875 | .750 | 17-6154-16 |
| | BIG BLOCK 429-460 | ON CENTER | .875 | .750 | 17-6162-16 |
| | | ON CENTER | .903 | .810 | 17-6166-16 |
| | | .180 R INT OFFSET | .903 | .810 | 17-6168-16 |
| | 352-390-410-428 FE | ON CENTER | .875 | .750 | 17-6164-16 |
| | | .180 INT & EX OFFSET | .875 | .750 | 17-6530-16 |
| | .180 INT & EX OFFSET | .936 | .850 | 17-6532-16 | |
| PONTIAC | 400-421-428-455 | ON CENTER | .903 | .810 | 17-6392-16 |
| | | .180 L&R INT OFFSET | .903 | .810 | 17-6400-16 |

NOTE: All lifters with a tie bar are designed to be installed in either Retro-Fit engines or engines originally equipped with roller lifters

ULTRA SERIES MECHANICAL ROLLER LIFTERS

- Made from a billet body with a clipped axle and have **8000 + RPM capability**
- **PRESSURIZED OILING TO THE ROLLERS**
- Recommended spring pressure: 250-350 lbs seat Pressure; 600-850 lbs open pressure



| APPLICATION | DESCRIPTION | BODY DIA. | ROLLER DIA. | PART # | |
|-------------|------------------------|----------------------------|-------------|------------|------------|
| AMC | 290-401 | ON CENTER | .903 | .810 | 17-7689-16 |
| | | ON CENTER | .842 | .750 | 17-7532-16 |
| CHEVROLET | SMALL BLOCK | ON CENTER | .842 | .750 | 17-4843-16 |
| | | .180 L&R INT OFFSET | .842 | .750 | 17-4838-16 |
| | | .180 INT & EX OFFSET | .842 | .750 | 17-6190-16 |
| | | ON CENTER | .875 | .750 | 17-5919-16 |
| | | .180 L&R INT OFFSET | .875 | .750 | 17-5910-16 |
| | | .180 INT & EX OFFSET +.200 | .875 | .750 | 17-7708-16 |
| | | ON CENTER | .903 | .810 | 17-4867-16 |
| | | .180 L&R INT OFFSET | .903 | .810 | 17-4872-16 |
| | | .180 INT & EX OFFSET | .903 | .810 | 17-6192-16 |
| | | ON CENTER | .936 | .850 | 17-4877-16 |
| | | .180 L&R INT OFFSET | .936 | .850 | 17-4882-16 |
| | | .180 INT & EX OFFSET | .936 | .850 | 17-7563-16 |
| | SMALL BLOCK CHEV/BUICK | .180 LEFT INT OFFSET | .842 | .750 | 17-4914-16 |
| | .180 LEFT INT OFFSET | .903 | .810 | 17-4989-16 | |

NOTE: All lifters with a tie bar are designed to be installed in either Retro-Fit engines or engines originally equipped with roller lifters

ULTRA SERIES MECHANICAL ROLLER LIFTERS CONTINUED



SUBSCRIBE TO ENGINE PRO'S VIDEO CHANNEL

| APPLICATION | DESCRIPTION | BODY DIA. | ROLLER DIA. | PART # | |
|--------------------|-----------------------|---|-------------|------------|------------|
| CHEVROLET | LS | ON CENTER | .842 | .750 | 17-5425-16 |
| | | ON CENTER | .903 | .810 | 17-5428-16 |
| | | .180 LEFT INT OFFSET | .903 | .810 | 17-5457-16 |
| | | .180 INT & EX OFFSET | .903 | .810 | 17-6356-16 |
| | BIG BLOCK | ON CENTER | .842 | .750 | 17-4845-16 |
| | | ON CENTER W/NASCAR BEARING AXLE | .842 | .750 | 17-6039-16 |
| | | .180 L&R INT OFFSET | .842 | .750 | 17-4841-16 |
| | | .180 L&R INT OFFSET W/NASCAR BEARING AXLE | .842 | .750 | 17-6042-16 |
| | | ON CENTER | .875 | .750 | 17-6574-16 |
| | | .180 L&R INT OFFSET | .875 | .750 | 17-7281-16 |
| | | ON CENTER | .903 | .810 | 17-4869-16 |
| | | .180 L&R INT OFFSET | .903 | .810 | 17-4875-16 |
| | | .180 RH INT OFFSET | .903 | .810 | 17-6048-16 |
| | | .180 INT & EX OFFSET | .903 | .810 | 17-6361-16 |
| | | ON CENTER | .936 | .850 | 17-4879-16 |
| | .180 L&R INT OFFSET | .936 | .850 | 17-4885-16 | |
| CHRYSLER | BIG BLOCK B & RB | .180 L&R INT OFFSET | .903 | .810 | 17-5561-16 |
| | | ON CENTER .200 BORE SPACING | .903 | .810 | 17-7309-16 |
| FORD | SMALL BLOCK, 289-351W | ON CENTER | .875 | .750 | 17-5436-16 |
| | | .180 RH INT OFFSET | .875 | .750 | 17-5557-16 |
| | | .180 INT & EX OFFSET | .875 | .750 | 17-7146-16 |
| | | ON CENTER | .903 | .810 | 17-5490-16 |
| | | .180 RH INT OFFSET | .903 | .810 | 17-5488-16 |
| | | .180 RH INT OFFSET | .936 | .850 | 17-7551-16 |
| | CLEVELAND 351C-400 | ON CENTER | .875 | .750 | 17-5440-16 |
| | BIG BLOCK 429-460 | ON CENTER | .875 | .750 | 17-5456-16 |
| | | .180 INT & EX OFFSET | .875 | .750 | 17-7534-16 |
| | | ON CENTER | .903 | .810 | 17-5505-16 |
| | .180 RH INT OFFSET | .903 | .810 | 17-5506-16 | |
| 352-390-410-428 FE | ON CENTER | .875 | .750 | 17-5454-16 | |
| | ON CENTER | .903 | .810 | 17-7555-16 | |
| | ON CENTER | .842 | .750 | 17-7481-16 | |
| PONTIAC | 400-421-428-455 | ON CENTER | .842 | .750 | 17-7481-16 |

NOTE: All lifters with a tie bar are designed to be installed in either Retro-Fit engines or engines originally equipped with roller lifters



NASCAR SERIES MECHANICAL ROLLER LIFTERS

- Durable Solid Lubricant (DSL) Coating
- PRESSURIZED OILING TO THE ROLLERS
- NASCAR keyed roller lifters



| APPLICATION | DESCRIPTION | BODY DIA. | ROLLER DIA. | PART # | |
|-------------|------------------|--------------------------------------|-------------|--------|------------|
| CHEVROLET | SMALL BLOCK RO-7 | REMOVABLE SEAT | .936 | .850 | 17-6182-16 |
| | | FULL TIME BEARING OILING FIXED SEAT | .936 | .850 | 17-5006-16 |
| | | FULL TIME BEARING OILING DLC COATING | .936 | .850 | 17-6637-16 |
| FORD | SMALL BLOCK | FULL TIME BEARING OILING | .903 | .810 | 17-5228-16 |
| CHRYSLER | SMALL BLOCK | FULL TIME BEARING OILING | .936 | .850 | 17-4969-16 |
| TOYOTA | NASCAR ENGINE | | .936 | .850 | 17-4970-16 |



TOP DRAG SERIES MECHANICAL ROLLER LIFTERS

Specialty Chrysler applications.

| APPLICATION | DESCRIPTION | BODY DIA. | ROLLER DIA. | PART # |
|-------------|--|-----------|-------------|------------|
| TOP ALCOHOL | TIE BAR 2.000 BORE SPACE | 0.903 | .810 | 17-5446-16 |
| | TIE BAR STOCK 1.800 BORE SPACE (NO PUSHROD OILING) | 0.903 | .810 | 17-6647-16 |
| TOP FUEL | SINGLE ROLLER BOTH SIDES (NO PUSHROD OILING) | 1.000 | .920 | 17-4849-16 |
| | SINGLE ROLLER BOTH SIDES (NO PUSHROD OILING) | 1.063 | .000 | 17-4552-16 |



SPORTSMAN PRO SERIES MECHANICAL ROLLER LIFTERS

- Made from a billet body with a clipped axle and have 7500 RPM capability
- .750" diameter roller wheel
- **PRESSURIZED OILING TO THE ROLLERS**
- Machined to work with **REDUCED BASE CIRCLE** camshafts

- Bodies are fully polished for reduced friction
- Recommended spring pressure 150-275 lbs seat pressure 400-700 lbs open pressure



| APPLICATION | | BODY DIA. | ROLLER DIA. | PART # |
|-------------|-------------------------------|-----------|-------------|------------|
| CHEVROLET | SMALL BLOCK | .842 | .750 | 17-6591-16 |
| | BIG BLOCK | .842 | .750 | 17-6593-16 |
| FORD | WINDSOR SMALL BLOCK, 289-351W | .875 | .750 | 17-7699-16 |
| | CLEVELAND 351-400 | .875 | .750 | 17-7701-16 |
| | BIG BLOCK 429-460 | .875 | .750 | 17-7703-16 |
| | FE 352-390-410-428 | .875 | .750 | 17-7705-16 |

SPORTSMAN SERIES MECHANICAL ROLLER LIFTERS

- Made from a billet body with a clipped axle and have 7500 RPM capability
- .750" diameter roller wheel

- Recommended spring pressure 150-275 lbs seat pressure 400-700 lbs open pressure



| APPLICATION | | BODY DIA. | ROLLER DIA. | PART # |
|-------------|---|-----------|-------------|------------|
| CHEVROLET | SMALL BLOCK .300 TALL ON CENTER | .842 | .750 | 17-4604-16 |
| | LS FITS STOCK LIFTER GUIDES (NOT TIE BAR) | .842 | .750 | 17-4737-16 |
| | LS .842D T/B MECH ROLLER FOR STD & HI LIFT | .842 | .750 | 17-5452-16 |
| | BIG BLOCK .300 TALL ON CENTER | .842 | .750 | 17-4606-16 |
| CHRYSLER | SMALL BLOCK EARLY-A & MAGNUM BLOCKS | .903 | .750 | 17-4723-16 |
| | BIG BLOCK B & RB | .903 | .750 | 17-4730-16 |
| FORD | WINDSOR SMALL BLOCK, 289-351W | .875 | .750 | 17-4713-16 |
| | CLEVELAND 351-400 | .875 | .750 | 17-5411-16 |
| | BIG BLOCK 429-460 | .875 | .750 | 17-4719-16 |
| | FE 352-390-410-428 | .875 | .750 | 17-4726-16 |

HORIZONTAL TIE BAR MECHANICAL ROLLER LIFTERS

- Made from a billet body with a clipped axle and have 7000 RPM capability
- Limited to lobe lifts of no more than .375"
- They have a .750" diameter roller wheel
- Recommended spring pressure: 150-275 lbs seat pressure; 400-700 lbs open pressure



| APPLICATION | | BODY DIA. | ROLLER DIA. | PART # |
|-------------|-------------|-----------|-------------|------------|
| CHEVROLET | SMALL BLOCK | .842 | .750 | 17-4601-16 |
| | BIG BLOCK | .842 | .750 | 17-4677-16 |

NOTE: All lifters with a tie bar are designed to be installed in either Retro-Fit engines or engines originally equipped with roller lifters



STREET PERFORMANCE MECHANICAL ROLLER LIFTERS

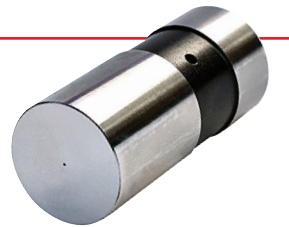
- Made from a cold formed body with a clipped axle and have 7000 RPM capability
- .700" diameter roller wheel
- Recommended spring pressure 150-220 lbs seat pressure 300-550 lbs open pressure



| APPLICATION | | BODY DIA. | ROLLER DIA. | PART # |
|-------------|---|-----------|-------------|------------|
| BUICK | 350 | .842 | .700 | 17-5555-16 |
| | 401-425-455 CU IN V-8 | .842 | .700 | 17-5345-16 |
| | TURBO V6 | .842 | .700 | 17-5553-12 |
| CADILLAC | 425-472-500 CU IN V-8 | .842 | .700 | 17-5356-16 |
| | CHEVROLET SMALL BLOCK | .842 | .700 | 17-5511-16 |
| CHEVROLET | LS FITS STOCK LIFTER GUIDES (NOT TIE BAR) | .842 | .700 | 17-6528-16 |
| | LS | .842 | .700 | 17-5989-16 |
| | BIG BLOCK | .842 | .700 | 17-5547-16 |
| | 348 409 .842D T/B STREET PERF MECH ROLLER | .842 | .700 | 17-5347-16 |
| FORD | SMALL BLOCK, WINDSOR & 351C-400 | .875 | .700 | 17-5517-16 |
| | BIG BLOCK 429-460 & FE | .875 | .700 | 17-5520-16 |
| HOLDEN | V8 | .842 | .700 | 17-5343-16 |

EDM SOLID FLAT TAPPET LIFTERS

- Solid flat tappets are hand selected castings that meet OEM specs
- High RMS finish on the lifter to ensure proper bore to body clearance in the engine
- EDM drilled with a .024" hole for direct oil feed to the cam lobe to prevent premature cam wear



FLAT TAPPET PERFORMANCE MECHANICAL LIFTERS WITH EDM HOLE

| APPLICATION | BODY DIA. | PART # |
|------------------------------------|-----------|------------|
| CHEVROLET, OLDS, PONTIAC, CADILLAC | .842 | 17-5035-16 |

NOTE: All lifters with a tie bar are designed to be installed in either Retro-Fit engines or engines originally equipped with roller lifters



For Ford Powerstroke, GM Duramax and Dodge Cummins Engines



For Ford Powerstroke, GM Duramax and Dodge Cummins Engines

- Average horsepower increase of 50 hp confirmed in dyno tests
- Average torque increase of 100 ftlbs confirmed in dyno tests
- Reduced turbo lag confirmed in dyno tests
- Faster spooling
- Fuel economy increase of up to 22%
- Exhaust gas temperature reduced an average of 300 degrees F.
- No piston change or valve relief machining necessary
- May be used with stock or ported heads

Our Camshafts Deliver More Horsepower, More Torque and Better Fuel Economy

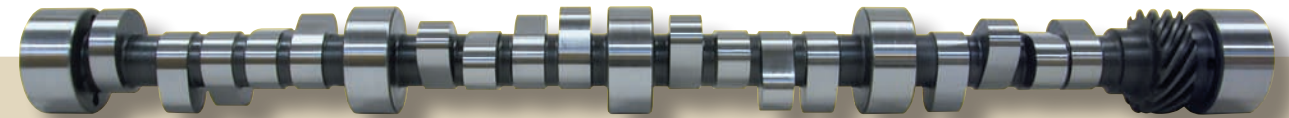
Engine Pro Diesel Performance Cams are designed to maximize the performance of these engines within the OEM RPM limits. The opening and closing valve events and lobe ramp design are changed resulting in more power and better fuel economy. Other benefits include reduced turbo lag, faster spooling and more efficient boost.

NOTE:

It is illegal to use Engine Pro Performance Camshafts in vehicles that are operated on the public streets and highways of California. Various other state laws may limit the use of these camshafts to "off highway" applications only. Check current state and federal laws to be sure.

| APPLICATION | | DUR @ .050 | | ADV DUR | | VALVE LIFT | | LOBE SEP | | LASH COLD | | PART # |
|---|------|--|-----|---------|-----|------------|------|----------|-----|-----------|-------|----------------|
| | | INT | EXH | INT | EXH | INT | EXH | INT | EXH | INT | EXH | |
| DODGE CUMMINS 5.9L - 24 VALVES | MECH | 199 | 199 | 237 | 237 | .442 | .429 | 112 | 112 | .010 | .020 | MC59024 |
| SPRING PRESSURE - SEAT: 135-145 OPEN: 400 (MAX) | | WARNING: MUST USE 12-VALVE LIFTERS WITH THIS CAM, E.G. 2302 | | | | | | | | | | |
| FORD POWERSTROKE 6.0L, 6.4L | HYD | 189 | 187 | 227 | 223 | .364 | .341 | 112 | 112 | 0 | 0 | MC60641 |
| SPRING PRESSURE - SEAT: 135-145 OPEN: 400 (MAX) | | NOTE: BOOST PRESSURE WILL AFFECT THE SPRING RATE NEEDED | | | | | | | | | | |
| FORD POWERSTROKE 6.7L | HYD | 205 | 203 | 264 | 264 | .398 | .383 | 112 | 112 | 0 | 0 | MC67001 |
| SPRING PRESSURE - SEAT: 90-145 OPEN: 400 (MAX) | | NOTE: BOOST PRESSURE WILL AFFECT THE SPRING RATE NEEDED | | | | | | | | | | |
| FORD POWERSTROKE 7.3L | HYD | 189 | 189 | 234 | 234 | .432 | .416 | 112 | 112 | 0 | 0 | MC73001 |
| SPRING PRESSURE - SEAT: 135-145 OPEN: 400 (MAX) | | WARNING: WITHOUT MECHANICAL FUEL TRANSFER PUMP LOBE | | | | | | | | | | |
| GM DURAMAX 6.6L | MECH | 181 | 169 | 219 | 206 | .340 | .338 | 112 | 112 | .000* | .002* | MC66001 |
| SPRING PRESSURE - SEAT: 135-145 OPEN: 400 (MAX) | | NOTE: BOOST PRESSURE WILL AFFECT SPRING RATE NEEDED | | | | | | | | | | |

* Lash will increase as cylinder head temperature increases



CAMSHAFT RANGE & SELECTION CHART

SEE INDIVIDUAL LISTINGS FOR MORE INFORMATION

TORQUE CAM NEED A GOOD TORQUE CAM? LOOK FOR THIS ICON IN THE LISTINGS

| STAGE | CHARACTERISTICS | RECOMMENDATIONS |
|---|--|---|
| STAGE 1 | IDLE QUALITY: SMOOTH STOCK | TOWING: GOOD FOR PULLING HEAVY LOADS |
| | TORQUE: IMPROVED LOW END, 1600-2000 RPM | RACING: NOT RECOMMENDED |
| | FUEL ECONOMY: VERY GOOD | COMPUTER CONTROLLED VEHICLES: MODIFICATIONS NOT NEEDED |
| DURATION @ .050": UP TO 200 HYDRAULIC | TRANSMISSION: STOCK AUTOMATIC OR MANUAL | COMPRESSION RATIO: 9.0:1 OR LESS |
| STAGE 2 | IDLE QUALITY: SMOOTH | TOWING: GOOD FOR LIGHT PULLING AND RV USE |
| | TORQUE: GOOD LOW AND MID-RANGES 1800-2600 RPM | RACING: NOT RECOMMENDED |
| | FUEL ECONOMY: GOOD | COMPUTER CONTROLLED VEHICLES: MODIFICATIONS MAY BE NEEDED |
| DURATION @ .050": 200-215 HYDRAULIC | TRANSMISSION: STOCK AUTOMATIC OR MANUAL | COMPRESSION RATIO: 9.5:1 OR LESS |
| STAGE 3 | IDLE QUALITY: FAIR WITH SOME LOPE | TOWING: NOT RECOMMENDED |
| | TORQUE: MID-RANGE 2400-3200 RPM | RACING: MILD BRACKET RACING |
| | FUEL ECONOMY: FAIR | COMPUTER CONTROLLED VEHICLES: MODIFIED COMPUTER CHIP MAY BE REQUIRED TO COMPENSATE FOR LOW VACUUM |
| DURATION @ .050": 210-225 HYDRAULIC | TRANSMISSION: STOCK AUTOMATIC OR MANUAL | COMPRESSION RATIO: 10.3:1 OR LESS. CHECK VALVE TO PISTON CLEARANCE |
| STAGE 4 | IDLE QUALITY: ROUGH, MANIFOLD VACUUM WILL NOT OPERATE POWER BRAKES | TOWING: NOT RECOMMENDED |
| | TORQUE: MID-RANGE 3000-4000 RPM | RACING: BRACKET DRAG RACING, LIMITED OVAL TRACK |
| | FUEL ECONOMY: POOR | COMPUTER CONTROLLED VEHICLES: NOT RECOMMENDED |
| DURATION @ .050": 225-240 HYDRAULIC | TRANSMISSION: AUTOMATIC WITH HIGH STALL CONVERTER OR MANUAL | COMPRESSION RATIO: 10.5:1 TO 11.0:1. CHECK VALVE TO PISTON CLEARANCE |
| STAGE 5 | IDLE QUALITY: ROUGH WITH HEAVY LOPE, WILL NOT OPERATE POWER BRAKES | TOWING: NOT RECOMMENDED |
| | TORQUE: MID TO HIGH RANGES 3800-5000 RPM | RACING: BRACKET DRAG RACING, OVAL TRACK |
| | FUEL ECONOMY: POOR | COMPUTER CONTROLLED VEHICLES: NOT RECOMMENDED |
| DURATION @ .050": 240-255 HYDRAULIC 250-265 MECHANICAL | TRANSMISSION: AUTOMATIC WITH HIGH STALL CONVERTER OR HEAVY DUTY MANUAL | COMPRESSION RATIO: 10.5:1 TO 12.0:1. CHECK VALVE TO PISTON CLEARANCE |

THESE ARE GENERAL GUIDELINES. TO ACHIEVE BEST PERFORMANCE, MATCH CARBURETION, INTAKE MANIFOLD, IGNITION AND HEADERS TO THE CAMSHAFT.

PERFORMANCE CAMSHAFTS

- Computer designed lobe profiles for maximum power
- Journal roundness maintained to within .0002"
- Manganese phosphate coated, flame hardened castings or induction hardened billets
- Profiles are adcole verified for the ultimate in accuracy



| APPLICATION | DUR @ .050" | | ADV. DUR. | | VALVE LIFT | | LOBE SEP | | POWER RANGE | IDLE | LIFTER | PART # NOTES | |
|--|-------------|-----|-----------|-----|------------|------|----------|-----|-------------|--------|--------|-----------------|---|
| | INT | EXH | INT | EXH | INT | EXH | INT | EXH | | | | | |
| AMERICAN MOTORS V8; 1966-92 290, 304, 343, 360, 390, 401 C.I. HYDRAULIC FLAT TAPPET CAM | | | | | | | | | | | | | |
| TORQUE CAM STAGE 2 | 204 | 214 | 280 | 290 | .448 | .472 | 105 | 105 | 1000-5000 | SMOOTH | 2011 | MC1786 | |
| GOOD AND LOW MID RANGE TORQUE AND PULLING POWER. | | | | | | | | | | | | B, D | |
| BUICK V6, 1978-88; 181, 196, 231, 252 C.I. (EVEN FIRE W/INTEGRAL DIST. DRIVE GEAR) HYDRAULIC FLAT TAPPET CAMS | | | | | | | | | | | | | |
| TORQUE CAM STAGE 2 | 204 | 214 | 280 | 290 | .448 | .472 | 112 | 112 | 1200-4700 | SMOOTH | 969 | MC2731 | |
| GOOD LOW AND MID-RANGE TORQUE.. | | | | | | | | | | | | N | |
| CHEVROLET V6-1980-89; 173 C.I. (2.8L) & 1990-94 189 C.I. (3.1L) HYDRAULIC FLAT TAPPET CAM | | | | | | | | | | | | | |
| TORQUE CAM STAGE 2 | 204 | 214 | 278 | 288 | .420 | .443 | 107 | 112 | 1000-5000 | SMOOTH | 2095 | MC1784 | |
| GOOD LOW END TORQUE AND PULLING POWER. | | | | | | | | | | | | N | |
| CHEVROLET-GM LS V8 GEN III & IV, 3 BOLT, 1997-PRESENT, 1.7-1 ROCKER RATIO HYDRAULIC ROLLER CAMS | | | | | | | | | | | | | |
| STAGE 2 | 204 | 218 | - | - | .551 | .548 | 120 | 115 | 800-5500 | SMOOTH | 2148 | MC315271 | |
| SIMILAR TO 2002-04 LS6 CAM. | | | | | | | | | | | | 17-7717-16 | A |
| STAGE 2 | 206 | 212 | 262 | 268 | .515 | .522 | 110 | 114 | 1200-4800 | SMOOTH | 2148 | MC315408 | |
| GOOD LOW AND MID-RANGE TORQUE. | | | | | | | | | | | | 17-7717-16 | |
| STAGE 3 | 212 | 218 | 274 | 280 | .522 | .529 | 112 | 116 | 1500-5000 | FAIR | 2148 | MC315412 | |
| GOOD LOW TO MID TORQUE. NOTICEABLE IDLE. | | | | | | | | | | | | 17-7717-16 | |
| STAGE 3 | 218 | 227 | - | - | .523 | .524 | 109 | 115 | 1500-6000 | FAIR | 2148 | MC315944 | |
| SIMILAR TO LS "HOT CAM". | | | | | | | | | | | | 17-7717-16 | A |
| STAGE 4 | 225 | 236 | - | - | .525 | .525 | 107 | 113 | 2000-6500 | ROUGH | 2148 | MC315945 | |
| SIMILAR TO ASA CAM. | | | | | | | | | | | | 17-7717-16 | A |
| CHEVROLET SMALL BLOCK V8 1955-95; 262, 265, 267, 302, 305, 307, 327, 350, 400 C.I. HYDRAULIC FLAT TAPPET CAM | | | | | | | | | | | | | |
| STAGE 1 | 184 | 194 | 260 | 270 | .368 | .398 | 104 | 104 | 1000-3500 | STOCK | 817 | MC2199 | |
| GOOD LOW END TORQUE AND MILEAGE. | | | | | | | | | | | | | |
| STAGE 2 | 194 | 204 | 270 | 278 | .398 | .420 | 104 | 104 | 1500-4000 | SMOOTH | 817 | MC2200 | |
| GOOD FOR COMPUTER CONTROLLED ENGINES. | | | | | | | | | | | | C | |
| TORQUE CAM STAGE 2 | 204 | 214 | 278 | 288 | .420 | .443 | 110 | 110 | 1500-4000 | SMOOTH | 817 | MC2201 | |
| GOOD FOR COMPUTER CONTROLLED ENGINES. | | | | | | | | | | | | C | |
| TORQUE CAM STAGE 2 | 204 | 214 | 278 | 288 | .420 | .433 | 107 | 117 | 1500-4000 | SMOOTH | 817 | MC1730 | |
| STRONG TORQUE AND GOOD MILEAGE FOR 327 TO 400 C.I. | | | | | | | | | | | | | |
| STAGE 3 | 209 | 216 | 283 | 286 | .435 | .455 | 107 | 117 | 1500-4000 | FAIR | 817 | MC2203 | |
| GOOD LOW END TORQUE AND PULLING POWER. | | | | | | | | | | | | | |
| STAGE 3 | 214 | 214 | 288 | 288 | .443 | .443 | 107 | 117 | 2000-4000 | FAIR | 817 | MC2204 | |
| GOOD MARINE CAM. | | | | | | | | | | | | | |
| STAGE 3 | 214 | 224 | 288 | 298 | .443 | .465 | 107 | 117 | 2000-4500 | FAIR | 817 | MC1988 | |
| GOOD LOW TO MID TORQUE. NOTICEABLE IDLE. | | | | | | | | | | | | | |
| STAGE 3 | 218 | 218 | 292 | 292 | .458 | .458 | 105 | 115 | 2000-4000 | FAIR | 817 | MC1989 | |
| GOOD LOW TO MID TORQUE. | | | | | | | | | | | | | |

CAMSHAFT APPLICATION CHART CONTINUED



| APPLICATION | DUR @ .050" | | ADV. DUR. | | VALVE LIFT | | LOBE SEP | | POWER RANGE | IDLE | LIFTER | PART # NOTES | | |
|---|-------------|-----|-----------|-----|------------|------|----------|-----|-------------|------------|------------|----------------|------------|---|
| | INT | EXH | INT | EXH | INT | EXH | INT | EXH | | | | | | |
| CHEVROLET SMALL BLOCK V8 1955-95; 262, 265, 267, 302, 305, 307, 327, 350, 400 C.I. HYDRAULIC FLAT TAPPET CAMS | | | | | | | | | | | | | | |
| STAGE 3 | 222 | 222 | 290 | 290 | .447 | .447 | 110 | 118 | 2000-4000 | FAIR | 817 | MC1713 | | |
| OEM #3863151, 350HP, L-79, 327. | | | | | | | | | | | | | | |
| STAGE 3 | 224 | 224 | 291 | 287 | .450 | .460 | 114 | 114 | 2000-4500 | FAIR | 817 | MC5840 | | |
| OEM #3896962, 350HP, L-82, LT-1. | | | | | | | | | | | | | | |
| STAGE 3 | 224 | 224 | 298 | 298 | .465 | .465 | 107 | 117 | 2000-5500 | FAIR | 817 | MC1991 | | |
| GOOD LOW TO MID TORQUE. BIGGEST CAM FOR USE W/ STOCK CONVERTER. | | | | | | | | | | | | C | | |
| STAGE 4 | 224 | 234 | 300 | 300 | .465 | .488 | 107 | 117 | 2000-5500 | ROUGH | 817 | MC5892 | | |
| GOOD MID TORQUE. 2200 + STALL CONVERTER. | | | | | | | | | | | | | | |
| STAGE 4 | 230 | 230 | 287 | 287 | .480 | .480 | 106 | 110 | 2000-5000 | ROUGH | 817 | MC1993 | | |
| GOOD FOR STREET RODSWITH HIGH STALL CONVERTER. | | | | | | | | | | | | | | |
| STAGE 4 | 234 | 244 | 303 | 313 | .488 | .509 | 107 | 117 | 2500-6500 | ROUGH | 817 | MC1995 | | |
| STREET/STRIP MILD BRACKET RACING 2800+ STALL CONVERTER. | | | | | | | | | | | | | | |
| STAGE 5 | 244 | 244 | 318 | 318 | .510 | .510 | 106 | 112 | 3200-7000 | VERY ROUGH | 817 | MC1996 | | |
| GOOD FOR PRO, STREET, BRACKET, OVAL RACING. 3500 + STALL CONVERTER. | | | | | | | | | | | | | | |
| STAGE 5 | 244 | 254 | 313 | 328 | .510 | .533 | 107 | 117 | 3500-7500 | VERY ROUGH | 817 | MC5871 | | |
| GOOD FOR PRO, STREET, BRACKET, OVAL RACING. 3500 + STALL CONVERTER. | | | | | | | | | | | | | | |
| CHEVROLET SMALL BLOCK V8 1955-95; 262, 265, 267, 302, 305, 307, 327, 350, 400 C.I. MECHANICAL FLAT TAPPET CAMS | | | | | | | | | | | | | | |
| STAGE 4 | 240 | 250 | 282 | 290 | .520 | .520 | 104 | 108 | 2700-6200 | .022 INT | 992 | MC22402 | | |
| ROUGH LOPE. | | | | | | | | | | | | .024 EXH | 17-5035-16 | N |
| STAGE 5 | 254 | 254 | 295 | 295 | .485 | .485 | 110 | 118 | 3200-7500 | .030 INT | 992 | MC1612 | | |
| OEM #3849346, 290HP 302, 365/375 HP 327 HEAVY LOPE. | | | | | | | | | | | | .030 EXH | 17-5035-16 | N |
| STAGE 5 | 258 | 266 | 290 | 298 | .538 | .556 | 98 | 111 | 3600-7200 | .030 INT | 992 | MC5949 | | |
| VERY ROUGH IDLE. HEAVY LOPE. | | | | | | | | | | | | .030 EXH | 17-5035-16 | N |
| STAGE 5 | 264 | 274 | 309 | 319 | .540 | .563 | 108 | 115 | 3600-7200 | .024 INT | 992 | MC22450 | | |
| VERY ROUGH IDLE. HEAVY LOPE. | | | | | | | | | | | | .024 EXH | 17-5035-16 | N |
| CHEVROLET SMALL BLOCK V8 1987-02; FOR ENGINES ORIGINALLY EQUIPPED WITH HYDRAULIC ROLLER CAMS | | | | | | | | | | | | | | |
| STAGE 2 | 198 | 210 | 273 | 288 | .434 | .462 | 108 | 116 | IDLE-4500 | SMOOTH | 2148 | MC22129 | | |
| GOOD TORQUE AND MILEAGE. | | | | | | | | | | | | 17-5315-16 | N | |
| STAGE 2 | 210 | 215 | 288 | 284 | .462 | .470 | 106 | 114 | 600-4500 | SMOOTH | 2148 | MC22131 | | |
| GOOD TORQUE AND MILEAGE. | | | | | | | | | | | | 17-5315-16 | N | |
| STAGE 3 | 220 | 224 | 283 | 287 | .495 | .502 | 107 | 113 | 1800-5400 | FAIR | 2148 | MC22280 | | |
| BIGGEST CAM FOR USE W/STOCK CONVERTER. | | | | | | | | | | | | 17-5315-16 | N | |
| STAGE 4 | 222 | 232 | 297 | 307 | .479 | .501 | 109 | 119 | 2000-5700 | ROUGH | 2148 | MC22298 | | |
| GOOD FOR STREET RODS 2000+ STALL CONVERTER. | | | | | | | | | | | | 17-5315-16 | N | |
| CHEVROLET SMALL BLOCK V8 1955-95; RETRO-FIT HYDRAULIC ROLLER CAMS | | | | | | | | | | | | | | |
| TORQUE CAM STAGE 2 | 206 | 214 | 266 | 274 | .470 | .490 | 108 | 116 | 1000-4500 | SMOOTH | 17-5372-16 | MC22135 | | |
| STREET PERFORMANCE, SLIGHT LOPE. | | | | | | | | | | | | | | |
| STAGE 3 | 210 | 215 | 288 | 284 | .462 | .470 | 106 | 114 | 1500-5300 | FAIR | 17-5372-16 | MC22238 | | |
| STREET PERFORMANCE, SLIGHT LOPE. | | | | | | | | | | | | | | |
| STAGE 3 | 215 | 224 | 284 | 296 | .470 | .490 | 108 | 116 | 1700-5200 | FAIR | 17-5372-16 | MC22237 | | |
| GOOD MID-RANGE, NOTICEABLE IDLE. | | | | | | | | | | | | | | |
| STAGE 3 | 215 | 230 | 284 | 310 | .470 | .480 | 106 | 114 | 1700-5500 | FAIR | 17-5372-16 | MC22136 | | |
| MID-RANGE POWER, NOTICEABLE IDLE. | | | | | | | | | | | | | | |
| STAGE 4 | 234 | 238 | 296 | 300 | .538 | .546 | 107 | 117 | 2500-6500 | ROUGH | 17-5372-16 | MC22398 | | |
| HIGH PERFORMANCE STREET & STRIP. NEEDS 3000 + STALL CONVERTER. | | | | | | | | | | | | N | | |

A - Require computer modifications

C - Preferred choice for computer controlled engines

D - May require conversion to an adjustable valve train

N - Not computer compatible

CAMSHAFT APPLICATION CHART CONTINUED

| APPLICATION | DUR @ .050" | | ADV. DUR. | | VALVE LIFT | | LOBE SEP | | POWER | IDLE | LIFTER | PART # | NOTES |
|--|-------------|-----|-----------|-----|------------|------|----------|-----|-----------|------------|------------|----------------|-------|
| | INT | EXH | INT | EXH | INT | EXH | INT | EXH | RANGE | | | | |
| CHEVROLET BIG BLOCK V8 1967-95; 396, 402, 427, 454 C.I. / 1969-90 366 C.I. (CHAIN DRIVE) HYDRAULIC FLAT TAPPET CAMS | | | | | | | | | | | | | |
| STAGE 1 | 190 | 202 | 260 | 272 | .439 | .464 | 106 | 114 | IDLE-4500 | SMOOTH | 817 | MC22127 | |
| GOOD FUEL ECONOMY. | | | | | | | | | | | | | |
| TORQUE CAM STAGE 2 | 204 | 208 | 288 | 298 | .459 | .459 | 108 | 116 | 1000-4500 | SMOOTH | 817 | MC2004 | |
| GOOD LOW AND MID RANGE TORQUE. GOOD FUEL ECONOMY. | | | | | | | | | | | | | |
| STAGE 3 | 214 | 214 | 292 | 292 | .501 | .501 | 109 | 119 | 2000-4000 | FAIR | 817 | MC2006 | |
| GOOD LOW TO MID TORQUE. | | | | | | | | | | | | | |
| STAGE 3 | 214 | 218 | 289 | 302 | .461 | .481 | 110 | 120 | 2000-4000 | FAIR | 817 | MC1953 | |
| OEM #3904359 L34 350-360HP 396, 390HP 427, GOOD MARINE CAM. | | | | | | | | | | | | | |
| STAGE 3 | 214 | 224 | 292 | 302 | .501 | .527 | 108 | 116 | 2000-5500 | FAIR | 817 | MC1737 | |
| GOOD LOW END TORQUE AND TOWING POWER. | | | | | | | | | | | | | |
| STAGE 4 | 222 | 235 | 306 | 322 | .500 | .505 | 110 | 120 | 1500-4000 | ROUGH | 817 | MC1636 | |
| GOOD LOW TO MID TORQUE. | | | | | | | | | | | | | |
| STAGE 4 | 224 | 224 | 293 | 293 | .510 | .510 | 114 | 117 | 1500-4000 | ROUGH | 817 | MC1958 | |
| GOOD MARINE CAMSHAFT. | | | | | | | | | | | | | |
| STAGE 4 | 224 | 232 | 302 | 304 | .527 | .553 | 110 | 118 | 2500-6000 | ROUGH | 817 | MC2305 | D |
| HIGH PERFORMANCE STREET, STRONG MID-RANGE. | | | | | | | | | | | | | |
| STAGE 5 | 240 | 246 | 305 | 311 | .559 | .572 | 110 | 114 | 3200-6700 | VERY ROUGH | 817 | MC22471 | D |
| GOOD FOR PRO, STREET, BRACKET, OVAL RACING. 3500 + STALL CONVERTER. | | | | | | | | | | | | | |
| CHEVROLET BIG BLOCK V8 1967-95; 396, 402, 427, 454 C.I. MECHANICAL FLAT TAPPET CAMS | | | | | | | | | | | | | |
| STAGE 4 | 242 | 242 | 310 | 297 | .508 | .496 | 108 | 120 | 3200-7000 | .020 INT | 992 | MC22396 | |
| OEM #3904362, 9.5:1 COMP., 3000 STALL CONVERTER OR STICK, LOWER GEARS. .024 EXH 17-5035-16 N | | | | | | | | | | | | | |
| CHEVROLET BIG BLOCK V8 1996-00; 454 C.I. FOR ENGINES ORIGINALLY EQUIPPED WITH HYDRAULIC ROLLER CAMS | | | | | | | | | | | | | |
| STAGE 4 | 236 | 246 | 316 | 324 | .561 | .578 | 106 | 114 | 2600-6300 | ROUGH | 2279 | MC22485 | |
| STREET STRIP, 3500+ STALL CONVERTER. N | | | | | | | | | | | | | |
| STAGE 5 | 241 | 246 | 305 | 310 | .559 | .572 | 110 | 114 | 2800-6200 | VERY ROUGH | 2279 | MC22480 | |
| SERIOUS STREET/STRIP 3000+ STALL CONVERTER. N | | | | | | | | | | | | | |
| CHEVROLET BIG BLOCK V8 1967-95; 396, 402, 427, 454 C.I. RETRO-FIT HYDRAULIC ROLLER CAMS | | | | | | | | | | | | | |
| STAGE 2 | 216 | 228 | 288 | 300 | .502 | .510 | 108 | 116 | 1700-5200 | SMOOTH | 17-5374-16 | MC22141 | |
| PERFORMANCE WITH GOOD MID-RANGE TORQUE. N | | | | | | | | | | | | | |
| STAGE 3 | 224 | 234 | 296 | 308 | .527 | .544 | 106 | 114 | 2200-5700 | FAIR | 17-5374-16 | MC22236 | |
| PERFORMANCE STREET CAM, 9.5:1 COMP., 2000+ STALL CONVERTER. N | | | | | | | | | | | | | |

D - May require conversion to an adjustable valve train

E - Base circle size of camshaft is smaller than stock size. Special push rods or rocker arms may be required to keep geometry correct and avoid damage

G - The base circle size of the camshaft may require conversion to an adjustable valve train

N - Not computer compatible.



ENGINEPROSHOPSOLUTIONS.COM

MORE ON CAM GEAR CLEARANCING

I recently read a Shop Solution about using a cam and cam gear to test for gear to block clearance on late small block Chevy blocks. Well, here is our tool I've used for years. It's an aluminum hub that's .002 under cam bearing bore size so a guy can do it when the block is stripped and cleaned. We turned down the scrap aluminum in our shop on the lathe, where it was also drilled and tapped. This can save you from damaging a new cam bearing and it is much easier to handle than a gear with the camshaft hanging off of it.

Randy Torvinen Torvinen's Machine Menahga, MN July, 2014

MORE ENGINE PRO SHOP SOLUTIONS



CAMSHAFT APPLICATION CHART CONTINUED



| APPLICATION | DUR @ .050" | | ADV. DUR. | | VALVE LIFT | | LOBE SEP | | POWER | IDLE | LIFTER | PART # | NOTES |
|---|-------------|-----|-----------|-----|------------|------|----------|-----|-----------|--------|---------|----------------|-------|
| | INT | EXH | INT | EXH | INT | EXH | INT | EXH | RANGE | | | | |
| CHRYSLER V8 1964-89; 273, 340, 360 C.I. / 1967-89 318 C.I. HYDRAULIC FLAT TAPPET CAMS | | | | | | | | | | | | | |
| STAGE 2 | 210 | 220 | 279 | 290 | .429 | .442 | 108 | 116 | 1500-4000 | SMOOTH | 2011 | MC1735 | |
| OEM #2899206 275HP-340. STRONG LOW TO MID TORQUE. STRONG PULLING POWER. GOOD MILEAGE. | | | | | | | | | | | | | |
| STAGE 3 | 214 | 224 | 288 | 298 | .443 | .466 | 108 | 116 | 2000-4800 | FAIR | 2011 | MC3203 | |
| GOOD LOW AND STRONG MID RANGE TORQUE. | | | | | | | | | | | | | |
| CHRYSLER V8 1958-78; 383, 400, 413, 426 (EXC HEMI), 440 C.I. / "B" ENGINE-HYDRAULIC FLAT TAPPET CAMS (USE WITH SINGLE BOLT GEAR) | | | | | | | | | | | | | |
| TORQUE CAM STAGE 2 | 204 | 214 | 278 | 288 | .420 | .443 | 107 | 117 | 1500-4000 | SMOOTH | 812 (E) | MC1787 | |
| STRONG LOW TO MID RANGE TORQUE AND PULLING POWER. 976 (L) | | | | | | | | | | | | | |
| STAGE 3 | 213 | 225 | 292 | 309 | .449 | .464 | 113 | 117 | 2000-4500 | SMOOTH | 812 (E) | MC2323 | |
| OEM #2843564 375HP-440. STRONG LOW TO MID TORQUE. 976 (L) | | | | | | | | | | | | | |
| STAGE 3 | 224 | 224 | 289 | 289 | .455 | .455 | 107 | 117 | 2000-4500 | FAIR | 812 (E) | MC2032 | |
| GOOD LOW TO MIDDLE TORQUE. 976 (L) E | | | | | | | | | | | | | |
| STAGE 4 | 236 | 236 | 302 | 302 | .480 | .480 | 108 | 108 | 2500-6000 | ROUGH | 812 (E) | MC23302 | |
| STREET & STRIP, NEEDS 9.5:1 COMPRESSION, 2500+ STALL CONVERTER. 976 (L) N | | | | | | | | | | | | | |
| FORD V8 1962-91; 260, 289, 302 C.I. (EXCEPT 1982-85 302 H.O.) FIRING ORDER 1-5-4-2-6-3-7-8 HYDRAULIC FLAT TAPPET CAMS | | | | | | | | | | | | | |
| STAGE 2 | 190 | 202 | 258 | 271 | .413 | .437 | 106 | 114 | 1000-4000 | SMOOTH | 900 | MC4120 | |
| GOOD LOW END TORQUE. GOOD FOR TOWING. | | | | | | | | | | | | | |
| TORQUE CAM STAGE 2 | 204 | 214 | 280 | 289 | .448 | .472 | 108 | 116 | 1500-4000 | SMOOTH | 900 | MC1734 | |
| STRONG LOW END TORQUE. GOOD FOR TOWING. GOOD MILEAGE. G | | | | | | | | | | | | | |
| STAGE 2 | 218 | 218 | 298 | 298 | .460 | .460 | 106 | 120 | 1700-5200 | FAIR | 900 | MC24212 | |
| OEM #C90Z-6250-C 225HP-289 PERFORMANCE STEET CAM WITH MID-RANGE POWER, BEST WITH SLIGHTLY LOWER GEARS. N | | | | | | | | | | | | | |
| STAGE 3 | 214 | 224 | 290 | 300 | .472 | .496 | 108 | 116 | 2000-4500 | FAIR | 900 | MC2057 | |
| GOOD LOW AND MID RANGE TORQUE AND PULLING POWER. G | | | | | | | | | | | | | |
| STAGE 4 | 231 | 231 | 288 | 288 | .512 | .512 | 106 | 114 | 2500-5800 | ROUGH | 900 | MC2292 | |
| STREET AND MILD BRACKET. | | | | | | | | | | | | | |
| FORD V8 1985-92; 302 C.I. (5.0L) FIRING ORDER 1-3-7-2-6-5-4-8 ORIGINALLY EQUIPPED WITH HYDRAULIC ROLLER CAMS | | | | | | | | | | | | | |
| STAGE 2 | 210 | 211 | 292 | 282 | .444 | .444 | 116 | 115 | 1200-4600 | SMOOTH | 2005 | MC24110 | |
| FOR STOCK ENGINE. GOOD ECONOMY AND TORQUE. 17-5323-16 | | | | | | | | | | | | | |
| STAGE 3 | 212 | 222 | 289 | 299 | .493 | .510 | 107 | 117 | 1200-5000 | FAIR | 2205 | MC24226 | |
| WORKS WITH STOCK CONVERTER, GOOD STREET PERFORMANCE. 17-5323-16 N | | | | | | | | | | | | | |
| STAGE 3 | 219 | 219 | 285 | 285 | .498 | .498 | 110 | 110 | 1700-5300 | FAIR | 2005 | MC24214 | |
| STREET CAM WITH GOOD HIGH END POWER AND TORQUE. 17-5323-16 N | | | | | | | | | | | | | |
| STAGE 3 | 220 | 223 | 286 | 292 | .512 | .512 | 109 | 115 | 2000-5500 | FAIR | 2005 | MC24280 | |
| STREET HOT ROD, BEST POWER ABOVE 3500, 1800+ STALL CONVERTER. 17-5323-16 N | | | | | | | | | | | | | |
| STAGE 4 | 222 | 232 | 299 | 309 | .510 | .534 | 107 | 117 | 2200-6200 | ROUGH | 2205 | MC24227 | |
| STREET/STRIP, 5 SPEED OR 2500+ STALL CONVERTER. 17-5323-16 N | | | | | | | | | | | | | |
| STAGE 4 | 227 | 234 | 298 | 302 | .520 | .520 | 107 | 117 | 2200-5400 | ROUGH | 2005 | MC24305 | |
| GOOD STREET PERFORMANCE WITH 2500 STALL CONVERTER, GOOD TORQUE. 17-5323-16 N | | | | | | | | | | | | | |

E - Base circle size of camshaft is smaller than stock size. Special push rods or rocker arms may be required to keep geometry correct and avoid damage

G - The base circle size of the camshaft may require conversion to an adjustable valve train

N - Not computer compatible

It is illegal to use Engine Pro Performance Camshafts in vehicles that are operated on the public streets and highways of California. Various other state laws may limit the use of these camshafts to "off highway" applications only. Check current state and federal laws to be sure.

CAMSHAFT APPLICATION CHART CONTINUED

| APPLICATION | DUR @ .050" | | ADV. DUR. | | VALVE LIFT | | LOBE SEP | | POWER | IDLE | LIFTER | PART # |
|---|-------------|-----|-----------|-----|------------|------|----------|-----|-----------|--------|--------|----------------|
| | INT | EXH | INT | EXH | INT | EXH | INT | EXH | RANGE | | | |
| FORD V8 351W 1969-91; 302 C.I., H.O. 1982-85 FIRING ORDER 1-3-7-2-6-5-4-8 HYDRAULIC FLAT TAPPET CAMS | | | | | | | | | | | | |
| TORQUE CAM STAGE 2 | 204 | 214 | 280 | 290 | .448 | .472 | 107 | 117 | 1500-4000 | SMOOTH | 900 | MC1775 |
| GOOD LOW AND MID RANGE TORQUE FOR TRUCKS AND TOWING. | | | | | | | | | | | | |
| STAGE 3 | 219 | 219 | 308 | 308 | .467 | .467 | 107 | 119 | 2000-4000 | FAIR | 900 | MC4225 |
| GOOD LOW TO MID RANGE TORQUE. | | | | | | | | | | | | |
| STAGE 4 | 224 | 234 | 300 | 304 | .496 | .502 | 107 | 117 | 2200-5400 | ROUGH | 900 | MC24211 |
| STREET PERFORMANCE. GOOD MID & HIGH END, 2500 + STALL CONVERTER. | | | | | | | | | | | | |
| NOTE: THESE CAMSHAFTS CAN BE USED IN 221 THRU 302 C.I. ENGINES BY CHANGING TO FIRING ORDER 1-3-7-2-6-5-4-8. | | | | | | | | | | | | |
| FORD V8 1970-82; 351C, 351M, 400 C.I. HYDRAULIC FLAT TAPPET CAMS | | | | | | | | | | | | |
| TORQUE CAM STAGE 2 | 204 | 214 | 282 | 292 | .484 | .510 | 106 | 118 | 1500-4000 | SMOOTH | 900 | MC1733 |
| GOOD LOW AND MID RANGE TORQUE. GOOD FOR TOWING. | | | | | | | | | | | | |
| STAGE 3 | 214 | 224 | 292 | 302 | .510 | .536 | 106 | 118 | 1700-5500 | FAIR | 900 | MC24204 |
| GOOD THROTTLE RESPONSE, GOOD MID-RANGE, 2000+ STALL CONVERTER. | | | | | | | | | | | | |
| FORD V8 1963-76; 352, 360, 390, 406, 410, 427, 428 C.I. "FE" ENGINE HYDRAULIC FLAT TAPPET CAMS | | | | | | | | | | | | |
| TORQUE CAM STAGE 2 | 204 | 214 | 282 | 292 | .484 | .510 | 104 | 120 | 1500-4000 | SMOOTH | 2083 | MC1776 |
| GOOD LOW END TORQUE. GOOD FOR TOWING | | | | | | | | | | | | |
| STAGE 3 | 214 | 224 | 292 | 302 | .510 | .536 | 104 | 120 | 2000-4500 | FAIR | 2083 | MC4205 |
| STRONG LOW END TORQUE. GOOD FOR TOWING. GOOD MILEAGE. | | | | | | | | | | | | |
| FORD V8 1968-97; 370, 429, 460 C.I. HYDRAULIC FLAT TAPPET CAMS | | | | | | | | | | | | |
| TORQUE CAM STAGE 2 | 204 | 214 | 282 | 292 | .484 | .512 | 107 | 117 | 1500-4000 | SMOOTH | 900 | MC1732 |
| GOOD LOW END TORQUE. GOOD FOR TOWING. | | | | | | | | | | | | |
| STAGE 3 | 214 | 224 | 292 | 302 | .510 | .536 | 107 | 117 | 2000-4800 | FAIR | 900 | MC2311 |
| STRONG LOW AND MID RANGE TORQUE. GOOD FOR HEAVY TOWING. | | | | | | | | | | | | |
| OLDSMOBILE V8 1967-85; (30 DEGREE BANK ANGLE) | | | | | | | | | | | | |
| TORQUE CAM STAGE 2 | 204 | 214 | 280 | 295 | .448 | .472 | 106 | 118 | 1500-4000 | SMOOTH | 951 | MC1777 |
| GOOD LOW END TORQUE AND PULLING POWER. | | | | | | | | | | | | |
| STAGE 3 | 214 | 224 | 290 | 300 | .472 | .496 | 106 | 118 | 2000-4500 | FAIR | 951 | MC2101 |
| GOOD LOW TO MID RANGE TORQUE. STOCK TORQUE CONVERTER. | | | | | | | | | | | | |
| STAGE 4 | 232 | 232 | 308 | 308 | .474 | .474 | 107 | 119 | 2650-6200 | ROUGH | 951 | MC2104 |
| SIMILAR TO OEM # 409691 350 W31 AND 1ST SERIES 400 W30. | | | | | | | | | | | | |
| STAGE 4 | 244 | 244 | 328 | 328 | .474 | .474 | 110 | 110 | 3200-6700 | ROUGH | 951 | MC1644 |
| SIMILAR TO OEM # 402569 2ND SERIES 455 W30 1968 ON. | | | | | | | | | | | | |
| PONTIAC V8 1955-81; 265, 287, 301, 316, 326, 347, 350, 370, 389, 400, 421, 428, 455 C. I. HYDRAULIC FLAT TAPPET CAMS | | | | | | | | | | | | |
| TORQUE CAM STAGE 2 | 204 | 214 | 278 | 288 | .420 | .443 | 108 | 116 | 1500-4000 | SMOOTH | 951 | MC1778 |
| GOOD LOW END TORQUE AND PULLING POWER. GOOD MILEAGE. | | | | | | | | | | | | |
| STAGE 3 | 214 | 224 | 288 | 298 | .443 | .465 | 106 | 118 | 2000-4500 | FAIR | 951 | MC1130 |
| GOOD LOW AND MID RANGE TORQUE. GOOD MILEAGE. STRONG PULLING POWER | | | | | | | | | | | | |
| STAGE 4 | 224 | 236 | 301 | 313 | .407 | .407 | 112 | 119 | 2650-6200 | ROUGH | 951 | MC26303 |
| SIMILAR TO OEM # 9794041 400 RAM AIR III AND 455SD | | | | | | | | | | | | |
| STAGE 4 | 231 | 240 | 308 | 320 | .470 | .470 | 112 | 115 | 3200-6700 | ROUGH | 951 | MC26308 |
| SIMILAR TO OEM # 9785744 400 RAM AIR IV WITH 1.5:1 RATIO ROCKER ARM. | | | | | | | | | | | | |

D - May require conversion to an adjustable valve train

E - Base circle size of camshaft is smaller than stock size. Special push rods or rocker arms may be required to keep geometry correct and avoid damage

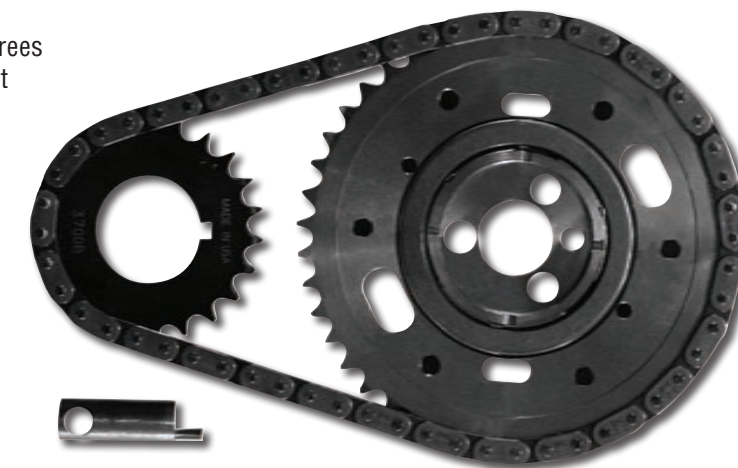
G - The base circle size of the camshaft may require conversion to an adjustable valve train

N - Not computer compatible

PREMIUM BILLET PRO ADJUST TIMING SETS



- .250 seamless roller chain
- 2-piece cam sprocket infinitely adjustable from +6 to -6 degrees except LS applications which use 5-Piece dowel pin insert kit for +/- 4 degree cam adjustment
- ARP adjusting bolts, except LS
- CNC heat treated steel crank sprocket, LS has 9-keyways
- Press fit Torrington roller thrust bearing
- Cam timing adjustable with valve covers installed
Not necessary to back-off rocker arms



| APPLICATION | PREMIUM PRO ADJUST PART # | PREMIUM PRO ADJUST W/ IWIS CHAIN PART # |
|---|---------------------------|---|
| CHEVROLET SMALL BLOCK; 1955-95 NON-FACTORY ROLLER | 08-4700 | 08-4700G |
| - .005 CENTER DISTANCE REDUCED | 08-4700-005 | 08-4700-005G |
| - .010 CENTER DISTANCE REDUCED | 08-4700-010 | 08-4700-010G |
| ROCKET BLOCK W/SB CHEVY CRANK SNOUT | 08-4760 | 08-4760G |
| BB CHEVY CRANK SNOUT | 08-4765 | 08-4765G |
| RAISED CAM W/BB CHEVY CRANK SNOUT | 08-4766 | 08-4766G |
| CHEVROLET LS1; 294 (4.8-V), 323 (5.3-T,Z,P), 346 (5.7-G,S), 364 (6.0-N,U) 1997-04 3-BOLT NO SENSOR CAM | 08-4714R | 08-4714G |
| CHEVROLET LS2; 364 (6.0-N,U) 2005, LS6 - 346 (5.7) 2004-05 - 3-BOLT 1-SENSOR CAM | 08-4714R | 08-4714G |
| - .005 CENTER DISTANCE REDUCED | 08-4714-005R | 08-4714-005G |
| - .010 CENTER DISTANCE REDUCED | 08-4714-010R | 08-4714-010G |
| CHEVROLET LS2; 364 (6.0-N,U) 2006-07, LS3 -376(6.2) 2007- 3-BOLT - 4 SENSOR CAM | 08-4736R | 08-4736G |
| - .005 CENTER DISTANCE REDUCED | 08-4736-005R | 08-4736-005G |
| - .010 CENTER DISTANCE REDUCED | 08-4736-010R | 08-4736-010G |
| CHEVROLET LS7; 427 (7.0) Z06, 2006-11 - 3-BOLT - 4 SENSOR CAM | 08-4777R | 08-4777G |
| - .005 CENTER DISTANCE REDUCED | 08-4777-005R | 08-4777-005G |
| - .010 CENTER DISTANCE REDUCED | 08-4777-010R | 08-4777-010G |
| CHEVROLET BIG BLOCK - 1965-90 | 08-4710 | 08-4710G |
| CHRYSLER-V8; 345(5.7) 370(6.1) HEMI - 2003-10 W/O TORRINGTON BEARING | 08-4705R | 08-4705G |
| WITH TORRINGTON BEARING | 08-4705TR | 08-4705TG |
| FORD SMALL BLOCK; 1 PIECE FUEL PUMP ECCENTRIC LATE 1965-EARLY 72 | 08-4720* | 08-4720G* |
| FORD SMALL BLOCK; 2 PIECE FUEL PUMP ECCENTRIC - LATE 1972-88 | 08-4751* | 08-4751G* |
| FORD; 429,460 W/FACTORY TDC TIMING | 08-4730 | 08-4730G |

ROLON CHAIN UPGRADE NOW AVAILABLE ON THE ABOVE PERFORMANCE SETS

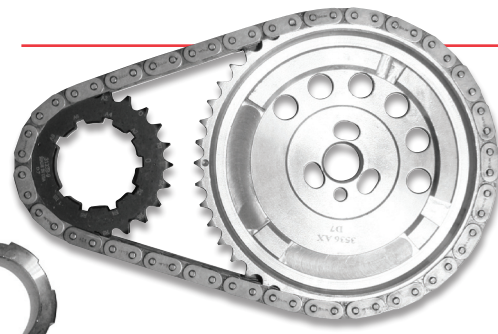
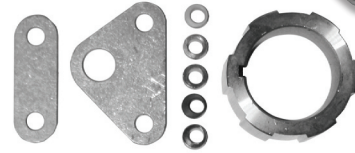
- Features less wear and elongation'
- Add 'R' suffix when ordering
- Higher tensile strength chromised pin for extreme duty conditions
- Recommended for applications Exceeding 6500 RPM

IWIS GERMAN CHAIN

- Acoustically balanced for excellent wear resistance
- Designed for high speed applications

PREMIUM BILLET LS SINGLE ROLLER .250 PRO ADJUST

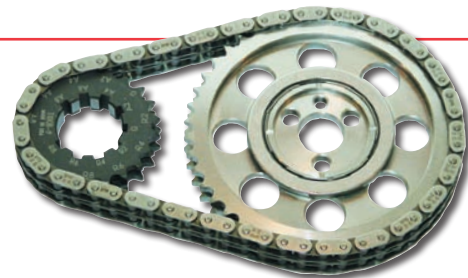
- Single Roller .250 heavy duty chain, heat treated and polished
- Billet steel cam sprocket with press fit thrust bearing
- 5-Piece dowel pin insert kit for +/- 4 degree cam adjustment
- Billet steel crank sprocket, heat treated & 9-keyway
- Billet steel oil pump drive sprocket



| APPLICATION | PREMIUM PRO ADJUST PART # | PREMIUM PRO ADJUST W/ IWIS CHAIN PART # |
|--|---------------------------|---|
| CHEVROLET LS1; 294 (4.8-V), 323 (5.3-T,Z,P), 346 (5.7-G,S), 364 (6.0-N,U) 1997-04; 3-BOLT NO SENSOR CAM | 08-9014T-9A | 08-9014T-9AG |
| CHEVROLET LS2; 364 (6.0-N,U) 2005, LS6 - 346 (5.7) 2004-05 - 3-BOLT 1-SENSOR CAM | 08-9014T-9A | 08-9014T-9AG |
| -0.005 CENTER DISTANCE REDUCED | 08-9014T-9A-005 | 08-9014T-9A-005G |
| -0.010 CENTER DISTANCE REDUCED | 08-9014T-9A-010 | 08-9014T-9A-010G |
| CHEVROLET LS2; 364 (6.0-N,U) 2006-07, LS3 -376(6.2) 2007 -3-BOLT - 4 SENSOR CAM | 08-9036T-9A | 08-9036T-9AG |
| -0.005 CENTER DISTANCE REDUCED | 08-9036T-9A-005 | 08-9036T-9A-005G |
| -0.010 CENTER DISTANCE REDUCED | 08-9036T-9A-010 | 08-9036T-9A-010G |
| CHEVROLET LS7; 427 (7.0) Z06, 2006-11 -3-BOLT - 4 SENSOR CAM | 08-9077T-9A | 08-9077T-9AG |
| -0.005 CENTER DISTANCE REDUCED | 08-9077T-9A-005 | 08-9077T-9A-005G |
| -0.010 CENTER DISTANCE REDUCED | 08-9077T-9A-010 | 08-9077T-9A-010G |

PREMIUM BILLET .250 ROLLER

- .250 seamless roller chain
- CNC billet steel cam sprocket
- CNC heat treated steel 9-keyway crank sprocket
- Press fit Torrington roller thrust bearing (T) on most applications



| APPLICATION | PREMIUM BILLET PART # | PREMIUM BILLET W/ IWIS CHAIN PART # |
|---|------------------------|-------------------------------------|
| AMC JEEP; 150 1983-02, 199, 232, 242 (4.0L), 258 1965-98 | 08-2080-9R | |
| AMC JEEP; 242 (4.0L) 1999-06 | 08-2081-9R | |
| BUICK; 400,430,455, 1967-76 | 08-2040 | 08-2040G |
| CHEVROLET SMALL BLOCK; 1955-95 NON-FACTORY ROLLER | 08-2001T-9 | 08-2001T-9G |
| -0.005 CENTER DISTANCE REDUCED | 08-2001T-9-005 | 08-2001T-9-005G |
| -0.010 CENTER DISTANCE REDUCED | 08-2001-T-9-010 | 08-2001-T-9-010G |
| ROCKET BLOCK W/SB CHEVY CRANK SNOUT | 08-2060T-9 | 08-2060T-9G |
| BB CHEVY CRANK SNOUT | 08-2065T-9 | 08-2065T-9G |
| RAISED CAM W/BB CHEVY CRANK SNOUT | 08-2066T-9 | 08-2066T-9G |
| CHEVROLET SMALL BLOCK; 1986 UP - W/FACTORY ROLLER CAM | 08-2021T-9 | 08-2021T-9G |
| -0.005 CENTER DISTANCE REDUCED | 08-2021T-9-005 | 08-2021T-9-005G |
| -0.010 CENTER DISTANCE REDUCED | 08-2021T-9-010 | 08-2021T-9-010G |

PREMIUM BILLET .250 ROLLER CONTINUED



| APPLICATION | PREMIUM BILLET PART # | PREMIUM BILLET W/ IWIS CHAIN PART # |
|--|------------------------|-------------------------------------|
| CHEVROLET LS1; 294 (4.8-V), 323 (5.3-T,Z,P), 346 (5.7-G,S), 364 (6.0-N,U) 1997-04 | 08-2013T-9 | 08-2013T-9G |
| 3-BOLT NO SENSOR CAM | | |
| -0.005 CENTER DISTANCE REDUCED | 08-2013T-9-005 | 08-2013T-9-005G |
| -0.010 CENTER DISTANCE REDUCED | 08-2013T-010 | 08-2013T-010G |
| CHEVROLET LS2; 364 (6.0-N,U) 2005, LS6 - 346 (5.7) 2004-05 - 3-BOLT 1 SENSOR CAM | 08-2014T-9 | 08-2014T-9G |
| -0.005 CENTER DISTANCE REDUCED | 08-2014T-9-005 | 08-2014T-9-005G |
| -0.010 CENTER DISTANCE REDUCED | 08-2014T-9-010 | 08-2014T-9-010G |
| CHEVROLET LS2; 364 (6.0-N,U) 2006-07, LS3 -376(6.2) 2007 - 3-BOLT 4 SENSOR CAM | 08-2036T-9 | 08-2036T-9G |
| -0.005 CENTER DISTANCE REDUCED | 08-2036T-9-005 | 08-2036T-9-005G |
| CHEVROLET LS2; (6.0L) 05-10, LS3 (6.2L) 07-10 - 1 BOLT 4 SENSOR CAM | 08-2035T-9 | 08-2035T-9G |
| -0.005 CENTER DISTANCE REDUCED | 08-2035T-9-005 | 08-2035T-9-005G |
| CHEVROLET LS7; 427 (7.0) Z06, 2006-11 | 08-2077T-9 | 08-2077T-9G |
| CHEVROLET BIG BLOCK; 1965-90 | 08-2002T-9 | 08-2002T-9G |
| -0.005 CENTER DISTANCE REDUCED | 08-2002T-9-005 | 08-2002T-9-005G |
| -0.010 CENTER DISTANCE REDUCED | 08-2002T-010 | 08-2002T-010G |
| RAISED CAM TUNNEL | 08-2047T-9R | 08-2047T-9G |
| CHEVROLET BIG BLOCK; GENVI - 454(7.4,J) - 1996-00 | 08-2037T-9 | 08-2037T-9G |
| CHRYSLER - V8; 318,340,360,354,392; V6 239 | 08-2004-9 | 08-2004-9G |
| CHRYSLER - V8; 345(5.7) 370(6.1) HEMI - 2003-10 | 08-2011-9 | 08-2011-9G |
| WITH TORRINGTON BEARING | 08-2011T-9 | 08-2011T-9G |
| CHRYSLER - V8; 383,400,426,440, HEMI - 3 BOLT CAM | 08-2005T-9 | 08-2005T-9G |
| CHRYSLER - V8; 383,400,426W, 440 - 1 BOLT CAM | 08-2010-9 | 08-2010-9G |
| FORD SMALL BLOCK; 1 PIECE FUEL PUMP ECCENTRIC LATE 1965-EARLY 72 | 08-2003T-9* | 08-2003T-9G* |
| -0.005 CENTER DISTANCE REDUCED | 08-2003T-9-005* | 08-2003T-9-005G* |
| -0.010 CENTER DISTANCE REDUCED | 08-2003T-9-010 | 08-2003T-9-010G |
| FORD SMALL BLOCK; 2 PIECE FUEL PUMP ECCENTRIC - LATE 1972-88 | 08-2023T-9* | 08-2023T-9G* |
| -0.005 CENTER DISTANCE REDUCED | 08-2023T-9-005* | 08-2023T-9-005G* |
| -0.010 CENTER DISTANCE REDUCED | 08-2023T-9-010* | 08-2023T-9-010G* |
| FORD; 351C,351M,400 | 08-2008T-9 | 08-2008T-9G |
| FORD; 360,390,427,428 | 08-2006T-9 | 08-2006T-9G |
| FORD; 429, 460 W/FACTORY TDC TIMING | 08-2009T-9 | 08-2009T-9G |
| - WITH DUAL CAM DOWEL PINS | 08-2009T-9DR | |
| PONTIAC; 350P, 400, 428, 455 (PREMIUM BILLET SET HAS BRONZE BUSHING) | 08-2007W-9 | 08-2007W-9G |

* SBF Application Require 08-7820TPK Thrust Plate with Countersunk Screws

ROLON CHAIN UPGRADE NOW AVAILABLE ON THE ABOVE PERFORMANCE SETS

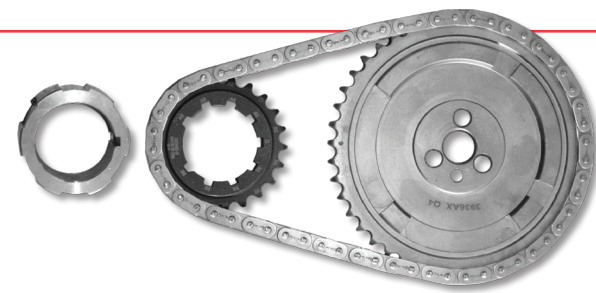
- Features less wear and elongation'
- Add 'R' suffix when ordering
- Higher tensile strength chromised pin for extreme duty conditions
- Recommended for applications exceeding 6500 RPM

IWIS GERMAN CHAIN

- Acoustically balanced for excellent wear resistance
- Designed for high speed applications

LS SINGLE ROLLER .250 PREMIUM BILLET

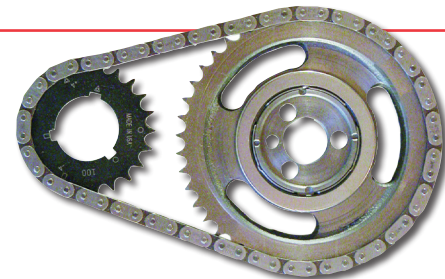
- Single Roller .250 heavy duty chain, heat treated and polished
- Billet steel cam sprocket with press fit thrust bearing
- Press fit Torrington thrust bearing
- Billet steel crank sprocket, heat treated & 9-keyway
- Billet steel oil pump drive sprocket



| APPLICATION | PREMIUM BILLET PART # | PREMIUM BILLET W/ IWIS CHAIN PART # |
|--|-----------------------|-------------------------------------|
| CHEVROLET 4.8L, 5.3L; (99-06) LS6 5.7L (04-05) 3 BOLT CAM, NO SENSOR | 08-9014T-9 | 08-9014T-9G |
| CHEVROLET LS1 5.7L; (97-04) LS2 6.0L (97-05) 3 BOLT CAM, 1 SENSOR | 08-9014T-9 | 08-9014T-9G |
| -.005 CENTER DISTANCE REDUCED | 08-9014T-9-005 | 08-9014T-9-005G |
| -.010 CENTER DISTANCE REDUCED | 08-9014T-9-010 | 08-9014TT-9-010G |
| CHEVROLET LS2 6.0L; (06-07) L92 6.2L (07) 3 BOLT CAM , 4 SENSORS | 08-9036T-9 | 08-9036T-9G |
| -.005 CENTER DISTANCE REDUCED | 08-9036T-9-005 | 08-9036T-9-005G |
| -.010 CENTER DISTANCE REDUCED | 08-9036T-9-010 | 08-9036T-9-010G |
| CHEVROLET 4.8L, 5.3L; (07-10) LS3 6.2L (07-10) LS2 6.0L (05-10) 1 BOLT CAM, 4 SENSORS | 08-9035T-9 | 08-9035T-9G |
| -.005 CENTER DISTANCE REDUCED | 08-9035T-9-005 | 08-9035T-9-005G |
| -.010 CENTER DISTANCE REDUCED | 08-9035T-9-010 | 08-9035T-9-010G |
| CHEVROLET LS7 427, 7.0L; Z06, 2006-11 3 BOLT - 4 SENSOR CAM | 08-9077T-9 | 08-9077T-9G |
| -.005 CENTER DISTANCE REDUCED | 08-9077T-9-005 | 08-9077T-9-005G |
| -.010 CENTER DISTANCE REDUCED | 08-9077T-9-010 | 08-9077T-9-010G |

STREET STRIP .250 ROLLER AND TORRINGTON BEARING

- .250 seamless roller chain • Cast iron cam sprocket
- 3-keyway heat treated steel crank sprocket with +/- 4 degrees cam adjustment or CNC heat treated steel 9-keyway crank sprocket with 2, 4, 6 & 8 degree adjustment
- Press fit Torrington roller thrust bearing (T) on most applications



| APPLICATION | STREET/STRIP PART # | STREET/STRIP W/ IWIS CHAIN PART # |
|--|---------------------|-----------------------------------|
| CHEVROLET SMALL BLOCK; 1955-95 NON-FACTORY ROLLER | 08-1100T | 08-1100TG |
| -.005 CENTER DISTANCE REDUCED | 08-1100T-005 | |
| -.010 CENTER DISTANCE REDUCED | 08-1100T-010 | |
| CHEVROLET SMALL BLOCK; 1955-95 NON-FACTORY ROLLER 9-KEYWAY | 08-1100T-9 | 08-1100T-9G |
| -.005 CENTER DISTANCE REDUCED | 08-1100T-9-005 | |
| CHEVROLET BIG BLOCK; 1965-90 | 08-1110T | 08-1110TG |
| -.005 CENTER DISTANCE REDUCED | 08-1110T-005 | |
| CHEVROLET BIG BLOCK; 1965-90 9-KEYWAY | 08-1110T-9 | 08-1110T-9G |
| -.005 CENTER DISTANCE REDUCED | 08-1110T-9-005 | |
| -.010 CENTER DISTANCE REDUCED | 08-1110T-9-010 | |
| FORD SMALL BLOCK; 2 PIECE FUEL PUMP ECCENTRIC - LATE 1972-88 9-KEYWAY | 08-1138T-9 | 08-1138T-9G |

ROLON CHAIN UPGRADE NOW AVAILABLE ON THE ABOVE PERFORMANCE SETS

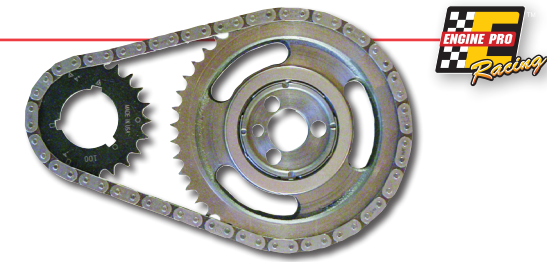
- Features Less Wear and Elongation' • Add 'R' Suffix when ordering
- Higher Tensile Strength Chromised Pin for Extreme Duty Conditions
- Recommended for Applications Exceeding 6500 RPM

IWIS GERMAN CHAIN:

- Acoustically balanced for excellent wear resistance
- Designed for High Speed Applications

STREET-STRIP .250 ROLLER

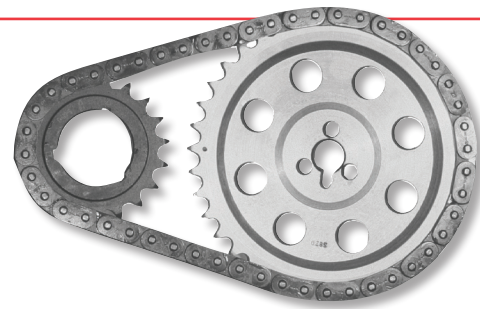
- .250 seamless roller chain
- Cast iron cam sprocket
- 3-keyway heat treated steel crank sprocket with +/- 4 degrees cam adjustment or CNC heat treated steel 9-keyway crank sprocket with 2, 4, 6 & 8 degree adjustment



| APPLICATION | STREET/STRIP PART # | STREET/STRIP W/ IWIS CHAIN PART # |
|---|---------------------|-----------------------------------|
| AMC JEEP V8; 290,304,343,360,390,401 | 08-1118 | 08-1118G |
| BUICK V6; WITH INTEGRAL DISTRIBUTOR DRIVE | 08-1134 | 08-1134G |
| BUICK V6 AND 215, 300, 340, 350 V8; WITHOUT INTEGRAL DISTRIBUTOR DRIVE | 08-1132 | 08-1132G |
| CHEVROLET SMALL BLOCK - 1955-95 | 08-1100 | 08-1100G |
| -.005 CENTER DISTANCE REDUCED | 08-1100-005 | 08-1100-005G |
| -.010 CENTER DISTANCE REDUCED | 08-1100-010 | 08-1100-010G |
| 9-KEY | 08-1100-9 | 08-1100-9G |
| CHEVROLET SMALL BLOCK; 1986 UP - W/FACTORY ROLLER CAM | 08-1145 | 08-1145G |
| -.005 CENTER DISTANCE REDUCED | 08-1145-005 | 08-1145-005G |
| -.010 CENTER DISTANCE REDUCED | 08-1145-010 | 08-1145-010G |
| 9-KEY | 08-1145-9 | |
| CHEVROLET V8; 348, 409 - 1958-65 | 08-1101 | 08-1101G |
| CHEVROLET BIG BLOCK; 1965-90 | 08-1110 | 08-1110G |
| -.005 CENTER DISTANCE REDUCED | 08-1110-005 | 08-1110-005G |
| -.010 CENTER DISTANCE REDUCED | 08-1110-010 | 08-1110-010G |
| 9-KEY | 08-1110-9 | 08-1110-9G |
| CHRYSLER V8; 318,340,360,354,392; V6 239 | 08-1103 | 08-1103G |
| 9-KEY | 08-1103-9 | |
| CHRYSLER V8; 383,400,426,440, HEMI - 3 BOLT CAM | 08-1125 | 08-1125G |
| 9-KEY | 08-1125-9 | |
| CHRYSLER V8; 383,400,426W, 440 - 1 BOLT CAM | 08-1104 | 08-1104G |
| 9-KEY | 08-1104-9 | |
| FORD SMALL BLOCK; 1 PIECE FUEL PUMP ECCENTRIC LATE 1965-EARLY 72 | 08-1135 | 08-1135G |
| -.005 CENTER DISTANCE REDUCED | 08-1135-005 | 08-1135-005G |
| -.010 CENTER DISTANCE REDUCED | 08-1135-010 | 08-1135-010G |
| 9-KEY | 08-1135-9 | 08-1135-9G |
| FORD SMALL BLOCK; 2 PIECE FUEL PUMP ECCENTRIC - LATE 1972-88 | 08-1138 | 08-1138G |
| 9-KEY | 08-1138-9 | 08-1138-9G |
| FORD; 351C,351M,400 | 08-1121 | 08-1121G |
| 9-KEY | 08-1121-9 | |
| FORD; 360,390,427,428 | 08-1108 | 08-1108G |
| 9-KEY | 08-1108-9 | |
| FORD; 429,460 W/FACTORY TDC TIMING | 08-1122 | 08-1122G |
| 9-KEY | 08-1122-9 | |
| OLDSMOBILE; 260,307,350,400,403,425,455 | 08-1113 | 08-1113G |
| PONTIAC; 326,350P,389,400,428,455 | 08-1112 | 08-1112G |
| 9-KEY | 08-1112-9 | |

HEAVY DUTY .334 ROLLER SETS

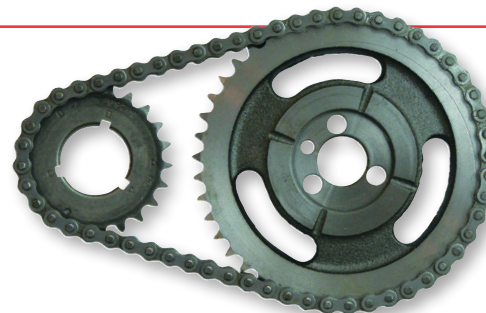
- .334 Single roller chain
- 3-keyway heat treated steel crank sprocket with +/- 4 degrees cam adjustment
- Optional 9-keyway crank sprockets
- Cast iron cam sprocket



| APPLICATION | OEM KIT # | PART # | PART # |
|--|-----------|---------|-----------|
| CHEVROLET SMALL BLOCK | | | |
| 1962-88 WITHOUT FACTORY ROLLER CAM | 3055 | 08-3300 | 08-3300-9 |
| 1987-02 W/FACTORY ROLLER CAM | 3104 | 08-3381 | 08-3381-9 |
| CHEVROLET BIG BLOCK | | | |
| 1991-96 366, 427, 454 - NON-FACTORY ROLLER CAM | 3201 | 08-3399 | 08-3399-9 |
| 1996-99 454 VIN J | 3137 | 08-3337 | 08-3337-9 |
| LATE 1999-00 454 GEN VI VIN B , 2000 VIN J | 3136 | 08-3336 | 08-3336-9 |
| 2001 496 VIN E,G | 3258 | 08-3358 | 08-3358-9 |
| 2002-03 496 VIN E,G | 3159 | 08-3359 | 08-3359-9 |
| 2004-07 496 VIN E,G | 3163 | 08-3363 | 08-3363-9 |
| CHEVROLET BIG BLOCK MARINE | | | |
| 1991-98 454 NON-FACTORY ROLLER CAM | 3201 | 08-3399 | 08-3399-9 |
| 1991-00 454, 502 W/FACTORY ROLLER CAM | 3176 | 08-3376 | 08-3376-9 |
| 2001-05 454, 502 W/FACTORY ROLLER CAM | 3180 | 08-3338 | 08-3338-9 |

HEAVY DUTY .200 ROLLER SETS

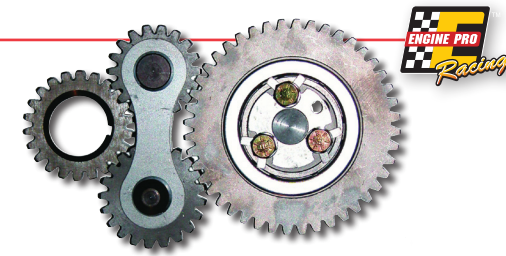
- .200 Double roller chain
- 3 Keyway crank sprocket with +/-4 degrees of cam adjustment
- Cast iron cam sprocket



| APPLICATION | OEM HD KIT # | PART # |
|--|--------------|-------------------------|
| CHEVROLET | | |
| SMALL BLOCK 1955-86 - INCLUDES STEEL CRANKSHAFT SPROCKET | 3023 | 08-3023-3 08-3023-3S |
| BIG BLOCK 1965-90 | 3024 | 08-3024-3 |
| CHRYSLER | | |
| V8 318, 340, 360, V6 239 383,400,426,440, HEMI - 3 BOLT CAM | 3028 | 08-3028-3 |
| 383,400,426W, 440 - 1 BOLT CAM | 3045 | |
| | 3044 | |
| FORD | | |
| SMALL BLOCK, 1-PIECE FUEL PUMP ECCENTRIC, LATE 1965-EARLY 72 | | 08-3054-3 |
| SMALL BLOCK, 2-PIECE FUEL PUMP ECCENTRIC, LATE 1972-88 | 3057 | 08-3057-3 |
| 360,390,427,428 1-PIECE FUEL PUMP ECCENTRIC, 1963-EARLY 72 | 3029 | |
| 429, 460 W/FACTORY TDC TIMING, 1-PIECE FUEL PUMP ECCENTRIC | 3079 | |
| PONTIAC - 326,350,389,400,421,428,455 | 3043 | |

GEAR DRIVE TIMING SETS

- 8620 Carbonized steel gears
- Includes roller cam button, lock plate and bolts
- Timing adjusted with color coded dowel pin hole inserts
- Ford & Pontiac adjust timing +/- 4 degrees w/ 3 keyway crank sprocket



| APPLICATION | NOISY | QUIET |
|---|---------|----------|
| CHEVROLET | | |
| SMALL BLOCK 1955-86 W/THRUST BEARING | 08-5100 | 08-5100Q |
| SMALL BLOCK 1987-93 FACTORY ROLLER CAM W/THRUST BEARING | 08-5450 | 08-5450Q |
| BIG BLOCK 1965-90 W/THRUST BEARING | 08-5410 | 08-5410Q |
| BIG BLOCK GEN VI (B,J) 1996-00 W/THRUST BEARING | 08-5415 | 08-5415Q |
| CHRYSLER 383,400,426W-HEMI,440 3-BOLT CAM W/THRUST BEARING | 08-5425 | 08-5425Q |
| FORD | | |
| SMALL BLOCK 1963-02 W/BRONZE WASHER | 08-5420 | 08-5420Q |
| 351C, 351M, 400 W/BRONZE WASHER | 08-5421 | 08-5421Q |
| 429, 460 W/FACTORY TDC TIMING W/BRONZE WASHER | 08-5430 | 08-5430Q |
| PONTIAC 350P,400,428,455 W/BRONZE WASHER | 08-5412 | 08-5412Q |

FORD V8 4.6L PERFORMANCE CAM AND CRANK SPROCKET KITS

- Contains all OEM replacement chains, tensioners and guides
- 2 cast iron cam sprockets with black oxide coating
- 2 cam spacers and 1 crank sprocket spacer
- 2 billet steel heat treated , 9-keyway crank sprockets



| APPLICATION | PART # |
|---|----------|
| FORD V8 4.6L (1996-02) VIN X, (1996-00) VIN W,6, 9 (SPROCKETS ONLY) | 08-7123A |
| FORD V8 4.6L (1999-02) VIN X (COMPLETE KIT) | 08-7123 |
| FORD V8 4.6L (1996-98) VIN X (1996-00) VIN W, 6, 9 (COMPLETE KIT) | 08-7089 |

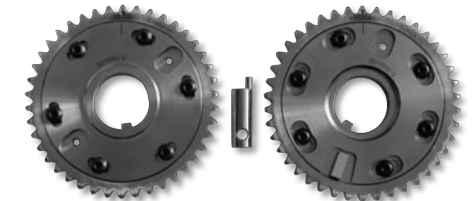
08-7123 COMPLETE KIT REPLACES C6123S 08-7123A SPROCKET KIT REPLACES C6089S AND C6123S SPROCKETS ONLY
 08-7089 COMPLETE KIT REPLACES C6089S KITS INCLUDE BLACK OXIDE COATED OEM CAM SPROCKETS S-764 AND S-766

FORD MODULAR V8 4.6L & 5.4L ADJUSTABLE CAM SPROCKET SET

- Billet steel two piece construction left and right bank cam sprockets
- Cam timing advance or retard up to 6 degrees
- Adjustment bolts are non magnetic stainless steel, includes adjustment tool

- Works with all OE replacement timing components
- Replaces cam sprockets S-764 and S-766

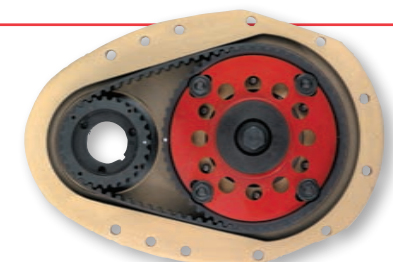
| APPLICATION | PART # |
|--------------------------------|---------|
| TIMING SET | 08-4764 |
| LEFT BANK CAM SPROCKET | 08-764A |
| RIGHT BANK CAM SPROCKET | 08-766A |



BELT DRIVE TIMING SET

- Adjustable timing cam gear up to 10 degrees advance or retard
- Heavy duty timing belt, thrust washers, seals and hardware included.

| APPLICATION | PART # |
|--------------------------------------|---------|
| CHEVROLET SMALL BLOCK 1955-88 | 08-5600 |



PERFORMANCE TIMING ACCESSORIES

CAM ROLLER THRUST BUTTON

Engine Pro's needle roller bearing thrust button keeps the camshaft from "walking" in the block. Use of thrust button is vital for accurate timing and to prevent premature timing chain wear.

| APPLICATION | LENGTH | PART # |
|----------------------------------|--------|---------|
| CHEVROLET SMALL BLOCK; 265 - 400 | .795 | 08-8501 |
| CHEVROLET BIG BLOCK; 396 - 454 | .945 | 08-8511 |

SOLID ALUMINUM THRUST BUTTONS

- 6061T6 aluminum material
- Vibratory polished

| APPLICATION | LENGTH | PART # |
|---|--------|---------|
| CHEVROLET SMALL BLOCK; 265-400 (LATE SHORT) | .690 | 08-8551 |
| CHEVROLET SMALL BLOCK; 265-400 (EARLY LONG) | .830 | 08-8561 |
| CHEVROLET BIG BLOCK; 396-454 (ALL) | .945 | 08-8512 |

CAM LOCK PLATES

Our lock plate is low cost insurance against camshaft bolts backing out under any RPM or load condition.

- Bendable locking tabs
- Black oxide coating
- Grade 8 bolts

| APPLICATION | PART # |
|---|---------|
| CHEVROLET SMALL & BIG BLOCK V8 & 90 DEGREE V6 | 08-8502 |
| CHEVROLET LS GEN III & IV - 3 BOLT DESIGN | 08-8503 |

CAMSHAFT DEGREE BUSHING SET

- Helps in precisely positioning camshaft
- Color coded
- Requires a 13/32" drill

| APPLICATION | LENGTH | PART # |
|--|--|---------|
| CHEVROLET SMALL & BIG BLOCK V8 AND CHRYSLER HEMI 3-BOLT | SET OF 5 BUSHINGS (ONE EACH 0°, 2°, 4°, 6°, 8°) | 08-9760 |

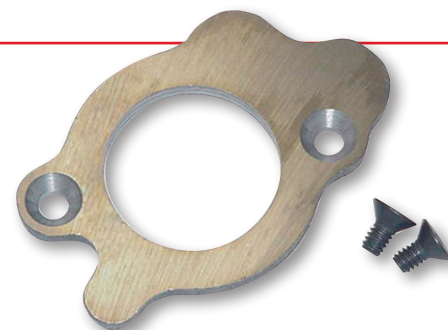
CAMSHAFT THRUST PLATE

| APPLICATION | PART # |
|--|-------------|
| CHEVROLET SMALL & BIG BLOCK - 3.90" TIP-TO-TIP | 08-7000 |
| CHEVROLET LS - WITH COUNTERSUNK BOLT HOLES | 08-7016TPK* |
| FORD SMALL BLOCK - USE WITH SETS # 08-2003T-9, 08-2023T-9 & 08-4751 | 08-7820TPK* |
| PONTIAC V8 | 08-7301 |

*Includes: countersunk thrust plate with 2 screws



- Machined alloy steel construction
- Roller needle bearing design
- Reduced friction, saves horsepower



TIMING TENSIONER AND DAMPER

Precision engineered and manufactured from high-quality materials for consistent durable wear.

| APPLICATION | TENSIONER | DAMPER | PART # |
|---------------------------------------|-----------|--------|----------|
| CHRYSLER V8; 318, 340, 360 V8, 236 V6 | TENSIONER | | 08-9428* |
| CHEVROLET LS; GM 2007-17 | TENSIONER | | 91049 |
| CHEVROLET LS; GM 2004-09 | | DAMPER | 9617 |

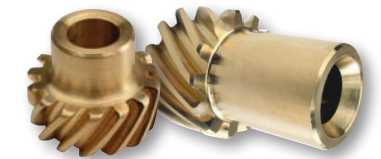
*Replaces the cam thrust plate, works with all roller timing chains, interchange with Chrysler performance part # P5007709.



BRONZE DISTRIBUTOR GEARS

- AMPCO 45 extruded aluminum bronze material
- Can be used with cast iron, austemper steel and steel camshaft material
- Wear resistant, held to OEM tolerances
- Made in USA

| APPLICATION | SHAFT DIA. | PART # |
|--------------------------------|------------|----------|
| CHEVROLET SMALL & BIG BLOCK V8 | .491 | 100-4910 |
| CHEVROLET SMALL & BIG BLOCK V8 | .501 | 100-5010 |



MELONITE DISTRIBUTOR GEARS

- Metal is coated with melonite - not composite plastic
- Wear resistant under high RPM conditions
- For use with cast Iron camshafts only, not steel
- More durable than bronze gears when used with cast iron camshafts
- Made in USA

| APPLICATION | SHAFT DIA. | PART # |
|--------------------------------|------------|----------|
| CHEVROLET SMALL & BIG BLOCK V8 | .491 | 100-1000 |
| CHEVROLET SMALL & BIG BLOCK V8 | .501 | 100-1010 |

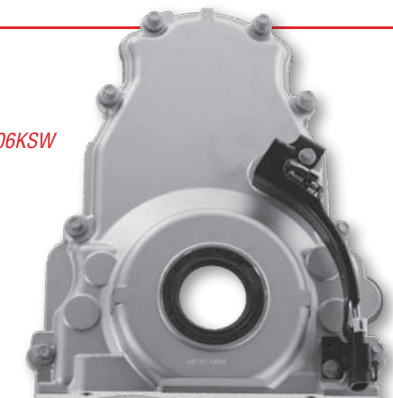


LS TIMING COVER SETS

Sets include aluminum timing cover housing, seal, gasket and bolts.

| APPLICATION | OEM COVER # | PART # |
|--|-------------|------------|
| CHEVROLET | | |
| LS1 AND LS6 WITHOUT CAM SENSOR HOLE | 12561243 | 08-8243K |
| LS2 AND LS3 WITH SENSOR HOLE; W/O VVT | 12633906 | 08-8906K |
| GEN IV LS WITH SENSOR HOLE FOR USE WHEN ELIMINATING VVT | | 08-8906KSW |
| INCLUDES TIMING COVER, CAM SENSOR, WIRE HARNESS, BOLTS, AND GASKET | | |

08-8906KSW



PERFORMANCE STEEL AND ALUMINUM TIMING COVERS

STEEL

- Made in the U.S.A.
- Black powder coating
- Heavy gauge steel
- Early style design
- Precision stamped for proper fit
- Reinforcing ribs for use with cam button
- Die-stamped Engine Pro Logo



08-8001

ALUMINUM

- Stainless steel socket head cap screws included
- Rigid lightweight one piece design
- Polished die cast aluminum
- Cast-In Engine Pro name



08-8002 - 08-8003

| APPLICATION | DESIGN | PART # |
|---------------------|----------|----------------|
| CHEVROLET | | |
| SMALL BLOCK 1965-90 | STEEL | 08-8001 |
| | ALUMINUM | 08-8002 |
| BIG BLOCK 1965-90 | ALUMINUM | 08-8003 |

TIMING COVER STUD KIT

Included in this kit are ten 170,000 PSI black oxidized studs and ten zinc coated undersized head nuts. This kit will work with both stamped and aluminum timing covers.



| APPLICATION | PART # |
|--|----------------|
| CHEVROLET SMALL BLOCK & BIG BLOCK THRU 1995 | 29-4006 |

ADJUSTABLE BILLET TIMING POINTERS

| APPLICATION | BALANCER DIA. | PART # |
|---------------------------------|-----------------|-----------------|
| CHEVROLET SMALL BLOCK | 6 1/8" | 14-61900 |
| | 6 1/4" | 14-61905 |
| | 6 3/8" | 14-61907 |
| | 6 3/4" | 14-61910 |
| | 7 1/4" | 14-61911 |
| CHEVROLET BIG BLOCK | 8" | 14-61915 |
| | 6 1/4" | 14-61918 |
| | 7" | 14-61919 |
| | 7 1/4" | 14-61920 |
| FORD SMALL BLOCK 302-351 | 8" | 14-61922 |
| | 6 1/4 TO 6.700" | 14-61930 |



- Machined from high quality billet aluminum
- Anodized black for corrosion resistance
- 4 degrees of timing adjustment
- Stainless steel mounting hardware
- Minimum clearance between pointer and harmonic balancer improves timing accuracy

4340 STEEL HARMONIC BALANCER BOLTS FOR LS CHEVROLET

| APPLICATION | UHL | PART # |
|--|---------|----------------|
| CHEVROLET SMALL BLOCK WITH 7/16" NF THREAD | 1 7/8" | 06-1200 |
| CHEVROLET BIG BLOCK WITH 1/2" NF THREAD | 1 5/16" | 06-1201 |

- 1" hex head w/Integral washer
- 4340 billet steel construction
- Rolled threads
- Black oxide finish



ENGINE PRO PERFORMANCE HARMONIC BALANCERS

STREET PERFORMANCE BALANCERS are the perfect choice for race classes that require an O.E. type balancer. They are also an economical choice for high powered street engines.

SFI RACE SERIES BALANCERS bring the advantage of bonded balancers to high revving race and street/race applications where an SFI approval is required. The steel inertia ring positively protects against forward and backward movement of ten times the force of O.E. non-bonded balancers



| APPLICATION | OUTSIDE DIA. | DEPTH OVERALL | RING WIDTH | BALANCE | STREET PERFORMANCE SERIES | | SFI RACE SERIES | |
|--|--|---------------|------------|----------|---------------------------|------------------|-----------------|-------------------|
| | | | | | WT | PART # | WT | PART # |
| CHEVROLET SMALL BLOCK | | | | | | | | |
| 283 - 307 CID 6 1/4" STREET STOCK SPEEDWAY LIGHT WEIGHT | 6.10 | 2.32 | 1.34 | NEUTRAL | 4.6 | PB1012-ST | 5.8 | PB1012-SS |
| 283 - 350 SMALL BLOCK V-8 7" | 6.75 | 2.36 | 1.32 | NEUTRAL | 7.9 | PB2221-ST | 8.1 | PB2221-SS |
| 283 - 350 SMALL BLOCK V-8 8" | 8.00 | 2.33 | 1.60 | NEUTRAL | 10.4 | PB1046-ST | 11.2 | PB1046-SS |
| 400 SMALL BLOCK V-8 8" | 8.00 | 2.33 | 1.60 | C/W RING | 7.9 | PB1050-ST | 10.7 | PB1050-SS |
| 350 (5.7L) LT1 1993-97 CRANK FLANGE MOUNT SERP. BELT | 7.50 | N/A | 1.28 | NEUTRAL | | PB1481-ST | 8.4 | PB1481-SS |
| STEEL CRANK FLANGE (SHORT) F-BODY 93-95, CORVETTE 92-95 | LENGTH 3.516 USE WITH PB1481-SS & PBU1481-SS | | | | | | | FHS1481-SS |
| CHEVROLET BIG BLOCK | | | | | | | | |
| 396 - 427 BIG BLOCK V-8 8" | 8.00 | 2.68 | 1.95 | NEUTRAL | 13.2 | PB1211-ST | 15.4 | PB1211-SS |
| 454 BIG BLOCK V-8 8" | 8.00 | 2.68 | 1.95 | C/W HUB | 15.1 | PB1018-ST | 16.8 | PB1018-SS |
| 396 - 454 BIG BLOCK LIGHT WEIGHT NEUTRAL BALANCE | 7.10 | 2.68 | 1.42 | NEUTRAL | 8.9 | PB1019-ST | 9.7 | PB1019-SS |
| CHEVROLET LS | | | | | | | | |
| LS1 GEN III ALL ALLOY 5.7L V-8 CAMARO & FIREBIRD SERP. BELT | 7.50 | 3.66 | 2.22 | NEUTRAL | | PB1480-ST | 11.2 | PB1480-SS |
| LS6 5.7L, LS2 6.0L, LS3 6.2L V-8 SERP BELT CORVETTE, SSR | 7.50 | 2.83 | 2.42 | NEUTRAL | | | 8.6 | PB1117-SS |
| CHRYSLER | | | | | | | | |
| 318, 340 SMALL BLOCK INTERNAL BALANCED | 7.11 | 2.56 | 1.20 | NEUTRAL | | PB1004-ST | 9.4 | PB1004-SS |
| 440 BIG BLOCK (WITH STEEL CRANKSHAFT) | 7.24 | 2.56 | 1.20 | NEUTRAL | | PB1112-ST | 9.4 | PB1112-SS |
| FORD V-8 | | | | | | | | |
| 302, 351 CLEVELAND V-8 | 6.50 | 3.50 | 1.39 | C/W HUB | 9.3 | PB1082-ST | 10.9 | PB1082-SS |
| 289, 302 WINDSOR V-8 3 BOLT (COUNTERSUNK PULLEY LOCATION) | 6.33 | 3.00 | 0.77 | C/W HUB | 6.6 | PB1008-ST | | |
| 302, 351 WINDSOR 3 BOLT (RAISED PULLEY LOCATION) 280Z. | 6.50 | 3.18 | 1.39 | C/W HUB | 9.2 | PB1203-ST | 10.9 | PB1203-SS |
| 302, 351 WINDSOR 3 BOLT (COUNTERSUNK PULLEY LOCATION) 280Z. | 6.50 | 3.18 | 1.39 | C/W HUB | 9.1 | PB1009-ST | 10.9 | PB1009-SS |
| 302, 351 WINDSOR V-8 4 BOLT (RAISED PULLEY LOCATION) 280Z. | 6.50 | 4.09 | 1.25 | C/W HUB | 10.1 | PB1060-ST | 11.4 | PB1060-SS |
| 302 WINDSOR V-8 EFI V-8 4 BOLT 500Z. | 6.40 | 4.13 | 1.57 | C/W HUB | 9.1 | PB1084-ST | 10.9 | PB1084-SS |
| 5.0L EFI WINDSOR V-8 WITH FACTORY CRANK TRIGGER | 6.38 | 4.05 | 1.48 | C/W RING | 9.6 | PB1463-ST | | |
| 302, 351 WINDSOR V-8 NEUTRAL BALANCE LIGHTWEIGHT 4 BOLT | 6.37 | 4.13 | 1.57 | NEUTRAL | | | 8.0 | PB1086-SS |
| 390 BIG BLOCK FE V-8 INTERNAL BALANCE | 7.10 | 5.74 | 1.10 | NEUTRAL | 7.7 | PB1111-ST | 8.9 | PB1111-SS |
| 460 BIG BLOCK V-8 INTERNAL BALANCE | 6.62 | 1.62 | 1.37 | NEUTRAL | | PB1210-ST | 9.6 | PB1210-SS |
| NOTE: Externally balanced 460 must use factory winged counterweight | | | | | | | | |
| PONTIAC | | | | | | | | |
| 287 TO 455 CID V-8 | 6.79 | 3.24 | 1.26 | NEUTRAL | 6.8 | PB1056-ST | 10.4 | PB1056-SS |
| 5.7L LS1, 6.0L LS2 V-8 SERP BELT GTO | 7.50 | 2.25 | 1.37 | NEUTRAL | | | 11.2 | PB1480-SS |
| 6.0L L98, 6.2L LS3 V-8 SERP BELT G8 | 7.50 | 2.83 | 2.42 | NEUTRAL | | | 8.55 | PB1117-SS |

OEM HARMONIC BALANCER BOLTS FOR LS CHEVROLET

- Torque to yield design
- Produced by OEM supplier

| APPLICATION | OEM # | PART # |
|--|----------|----------------|
| GEN III & IV 4.8 - 6.2L ENGINES EXCEPT DRY SUMP OILING | 12557840 | 06-7840 |
| 6.2 & 7.0L CAMARO & CORVETTE DRY SUMP OILING ONLY | 11570163 | 06-0163 |



NITRO BLACK COATED PERFORMANCE ENGINE BEARINGS

FEATURES

Calico CT-1 Dry Film Lubricant Coating

PROCESS

CT-1 is applied as a spray process with a typical coating thickness for engine bearings of 0.00025" to 0.00030" inch (6 to 7.5) microns.

ADVANTAGES

- Provides intermittent dry lubrication
- Not affected by dust or dirt
- Low coefficient of friction
- Increases load carrying capacity
- Thin coating to accommodate assembly constraints
- Chemical resistance
- Corrosion protection
- Reduced friction and drag resulting in decreased parasitic load

EMBEDDED ABILITY

CT-1 coated bearings have excellent embedded ability characteristics, allowing debris contaminants to embed in the bearing, avoiding damage to the crank.

INCREASED LOAD CARRYING CAPACITY

Under normal conditions performance bearing overlays withstand 12,000psi. CT-1 coated bearings increase this load capacity to 180,000psi.

OIL TEMPERATURES

CT-1 coated bearings have shown a reduction in oil temperatures as much as 150F - 200F.

STARVATION

CT-1 coated engine bearings provide a dry film lubricant that protects against intermediate oil starvation.



NITRO BLACK
NITRIDED HIGH PERFORMANCE PARTS



| APPLICATION | ROD BEARING PART # | MAIN BEARING PART # | OIL CLEARANCE |
|---|--------------------|---------------------|---------------|
| CHEVROLET | | | |
| SMALL BLOCK LARGE JOURNAL | 11-663HC | 12-909HC | STD |
| | 11-663HXC | 12-909HXC | +0.001 |
| SMALL BLOCK SMALL JOURNAL | 11-745HC | 12-429HC | STD |
| | 11-745HXC | 12-429HXC | +0.001 |
| SMALL BLOCK GEN III & IV LS | 11-663HC | 12-2199HC | STD |
| | 11-663HXC | 12-2199HXC | +0.001 |
| BIG BLOCK | 11-743HC | 12-829HC | STD |
| | 11-743HXC | 12-829HXC | +0.001 |
| WITH DOWEL HOLE | 11-743HDC | | STD |
| | 11-743HXDC | | +0.001 |
| FORD | | | |
| 221, 255, 260, 289, 302 C.I.D. | 11-634HC | 12-590HC | STD |
| | 11-634HXC | 12-590HXC | +0.001 |
| 351C AND SVO 2.750" MAINS | 11-927HC | 12-1010HC | STD |
| | | 12-1010HXC | +0.001 |
| 429, 460 C.I.D. | 11-818HC | 12-1039HC | STD |
| SUBARU | | | |
| 52MM ROD BEARINGS | 11-1657HC | 12-8309HC | STD |
| THRUST BEARING IN #5 POSITION | 11-1657HXC | 12-8309HXC | +0.001 |
| CUSTOM PERFORMANCE 2.015" HOUSING BORE | | | |
| 1.8885 - 1.8890 SHAFT | 11-1663HC | | STD |
| DIAMETER/.792" LONG | 11-1663HXC | | +0.001 |

PERFORMANCE ENGINE BEARINGS

Engine Pro Performance Series bearings deliver a unique and desirable combination of strength and flexibility, two ways!



ALL OUR PERFORMANCE SERIES BEARINGS FEATURE

- Tri-metal material
- Oversized chamfers for large radius fillets
- Mains are 3/4 grooved for optimum oil supply and increased bearing surface area for better load carrying capability.
- Hardened backing material with greater fatigue strength



RACE SERIES ADDED FEATURES:

- High crush and no flash plating to improve seating
- Medium eccentricity to maintain uniform oil clearance
- Thinner, high strength overlay to increase fatigue strength
- Wall tolerance +/- .00015" to maintain accurate clearances

E15000 SERIES ADDED FEATURES:

- Higher amount of crush height for maximum fit and retention
- More eccentricity in rod bearing to avoid contact and increase oil flow
- 15,000 psi load carrying capacity
- Patented profile on thrust bearing face doubles load capacity

| APPLICATION | ROD BEARING PART # | MAIN BEARING PART # | OIL CLEARANCE | ROD BEARING PART # | MAIN BEARING PART # | OIL CLEARANCE | |
|--|-------------------------------------|---------------------|---------------|--------------------|---------------------|---------------|--------|
| CHEVROLET | SMALL BLOCK LARGE JOURNAL | 11-663H* | 12-909H* | STD | 11E-663H8* | 12E-909H* | STD |
| | | 11-663HD# | | STD | 11E-663HD8# | | STD |
| | | 11-663HX | 12-909HX | +0.001 | 11E-663HX8 | 12E-909HX | +0.001 |
| | | 11-663HXD# | | +0.001 | 11E-663HXD8# | | +0.001 |
| | SMALL BLOCK SMALL JOURNAL | 11-745H | 12-429H | STD | 11E-745H8 | 12E-429H | STD |
| | | 11-745HD # | | STD | 11E-745HD8# | | STD |
| | | 11-745HX | 12-429HX | +0.001 | 11E-745HX8 | 12E-429HX | +0.001 |
| | | 11-745HXD# | | +0.001 | 11E-745HXD8# | | +0.001 |
| | SMALL BLOCK 400 C.I.D. | 11-663H* | 12-1038H | STD | 11E-663H8* | 12E-1038H | STD |
| | | 11-663HD# | | STD | 11E-663HD8# | | STD |
| | | 11-663HX | 12-1038HX | +0.001 | 11E-663HX8 | 12E-1038HX | +0.001 |
| | | 11-663HXD # | | +0.001 | 11E-663HXD8# | | +0.001 |
| SMALL BLOCK GEN III & IV LS | 11-663H* | 12-2199H | STD | 11E-663H8* | 12E-2199H | STD | |
| | 11-663HD # | | STD | 11E-663HD8# | | STD | |
| | 11-663HX | 12-2199HX | +0.001 | 11E-663HX8 | 12E-2199HX | +0.001 | |
| | 11-663HXD # | | +0.001 | 11E-663HXD8# | | +0.001 | |
| | SMALL BLOCK GEN V 5.3L, 6.2L | 11-7281H | 12-2339H | STD | | | |
| | | 11-7281HX | 12-2339HX | +0.001 | | | |
| | | 11-743H# | 12-829H* | STD | 11E-743H8* | 12E-829H* | STD |
| | BIG BLOCK | 11-743HD# | | STD | 11E-743HD8# | | STD |
| | | 11-743HX* | 12-829HX | +0.001 | 11E-743HX8* | 12E-829HX | +0.001 |
| | | 11-743HXD # | | +0.001 | 11E-743HXD8# | | +0.001 |
| | | 11-481H | | STD | 11E-481H8 | | STD |
| | CHRYSLER | 11-481HX | | +0.001 | 11E-481HX8 | | +0.001 |
| 345 (5.7L), 370 (6.1L) LATE HEMI | | 11-1808H | 12-2220H^ | STD | | | |
| | | 11-1808HX | 12-2220HX^ | +0.001 | | | |
| 361, 383, 400, 426, 440 C.I.D. | | 11-527HD# | | STD | 11E-527HD8# | | STD |
| | 11-527HXD# | | +0.001 | | | | |

* Crank saver sizes (.009", .011", .019", .021") # HD and HXD bearings have dowel hole. IMPORTANT NOTE: Bearings are available in standard size and various undersizes. Please refer to price list for specific undersizes by part number. All bearings are priced and sold in sets. ^ Requires 13-611S thrust washers.

PERFORMANCE ENGINE BEARINGS CONTINUED



Engine Pro Performance Series bearings deliver a unique and desirable combination of strength and flexibility, two ways!

| APPLICATION | RACE SERIES | | | E15000 SERIES | | | |
|----------------------------|--------------------------------------|---------------------|---------------|--------------------|---------------------|---------------|-------|
| | ROD BEARING PART # | MAIN BEARING PART # | OIL CLEARANCE | ROD BEARING PART # | MAIN BEARING PART # | OIL CLEARANCE | |
| FORD | 221, 255, 260, 289, 302 C.I.D. | 11-634H* | 12-590H* | STD | 11E-634H8* | 12E-590H* | STD |
| | | 11-634HD # | 12-590H * | STD | 11E-634HX8 | 12E-590HX | +0.01 |
| | 221, 255, 260, 289, 302 C.I.D. | 11-634HX | 12-590HX | +0.01 | | | |
| | | 11-634HXD # | 12-590HX | +0.01 | | | |
| | 281 C.I.D. (4.6L), 330 C.I.D. (5.4L) | 11-1442H | 12-2202H | STD | 11E-1442H8 | 12E-2202 | STD |
| | | 11-1442HX | 12-2202HX | +0.01 | 11E-1442HX8 | 12E-2202HX | +0.01 |
| | 5.0L COYOTE DOHC 2011-17 | 11-1442H | 12-2292H | STD | 11E-1442H8 | | STD |
| | | 11-1442HX | 12-2292HX | +0.01 | 11E-1442HX8 | | +0.01 |
| | 351C & SVO 2.750" MAINS | 11-927H | 12-1010H | STD | | 12E-1010H | STD |
| | | | 12-1010HX | +0.01 | | 12E-1010HX | +0.01 |
| | 351M, 400 1977-ON | 11-927H | 12-1432H | STD | | 12E-1432H | STD |
| | | | 12-1432HX | +0.01 | | 12E-1432HX | +0.01 |
| 351W 1977-ON | | 12-1432H | STD | 11E-831H8 | 12E-1432H | STD | |
| | | 12-1432HX | +0.01 | | 12E-1432HX | +0.01 | |
| 429, 460 C.I.D. | 11-818H | 12-1039H | STD | 11E-818H8 | 12E-1039H | STD | |
| | | 12-1039HX | +0.01 | | 12E-1039HX | +0.01 | |
| MITSUBISHI | 4G63/4G64 | 11-1185H | 12-1186H** | STD | | | |
| | 6/92-99 | 11-1185HX | 12-1186HX** | +0.01 | | | |
| | 4G63/4G64 | 11-1185H | 12-1219H*** | STD | | | |
| 97-99 | 11-1185HX | 12-1219HX*** | +0.01 | | | | |
| SUBARU | 52MM ROD BEARINGS. | 11-1657H | 12-8309H | STD | | | |
| | THRUST BEARING IN #5 POSITION | 11-1657HX | 12-8309HX | +0.01 | | | |
| CUSTOM 2.015" HOUSING BORE | 1.8885 - 1.8890 SHAFT | 11-1663H | | STD | 11E-1663H8 | | STD |
| | DIA. / .792" LONG | 11-1663HX | | +0.01 | 11E-1663HX8 | | +0.01 |
| | 1.8885 - 1.8890 SHAFT | 11-1665HD # | | STD | | | |
| DIA. / .896" LONG | 11-1665HDX # | | +0.01 | | | | |

*Crank saver sizes (.009", .011", .019", .021") # HD and HXD bearings have dowel hole. IMPORTANT NOTE: Bearings are available in standard size and various undersizes. Please refer to price list for specific undersizes by part number. All bearings are priced and sold in sets. ** With integral thrust. *** Requires 13-677S thrust washers.



H-BEAM CONNECTING RODS

- Forged from 4340 steel
- Magnafluxed • Heat treated
- Stress relieved • Shot peened • Sonic tested
- Weight balanced + or - 1.5 grams
- Three levels of bolts

- ARP 8740 cap screw • ARP 2000 • ARP L19 • Bronze bushed pin bores
- ARP moly bolt lube included • Finished machined in the USA



YOU CHOOSE THE BOLTS!

8740 CHROMOLY: Until the development of today's modern alloys, chromoly was popularly considered a high strength material. Now viewed as only moderate strength, 8740 chromoly is seen as a good tough steel, with adequate fatigue properties for most racing applications, but only if the threads are rolled after heat treatment, as is the standard ARP production practice. Typically, chromoly is classified as a quench and temper steel, that can be heat-treated to deliver tensile strengths between 180,000 and 210,000 PSI.

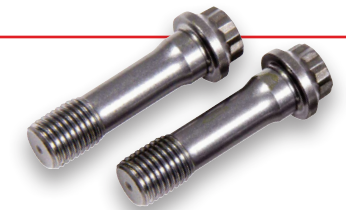
ARP2000®: An exclusive, hybrid-alloy developed to deliver superior strength and better fatigue properties. While 8740 and ARP2000 share similar characteristics – ARP2000 is capable of achieving clamp loads in the 215,000-220,000 PSI range. ARP2000 is used widely in short track and drag racing as an upgrade from 8740 chromoly in both steel and aluminum rods. Stress corrosion and hydrogen embrittlement are typically not a problem, providing care is taken during installation.

L19: Premium steel processed to deliver superior strength and fatigue properties. L19 is a very high strength material compared to 8740 and ARP2000. Capable of clamp delivering loads in the 230,000-260,000 PSI range. Primarily used in short track and drag racing applications where inertia loads exceed the capability of ARP2000. L19 requires special care during manufacturing to avoid hydrogen embrittlement. This material is easily contaminated and subject to stress corrosion. It must be kept well-oiled and not exposed to moisture.

| APPLICATION | LENGTH | ROD JOURNAL SIZE | PIN BORE | WEIGHT | PART # | PART # | PART # |
|-------------------------------------|--------|------------------|----------|--------|-----------|-----------|-----------|
| CHEVROLET SMALL BLOCK | 5.700 | 2.100 | .928 | 632 | 10-1000-8 | 10-1100-8 | 10-1200-8 |
| | 5.700 | 2.000 | .928 | 640 | 10-1001-8 | 10-1101-8 | 10-1201-8 |
| | 6.000 | 2.100 | .928 | 642 | 10-1002-8 | 10-1102-8 | 10-1202-8 |
| | 6.000 | 2.000 | .928 | 660 | 10-1003-8 | 10-1103-8 | 10-1203-8 |
| | 6.125 | 2.100 | .928 | 720 | 10-1004-8 | 10-1104-8 | 10-1204-8 |
| | 6.200 | 2.100 | .928 | 650 | 10-1020-8 | 10-1120-8 | 10-1220-8 |
| CHEVROLET GEN III & IV LS NO OFFSET | 6.125 | 2.100 | .928 | 603 | | 10-1108-8 | |
| | 6.125 | 2.100 | .928 | 720 | | 10-1118-8 | 10-1218-8 |
| CHEVROLET BIG BLOCK | 6.135 | 2.200 | .991 | 790 | 10-1005-8 | 10-1105-8 | 10-1205-8 |
| | 6.385 | 2.200 | .991 | 809 | 10-1006-8 | 10-1106-8 | 10-1206-8 |
| | 6.535 | 2.200 | .991 | 821 | 10-1007-8 | 10-1107-8 | 10-1207-8 |
| | 6.700 | 2.200 | .991 | 815 | 10-1025-8 | 10-1125-8 | 10-1225-8 |
| | 6.800 | 2.200 | .991 | 820 | 10-1026-8 | 10-1126-8 | 10-1226-8 |
| | 6.800 | 2.200 | .991 | 820 | 10-1026-8 | 10-1126-8 | 10-1226-8 |
| FORD SMALL BLOCK | 5.400 | 2.123 | .913 | 604 | 10-1009-8 | 10-1109-8 | 10-1209-8 |
| | 5.400 | 2.100 | .928 | 604 | 10-1010-8 | 10-1110-8 | 10-1210-8 |
| | 5.400 | 2.123 | .928 | 604 | 10-1011-8 | 10-1111-8 | 10-1211-8 |
| FORD MODULAR 4.6 | 5.933 | 2.086 | .867 | 602 | | 10-1112-8 | |

ARP ROD BOLTS

| DESCRIPTION | PART # |
|----------------------------|---------------|
| 3/8"X1.500" ARP2000 BOLT | 4AJ1.500-2SU |
| 7/16"X1.600" 8740 BOLT | 4AP1.601-1LU |
| 7/16"X1.600" ARP 2000 BOLT | 4AP1.601-2LU |
| 7/16"X1.600" L19 BOLT | 5AP1.601-6SLU |



ENGINE PRO BOLT BOOTS

| DESCRIPTION | PART# |
|------------------------------|--------|
| BOLT BOOTS, BAG OF 50 PIECES | BB1-50 |



- Protect crankshaft journal surfaces during assembly
- Red plastic with 'ENGINE PRO' Logo

NITRO BLACK SS SERIES STAINLESS STEEL NITRIDED RACE RINGS

- Designed for late model muscle-LS Chevrolet & Chrysler hemi engines
- Extremely durable sets with features only found in Nitro Black series

RING DESIGN

Top Ring- Nitrided stainless steel with a barrel face

Second Ring- Ductile iron Napier profile designed optimum durability and oil scraping ability under the most severe performance conditions

Oil Ring- Patented Flex-vent for maximum oil control



Race-tested and proven to deliver higher output for super performance engines

1.2 - 1.2 - 3.0 MM LOW TENSION

| BORE SIZE | SET # |
|-----------|---------------|
| 3.780 | 43SS9030 STD |
| 3.785 | 43SS9030 .005 |
| 3.790 | 43SS9030 .010 |
| 3.800 | 43SS9030 .020 |
| 3.810 | 43SS9030 .030 |
| 3.820 | 43SS9030 .040 |
| 3.898 | 43SS9035 STD |
| 3.905 | 43SS9035 .007 |
| 3.917 | 43SS9040 STD |
| 3.927 | 43SS9040 .010 |
| 3.937 | 43SS9040 .020 |
| 4.000 | 43SS9045 STD |
| 4.005 | 43SS9045 .005 |
| 4.010 | 43SS9045 .010 |
| 4.015 | 43SS9045 .015 |
| 4.020 | 43SS9045 .020 |
| 4.025 | 43SS9045 .025 |
| 4.030 | 43SS9045 .030 |
| 4.035 | 43SS9045 .035 |
| 4.040 | 43SS9045 .040 |

| BORE SIZE | SET # |
|-----------|---------------|
| 4.045 | 43SS9045 .045 |
| 4.050 | 43SS9045 .050 |
| 4.055 | 43SS9045 .055 |
| 4.060 | 43SS9045 .060 |
| 4.065 | 43SS9045 .065 |
| 4.070 | 43SS9045 .070 |
| 4.075 | 43SS9045 .075 |
| 4.080 | 43SS9045 .080 |
| 4.085 | 43SS9045 .085 |
| 4.090 | 43SS9045 .090 |
| 4.095 | 43SS9045 .095 |
| 4.100 | 43SS9045 .100 |
| 4.120 | 43SS9045 .120 |
| 4.125 | 43SS9050 STD |
| 4.135 | 43SS9050 .010 |
| 4.145 | 43SS9050 .020 |
| 4.155 | 43SS9050 .030 |
| 4.165 | 43SS9050 .040 |
| 4.185 | 43SS9050 .060 |

1.2 - 1.5 - 3.0 MM LOW TENSION

| BORE SIZE | SET # |
|-----------|---------------|
| 3.898 | 43SS9055 STD |
| 3.905 | 43SS9055 .007 |
| 3.917 | 43SS9060 STD |
| 3.927 | 43SS9060 .010 |
| 3.937 | 43SS9060 .020 |
| 4.000 | 43SS9065 STD |
| 4.005 | 43SS9065 .005 |
| 4.025 | 43SS9065 .025 |
| 4.030 | 43SS9065 .030 |
| 4.035 | 43SS9065 .035 |
| 4.040 | 43SS9065 .040 |
| 4.045 | 43SS9065 .045 |
| 4.055 | 43SS9065 .055 |
| 4.060 | 43SS9065 .060 |
| 4.065 | 43SS9065 .065 |
| 4.070 | 43SS9065 .070 |
| 4.080 | 43SS9065 .080 |
| 4.100 | 43SS9065 .100 |
| 4.120 | 43SS9065 .120 |

STEEL MOLY RACE RINGS WITH NAPIER SECOND RING

TOP RING FEATURES

- Impact resistant plasma moly alloy
- Designed for most demanding high compression applications

- Reduced side wear and extended life
- Alloy steel
- High stress and high temperature conditions

RING DESIGN TOP RING: STEEL, PLASMA MOLY

SECOND RING: DUCTILE IRON NAPIER | OIL RING: FLEX-VENTRING: FLEX-VENT

1.5 - 1.5 - 3.0 MM LOW TENSION

| BORE SIZE | SET # |
|-----------|---------------|
| 3.780 | 43SM8531 STD |
| 3.785 | 43SM8531 .005 |
| 3.795 | 43SM8531 .015 |
| 3.805 | 43SM8531 .025 |
| 3.815 | 43SM8531 .035 |
| 3.825 | 43SM8531 .045 |
| 3.845 | 43SM8531 .065 |
| 3.898 | 43SM8555 STD |
| 3.905 | 43SM8555 .007 |
| 3.917 | 43SM8560 STD |
| 3.927 | 43SM8560 .010 |
| 3.937 | 43SM8560 .020 |
| 4.000 | 43SM8565 STD |
| 4.005 | 43SM8565 .005 |
| 4.025 | 43SM8565 .025 |
| 4.030 | 43SM8565 .030 |
| 4.080 | 43SS9065 .080 |
| 4.100 | 43SS9065 .100 |
| 4.120 | 43SS9065 .120 |

| BORE SIZE | SET # |
|-----------|---------------|
| 4.035 | 43SM8565 .035 |
| 4.040 | 43SM8565 .040 |
| 4.045 | 43SM8565 .045 |
| 4.055 | 43SM8565 .055 |
| 4.060 | 43SM8565 .060 |
| 4.065 | 43SM8565 .065 |
| 4.070 | 43SM8565 .070 |
| 4.080 | 43SM8565 .080 |
| 4.100 | 43SM8565 .100 |
| 4.120 | 43SM8565 .120 |

.043 - 1/16" - 3.0MM LOW TENSION

| BORE SIZE | SET # |
|-----------|---------------|
| 4.5000 | 43SM8592 STD |
| 4.5050 | 43SM8592 .005 |
| 4.5350 | 43SM8592 .035 |
| 4.5650 | 43SM8592 .065 |

.043 - .043 - 3.0MM LOW TENSION

| BORE SIZE | SET # |
|-----------|---------------|
| 4.000 | 43SM8556 STD |
| 4.005 | 43SM8556 .005 |
| 4.025 | 43SM8556 .025 |
| 4.035 | 43SM8556 .035 |
| 4.045 | 43SM8556 .045 |
| 4.055 | 43SM8556 .055 |
| 4.060 | 43SM8556 .060 |
| 4.065 | 43SM8556 .065 |
| 4.070 | 43SM8556 .070 |
| 4.250 | 43SM5597 STD |
| 4.285 | 43SM5597 .035 |
| 4.500 | 43SM8582 STD |
| 4.505 | 43SM8582 .005 |
| 4.535 | 43SM8582 .035 |
| 4.605 | 43SM8582 .105 |
| 4.630 | 43SM8582 .130 |

STEEL MOLY RACE RINGS

TOP RING FEATURES

- Impact resistant plasma moly alloy
- Designed for most demanding high compression applications

- Reduced side wear and extended life
- Alloy steel
- High stress and high temperature conditions

RING DESIGN TOP RING: STEEL, PLASMA MOLY

SECOND RING: CAST IRON, REVERSE TORSIONAL TWIST | OIL RING: FLEX-VENT

.043 - 1/16" - 3/16" STD. TENSION

| BORE SIZE | SET # |
|-----------|---------------|
| 4.0000 | 43SM8527 STD |
| 4.0050 | 43SM8527 .005 |
| 4.0250 | 43SM8527 .025 |
| 4.0350 | 43SM8527 .035 |
| 4.0450 | 43SM8527 .045 |
| 4.0650 | 43SM8527 .065 |
| 4.0850 | 43SM8527 .080 |
| 4.1250 | 43SM8547 STD |
| 4.1300 | 43SM8547 .005 |
| 4.1450 | 43SM8547 .020 |
| 4.1500 | 43SM8547 .025 |
| 4.1550 | 43SM8547 .030 |
| 4.1600 | 43SM8547 .035 |
| 4.1650 | 43SM8547 .040 |
| 4.1700 | 43SM8547 .045 |
| 4.1850 | 43SM8547 .060 |
| 4.2500 | 43SM8567 STD |

.043 - .043 - 3.0MM LOW TENSION

| BORE SIZE | SET # |
|-----------|---------------|
| 4.000 | 43SM5587 STD |
| 4.030 | 43SM5587 .030 |
| 4.035 | 43SM5587 .035 |
| 4.040 | 43SM5587 .040 |
| 4.045 | 43SM5587 .045 |
| 4.060 | 43SM5587 .060 |
| 4.065 | 43SM5587 .065 |
| 4.125 | 43SM5593 STD |
| 4.130 | 43SM5593 .005 |
| 4.140 | 43SM5593 .015 |
| 4.145 | 43SM5593 .020 |
| 4.150 | 43SM5593 .025 |
| 4.160 | 43SM5593 .035 |
| 4.165 | 43SM5593 .040 |
| 4.185 | 43SM5593 .060 |

.043 - 1/16" - 3/16" LOW TENSION

| BORE SIZE | SET # |
|-----------|---------------|
| 4.0000 | 43SM8537 STD |
| 4.0050 | 43SM8537 .005 |
| 4.0350 | 43SM8537 .035 |
| 4.0450 | 43SM8537 .045 |
| 4.0650 | 43SM8537 .065 |
| 4.0850 | 43SM8537 .080 |
| 4.1250 | 43SM8557 STD |
| 4.1300 | 43SM8557 .005 |
| 4.1550 | 43SM8557 .030 |
| 4.1600 | 43SM8557 .035 |
| 4.1650 | 43SM8557 .040 |
| 4.1700 | 43SM8557 .045 |
| 4.1850 | 43SM8557 .060 |
| 4.2500 | 43SM8577 STD |

1.5 - 1.5 - 3.0MM LOW TENSION

| BORE SIZE | SET # |
|-----------|----------------|
| 3.5520 | 43SN5582 .005* |
| 3.5720 | 43SN5582 .025* |
| 3.5820 | 43SN5582 .035* |
| 3.5920 | 43SN5582 .045* |

*Nitrided steel top groove.

PREMIUM DUCTILE PLASMA MOLY TOP - NAPIER SECOND RING

TOP RING FEATURES

- Impact resistant plasma moly alloy
- Reduced side wear and extended life
- Designed for the most demanding high compression applications
- Designed for high stress and high temperature conditions

RING DESIGN TOP RING: DUCTILE IRON, PLASMA MOLY
SECOND RING: DUCTILE IRON, NAPIER | OIL RING: FLEX-VENT

SECOND RING NAPIER DESIGN FEATURES:

- Optimal durability and oil scraping ability under most severe conditions
- Measurably Improved Horsepower

OIL RING DESIGN FEATURES:

- Flex-Vent design minimizes friction
- Improved flexibility and high RPM oil control
- Thin wall contact allows for quick break-in

1/16" - 1/16" - 3/16" STD. TENSION

| BORE SIZE | SET # |
|-----------|--------------|
| 4.0000 | 43M8542 STD |
| 4.0050 | 43M8542 .005 |
| 4.0300 | 43M8542 .030 |
| 4.0350 | 43M8542 .035 |
| 4.0400 | 43M8542 .040 |
| 4.0450 | 43M8542 .045 |
| 4.0600 | 43M8542 .060 |
| 4.0650 | 43M8542 .065 |
| 4.1250 | 43M8552 STD |
| 4.1300 | 43M8552 .005 |
| 4.1350 | 43M8552 .010 |
| 4.1450 | 43M8552 .020 |
| 4.1500 | 43M8552 .025 |
| 4.1550 | 43M8552 .030 |
| 4.1600 | 43M8552 .035 |
| 4.1650 | 43M8552 .040 |
| 4.1700 | 43M8552 .045 |
| 4.1850 | 43M8552 .060 |
| 4.1900 | 43M8552 .065 |
| 4.2500 | 43M8562 STD |
| 4.2550 | 43M8562 .005 |
| 4.2800 | 43M8562 .030 |
| 4.2850 | 43M8562 .035 |
| 4.2900 | 43M8562 .040 |
| 4.3100 | 43M8562 .060 |
| 4.3150 | 43M8562 .650 |
| 4.3750 | 43M8562 .125 |
| 4.5000 | 43M8588 STD |
| 4.5050 | 43M8588 .005 |
| 4.5350 | 43M8588 .035 |
| 4.5450 | 43M8588 .045 |
| 4.5650 | 43M8588 .065 |

1.5 - 1.5 - 3.0MM LOW TENSION

| BORE SIZE | SET # |
|-----------|--------------|
| 4.0000 | 43M8521 STD |
| 4.0050 | 43M8521 .005 |
| 4.0350 | 43M8521 .035 |
| 4.0450 | 43M8521 .045 |
| 4.0650 | 43M8521 .065 |
| 4.1250 | 43M8505 STD |
| 4.1300 | 43M8505 .005 |
| 4.1600 | 43M8505 .035 |
| 4.1700 | 43M8505 .045 |
| 4.1900 | 43M8505 .065 |

1/16"-1/16"-1/8" STD. TENSION

| BORE SIZE | SET # |
|-----------|--------------|
| 4.0000 | 43M8571 STD |
| 4.0050 | 43M8571 .005 |
| 4.0300 | 43M8571 .030 |
| 4.0350 | 43M8571 .035 |
| 4.0450 | 43M8571 .045 |
| 4.0650 | 43M8571 .065 |

1/16" - 1/16" - 3/16" LOW TENSION

| BORE SIZE | SET # |
|-----------|--------------|
| 4.0000 | 43M8543 STD |
| 4.0050 | 43M8543 .005 |
| 4.0300 | 43M8543 .030 |
| 4.0350 | 43M8543 .035 |
| 4.0000 | 43M8543 .040 |
| 4.04500 | 43M8543 .045 |
| 4.0600 | 43M8543 .060 |
| 4.0650 | 43M8543 .065 |
| 4.1250 | 43M8543 STD |
| 4.1300 | 43M8559 .005 |
| 4.1550 | 43M8559 .030 |
| 4.1600 | 43M8559 .035 |
| 4.1650 | 43M8559 .040 |
| 4.1700 | 43M8559 .045 |
| 4.1850 | 43M8559 .060 |
| 4.1900 | 43M8559 .065 |
| 4.5000 | 43M8559 STD |
| 4.5050 | 43M8594 .005 |
| 4.5350 | 43M8594 .035 |
| 4.5450 | 43M8594 .045 |

DUCTILE CHROME BARREL FACE TOP RINGS

RING DESIGN

TOP RING: DUCTILE CHROME BARREL FACED

SECOND RING: CAST IRON, REVERSE TORSIONAL TWIST

OIL RING: FLEX-VENT

THESE ARE ALL 4 CYLINDER SETS

1.5-1.5-3.0MM LOW TENSION

| BORE SIZE | SET # |
|-----------|--------------|
| 3.2680 | 43C5573 STD |
| 3.2780 | 43C5573 .010 |
| 3.2880 | 43C5573 .020 |
| 3.2980 | 43C5573 .030 |
| 3.3080 | 43C5573 .040 |
| 3.3280 | 43C5573 .060 |

SNH SERIES

Same as Nitro Black SS Series with the addition of Nitride Flex-Vent® oil ring for 4-cylinder import performance applications.

RING DESIGN TOP RING: STAINLESS STEEL NITRIDE | SECOND: DUCTILE NAPIER | OIL: NITRIDE FLEX-VENT
THESE ARE ALL 4 CYLINDER SETS

1.0 - 1.2 - 2.8MM LOW TENSION

| BORE SIZE | SET # |
|-----------|------------|
| 3.189 | 43SNH08100 |
| 3.209 | 43SNH08150 |
| 3.229 | 43SNH08200 |
| 3.307 | 43SNH08400 |
| 3.327 | 43SNH08450 |
| 3.346 | 43SNH08500 |

1.0 - 1.2 - 2.8MM LOW TENSION

| BORE SIZE | SET # |
|-----------|------------|
| 3.366 | 43SNH08550 |
| 3.386 | 43SNH08600 |
| 3.405 | 43SNH08650 |
| 3.425 | 43SNH08700 |
| 3.445 | 43SNH08750 |
| 3.465 | 43SNH08800 |



PREMIUM DUCTILE PLASMA MOLY

TOP RING FEATURES

- Shell molded
- High tensile strength

- Withstands extreme temperatures
- Virtually unbreakable
- Impact resistant plasma moly alloy

RING DESIGN TOP RING: DUCTILE IRON, PLASMA MOLY
SECOND RING: CAST IRON, REVERSE TORSIONAL TWIST | OIL RING: FLEX-VENT



1/16"- 1/16"- 3/16" STD. TENSION

| BORE SIZE | SET # |
|-------------------------------|--------------|
| 3.7800 | 43M5527 STD |
| 3.8000 | 43M5527 .020 |
| 3.8100 | 43M5527 .030 |
| 3.8150 | 43M5527 .035 |
| 3.8200 | 43M5527 .040 |
| 3.8250 | 43M5527 .045 |
| THE ABOVE ARE 4 CYLINDER SETS | |
| 3.7360 | 43M5567 STD |
| 3.7710 | 43M5567 .035 |
| 3.9100 | 43M5575 STD |
| 3.9400 | 43M5575 .030 |
| 3.9500 | 43M5575 .040 |
| 3.9700 | 43M5575 .060 |
| 4.0000 | 43M5523 STD |
| 4.0050 | 43M5523 .005 |
| 4.0100 | 43M5523 .010 |
| 4.0200 | 43M5523 .020 |
| 4.0250 | 43M5523 .025 |
| 4.0300 | 43M5523 .030 |
| 4.0350 | 43M5523 .035 |
| 4.0400 | 43M5523 .040 |
| 4.0450 | 43M5523 .045 |
| 4.0500 | 43M5525 STD |
| 4.0550 | 43M5525 .005 |
| 4.0600 | 43M5523 .060 |
| 4.0650 | 43M5523 .065 |
| 4.0800 | 43M5523 .080 |
| 4.0800 | 43M5525 .030 |
| 4.0850 | 43M5525 .035 |
| 4.1100 | 43M5525 .060 |
| 4.1150 | 43M5525 .065 |
| 4.1200 | 43M5590 STD |
| 4.1250 | 43M5529 STD |
| 4.1300 | 43M5529 .005 |
| 4.1350 | 43M5529 .010 |
| 4.1450 | 43M5529 .020 |
| 4.1500 | 43M5529 .025 |
| 4.1510 | 43M5543 STD |
| 4.1550 | 43M5543 .005 |
| 4.1550 | 43M5529 .030 |
| 4.1550 | 43M5590 .035 |
| 4.1600 | 43M5529 .035 |
| 4.1650 | 43M5542 STD |
| 4.1650 | 43M5529 .040 |
| 4.1650 | 43M5590 .045 |
| 4.1700 | 43M5542 .005 |
| 4.1700 | 43M5529 .045 |
| 4.1800 | 43M5543 .030 |

| BORE SIZE | SET # |
|-----------|--------------|
| 4.1850 | 43M5529 .060 |
| 4.1900 | 43M5529 .065 |
| 4.1950 | 43M5542 .030 |
| 4.2100 | 43M5542 .045 |
| 4.2150 | 43M5543 .065 |
| 4.2300 | 43M5542 .065 |
| 4.2325 | 43M5526 STD |
| 4.2500 | 43M5519 STD |
| 4.2550 | 43M5519 .005 |
| 4.2575 | 43M5526 .025 |
| 4.2600 | 43M5519 .010 |
| 4.2625 | 43M5526 .030 |
| 4.2700 | 43M5519 .020 |
| 4.2800 | 43M5519 .030 |
| 4.2850 | 43M5519 .035 |
| 4.2900 | 43M5519 .040 |
| 4.3100 | 43M5519 .060 |
| 4.3150 | 43M5519 .065 |
| 4.3200 | 43M5528 STD |
| 4.3250 | 43M5528 .005 |
| 4.3425 | 43M5577 STD |
| 4.3500 | 43M5528 .030 |
| 4.3550 | 43M5528 .035 |
| 4.3600 | 43M5528 .040 |
| 4.3600 | 43M5536 STD |
| 4.3650 | 43M5528 .045 |
| 4.3700 | 43M5528 .055 |
| 4.3750 | 43M5577 .033 |
| 4.3750 | 43M5519 .125 |
| 4.3800 | 43M5536 .020 |
| 4.3800 | 43M5528 .060 |
| 4.3850 | 43M5528 .065 |
| 4.3900 | 43M5536 .030 |
| 4.3950 | 43M5536 .035 |
| 4.4000 | 43M5536 .040 |
| 4.4250 | 43M5536 .065 |
| 4.4400 | 43M5536 .080 |
| 4.4450 | 43M5536 .085 |
| 4.4675 | 43M5537 STD |
| 4.4715 | 43M5537 .004 |
| 4.5000 | 43M5589 STD |
| 4.5050 | 43M5589 .005 |
| 4.5300 | 43M5589 .030 |
| 4.5350 | 43M5589 .035 |
| 4.5600 | 43M5589 .060 |
| 4.5650 | 43M5589 .065 |
| 4.6000 | 43M5589 .100 |
| 4.6050 | 43M5589 .105 |

1/16"- 1/16"- 3/16" LOW TENSION

| BORE SIZE | SET # |
|-----------|--------------|
| 4.0000 | 43M5505 STD |
| 4.0050 | 43M5505 .005 |
| 4.0100 | 43M5505 .010 |
| 4.0300 | 43M5505 .030 |
| 4.0350 | 43M5505 .035 |
| 4.0450 | 43M5505 .045 |
| 4.0600 | 43M5505 .060 |
| 4.0650 | 43M5505 .065 |
| 4.1250 | 43M5510 STD |
| 4.1300 | 43M5510 .005 |
| 4.1500 | 43M5510 .025 |
| 4.1550 | 43M5510 .030 |
| 4.1600 | 43M5510 .035 |
| 4.1650 | 43M5510 .040 |
| 4.1700 | 43M5510 .045 |
| 4.1850 | 43M5510 .060 |
| 4.2500 | 43M5515 STD |
| 4.2800 | 43M5515 .030 |
| 4.2850 | 43M5515 .035 |
| 4.3100 | 43M5515 .060 |
| 4.3150 | 43M5515 .065 |
| 4.3750 | 43M5515 .125 |
| 4.3200 | 43M5520 STD |
| 4.3500 | 43M5520 .030 |
| 4.3550 | 43M5520 .035 |
| 4.5000 | 43M5596 STD |
| 4.5050 | 43M5596 .005 |
| 4.5300 | 43M5596 .030 |
| 4.5350 | 43M5596 .035 |
| 4.5600 | 43M5596 .060 |
| 4.5650 | 43M5596 .065 |
| 4.6000 | 43M5596 .100 |
| 4.6050 | 43M5596 .105 |



PREMIUM DUCTILE PLASMA MOLY CONTINUED

RING DESIGN TOP RING: DUCTILE IRON, PLASMA MOLY
SECOND RING: CAST IRON, REVERSE TORSIONAL TWIST | OIL RING: FLEX-VENT

| 1/16"- 1/16"- 1/8" STD. TENSION | |
|---------------------------------|---------------|
| BORE SIZE | SET # |
| 3.8750 | 43M5522 STD |
| 3.8800 | 43M5522 .005 |
| 3.9100 | 43M5522 .035 |
| 3.9400 | 43M5522 .065 |
| 4.0000 | 43M5521 STD |
| 4.0050 | 43M5521 .005 |
| 4.0100 | 43M5521 .010 |
| 4.0200 | 43M5521 .020 |
| 4.0250 | 43M5521 .025 |
| 4.0300 | 43M5521 .030 |
| 4.0350 | 43M5521 .035 |
| 4.0400 | 43M5521 .040 |
| 4.0450 | 43M5521 .045 |
| 4.0600 | 43M5521 .060 |
| 4.0650 | 43M5521 .065 |
| 4.1250 | 43M5501 STD* |
| 4.1300 | 43M5501 .005* |
| 4.1550 | 43M5501 .030* |
| 4.1600 | 43M5501 .035* |

*Oil ring depth on #43M5501 is .175"

| 1/16"- 1/16"- 3.0MM LOW TENSION | |
|---------------------------------|--------------|
| BORE SIZE | SET # |
| 4.0000 | 43M5538 STD |
| 4.0050 | 43M5538 .005 |
| 4.0100 | 43M5538 .010 |
| 4.0200 | 43M5538 .020 |
| 4.0250 | 43M5538 .025 |
| 4.0300 | 43M5538 .030 |
| 4.0350 | 43M5538 .035 |
| 4.0400 | 43M5538 .040 |
| 4.0450 | 43M5538 .045 |
| 4.0600 | 43M5538 .060 |
| 4.0650 | 43M5538 .065 |
| 4.0750 | 43M5538 .075 |
| 4.0850 | 43M5538 .085 |
| 4.1250 | 43M5539 STD |
| 4.1300 | 43M5539 .005 |
| 4.1350 | 43M5539 .010 |
| 4.1550 | 43M5539 .030 |
| 4.1600 | 43M5539 .035 |
| 4.1650 | 43M5539 .040 |

| 5/64"- 5/64"-3/16" STD. TENSION | |
|---------------------------------|--------------|
| BORE SIZE | SET # |
| 4.0000 | 43M5502 STD |
| 4.0200 | 43M5502 .020 |
| 4.0300 | 43M5502 .030 |
| 4.0600 | 43M5502 .060 |
| THE ABOVE ARE 4 CYLINDER SETS | |
| 3.7360 | 43M5547 STD |
| 4.0000 | 43M5508 STD |
| 4.0050 | 43M5508 .005 |
| 4.0200 | 43M5508 .020 |
| 4.0250 | 43M5508 .025 |
| 4.0300 | 43M5508 .030 |
| 4.0350 | 43M5508 .035 |
| 4.0400 | 43M5508 .040 |
| 4.0400 | 43M5561 STD |
| 4.0450 | 43M5508 .045 |
| 4.0600 | 43M5508 .060 |
| 4.0625 | 43M5511 STD |
| 4.0650 | 43M5508 .065 |
| 4.0675 | 43M5511 .005 |
| 4.0700 | 43M5561 .030 |
| 4.0925 | 43M5512 STD |
| 4.0975 | 43M5511 .035 |
| 4.0975 | 43M5512 .005 |
| 4.1250 | 43M5513 STD |
| 4.1250 | 43M5512 .030 |
| 4.1300 | 43M5513 .005 |
| 4.1500 | 43M5513 .025 |
| 4.1550 | 43M5512 .060 |
| 4.1550 | 43M5513 .030 |
| 4.1600 | 43M5513 .035 |
| 4.1650 | 43M5513 .040 |
| 4.1700 | 43M5513 .045 |
| 4.1850 | 43M5513 .060 |
| 4.1900 | 43M5513 .065 |
| 4.2500 | 43M5518 STD |
| 4.2550 | 43M5518 .005 |
| 4.2800 | 43M5518 .030 |
| 4.2850 | 43M5518 .035 |
| 4.2900 | 43M5518 .040 |
| 4.3100 | 43M5518 .060 |
| 4.3150 | 43M5518 .065 |

| 1.5 - 1.5 - 3.0MM LOW TENSION | |
|-------------------------------|--------------|
| BORE SIZE | SET # |
| 4.0000 | 43M5540 STD |
| 4.0050 | 43M5540 .005 |
| 4.0250 | 43M5540 .025 |
| 4.0300 | 43M5540 .030 |
| 4.0350 | 43M5540 .035 |
| 4.0400 | 43M5540 .040 |
| 4.0450 | 43M5540 .045 |
| 4.0600 | 43M5540 .060 |
| 4.0650 | 43M5540 .065 |
| 4.0850 | 43M5540 .085 |
| 4.1250 | 43M5581 STD |
| 4.1300 | 43M5581 .005 |
| 4.1450 | 43M5581 .020 |
| 4.1550 | 43M5581 .030 |
| 4.1600 | 43M5581 .035 |
| 4.1700 | 43M5581 .045 |
| 4.1900 | 43M5581 .065 |
| 4.2500 | 43M8569 STD |
| 4.2800 | 43M8569 .030 |
| 4.5000 | 43M8525 STD |

| 1/16"-5/64"-5/32" STD. TENSION | |
|--------------------------------|--------------|
| BORE SIZE | SET # |
| 3.1875 | 43M5545 STD |
| 3.1925 | 43M5545 .005 |
| THE ABOVE ARE 4 CYLINDER SETS | |

| 1.5 - 1.5 - 4.0 MM STD. TENSION | |
|---------------------------------|--------------|
| BORE SIZE | SET # |
| 4.0000 | 43M5535 STD |
| 4.0300 | 43M5535 .030 |

| 5/64"- 5/64"- 3/16" LOW TENSION | |
|---------------------------------|--------------|
| BORE SIZE | SET # |
| 3.7360 | 43M5548 STD |
| 3.7810 | 43M5548 .045 |
| 4.0000 | 43M5504 STD |
| 4.0300 | 43M5504 .030 |
| 4.0400 | 43M5504 .040 |
| 4.0450 | 43M5504 .045 |
| 4.2500 | 43M5514 STD |
| 4.2800 | 43M5514 .030 |
| 4.3100 | 43M5514 .060 |

STEEL CHROME BARREL FACE TOP RINGS

TOP RING FEATURES

- Impact resistant chrome coated steel alloy
- Designed for most demanding high compression applications

- Alloy steel
- Reduced side wear and extended life
- High stress and high temperature conditions

RING DESIGN TOP RING: BARREL FACED STEEL, CHROME COATED STEEL ALLOY
SECOND RING: CAST IRON, REVERSE TORSIONAL TWIST | OIL RING: FLEX-VENT

| 1.2-1.2-3.0MM LOW TENSION | |
|-------------------------------|---------------|
| BORE SIZE | SET # |
| 3.455 | 43SC5556 STD |
| 3.455 | 43SC5556 .010 |
| 3.4650 | 43SC5556 .020 |
| 3.4750 | 43SC5556 .030 |
| 3.4850 | 43SC5556 .040 |
| 3.5050 | 43SC5556 .060 |
| THE ABOVE ARE 4 CYLINDER SETS | |

| 1.2-1.5-2.8MM STD. TENSION | |
|-------------------------------|---------------|
| BORE SIZE | SET # |
| 2.9530 | 43SC5558 STD |
| 2.9630 | 43SC5558 .010 |
| 2.9730 | 43SC5558 .020 |
| 2.9830 | 43SC5558 .030 |
| 2.9930 | 43SC5558 .040 |
| 3.0130 | 43SC5558 .060 |
| THE ABOVE ARE 4 CYLINDER SETS | |

| 1.0-1.5-2.8MM STD. TENSION | |
|-------------------------------|---------------|
| BORE SIZE | SET # |
| 3.1890 | 43SC5572 STD |
| 3.1990 | 43SC5572 .010 |
| 3.2090 | 43SC5572 .020 |
| 3.2190 | 43SC5572 .030 |
| 3.2290 | 43SC5572 .040 |
| 3.3070 | 43SC8513 STD |
| 3.3275 | 43SC8513 .020 |
| THE ABOVE ARE 4 CYLINDER SETS | |

CLAIMER MOLY RACE RINGS

TOP RING FEATURES:

- Low friction cast iron
- Plasma moly impact resistant alloy
- Low friction wear resistant surface

RING DESIGN TOP RING: CAST IRON, PLASMA MOLY
SECOND RING: CAST IRON, REVERSE TORSIONAL TWIST | OIL RING: FLEX-VENT

| 1/16"- 1/16" - 3/16" STD. TENSION | |
|-----------------------------------|---------------|
| BORE SIZE | SET # |
| 4.000 | 43CM5532 STD |
| 4.020 | 43CM5532 .020 |
| 4.030 | 43CM5532 .030 |
| 4.035 | 43CM5532 .035 |
| 4.040 | 43CM5532 .040 |
| 4.060 | 43CM5532 .060 |
| 4.065 | 43CM5532 .065 |
| 4.125 | 43CM5534 STD |
| 4.145 | 43CM5534 .020 |
| 4.155 | 43CM5534 .030 |
| 4.165 | 43CM5534 .040 |
| 4.250 | 43CM5541 STD |
| 4.310 | 43CM5541 .060 |

| 1.5-1.5-4.0MM STD. TENSION | |
|----------------------------|---------------|
| BORE SIZE | SET # |
| 4.000 | 43CM5530 STD |
| 4.030 | 43CM5530 .030 |

| 5/64"-5/64"-3/16" STD. TENSION | |
|--------------------------------|---------------|
| BORE SIZE | SET # |
| 4.000 | 43CM5531 STD |
| 4.030 | 43CM5531 .030 |
| 4.040 | 43CM5531 .040 |
| 4.060 | 43CM5531 .060 |
| 4.125 | 43CM5533 STD |
| 4.155 | 43CM5533 .030 |

| 1/16"-1/16"-1/8" STD. TENSION | |
|-------------------------------|---------------|
| BORE SIZE | SET # |
| 4.000 | 43CM5521 STD |
| 4.030 | 43CM5521 .030 |
| 4.035 | 43CM5521 .035 |
| 4.040 | 43CM5521 .040 |
| 4.060 | 43CM5521 .060 |
| 4.125 | 43CM5501 STD |
| 4.155 | 43CM5501 .030 |

| 1.5-1.5-3.0MM LOW TENSION | |
|---------------------------|---------------|
| BORE SIZE | SET # |
| 4.000 | 43CM5540 STD |
| 4.030 | 43CM5540 .030 |
| 4.060 | 43CM5540 .060 |

CLAIMER CAST RACE RINGS

TOP RING FEATURES

- Low friction cast iron
- Excellent heat transfer to the cylinder walls
- Phosphate coated
- Lubricating graphite material

RING DESIGN TOP RING: CAST IRON, PHOSPHATE COATED
SECOND RING: CAST IRON, REVERSE TORSIONAL TWIST | OIL RING: FLEX-VENT

| 1/16"- 1/16"- 3/16" STD. TENSION | |
|----------------------------------|--------------|
| BORE SIZE | SET # |
| 4.000 | 43C5532 STD |
| 4.030 | 43C5532 .030 |
| 4.040 | 43C5532 .040 |
| 4.060 | 43C5532 .060 |
| 4.125 | 43C5534 STD |
| 4.155 | 43C5534 .030 |
| 4.165 | 43C5534 .040 |
| 4.185 | 43C5534 .060 |

| 5/64"-5/64"-3/16" STD. TENSION | |
|--------------------------------|--------------|
| BORE SIZE | SET # |
| 4.030 | 43C5531 .030 |



HARDWARE KITS

| APPLICATION | PART # |
|--|-----------------|
| CHEVROLET | |
| SMALL BLOCK 1957-94, 348-409 1958-65 | 29-1000 |
| BIG BLOCK 1965-90 | 29-1001 |
| LS 4.8L-5.3L-5.7L-6.0L 1999-00 | 29-1006 |
| LS 4.8L-5.3L-5.7L-6.0L-6.2L-7.0L 2001-13 | 29-1007 |
| CHRYSLER | |
| 345 (5.7L), 370 (6.1L), 392 (6.4L) LATE HEMI 2003-ON | 29-1203 |
| 361, 383, 400, 426, 440 1-BOLT AND 3-BOLT CAM BOLTS | 29-1200 |
| FORD | |
| 260-289-302-351W, 351C-351M-400 | 29-1300 |
| BIG BLOCK 429-460 | 29-1302 |
| 2-PIECE FUEL PUMP ECCENTRIC FOR ABOVE KITS | 29-3035K |
| PONTIAC | |
| 301-455 | 29-1004 |

No more searching for hardware! Top quality dowels, camshaft and oil filter bolts, woodruff keys, camshaft lock plate and .400" bellhousing dowels are all put together in a convenient package.



BELL HOUSING TO BLOCK DOWELS

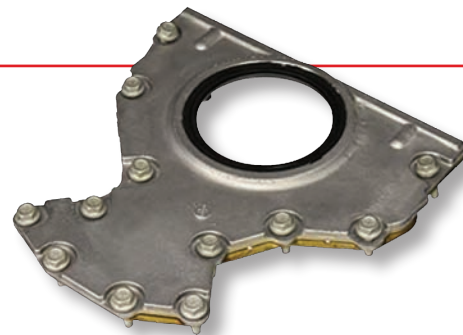
Pair of .400" extra length (1.550 total length) solid steel dowels

| APPLICATION | PART # |
|---|------------------|
| CHEVROLET SMALL BLOCK AND BIG BLOCK V8 | 29-2000-2 |
| FITS MANY GM APPLICATIONS | |



ALUMINUM REAR MAIN SEAL HOUSING KIT

| APPLICATION | PART # |
|--|-----------------|
| CHEVROLET LS GEN III & IV 4.8L-6.2L | 29-9250K |
| HOUSING, SEAL AND BOLT KIT | OEM 12639250 |



BILLET ALUMINUM REAR MAIN SEAL HOUSING

Replaces mismatch, leaky factory housing. Precision machined to properly locate seal on crankshaft centerline.

| APPLICATION | PART # |
|--|----------------|
| CHRYSLER BIG BLOCK 383-400-413-426-440 | 29-9440 |
| FULL MACHINED BILLET HOUSING AND BOLTS | |
| REPLACEMENT FOR OEM #P4529732 | |
| USE WITH 2947 FLOUROELASTOMER SEAL, INCLUDED IN 31-1010MLS GASKET SET, PAGE 60 | |



SPIN ON OIL FILTER ADAPTER

| APPLICATION | PART # |
|-----------------------------|----------------|
| CHEVROLET V8 1967-90 | 29-4010 |
| WITH CHECK VALVE | OEM 19299222 |



LIFTER VALLEY SCREEN KITS

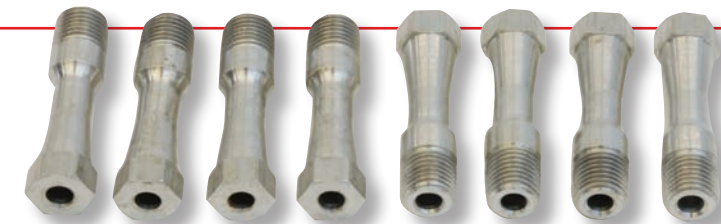
- Designed to minimize damage caused by valve train and other breakage in the engine
- Keeps debris away from the engine's rotating assembly and oil pump pickup
- Reduces windage loss and aids oil control.
- Directs returning oil from the cylinder heads away from the spinning crankshaft
- Pre-formed screens are secured with high strength epoxy over oil drainback holes to catch metal fragments.
- Allen socket plugs are included for installation in the galley



| APPLICATION | CONTENTS | PART # |
|------------------------------|---|----------------|
| CHEVROLET SMALL BLOCK | TWO PRESS-IN SCREENS, TWO LARGE FORMED SCREENS, EIGHT 1/4" NPT SOCKET PLUGS AND EPOXY | 29-4001 |
| CHEVROLET BIG BLOCK | ONE PRESS-IN SCREEN, TWO LONG SCREENS AND EPOXY. | 29-4002 |

LIFTER VALLEY VENTS

Provides positive crankcase ventilation and eliminates lifter valley oil drain-through to crankshaft, which results in windage loss.



| APPLICATION | DESCRIPTION | PART # |
|------------------------------|---------------------------|------------------|
| CHEVROLET SMALL BLOCK | PACKAGE OF 8 VALLEY VENTS | 29-4000-8 |

OIL RESTRICTOR KITS

- Restricts oil to lifters on engines equipped with mechanical roller lifters and roller rocker arms
- Force more oil to engine bearings
- Consists of a pair of precision drilled restrictors
- Cut horsepower loss caused by oil windage
- SB and BB Chevrolet race engines

| DESCRIPTION | APPLICATION | PART # |
|--------------------------------|--|----------------|
| ALUMINUM RESTRICTOR KIT | REPLACES THE REAR BLOCK OIL GALLEY PLUGS | 29-4004 |
| STEEL RESTRICTOR KIT | SCREWED INTO THREADED OIL PASSAGES | 29-4005 |



MAGNET KIT

Powerful magnets attract metal fragments before they reach critical areas. Can be installed in cylinder heads, intake valley and oil pans.

| DESCRIPTION | APPLICATION | PART # |
|-----------------------------|--|----------------|
| UNIVERSAL MAGNET KIT | 4 SMALL MAGNETS, 4 LARGE MAGNETS AND EPOXY | 29-4003 |

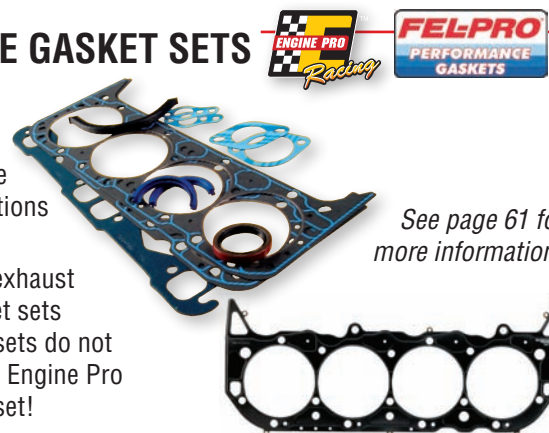


ENGINE PRO - FEL-PRO CO-BRANDED PERFORMANCE GASKET SETS

NOW AVAILABLE WITH MULTI-LAYER STEEL, STEEL CORE LAMINATE OR STAINLESS STEEL CORE HEAD GASKETS

Engine Pro has partnered with Fel-Pro to create an exclusive line of performance gasket sets that target the needs of the performance engine builder, with the options you need to get the job done.

These sets feature: Fel-Pro's Performance head gaskets, valve cover gaskets, exhaust header gaskets, oil pan gaskets, rear main seal and timing cover set. MLS gasket sets feature many upgraded gaskets, including flourastomer rear main seals. These sets do not include valve stem seals and intake gaskets, allowing the builder to choose. Add Engine Pro Molded Silicone oil pan and valve cover gaskets for the ultimate engine sealing set!



See page 61 for more information!

MOLDED SILICONE GASKET UPGRADES

SETS WITH MLS HEAD GASKETS

| APPLICATION | HEAD GSKT | PART # | OIL PAN # | VALVE COVER # |
|---|-------------|-------------------|-----------|---------------|
| CHEVROLET | | | | |
| SMALL BLOCK 1957-85 283 -350 UP TO 4.155" BORE | 1143 | 31-1000MLS | 31-1880-1 | 31-1628 |
| SMALL BLOCK 1986-UP 350 1-PIECE SEAL TO 4.155" BORE | 1143 | 31-1003MLS | | |
| SMALL BLOCK 400 1970-80 | 1144 | 31-1004MLS | 31-1880-1 | 31-1628 |
| 5.3L, 5.7L, LS1, LS6 UP TO 3.945" BORE | 1160L/R-053 | 31-1006 | | |
| 6.0L, 6.2L, LS2, LS3 UP TO 4.100" BORE | 1161L/R-053 | 31-1007 | | |
| BIG BLOCK 396 - 454 1965-90 UP TO 4.370" BORE | 1071-041 | 31-1005MLS | 31-1884 | 31-1635 |
| BIG BLOCK 502 GEN IV 2-PIECE SEAL BLOCKS TO 4.540" BORE | 1075-041 | 31-1009MLS | 31-1884 | 31-1635 |
| CHRYSLER | | | | |
| BIG BLOCK 383, 400, 426 (WEDGE), 440 | 26515-041 | 31-1010MLS | 31-0998WT | |
| FORD | | | | |
| SMALL BLOCK 1962-82 260,289,302 EXC. BOSS | 1133 | 31-1002MLS | 31-13260 | 31-1684 |

MOLDED SILICONE GASKET UPGRADES

SETS WITH PERMATORQUE STEEL CORE LAMINATE HEAD GASKETS

| APPLICATION | HEAD GSKT | PART # | OIL PAN # | VALVE COVER # |
|--|-----------|----------------|-----------|---------------|
| CHEVROLET | | | | |
| SMALL BLOCK 1957-85 283 -350 UP TO 4.155" BORE | 1003 | 31-1000 | 31-1880-1 | 31-1628 |
| SMALL BLOCK 1986-UP 350 1-PIECE SEAL TO 4.155" BORE | 1003 | 31-1003 | | |
| SMALL BLOCK 400 1970-80 | 1004 | 31-1004 | 31-1880-1 | 31-1628 |
| BIG BLOCK 396 - 454 1965-90 UP TO 4.370" BORE | 1037 | 31-1005 | 31-1884 | 31-1635 |
| BIG BLOCK 502 GEN IV 2-PIECE SEAL BLOCKS TO 4.540" BORE | 1047 | 31-1009 | 31-1884 | 31-1635 |
| BIG BLOCK 454 1991-00 GEN V & VI 1-PIECE SEAL TO 4.370" BORE | 1037 | 31-1016 | | |
| BIG BLOCK 502 91-ON GEN V & VI 1-PIECE SEAL TO 4.540" BORE | 1047 | 31-1019 | | |
| FORD | | | | |
| SMALL BLOCK 1962-82 260,289,302 EXC. BOSS (9333PT-1*) | 1152 | 31-1002 | 31-13260 | 31-1684 |

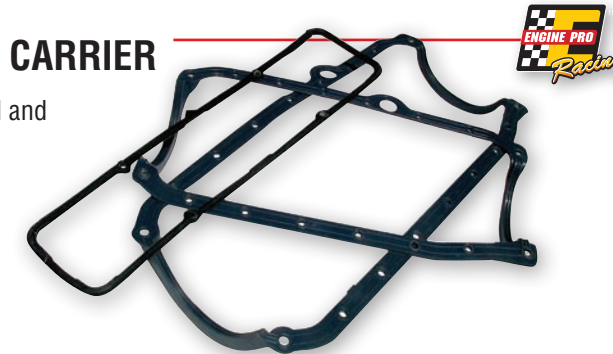
MOLDED SILICONE GASKET UPGRADES

MARINE PERFORMANCE SETS WITH PERMATORQUE STAINLESS STEEL HEAD GASKETS

| APPLICATION | HEAD GSKT | PART # | OIL PAN # | VALVE COVER # |
|--|-----------|----------------|-----------|---------------|
| CHEVROLET STANDARD ROTATION | | | | |
| SMALL BLOCK 1957-85 283 -350 UP TO 4.155" BORE | 17030 | 31-1011 | 31-1880-1 | 31-1628 |
| SMALL BLOCK 1986-UP 350 1-PIECE SEAL TO 4.155" BORE | 17030 | 31-1013 | | |
| BIG BLOCK 396 - 454 1965-90 UP TO 4.370" BORE | 17046 | 31-1005 | 31-1884 | 31-1635 |
| BIG BLOCK 502 GEN IV 2-PIECE SEAL BLOCKS TO 4.540" BORE | 17048 | 31-1009 | 31-1884 | 31-1635 |
| BIG BLOCK 454 1991-00 GEN V & VI 1-PIECE SEAL TO 4.370" BORE | 17046 | 31-1016 | | |
| BIG BLOCK 502 91-ON GEN V & VI 1-PIECE SEAL TO 4.540" BORE | 17048 | 31-1019 | | |

MOLDED SILICONE GASKETS WITH STEEL SUPPORT CARRIER

- Molded silicone rubber construction with steel support carrier allows removal and reinstallation without damaging the gasket
- Steel compression limiters prevent over tightening



VALVE COVER GASKET SETS

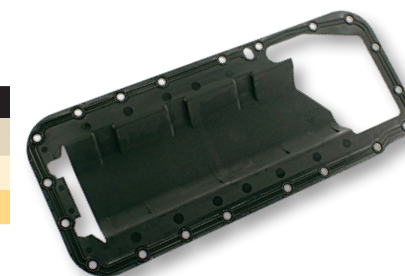
| APPLICATION | THICKNESS | PART # |
|--|-------------------------------|------------------|
| CHEVROLET | | |
| SMALL BLOCK (59-86) | | |
| "STAGGERED" BOLT PATTERN,CHEVROLET 18 DEGREE AND BRODIX 12 | .340 NOMINAL; .250 AT LIMITER | 31-1628 |
| SMALL BLOCK (59-86) | | |
| "STAGGERED" BOLT PATTERN,CHEVROLET 18 DEGREE AND BRODIX 12 | .200 NOMINAL; .160 AT LIMITER | 31-12869T |
| BIG BLOCK (65-84), 3 UPPER AND 4 LOWER BOLTS | .180 NOMINAL; .140 AT LIMITER | 31-1635 |
| FORD | | |
| SMALL BLOCK 221-351W (62-01) | .180 NOMINAL; .140 AT LIMITER | 31-1684 |

1-PIECE OIL PAN GASKETS

| APPLICATION | THICKNESS | PART # |
|---|-----------|------------------|
| CHEVROLET | | |
| SMALL BLOCK, (75-85) RH OR LH DIPSTICKS, SIDE RAILS TRIMMED FOR STROKERS | .141 | 31-1880-1 |
| SMALL BLOCK (86-97) RH DIP, GM BOW TIE SHORT DECK, NON-CNC BOW TIE W/2-PCE SEAL ADAPTER | .141 | 31-1886 |
| BIG BLOCK (65-90) | .094 | 31-1884 |
| BIG BLOCK (91-00) | .094 | 31-34407 |
| FORD | | |
| SMALL BLOCK 221-302 (62-01) | .094 | 31-13260 |

OIL PAN GASKET WITH WINDAGE TRAY

| APPLICATION | PART # |
|--|---|
| CHRYSLER BIG BLOCK 383, 400, 426 WEDGE / HEMI AND 440 | |
| STOCK CRANKSHAFTS TO 3.750" STROKE | REPLACES OEM# P4120998 31-0998WT |
| STROKER CRANKSHAFTS UP TO 4.150" STROKE | REPLACES OEM# P5007345 31-7345WT |



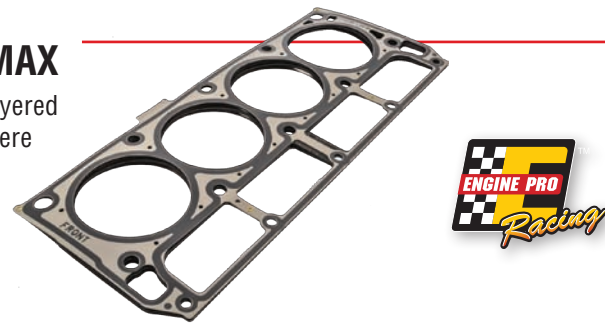
LS PERFORMANCE GASKET SETS

| APPLICATION | MATERIAL | DIMENSIONS | PART # |
|--|-----------------------|--------------------------|------------------|
| VALVE COVER GASKET SET | | | |
| LS GEN III & IV ONLY- 4.8L, 5.3L, 5.7L, 6.0L, 6.2L, 7.0L (1999-17) | MSR: SET OF 2 | | 31-50504R |
| INTAKE MANIFOLD GASKET SETS | | | |
| LS1 ,LS6, GM 5.7L VIN G&S (1997-04) | MSR: SET OF 8 | 3.56" X 1.24" | 31-11017 |
| LS7 - 7.0L | MSR: SET OF 8 | 2.52" X 1.45" | 31-11023 |
| LS3,L92 - 6.2L | MSR: SET OF 8 | 2.90" X 1.45" | 31-11024 |
| CATHEDRAL PORTS ALL | MSR: SET OF 2 | 1.15" X 3.47" .200 THICK | 31-11022 |
| EXHAUST HEADER SET | | | |
| LARGE RACE PORT (DOES NOT FIT LS7) | MLS: SET OF 2 | 1.90" DIA. .060" THICK | 31-11004 |
| OIL PAN GASKET SET | | | |
| LS GEN III & IV - 4.8L, 5.3L ,5.7L, 6.0L, 6.2L, 7.0L (1997-17) | MSR: ON STEEL CORE | | 31-30693R |
| TIMING COVER SET | | | |
| LS GEN III & IV - 4.8L, 5.3L ,5.7L, 6.0L, 6.2L, 7.0L (1997-17) | MSR: ON ALUMINUM CORE | | 31-11062 |

NOTE: MSR = MOLDED SILICONE RUBBER | MLS = MULTI LAYER STEEL

ENGINE PRO OEM GASKETS FOR LS, LT & DURAMAX

Direct from the original equipment factory these high performance multi layered steel gaskets are the preferred choice for extreme conditions including severe duty, nitrous, supercharged and turbo applications.



GM LS AND LT MULTI LAYER STEEL HEAD GASKETS

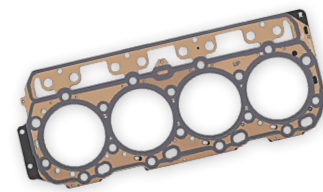
| APPLICATIONS | NOTES | PART # |
|--|------------------------------|--------------------------------|
| LS GEN III AND GEN IV 2001-2018 | | |
| LSA / LS9 6.2L SUPERCHARGED | .055" THICK, 4.100" MAX BORE | MLS 7-LAYER 28-12622033 |
| LS 7 7.0L NATURALLY ASPIRATED | .051" THICK, 4.140" MAX BORE | MLS 5-LAYER 28-12582179 |
| LS3 / L92 6.0L - 6.2L NATURALLY ASPIRATED | .051" THICK, 4.080" MAX BORE | MLS 5-LAYER 28-12610046 |
| LS2 / L76 6.0L NATURALLY ASPIRATED | .051" THICK, 4.020" MAX BORE | MLS 5-LAYER 28-12589227 |
| LS1 / LS6 5.7L NATURALLY ASPIRATED PREV. 12573949 | .051" THICK, 3.920" MAX BORE | MLS 3-LAYER 28-12589226 |
| L59 / LM7 4.8L - 5.3L NATURALLY ASPIRATED | .052" THICK, 3.850" MAX BORE | MLS 5-LAYER 28-12575329 |
| LT GEN V 2016-2020 | | |
| L8T 6.6L NATURALLY ASPIRATED 2020-ON | .054" THICK, 4.094" MAX BORE | MLS 7-LAYER 28-12688186 |
| LT4 / LT5 / Z06 / ZL1 / ZR1 6.2L W & WO / SUPERCHARGER | .055" THICK, 4.100" MAX BORE | MLS 7-LAYER 28-12654622 |
| LT1 / L86 6.2L NATURALLY ASPIRATED PREV. 12659260 | .054" THICK, 4.094" MAX BORE | MLS 7-LAYER 28-12688943 |
| L83 / L8B / L84 / L82 5.3L NATURALLY ASPIRATED | .054" THICK, 3.840" MAX BORE | MLS 7-LAYER 28-12622325 |

ADDITIONAL GASKET APPLICATIONS

| APPLICATIONS | NOTES | PART # |
|------------------------------------|-----------------------------------|-------------------------------|
| CAMSHAFT RETAINER PLATE | W/RECESSED BOLT HOLES | 08-12589016 |
| VALVE COVER | LS EXC. 1997-98 W/PERIMETER BOLTS | 2 REQUIRED 31-12637683 |
| VALLEY COVER NON-AFM PRE. 12550607 | 5.3, 5.7, 6.0L, LS1, LS6, LQ9 | 1997-05 31-12558178 |
| VALLEY COVER NON-AFM PRE. 12574467 | 5.3-6.0-6.2, LS2, LS3, LSA, L92 | 2005-13 31-12610141 |
| MLS EXHAUST MANIFOLD | LS-SERIES ENGINES - ALL | 2 REQUIRED 31-12617944 |
| REAR MAIN HOUSING | LS-SERIES ENGINES - ALL | 31-12639249 |
| TIMING COVER | LS-SERIES ENGINES - ALL | 31-12633904 |
| WATERPUMP PRE. 12610311 | LS-SERIES ENGINES - ALL | 2 REQUIRED 31-12630223 |
| OIL PAN | LS-SERIES EXCEPT LS7 AND LS9 | 31-12612350 |
| OIL PICK UP SCREEN SEAL (RED) | LS-SERIES ENGINES - ALL | 10-PACK 31-12584922 |
| REAR MAIN SEAL ONLY | LS-SERIES ENGINES - ALL | 39-89060436 |
| TIMING COVER SEAL PREV. 12615300 | LS-SERIES ENGINES - ALL | 39-12585673 |

GM DURAMAX HEAD GASKETS

| APPLICATION | DRIVER SIDE # | PASSENGER SIDE # |
|------------------------------|------------------------------|---------------------------------------|
| 6.6L DIESEL 2001-2016 | "A"-.037" - 0.95MM THICK MLS | 28-12637787 28-12637790 |
| | "B"-.039"- 1.00MM THICK MLS | 28-12637786 28-12637789 |
| | "C"-.041"- 1.05MM THICK MLS | 28-12637785 28-12637788 |



Please Refer To Our GM LS And LT Cylinder Head Gasket Chart On Pages 63

HEAD BOLT SETS

| APPLICATION | PART # |
|-------------------------------|---|
| CHEVROLET | |
| 265-400 C.I. 1955-1994 | TRADITIONAL TORQUE BOLTS WITH 5/8" HEX HEAD 38-350N |
| 305-350 C.I. VORTEC 1994-2000 | TORQUE-TO-YIELD WITH 1/2" HEX HEAD 38-3101 |
| SMALL BLOCK V8 1955-2000 | HIGH PERFORMANCE 180,000 PSI WITH 1/2" HEX HEAD 38-350HP |



GM LS AND LT CYLINDER HEAD GASKET CHART



| ENGINE CODE | VIN CODE | POWER | SIZE | BORE (IN) | STROKE (IN) | STANDARD THICKNESS (IN) | STANDARD BORE (IN) | VOLUME (CC) | INTERCHANGE | PART# |
|-------------|----------|---------|------|-----------|-------------|-------------------------|--------------------|-------------|----------------|--------------------|
| L20 | A | 260-302 | 4.8L | 3.780 | 3.300 | 0.051 | 3.937 | 10.2 | OE# 12589226 | 28-12589226 |
| LY2 | C | 260-295 | 4.8L | 3.780 | 3.300 | | | | 26190 PT/54442 | |
| L33 | B | 310 | 5.3L | 3.780 | 3.620 | | | | | |
| LC9 | 3/7 | 315-320 | 5.3L | 3.780 | 3.620 | | | | | |
| LFT | | | 5.3L | 3.780 | 3.620 | | | | | |
| LH6 | M | 300-315 | 5.3L | 3.780 | 3.620 | | | | | |
| LH8 | L | 300 | 5.3L | 3.780 | 3.620 | | | | | |
| LH9 | P | 300 | 5.3L | 3.780 | 3.620 | | | | | |
| LMF | 4 | 301 | 5.3L | 3.780 | 3.620 | | | | | |
| LMG | 0 | 315-320 | 5.3L | 3.780 | 3.620 | | | | | |
| LS4 | C | 303 | 5.3L | 3.780 | 3.620 | | | | | |
| LY5 | J | 315-320 | 5.3L | 3.780 | 3.620 | | | | | |
| LS1 | G | 305-350 | 5.7L | 3.900 | 3.620 | | | | | |
| LS6 | S | 385-405 | 5.7L | 3.900 | 3.620 | | | | | |
| LR4 | V | 255-285 | 4.8L | 3.780 | 3.300 | 0.052 | 3.835 | 9.8 | OE# 12575329 | 28-12575329 |
| LM7 | T | 270-295 | 5.3L | 3.780 | 3.620 | | | | 26191 PT/54441 | |
| L59 | Z | 285-295 | 5.3L | 3.780 | 3.620 | | | | | |
| LM4 | P | 290 | 5.3L | 3.780 | 3.620 | | | | | |
| LQ4 | U | 300-325 | 6.0L | 4.000 | 3.620 | 0.051 | 4.039 | 10.7 | OE# 12589227 | 28-12589227 |
| LQ9 | N | 345 | 6.0L | 4.000 | 3.620 | | | | 26192 PT/54445 | |
| LS2 | U | 390-400 | 6.0L | 4.000 | 3.620 | | | | | |
| LFA | 5 | 332 | 6.0L | 4.000 | 3.620 | | | | | |
| LZ1 | J | 332 | 6.0L | 4.000 | 3.620 | | | | | |
| LC8 | B | 342-360 | 6.0L | 4.000 | 3.620 | 0.052 | 4.094 | 11.0 | OE# 12610046 | 28-12610046 |
| L76 | Y | 361-367 | 6.0L | 4.000 | 3.620 | | | | 26192 PT/54660 | |
| L77 | 2 | 362 | 6.0L | 4.000 | 3.620 | | | | | |
| L96 | G | 322-360 | 6.0L | 4.000 | 3.620 | | | | | |
| LY6 | K | 361 | 6.0L | 4.000 | 3.620 | | | | | |
| L98 | H | 362 | 6.0L | 4.000 | 3.620 | | | | | |
| LS3 | W | 426-436 | 6.2L | 4.065 | 3.620 | | | | | |
| L99 | J | 400 | 6.2L | 4.065 | 3.620 | | | | | |
| L94 | F | 403 | 6.2L | 4.065 | 3.620 | | | | | |
| L92 | 8 | 403 | 6.2L | 4.065 | 3.620 | | | | | |
| L9H | 2 | 403 | 6.2L | 4.065 | 3.620 | | | | | |
| LS9 | R/T | 638 | 6.2L | 4.065 | 3.620 | 0.055 | 4.094 | 11.9 | OE# 12622033 | 28-12622033 |
| LSA | P | 556-580 | 6.2L | 4.065 | 3.620 | | | | 54983 | |
| LS7 | E | 505 | 7.0L | 4.125 | 4.000 | 0.051 | 4.154 | 11.3 | OE# 12582179 | 28-12582179 |
| | | | | | | | | | 54446 | |
| L83 | C | 355-376 | 5.3L | 3.780 | 3.620 | 0.054 | 3.835 | 10.2 | OE# 12622325 | 28-12622325 |
| L8B | R | 355-380 | 5.3L | 3.780 | 3.620 | | | | 26744PT/54996 | |
| L84 | D | 354 | 5.3L | 3.780 | 3.620 | | | | | |
| L82 | F | 355 | 5.3L | 3.780 | 3.620 | | | | | |
| LT1 | 7 | 455-460 | 6.2L | 4.060 | 3.620 | 0.054 | 4.094 | 11.6 | OE# 12688943 | 28-12688943 |
| LT2 | | 490-495 | 6.2L | 4.060 | 3.620 | | | | | |
| L86 | J | 420 | 6.2L | 4.060 | 3.620 | | | | | |
| L87 | | 420 | 6.2L | 4.060 | 3.620 | | | | | |
| LT4 | | 640-650 | 6.2L | 4.060 | 3.620 | 0.055 | 4.094 | 11.9 | OE# 12654622 | 28-12654622 |
| LT5 | | 755 | 6.2L | 4.060 | 3.620 | | | | | |
| L8T | 31 | 401 | 6.6L | 4.060 | 3.850 | 0.054 | 4.094 | 11.6 | OE# 12688186 | 28-12688186 |

ENGINE PRO ENGINE ENAMEL

Engine Pro has what you need to build and repair engines— from start to finish. For paints, cleaners and specialty lubricants, turn to the pro...Engine Pro

- Provides a tough finish that resists heat and gasoline
- Fast drying
- Protects engines, transmissions and other O.E.M. equipment
- Heat resistant to 300 degrees F

| APPLICATION | | PART # |
|-----------------------|--|---------|
| CHRYSLER | | |
| BLUE | | EN-63 |
| HEMI ORANGE | | EN-76 |
| RED | | 46-440 |
| FORD | | |
| BLUE | | 46-460 |
| GREY | | 46-430 |
| MERCURY BLUE | | 46-560 |
| RED | | 46-440N |
| GM | | |
| BLACK | | 46-115 |
| BLUE | | EN-67 |
| PONTIAC METALLIC BLUE | | 46-389 |
| CHEVY ORANGE | | 46-480 |
| CADILLAC GOLD | | EN-50 |
| CUMMINS | | |
| BEIGE | | EN-73 |
| DETROIT | | |
| ALPINE GREEN | | EN-60 |
| UNIVERSAL | | |
| GLOSS BLACK | | 46-115 |
| SATIN BLACK | | 46-139 |
| FLAT BLACK | | 16-133 |
| STAINLESS STEEL | | 46-054 |
| UNIVERSAL SILVER | | 46-410 |
| CAST BLAST | | 46-048 |
| CAST ALUMINUM | | 46-710 |
| ALUMI BLAST | | 46-055 |
| CLEAR PLASTIC | | 16-2411 |

PRIMER

- Provides Maximum Rust Protection and Adhesion for a Finishing Top Coat
- Fast Drying
- For Use with Enamel, Lacquer and Acrylic Paints
- Excellent Resistance to Heat and Corrosion



ENGINE PRO VIDEO ON PAINTS & COATINGS

HIGH HEAT PAINT

- Withstands Continuous Temperatures of up to 1200 degrees F
- Porcelain Type Bond is Formed at High Temperatures
- Resists Blistering, Peeling and Discoloration

| DESCRIPTION | | PART # |
|----------------|--|---------|
| BLACK | | 16-1203 |
| ALUMINUM | | 16-1201 |
| WHITE | | 16-1202 |
| CAST IRON GREY | | 16-2668 |

RUST PROOF PAINT

- Inhibits Rust
- Resists Heat and Gasoline
- Fast Drying
- Resists Chipping and Peeling

| DESCRIPTION | | PART # |
|---------------|--|----------|
| SAFETY YELLOW | | 16-116 |
| SAFETY BLUE | | 16-129 |
| LIGHT GREY | | 620-1416 |

OTHER PAINTS & COATINGS

| DESCRIPTION | | PART # |
|---|--|----------|
| CLEAR ACRYLIC COATING | | 16-121 |
| UNDERCOATING & SOUND INSULATOR | | 20-046 |
| SUPREME BLACK SHIELD PAINT | | 620-1415 |
| SUPREME HUNTER GREEN SHIELD PAINT | | 620-1449 |
| RED EPOXY COATING | | 620-1525 |
| BLUE LAYOUT FLUID (8OZ BOTTLE W/DAUBER) | | 40-4410B |
| RED LAYOUT FLUID (8OZ BOTTLE W/DAUBER) | | 40-4410R |
| BLUE LAYOUT FLUID (20OZ AEROSOL CAN) | | 620-1558 |

| DESCRIPTION | | PART # |
|-------------|--|---------|
| ZINC RICH | | 16-1445 |
| LIGHT GREY | | 46-831 |
| BLACK | | 16-828 |
| RED OXIDE | | 16-807 |

HI-ZINC LIQUID ENGINE ASSEMBLY LUBE

- Contains rust and oxidation inhibitors
- Extreme Pressure (EP) agents work in unison for superior protection during start up
- Contains ZDDP and EP additives
- Exceeds all OE specifications as an engine lubricant
- Guards against camshaft and lifter wear
- Adheres to metal surfaces

| DESCRIPTION | PART # |
|-----------------------------|---------|
| ASSEMBLY LUBE, 8 OZ. BOTTLE | 40-1100 |

MOLY ASSEMBLY LUBE

- Guards against camshaft and lifter wear
- Rust and oxidation inhibitors extreme pressure lube
- Great for rod bolt installation
- Contains molybdenum disulfide, ZDDP and other lubricating solids

| DESCRIPTION | PART # |
|------------------------------|---------|
| ASSEMBLY LUBE, 10 OZ. BOTTLE | 40-1000 |

HI-ZINC ENGINE PROTECTOR

- Provides protection against camshaft, lifter and valve train damage
- Dramatically reduces friction and engine wear
- For classic and other cars with flat tappet cams without catalytic convertors
- Higher concentration of (ZDDP) for crucial break-in period
- Designed to allow piston rings to seat properly when used during engine break-in
- Prevents scuffing and galling

| DESCRIPTION | PART # |
|--|---------|
| HI-ZINC ENGINE PROTECTOR, 4 OZ. BOTTLE | 40-1900 |

DRY GRAPHITE LUBE

- Dry film bonds to surface
- Good lubrication at high temperatures (850°f/454°c)
- Extends parts life

| DESCRIPTION | PART # |
|----------------------------|---------|
| DRY LUBE 20 OZ AEROSOL CAN | 40-1506 |

| LUBRICANTS | SIZE | PART # |
|-----------------|-------------------|----------|
| DRY FILM LUBE | 20 OZ AEROSOL CAN | 620-1500 |
| PENETRATING OIL | 20 OZ AEROSOL CAN | 620-1543 |



NON-CHLORINATED BRAKE & PARTS CLEANER

- Rapid air dry - voc compliant
- Can be used to eliminate disc brake squeal
- Safely remove contaminants from non rubber parts

| SIZE | PART # |
|-----------------------------------|---------|
| NON-CHLORINATED 20 OZ AEROSOL CAN | 40-1548 |

CARB & CHOKE CLEANER

- Ideal for all carburetors, pcv valves, automatic chokes, heat risers
- Quick acting –penetrates dirt, gum, oil, etc.
- Extension tube furnished for pin point application

| DESCRIPTION | PART # |
|---------------------------|---------|
| CLEANER 20 OZ AEROSOL CAN | 40-1536 |



HEAT TABS

- For high temperature gas engines
- Center melts at 250° to 255°F, 121° to 124°C

| DESCRIPTION | PART # |
|-------------|-------------|
| 100 TABS | 80-1000-100 |



HEAD AND BLOCK BAGS

- 100 Count roll
- Clear poly
- Engine Pro Logo

| DESCRIPTION | DIMENSIONS | PART # |
|-------------------|--------------|----------|
| HEAD BAG 2.5 MIL | 10 X 8 X 36 | Z2100-BA |
| BLOCK BAG 2.0 MIL | 23 X 17 X 50 | Z2200-BA |



HONING OIL

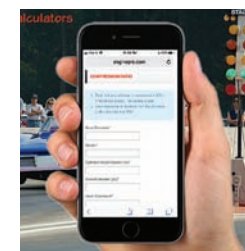
High Performance honing and finishing fluid with extreme pressure additive package.

- Anti-Foam
- Anti-Oxidants
- Chlorine Free

| DESCRIPTION | PART # |
|----------------|--------|
| 5 GALLON PAIL | 5GHO |
| 55 GALLON DRUM | 55GDHO |



ENGINE BUILDING CALCULATORS



We've assembled our own collection of useful formulas to help make your work go faster and be more accurate.

Go to <http://enginepro.com/calculators>

to find automated formulas to determine cubic inch displacement, compression ratios, SAE vs. metric conversation, HP & torque and more.

METRIC CONVERSION CHART

| | | |
|-----------------|----------------|-----------------|
| 0.1MM = 0.00394 | 1MM = 0.03937 | 20MM = 0.78740 |
| 0.2MM = 0.00787 | 2MM = 0.07874 | 30MM = 1.18110 |
| 0.3MM = 0.01181 | 3MM = 0.11811 | 40MM = 1.57480 |
| 0.4MM = 0.01575 | 4MM = 0.15748 | 50MM = 1.96850 |
| 0.5MM = 0.01969 | 5MM = 0.19685 | 60MM = 2.36220 |
| 0.6MM = 0.02362 | 6MM = 0.23622 | 70MM = 2.75590 |
| 0.7MM = 0.02756 | 7MM = 0.27559 | 80MM = 3.14960 |
| 0.8MM = 0.03150 | 8MM = 0.31496 | 90MM = 3.54330 |
| 0.9MM = 0.03543 | 9MM = 0.35433 | 100MM = 3.93700 |
| | 10MM = 0.39370 | |

FRACTION to DECIMAL

| | |
|----------------|----------------|
| 1/32 = 0.0313 | 17/32 = 0.5313 |
| 1/16 = 0.0625 | 9/16 = 0.5625 |
| 3/32 = 0.0938 | 19/32 = 0.5938 |
| 1/8 = 0.1250 | 5/8 = 0.6250 |
| 5/32 = 0.1563 | 21/32 = 0.6563 |
| 3/16 = 0.1875 | 11/16 = 0.6875 |
| 7/32 = 0.2188 | 23/32 = 0.7188 |
| 1/4 = 0.2500 | 3/4 = 0.7500 |
| 9/32 = 0.2813 | 25/32 = 0.7813 |
| 5/16 = 0.3125 | 13/16 = 0.8125 |
| 11/32 = 0.3438 | 27/32 = 0.8438 |
| 3/8 = 0.3750 | 7/8 = 0.8750 |
| 13/32 = 0.4063 | 29/32 = 0.9063 |
| 7/16 = 0.4375 | 15/16 = 0.9375 |
| 15/32 = 0.4688 | 31/32 = 0.9688 |
| 1/2 = 0.5000 | 1 = 1.0000 |

CONVERSION FORMULAS

Multiply units in column 1 by the factor in column 2 to obtain the units in column 3

| COLUMN 1 | COLUMN 2 | COLUMN 3 |
|-------------------|-----------|---------------------|
| Centimeters | x 0.3937 | = Inches |
| Cubic Centimeters | x 0.0611 | = Cubic Inches |
| Cubic Inches | x 16.3872 | = Cubic Centimeters |
| Inches | x 2.540 | = Centimeters |
| Inches | x 25.400 | = Millimeters |
| Millimeters | x 0.03937 | = Inches |

AUTO UNDERSIZES

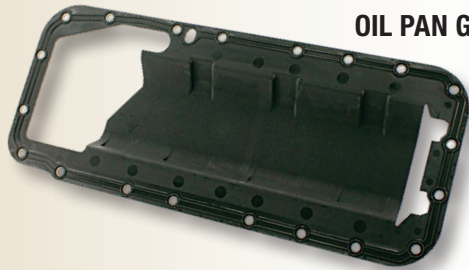
| | |
|-----------------|----------------|
| STD = STD | .020" = .50 mm |
| .001" = .025 mm | .030" = .75 mm |
| .002" = .051 mm | .040" = 1.0 mm |
| .010" = .25 mm | .060" = 1.5 mm |

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New Items From Engine Pro...



OIL PAN GASKET WITH WINDAGE TRAY

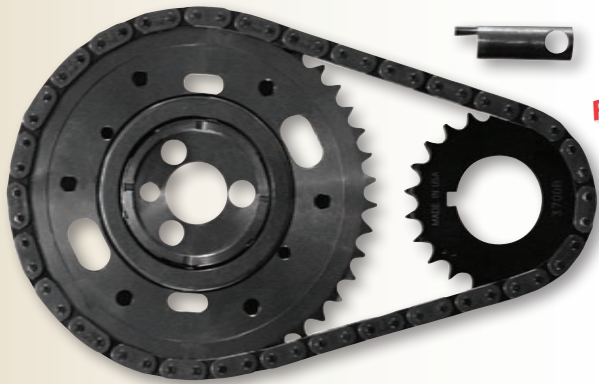
SEE
PAGE 51



LS HEAD GASKETS

SEE
PAGE 62

PERFORMANCE PRO-ADJUST TIMING SET



SEE
PAGE 37

NITRO BLACK PERFORMANCE BEARINGS



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REAR MAIN SEAL HOUSING KIT



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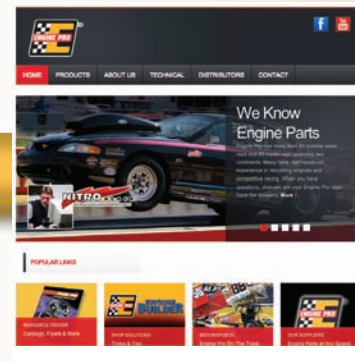
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