

Fuel Filler Pipes

Threaded sleeve style fuel filler pipes for 1935-36 Ford cars.

BD48-9034 1935 Fuel Filler Pipe
BD68-9034 1936 Fuel Filler Pipe

1933-34 Fuel Neck Grommet

Flat style, factory design.
Fits 1933-34 Ford (Except Victoria).
BD40-16388

1935-36 Fuel Neck Grommet

Factory design. Fits 1935-36 Ford cars.
BD48-9080 1935-36 Gas Neck Grommet

Fuel Tank to Frame Pads

Fuel tank to frame pads for 1935-36 Ford cars.
BD48-9299 1935-36 Fuel Tank to Frame Pads

SCREW ON GAS CAP KIT

These gas tank filler kits feature a machined. Alloy cap with knurled grip, O-Ring seal, Weld - On steel tank adapter also included.
S0001-60667 Screw-on gas cap, Polished

So-Cal Screw-on filler adapter kit.

2-1/4" Steel neck with thread can accept MOON fuel caps
S0004-3208

Fuel tank to frame mounting kit.

Tank mounts on one frame rail with the long bolt, spring, rubber pad & castle nut. The other side of the tank is mounted directly to the frame rail with 2 bolts and nuts.

VIB-9002SK 1932-48 12piece kit

FORD Script locking cap

This locking cap is a highly detailed die casting, chrome plated with stainless spring loaded key cover with Ford script. Includes 2 keys.

VI48-18416 1932-48

Gas Caps

These caps are vented as per originals.
1932/48 passenger & 1932/50 pickup

VI11C-9030-A Plain
BD18-9030-V8 V8 Logo with easy grip edge
BD18-9030 Plain with easy grip edge

Model A Fuel Cap

Chrome plated brass original style fuel cap for 1928-31 Ford.

Chrome Fuel Cap 1928-31 **VIA-9030-A**
Replacement Gaskets (5 Pack) **VIA-8100-GT**

Model A Ford 1928-31, Polished Stainless Steel
VIA-9030-C



Manufactured from 316 stainless steel and polished to a bright mirror finish. The 3" diameter is only .080" thick and can be easily recessed if desired. The flush cap is actuated with a stainless interface key that will unscrew the cap from its O-ring seal. A stainless chain prevents leaving or losing the gas cap after filling up your tank. Easy to install and easy on the eyes, the COOLCAP™ is the perfect finishing touch to your ride. COOLCAP™ comes with all mounting hardware and instructions for easy installation.

- Polished stainless steel • 3" flange diameter - .080" thick
- 1.5" neck diameter • Stainless mounting screws included
- Stainless key included (you can also use a coin to open)
- Cap seals with O-ring • Cap tethered with stainless chain

Part # ARTCC001

FUEL FILLER CAP

Manufactured from 316 stainless steel and polished to a bright mirror finish. The 3" diameter is only .080" thick and can be easily recessed if desired. The flush cap is actuated with a stainless interface key that will unscrew the cap from its O-ring seal.

- Polished stainless steel
- 3" flange diameter - .080" thick
- 1.5" neck diameter
- Stainless mounting screws included
- Stainless key included (you can also use a coin to open)
- Cap seals with O-ring
- Cap tethered with stainless chain

RPCR2566

**MOON FUEL TANK DRAGSTER 500 SERIES**

Constructed of the finest grade aluminum with the MOON "SUN RAY" finish. All 500 series tanks are .080" thick, 8-1/2" diameter, Heli-Arc welded. Standard fuel caps are billet aluminum with knurled grip. "o"ring seal with brass vent, all associations approved, Two 3/8" NPT return and one 3/4" outlet are standard on all 500 series tanks. Bung options available, 1/8", 1/4", 3/8", 1/2", 3/4", or 1" size. Specify NPT standard pipe or AN type thread.

MNMP500 (2 Gallon Tank 8.5 Dia x 10" Long),
MNMP501 (3.5 Gallon Tank 8.5 Dia x 15" Long),
MNMP502 (5 Gallon Tank 8.5 Dia x 20" Long)
MNMP515-8 Brackets Cast aluminum with rubber insulation
MNMP800-8 Brackets Vinyl dipped steel clamp style

PLEASE NOTE

Brackets Are Sold Separately.

MOON FLIP TOP CAP

Cast aluminium polished flip top cap assembly. Weld on flange can be drilled for bolts if required. An alternative flange is available for remote use with a neck for 2" ID filler hose. Dimensions: 5-1/4" OD x 3-1/2" ID

MNMP607-1 Large Flip Top Cap Assembly
MNMP607-1F Remote Flange for 2" ID Filler Hose

MOON CHOPPER OIL TANK

"Designed to mount under frame of most motorcycles. 1/4" outlet (2) 1/4" return

knurled billet cap. 3Qt. (10" Long x 5" Dia), 4Qt. (12" Long x 5" Dia)
Brackets are not included and sold separately.

MNMP1003 3 QUART
MNMP1004 4 QUART
MNMP515-5 5" Brackets Cast aluminium with rubber insulation

**MOON FUEL TANK STREET ROADSTER 600 SERIES**

600 Series Moon tanks are often used in bed of Hot Rod pickup depending on width of pickup bed. You can choose different size tank. Mounting is easy with 2 bolts on each tank brackets through pickup bed. We make custom length tank upon request. As a fuel system and fuel tank specialist, MOON has created a line of fuel containers. The MOON 600 series tanks are 10" in diameter .100" thick extruded aluminum bodies with metal spun aluminum ends. Proven to be the most rugged through endurance, off-shore racing and punishing off-road racing. All tanks feature the MOON Sun Ray finish and Heli-arc welded by our certified welder. Moonza caps, fuel gauge sending units and tank brackets are sold separately. 24" long 3/4" outlet bung aluminum cap and (2) 3/8" NPT returns on top 2-1/4" knurled vented cap. 10" diameter. 3/4" Outlet on bottom

MNMP600 (7Gallon Tank 10" Dia x 24" Long),
MNMP601 (10Gallon Tank 10" Dia x 34" Long),
MNMP614 (14Gallon Tank 10" Dia x 46" Long),
MNMP615 (15Gallon Tank 10" Dia x 48" Long)
MNMP515-10 Brackets Cast aluminium with rubber insulation
MNMP800-10 Brackets Vinyl dipped steel clamp style

**MOON Tank Brackets**

Made of cast aluminium with rubber insulation fits step down or small diameter of body. Available in different sizes to suit horizontal or vertical mounting.

Sold as pairs.

MNMP515-5 5" dia
MNMP515-8 8" dia
MNMP515-10 10" dia

SPREADER BAR BRACKETS

Polished Aluminum. Allows installation of Moon 500 series tanks. SOLD IN PAIRS. Made of Billet aluminum. No Drilling necessary.

MNMP58500

MOON CHOPPER SPINNER CAP

Aluminium Spinner Available In Vented & Non Vented W/ 1-1/2" Male Thread
MNMP609-IV Vented

MOON CHOPPER CAP

Cast aluminium available in Non-Vented or Vented 1-1/2" thread
MNMP607V Vented

MOON 50'S SPINNER CAP

Cast aluminium available in Non-Vented or Vented 2-1/4" thread
MNMP608V Vented

MOON Replacement Standard Cap

Cast aluminium available in Non-Vented or Vented 2-1/4" thread
MNMP606 Non-vented
MNMP606V Vented

Aluminium Weld Bung

Aluminium weld on bung for custom fuel tanks. Accepts Moon 50's Spinner or Standard caps. Fits 2-1/4" thread.
MNMPX225B Aluminium Weld Bung

CRATE ENGINES

NOTE: Pictures of Rocket Crate Engines are for reference only, engines are subject to change without notice based on availability of parts at time of assembly. Custom requirements can be special ordered with Rocket Staff.

SB CHEV 383 SHORT BLOCK

PSE38323SP
Block:

- Brand New BluePrint Cast Iron Block (1-Piece Main)
- Rotating Assembly: Forged Rods, Forged Crank, Forged Pistons

HYD Roller Cam Specs:

- Duration @.050 Int .236, Exh .242 • Roller Lifters Included
- Lift Int .520, Exh .540 (1.5 rockers) • Lobe Sep 110°

Also Includes

- Balancer • Oil Pan • Timing Cover • Timing Pointer
- **HP/TQ (460HP/485TQ) estimated based on 10.2:1 compression with 200cc intake runner, 64cc chamber Heads, Edelbrock air gap intake and a Holley 3310 750 carb, MSD distributor, 93 octane fuel.**

SMALL BLOCK**CHEV 350 C.I.D****CRATE ENGINE****Part No.**

GM12681429

This universal 350ci

engine uses a brand new

block and can be used as a

replacement for most GM

vehicles from 1973-85. It

produces 260 HP and 350 ft/lbs torque with a 4-bbl carb and

headers. It can be used as a replacement or as a retrofit into

almost any vehicle. 4-bolt main with 2-piece rear main seal.

- Modular iron crankshaft • 4.000" bore x 3.480" stroke

- Internal balance • LT1/LT4 powdered metal connecting rods

- Cast aluminium pistons (dished) • 8.5:1 compression ratio

- Hydraulic flat tappet cam (.383"/.401" Lift, 194 / 202 Duration @

- .050", and 112° lobe separation)

- Cast iron cylinder heads with 76cc chambers

- 1.940" Intake / 1.500" Exhaust valves • 1.250" diameter valve

- springs • 1.5:1 ratio rocker arms • 3/8" pressed-in rocker studs

- Block is compatible with left or right side oil dipstick (Requires

- Plug for Unused Side - sold separately) - p/n 809-14091563 left

- side plug; or p/n 809-9421743 right side plug

- 4-quart oil pan

- Oil pump, oil pump pickup and oil pump drive shaft installed

- Includes timing tabs for a 6-3/4" or an 8" balancer (balancer not

- included)

- Recommended spark plug: 14mm thread, .460" reach, 5/8" hex,

- tapered seat, projected tip (AC Delco p/n 065-R45TS, Autolite p/n

- 417-144)

- Requires #809-19299222 or #555-23605 Oil filter adapter (not

- included)

- Not Intended for Marine Use



MNMP608V



SMALL BLOCK CHEV 350 C.I.D CRATE ENGINE

Part No. GM12681429-1PIEC

This universal 350ci engine uses a 1987-1995 seasoned block and can be used as a replacement for most GM vehicles. It produces 260 HP and 350 ft/lbs torque with a 4-bbl carb and headers. It can be used as a replacement or as a retrofit into almost any vehicle. 4-bolt main with 1-piece rear main seal.

- O.E Reground Nodular iron crankshaft, 1-Piece seal
- 4.000" bore x 3.480" stroke seasoned block, R/H Dipstick
- External balance
- O.E Remanufactured powdered metal connecting rods 5.7"
- Cast aluminium pistons (dished)
- 8.6:1 compression ratio
- Hydraulic flat tappet cam (.390"/.410" Lift, 194 / 202 Duration @ .050", and 112" lobe separation)
- Pre-86 Cast iron cylinder heads with 76cc chambers
- 1.940" Intake / 1.500" Exhaust valves
- 1.250" diameter valve springs
- 1.5:1 ratio rocker arms
- 3/8" pressed-in rocker studs
- R/H oil dipstick, 1980-On
- 4-quart oil pan
- Oil pump & oil pump pickup included
- External Balance
- Recommended spark plug: 14mm thread, .460" reach, 5/8" hex, tapered seat, projected tip (AC Delco p/n 065-R45TS, Autolite p/n 417-144)
- Not Intended for Marine Use

CHEV 350

ENGINE - 290HP

This is a great entry level replacement engine for older cars and trucks, and a great basic streetrod engine.

All of the parts in this engine are Brand New.

Specifications:

- Power: 300 HP @ 5300 RPM, 356 ft. lbs. of torque @ 3700 RPM
- Displacement: 350 CID, 5.7L • Bore x Stroke: 4.00" x 3.48"
- Compression Ratio: 8.5:1 • Recommended Fuel: 87 Octane
- Block: Cast Iron, 2 piece rear seal, 4-bolt main caps
- Crankshaft: Nodular Iron • Connecting Rods: Powdered Metal Steel
- Pistons: Cast Aluminium • Camshaft: Hydraulic Flat Tappet
- Cam Lift: .443" Intake / .465" exhaust
- Cam Duration @ .050": 214 deg. Intake / 224 deg. Exhaust
- Lobe Separation: 112 Degree • Combustion Chamber: 76cc
- Cylinder Heads: Cast Iron, 3/8" pressed in rocker studs
- Valves: .194" Intake / 1.50" Exhaust • Valve Springs: 3911068
- Rocker Arms: Stamped Steel, 1.5:1 Ratio • Balance: Internal
- Maximum GM Recommended RPM: 5300
- Ignition Timing: Base 10 degrees BTDC, 32 degrees total
- Cylinder Head Notes: 7 Bolt style Exhaust Flange Standard, 85' and, prior intake manifold bolt pattern. Perimeter bolt style Valve Covers. This head is very similar to the old #882 castings from the 1970's.

Engine Includes:

- Fully GM assembled long block • Stamped steel OE valve covers
- Oil pump, pick-up and oil pan • Front timing cover
- 6" & 8" timing pointers for use with 2 O'clock mark balancers
- Block is drilled for drivers and/or passenger side oil dipsticks, plugs are included to plug unused dipstick tube hole.
- Not Included: Water Pump, Harmonic Balance, Distributor, Flexplate, Manifold (Except GM10067353-M), Carburettor

CHEV 350 Engine No Manifold GM10067353-4

GM 350C.I. CRATE ENGINE LONG ENGINE

Part No: PSEBP3504CT1

• HP & Torque: 325HP / 375 FT LBS

• Compression Ratio: 9.1:1

• Cast Iron Heads

• Hypereutectic Pistons

• Flat Tappet Cam

• Cast Steel Crank

BLOCK:

• 2-bolt main, 1-Piece

Rear Main Seal

• Passenger side dipstick

• Align honed main bearing

bore

• Cylinders honed on computer

controlled machine to within .0002 straightness and roundness

• Cylinders are sonic tested for thickness

ROTATING ASSEMBLY:

• Cast steel crank

• 3.48" stroke

• 5.7" rods

• Hypereutectic pistons

• Hastings piston rings

• Flat tappet cam

CYLINDER HEADS:

• Cast iron heads; 64cc chamber

• Hardened retainers and springs

• 2.02 swirl polished intake valves

• 1.60 swirl polished exhaust valves

CAM SPECS:

• Cam Type: Flat Tappet

• .480 Intake .486 Exhaust

• 224 Intake / 230 Exhaust duration

• @ .050 - 110 degree lobe separation using 1.5 rockers

IGNITION TIMING:

• 14" and total timing 34"

ALSO INCLUDES:

• Valve covers

• Oil pan

• Timing cover

• Dyno test results shipped with engine

(Parts may vary at time of manufacture's engine assembly)

GM 355CI CRATE LONG ENGINE

Part No: PSEBP35512CT1

• HP & Torque: 375 HP / 400 FT LBS

• Compression Ratio: 10.0:1

• Aluminium Heads

• Hypereutectic Pistons

• Flat Tappet Cam

• Cast Steel Crank

BLOCK:

• 4-bolt main,

1-piece rear main seal

• Passenger side dipstick

• Align honed main bearing

bore

• Cylinders honed on

computer controlled machine

to within .0002 straightness and roundness

• Cylinders are sonic tested for thickness

ROTATING ASSEMBLY:

• BluePrint premium cast steel crankshaft

• Hypereutectic pistons

• Chevy heavy beam rods with 150,000 PSI bolts

• Hastings moly rings • Melling high volume oil pump

• Hydraulic flat tappet cam • Heavy duty double roller timing set

CYLINDER HEADS:

• BluePrint Performance Aluminium • Hardened retainers and

springs • 2.02 swirl polished intake valves • 1.60 swirl polished

exhaust valves • BP Aluminium Head Part# H8002K

CAM SPECS:

• Cam Type: Flat Tappet • .480 Intake .486 Exhaust

• 229 Intake / 230 Exhaust duration @ .050

IGNITION TIMING:

• 34 Degrees total at 3500 rpm

ALSO INCLUDES:

• New valve covers • Oil pan • Timing cover • Brass freeze plugs

• Dyno test results shipped with engine

(Parts may vary at time of manufacture's engine assembly)

SB Chev 383ci

Iron Head - 405HP

Long Engine

GM12498772-8

• 4 bolt main 1pc rear

seal block w/Passenger

side dipstick only

• Square and parallel decked

• Align honed main bearing bore

• Cylinders honed on computer

controlled machine to within

.0002 straightness and roundness

• Cylinders are sonic tested for thickness

ROTATING ASSEMBLY

• New cast steel crankshaft • Hypereutectic pistons

• Chevy heavy beam rods with 150,000 psi bolts

• Hastings Moly rings • Flat tappet hydraulic lifter camshaft

• Balanced rotating assembly • Heavy duty double roller timing set

• Melling high volume oil pump

CYLINDER HEADS • 1.5 long slot, stamped steel rockers

• Cast iron Vortec heads • 1.25 diameter valve springs

• Hardened retainers and springs • 2.02 swirl polished intake valves

• 1.60 swirl polished exhaust valves • Hardened push rods

EXTRAS • Aluminium intake manifold • 9.5 to 1 compression

• New chrome valve covers • Brass freeze plugs

• Dyno tested - and shipped with results

CAMSHAFT

• CAM: .487Int / .508 Exh & 234 Int / 244 Exh duration @ .050 - 112

degree lobe sep.

POWER • HORSEPOWER: 405 @ 5500 • TORQUE: 440 @ 4200

COMP RATIO • 9.5:1 (requires 91 octane fuel)

IGNITION TIMING • 34 Degrees Total (at 4000 RPM)

This engine requires a 400ci weighted harmonic balancer, and late

350ci weighted flexplate/flywheel.

Recommended 2000- 2400 rpm stall converter

SB CHEV 383 WITH AEROFLOW HEADS

The 383ci.d. Small-Block features four-bolt mains for strength and makes a great economical alternative to rebuilding a tired, two-bolt main core. Inside the 383 are quality parts, including a roller hydraulic camshaft and durable hypereutectic pistons that squeeze 9.6:1 compression ratio (with 62cc heads). This short engine includes rotating assembly, hydraulic roller camshaft with roller lifters and "spider", oil pan, timing cover, flexplate and harmonic balancer.

• Bore x stroke (in): 4.00 x 3.80.

• Block: Cast iron with 4 bolt

main caps.

• Crankshaft: 4340 Forged steel

• Connecting Rods:

Powdered Metal Steel

• Pistons: Hypereutectic

• Camshaft Type: Hydraulic

Roller

• Camshaft lift (in):

.509 intake / .528 exhaust

• Camshaft Duration

(@.050 in):

222° intake / 230° exhaust

• Aeroflow 200cc Intake / 64cc

Chamber Aluminium Heads

• Scorpion 1.5:1 Roller Rockers

• MSD HEI Distributor & Leads

• 14" x 3" Chrome Air Cleaner Assembly

• Holley 750cfm Avenger Carburettor

• Edelbrock RPM Air Gap Manifold

(Parts and engine specs may vary when engines are assembled

due to availability)

SB Chev 383 Aeroflow Heads GM12498772-AF

SB Chev 396ci

Alloy Head

GM396480500

BLOCK:

• 4 bolt main 1pc rear seal

block w/Passenger side

dipstick only

• Square and parallel decked

• Align honed main bearing bore

• Cylinders honed on computer

controlled machine to within .0002 straightness and roundness

• Cylinders are sonic tested for thickness

ROTATING ASSEMBLY

• New forged steel crankshaft • New forged pistons

• Hastings Moly rings • Balanced rotating assembly

• Melling high volume oil pump • Roller cam

• Heavy duty double roller timing set • Long slot, stamped steel

rockers

CYLINDER HEADS • New aluminium cylinder heads • 2.02 swirl

polished intake valves • 195cc Runner • Hardened retainers and

springs • 1.60 swirl polished exhaust valves • Hardened push rods

EXTRAS • Aluminium intake manifold • Distributor

• 750cfm carburettor • Valve covers, timing cover and oil pan

• Brass freeze plugs • Dyno tested - and shipped with results

CAMSHAFT • .544 Intake / .554 Exhaust & 230 Intake / 236

Exhaust duration @ .050

POWER • HORSEPOWER: 485 • TORQUE: 500

• COMPRESSION RATIO: 10.4:1

• IGNITION TIMING: 34 degrees at 4000 RPM

(Parts may vary at time of manufacture's engine assembly)

SB CHEV 400

PSEBP4002CTC1

508 HP / 473 FT LBS,

Base Dressed

Engine Block:

• BRAND NEW

BluePrint Cast Iron

Block

• 4 Bolt Mains

• Square and parallel

decked

• Align honed main

bearing bore

• Cylinders are sonic

tested for thickness

• Cylinders honed on computer controlled machine to within .0002

straightness and roundness

Rotating Assembly:

• New forged crankshaft • 5.7" connecting rods • 150,000 psi rod

bolts • Forged pistons • Hastings moly rings

• Rotating assembly balanced to within 2 grams • High volume oil

pump • Hydraulic roller cam • Roller lifters

Cylinder Heads:

• BluePrint aluminium — 64cc chamber • Hardened retainers and

springs • 2.08 swirl polished intake valves

• 1.60 swirl polished exhaust valves • BP Aluminium Head Part#

H8103

Cam Specs:

• Cam Type: Roller • .553 Intake .576 Exhaust

• 236 Intake / 242 Exhaust duration

• @ .050 - 110° lobe separation 1.6 Roller rockers

Ignition Timing:

• 10-16° initial and total timing 32-34° at 3500 RPM

Also Includes:

• Intake Manifold — dual plane, satin aluminium

• Carburettor — Holley 850cfm

• Valve covers, oil pan and timing cover

• Brass freeze plugs

• Dyno test results shipped with engine

CHEV BB 496 490 HP / 550 TQ

• 4-bolt main block

• Driver side dipstick

• seasoned block

• New cast crankshaft

4.250"

• Forged I-beam

connecting rods 6.385"

• Forged pistons

• Moly rings

• Balanced rotating assembly

• Hardened retainers and springs

• Flat tappet hydraulic lifter camshaft • Heavy-duty double roller

timing set • GM cast iron oval port heads, 113cc chambers

• 2.25 in. swirl-polished intake valves

• 1.88 in. swirl-polished exhaust valves • Hardened pushrods

• Dual-plane satin finish intake manifold • 9.0 to 1 compression

• Harmonic balancer • Brass freeze plugs

BB CHEV 496 Crate Motor GM496580480

CHEV BB 496 595 HP

GM LS 427ci

PSEL4270CTC

- Block: New GM LS3/L92 Aluminium Block
- ROTATING ASSEMBLY:
 - Balanced Rotating Assembly
 - Forged Steel Crankshaft
 - Forged Mahle Pistons
 - Forged I beam rods
 - Mahle performance rings
 - Hydraulic roller cam
 - Premium single true roller timing set
 - GM factory roller rockers with upgraded full roller trunion



CYLINDER HEADS:

- New GM L92/LS3 Aluminium Cylinder Heads
- Chrome moly retainers and spring locators
- 2.165 intake valves •1.590 exhaust valves •Hardened push rods
- EXTRAS: •Carburettor – 850cfm with mechanical secondaries, dual accelerator pumps and mechanical choke
- Single plane aluminium intake
- Harmonic balancer •Valve covers, retro fit oil pan and timing cover •Coil Packs and coil pack harness •Crank, cam and MAP sensors
- Spark plug wires & wiring harness
- Dyno tested & shipped with results

CAMSHAFT INSTALLATION:

- Roller - .624 intake .624 exhaust lift, 247 intake 263 exhaust duration @ .050, 114 degree lobe sep.

POWER:

- HORSEPOWER: 625 •TORQUE: 550 •COMP RATIO: 11.0 to 1
- TIMING REQUIREMENTS: •Ignition box required
- NOTES: •This engine requires a non-weighted flexplate/flywheel.
- Recommended Fuel: 91 Octane
- BluePrint Engines recommends a 2200+ RPM stall converter.
- Retro fit oil pan will fit most 1955-1995 GM front engine, RWD, V8 cars

GM EFI LS 427ci 625hp/565tq

PSEL4272CTF

- Block: New GM 427ci LS Aluminium Block
- ROTATING ASSEMBLY:
 - Forged Steel Crankshaft
 - Forged Mahle Pistons
 - Forged I beam rods
 - Mahle performance rings
 - Balanced Rotating Assembly
 - Oil pump
 - Hydraulic roller cam •Premium single true roller timing set
 - GM factory roller rockers with upgraded full roller trunion



CYLINDER HEADS:

- New GM L92/LS3 Aluminium Cylinder Heads
- Chrome moly retainers and spring locators
- Dual Coil .650" lift valve springs •2.165 swirl polished intake valves
- 1.590 swirl polished exhaust valves •Hardened push rods
- EXTRAS:
 - 90mm DBW throttle body •LS3 intake manifold
 - 42# injectors and returnless fuel rail •Harmonic balancer
 - Valve covers, retro fit oil pan and timing cover •Coil Packs
 - All sensors required for engine to run •Spark plug wires & wiring harness
 - Dyno tested & shipped with results

CAMSHAFT INSTALLATION:

- Roller - .624 intake .624 exhaust lift, 239 intake 255 exhaust duration @ .050, 114 degree lobe sep.

POWER:

- HORSEPOWER: 625 TORQUE: 565 •COMP RATIO: 11.0 to 1
- TIMING REQUIREMENTS: •ECM supplied with calibration
- NOTES: •This engine requires a non-weighted flexplate/flywheel.
- Recommended Fuel: 91 Octane
- BluePrint Engines recommends a 2200+ RPM stall converter.
- Retro fit oil pan will fit most 1955-1995 GM front engine, RWD, V8 cars.

- (parts may vary at time of manufacture's engine assembly)



BLUEPRINT "PRO SERIES ENGINES"

Pro Series Engines are a great choice for drivable and reliable high performance engines. All rotating assemblies are balanced within 2 grams on a computerized balancer. Pro Series Engines are dyno tested and include dyno sheets. For high horsepower, and big displacement engines, ProSeries is the way to go!

SB Chevy 427ci

PSE4271CT

540hp/535tq: Short Engine

- Block: World Products Motown cast iron
- Crankshaft: 4340 Forged
- Connecting Rods: 4340 Forged
- Pistons: Forged
- Compression: 10:1
- Bore/Stroke: 4.125" x 4.000"
- Camshaft: Hydraulic roller
- Timing Chain: Cloyes double roller
- Cylinder Heads: Aluminium, 64cc chamber
- Valves: Manley •Pushrods: Comp Cams
- Rocker Arms: Comp Cams, 1.6 ratio •Oil Pump: Melling



PSE4271CTC - Complete engine

Same as above, With items listed below

- Carb: 850cfm •Balancer: 7" Internal •Oil pan: Moroso
- Distributor: MSD Pro Billet •Intake: Aluminium
- Spark Plugs: Champion •Spark Plug Wires: MSD
- (Parts may vary at time of manufacture's engine assembly)

SB Chevy 454ci

PSE4540CT

575hp/560tq Short engine

- Block: World Products Motown cast iron
- Crankshaft: 4340 Forged
- Connecting Rods: 4340 Forged
- Pistons: Forged
- Piston Rings: Mahle
- Compression: 10:1
- Bore/Stroke: 4.250" x 4.000"
- Camshaft: Hydraulic roller
- Timing Chain: Cloyes double roller
- Cylinder Heads: Aluminium, 64cc chamber •Oil Pump: Melling
- Valves: Manley •Pushrods: Comp Cam •Rocker Arms: 1.6 ratio



PSE4540CTC - Complete engine

Same as above, With items listed below

- Carb: 1050cfm •Balancer: 7" Internal •Distributor: MSD Pro Billet
- Intake: World Products •Oil pan: Moroso •Spark Plugs: Champion
- Spark Plug Wires: MSD
- (Parts may vary at time of manufacture's engine assembly)

BB Chevy 572ci

PSE5720CT - 745hp/710tq Short engine

- Block: World Products Merlin III •Crankshaft: 4340 Forged
- Connecting Rods: 4340 Forged •Pistons: Keith Black
- Piston Rings: Hastings •Bore/Stroke: 4.500" x 4.500"
- Camshaft: Hydraulic roller •Timing Chain: Cloyes double roller
- Cylinder Heads: World Products Aluminium
- Pushrods: Comp Cam •Rocker Arms: Comp Cams
- Oil Pump: Melling

PSE5720CTC - Complete engine

Same as above, With items listed below

- Carb: 1050cfm •Balancer: 8" Internal •Distributor: MSD Pro Billet
- Intake: World Products •Oil pan: Moroso •Spark Plugs: NGK
- Spark Plug Wires: MSD
- (Parts may vary at time of manufacture's engine assembly)

BB Chevy 632ci

PSE6320CT - 815hp/800tq Short engine

- Block: World Products Merlin III •Crankshaft: Forged
- Connecting Rods: Forged •Pistons: Forged •Piston Rings: Mahle
- Bore/Stroke: 4.600" x 4.750"
- Camshaft: Hydraulic roller
- Timing Chain: Cloyes double roller •Cylinder Heads: Aluminium
- Pushrods: Comp Cam •Rocker Arms: Comp Cams
- Oil Pump: Melling

PS6320CTC - Complete engine

Same as above, With items listed below

- Carb: 1050cfm •Balancer: 8" Internal •Distributor: MSD Pro Billet
- Intake: World Products •Oil pan: Moroso •Spark Plugs: NGK
- Spark Plug Wires: MSD
- (Parts may vary at time of manufacture's engine assembly)



SB Ford 427

Short engine

PSE4270CT

- 525hp/510tq Short engine
- Block: New, cast iron
- Pushrods: Comp Cams
- Crankshaft: 4340 Forged
- Connecting Rods: 4340 Forged
- Pistons: Mahle
- Piston Rings: Mahle
- Camshaft: Hydraulic roller
- Timing Chain: Cloyes double roller
- Cylinder Heads: Aluminium, 64cc chamber
- Rocker Arms: Comp Cams •Oil Pump: Melling

SB Ford 427 Complete engine

PSE4270CTC

Same as above, with items listed below

- Carb: 850cfm •Balancer •Distributor: MSD Pro Billet
- Intake: Edelbrock •Oil pan: Moroso •Spark Plugs: Champion
- Spark Plug Wires: MSD
- (Parts may vary at time of manufacture's engine assembly)

SB Ford 331ci

Iron Head

330HP Long Engine

FMM-6007-347CI

- Hand picked 2 bolt seasoned 302
- Square and parallel decked
- Align honed main bearing bore
- Cylinders honed on computer controlled machine to within .0002 straightness and roundness

ROTATING ASSEMBLY

- Cast steel crankshaft •Hypereutectic pistons •Hastings Moly rings
- Rotating assembly balanced to within 2 grams
- Melling high volume oil pump •Hydraulic roller camshaft
- Double roller timing chain
- Camshaft is degreed to ensure maximum horsepower

CYLINDER HEADS

- Cast iron •Hardened retainers and springs •1.94 swirl polished intake valves
- 1.60 swirl polished exhaust valves

EXTRAS

- Timing cover and valve covers •Brass Freeze Plugs
- Dyno tested – and shipped with result
- CAMSHAFT: •543 Intake / .554 Exhaust & 218 Intake / 226 Exhaust duration @ .050 - 112 degree lobe separation

POWER

- HORSEPOWER: 330 •TORQUE: 360
- COMPRESSION RATIO: 9.5 to 1
- IGNITION TIMING: 34 degrees at 4000 RPM
- (Parts may vary at time of manufacture's engine assembly)



SB Ford 347ci

Alloy Head

415HP Long Engine

FMM-6007-347CI-3

- Hand picked seasoned blocks bored .040 over
- Square and parallel decked
- Align honed main bearing bore
- Cylinders honed on computer controlled machine to within .0002 straightness and roundness
- Cylinders are sonic tested for thickness

ROTATING ASSEMBLY

- New cast steel crankshaft •New rods w/ 150,000 psi bolts
- Hypereutectic pistons •Hastings Moly rings
- Balanced rotating assembly •High volume oil pump
- Hydraulic roller camshaft •Heavy duty double roller timing set

CYLINDER HEADS

- Aluminium, 58cc chamber •Hardened retainers and springs
- 1.94 swirl polished intake valves
- 1.60 swirl polished exhaust valves

EXTRAS

- Valve covers •Painted oil pan •Brass freeze plugs
- Dyno tested – and shipped with results

CAMSHAFT

- 543 Intake / .554 Exhaust & 218 Intake / 226 Exhaust duration @ .050 - 112 degree lobe separation

POWER

- HORSEPOWER: 415 •TORQUE: 400
- COMPRESSION RATIO: 10.0:1
- IGNITION TIMING: 34 degrees at 4000 RPM
- (Parts may vary at time of manufacture's engine assembly)



SB Ford 408ci Iron Head

345HP Long Engine

FMM-6007-CAST408

- Hand picked 2 bolt seasoned 351 Windsor blocks bored .040 over
- Square and parallel decked
- Align honed main bearing bore
- Cylinders honed on computer controlled machine to within .0002 straightness and roundness

ROTATING ASSEMBLY

- New cast steel crankshaft •Melling high volume oil pump
- Hypereutectic pistons •Hydraulic flat tappet camshaft
- Hastings Moly rings •Cloyes double roller timing chain
- Rotating assembly balanced to within 2 grams
- Camshaft is degreed to ensure maximum horsepower

CYLINDER HEADS

- Cast Iron, 62cc •Hardened retainers and springs
- 1.94 swirl polished intake valves
- 1.60 swirl polished exhaust valves

EXTRAS

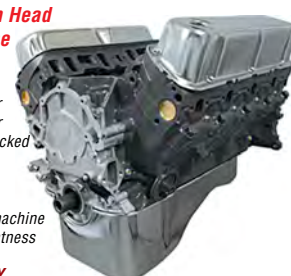
- Oil pan, timing cover and valve covers
- Dyno tested – and shipped with results

CAMSHAFT

- 512 Exhaust & 224 Intake / 230 Exhaust duration @ .050 - 110 degree lobe separation

POWER

- HORSEPOWER: 345 •TORQUE: 440 •COMPRESSION RATIO: 9.7:1
- IGNITION TIMING: 34 degrees at 4000 RPM
- (Parts may vary at time of manufacture's engine assembly)



SB Ford 408ci Alloy Head

425HP Long Engine

FMM-6007C408BP

- Hand picked 2 bolt main seasoned 351 Windsor blocks bored .040 over
- Square and parallel decked
- Align honed main bearing bore
- Cylinders honed on computer controlled machine to within .0002 straightness and roundness

ROTATING ASSEMBLY

- New cast steel crankshaft •Cloyes double roller timing chain
- Hypereutectic pistons •Hastings Moly rings •New I-beam rods
- Rotating assembly balanced to within 2 grams
- Melling high volume oil pump •Hydraulic roller camshaft
- Camshaft degreed for maximum horsepower

CYLINDER HEADS

- Aluminium, 58cc •Hardened retainers and springs
- 1.94 swirl polished intake valves •1.60 swirl polished exhaust valves

EXTRAS

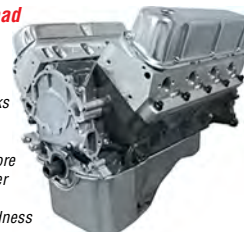
- Oil pan, timing cover and valve covers
- Dyno tested – and shipped with results

CAMSHAFT

- 543 Intake / .554 Exhaust & 218 Intake / 226 Exhaust duration @ .050 - 112 degree lobe separation

POWER

- HORSEPOWER: 425 •TORQUE: 455
- COMPRESSION RATIO: 9.7 to 1
- IGNITION TIMING: 34 degrees at 4000 RPM
- (Parts may vary at time of manufacture's engine assembly)



Mopar 408 Iron Head 375 HP Long Engine MP5153527-2

- Seasoned 360 block •Square and parallel decked
- Align honed main bearing bore
- Cylinders honed on computer controlled machine to within .0002 straightness and roundness
- Cylinders are sonic tested for thickness

ROTATING ASSEMBLY:

- New cast steel crankshaft
- Hypereutectic pistons
- Heavy beam rods
- Hastings Moly rings
- Balanced rotating assembly
- High volume oil pump
- Flat tappet hydraulic lifter camshaft
- Heavy duty double roller timing set

CYLINDER HEADS:

- Blueprint magnum cast iron heads
- Hardened retainers and springs
- 1.92" swirl polished intake valves
- 1.625" swirl polished exhaust valves
- Hardened push rods

A TON OF EXTRAS:

- Valve covers, oil pan and timing cover
- Brass freeze plugs
- Dyno tested – and shipped with results

CAMSHAFT INSTALLATION:

.474 Intake / .474 Exhaust & 238 Intake / 238 Exhaust duration @

.050 - 110 degree lobe separation

POWER

•Horsepower:375 •TORQUE:460 •Compression ratio: 9.8 to 1

•Ignition timing: 34 degrees at 4000 RPM

Chrysler 408ci Alloy Head 455HP

MOPAR-BPC4084CT BLOCK:

- Square and parallel decked
- Align honed main bearing bore
- Cylinders honed on computer controlled machine to within .0002 straightness and roundness
- Cylinders are sonic tested for thickness

ROTATING ASSEMBLY:

- New cast steel crankshaft •Forged pistons
- New H-beam rods with •150,000 psi ARP bolts
- Hastings Moly rings •Balanced rotating assembly
- Melling high volume oil pump •Hydraulic flat tappet camshaft
- Heavy duty double roller timing set

CYLINDER HEADS:

- Roller rockers • Aluminium cylinder heads •1.437 diameter valve springs•Hardened retainers and springs •2.02 swirl polished intake valves •1.60 swirl polished exhaust valves •Hardened push rods

EXTRAS:•Aluminium Intake •Brass freeze plugs

•Mopar Performance polished aluminium valve covers

•Dyno tested – and shipped with results

CAMSHAFT:

•.545 Int / .545 Exh & 241 Int / 247Exh duration @ .050 – 110 degree lobe separation.

POWER:

•HORSEPOWER: 455 @ 5800 rpm •TORQUE: 500 @ 4100 rpm

•COMP. RATIO: 10 to 1 (91 octane fuel required)

IGNITION TIMING:

•34 Degrees Total (at 4000rpm)

(parts may vary at time of manufacture's engine assembly)



SPECIAL ORDER

DUAL CARB PERFORMER 9.0:1 - 315 HORSEPOWER

Short W/Pump

Dual Carb Performer

Polished Endura
ED45011 ED45014

PERFORMER RPM

9.5:1 - 410 HORSEPOWER

Natural Polished
No Water Pump ED45600
Short Water Pump ED45611

PERFORMER RPM E-TEC 9.5:1 - 435 HORSEPOWER

Short Water Pump

Natural Polished
ED45910 ED45911

FORD 347 PERFORMER RPM 9.9:1 - 438 HORSEPOWER

Endura Natural Polished
ED45260 ED45261 ED45264

- with front sump oil pan



ENGINE BLOCKS & SHORT MOTORS



PERFORMANCE
VEHICLES • PARTS • RACING

GM SMALL BLOCK CHEV ENGINE BLOCKS

The GM Performance Parts production-based blocks are the right choice for street car rebuilds or to start your own mild engine project.

They come in the same dimensions that you are already familiar with and are produced to the high level of quality that GM is famous for. Remember, these are brand new castings that are machined to our exacting tolerances and delivered to you at an affordable price. These blocks are designed for street engines that demand good strength and a high level of durability.

- Non-siamese bores • Standard 350 main journal sizes
- 4-bolt main caps • 383 Block is cleared for stroker cranks
- Machined for hydraulic roller and flat tappet lifters

Description

350 Bare Block, 2-piece rear seal

350 Bare Block, 1-piece rear seal

383 Bare Block, 1-piece rear seal

Part No.

GM10066034

GM10105123

GM88962516

GM PRODUCTION

LS2 6.0L

ALUMINIUM BLOCK

The LS Series cylinder block is the foundation for the serious performance achievements that are driving a new generation of street and racing enthusiasts. Features include a deep-skirt casting (the block side extends below the crankshaft centerline); 6-bolt cross-bolted main caps, strong and lightweight aluminium alloy casting (most production blocks) and provisions for the latest in engine control management. The cam-in-block configuration brings inherent torque to every LS engine, with production-based blocks capable of supporting combinations of 500 horsepower or more.

Whether you're building a mild street engine or an Outlaw racing engine, starting with a strong LS cylinder block brings the assurance that you'll make the power you need with a durable foundation.

LS2 Aluminium 6.0L Block Features:

- Direct replacement for 2005-2008 LS2 Corvette, SSR, GTO 6.0L and TrailBlazer SS
- Production 319-75 aluminium block with iron sleeves
- Production oiling system •6-bolt iron main bearing caps
- 9.240" deck height •4.00" finished bore (101.6mm)
- Use only LS1, LS6, LS2, L92/LS3-style cylinder heads
- Provisions for Active Fuel Management
- Great for stroker cranks for even more cubes
- Tested to over 450 horsepower!

GM 4.000" Bore, 9.240" Deck, Aluminium Block GM12602691

GM PRODUCTION L92/LS3 GEN IV

ALUMINIUM BLOCK

The LS Series cylinder block is the foundation for the serious performance achievements that are driving a new generation of street and racing enthusiasts. Features include a deep-skirt casting (the block side extends below the crankshaft centerline); 6-bolt cross-bolted main caps, strong and lightweight aluminium alloy casting (most production blocks) and provisions for the latest in engine control management. The cam-in-block configuration brings inherent torque to every LS engine, with production-based blocks capable of supporting combinations of 500 horsepower or more. Whether you're building a mild street engine or an Outlaw racing engine, starting with a strong LS cylinder block brings the assurance that you'll make the power you need with a durable foundation.

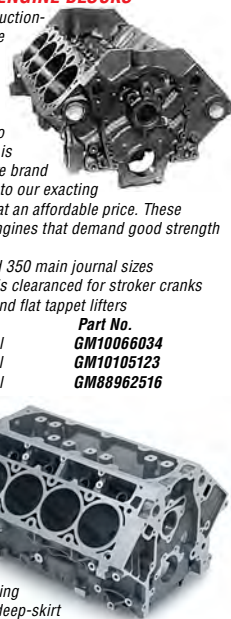
L92/LS3 Aluminium Block Features:

- Direct replacement for 2007-2008 L92 and 2008 LS3 6.2L
- Production aluminium block with iron sleeves
- Production oiling system •6-bolt main bearing caps
- 9.240" deck •Use with LS1, LS6, LS2, L92 or LS3 cylinder heads
- 4.065" finish bore (103.25mm) •Provisions for "active fuel management" •Great for stroker cranks and even more cubes
- Tested to over 500 HP

GM 4.065" Bore, 9.240" Deck, Aluminium Block GM12623967

GMLSX SEMI FINISHED STANDARD DECK BOWTIE BLOCK

The next generation of high performance GM blocks has been released! GM Performance parts, working with NHRA pro stock legend Warren Johnson, designed the LSX block to be the ultimate high performance LS block. Our goal was to bring the LS community race block technology at street car prices. Just like every engine part in the GM performance parts portfolio, the LSX Bowtie block is held to the highest industry standards for tolerances, materials and construction. Features: •100% CNC machined cast iron •True priority main oiling •6 head bolts per cylinder •Standard 4.400" bore spacing •Extra thick Siamese cylinder bores •Fully machined bores, ready to hone to fit •Semi-finished, machined decks, ready to be decked to your specs. •Increased deck thickness •LS7 style 6 bolt "dowel located" main bearing caps •Wet sump and dry sump capability •Deep skirted head bolt holes (same as OEM aluminium blocks) •All stock bolt holes are stock thread size •Maintains all



OEM "LS" family exterior mounting features •Front motor plate mounting holes added •Added material around cam bearings for extra strength •8mm exterior/interior 5th and 6th head bolt holes •All 5 cam bores machined for bearing # 12453169 •Standard .842" lifter bores •Screw-in soft plugs •Accommodate any "LS" series oil pan and oil pump •External oil pump feed at rear of block •Main web bay to bay breathing holes for increased HP •Access windows for cylinder head stud access (intake side) •Extra breathing pocket added near starter for better windage •Includes new cam retainer # 19166177, rear cover #19166178, lifter retainers #19166182 and OEM replacement cam bearings

LSX Cast Iron Block - 9.26" Deck GM19260093

LSX BOWTIE BLOCK

This durable iron-block casting is based primarily on GM's production LS7 block, but designed with more material in key areas including thicker deck and bores to support displacements of 454 cubic inches or more, and unique six-bolts-per-cylinder-head clamping capability that enables forced-induction and nitrous combinations of greater than 2,000 horsepower. Because the LSX Bowtie block is based on production LS blocks, all of the LS-Series Gen IV cylinder heads, crankshafts, oil pans, camshafts, and accessories bolt right up to it. There is also a tall-deck version for building even larger engines. Chevrolet Performance delivers the LSX Bowtie Block semi-finished, allowing you to finish it to your needs. Whether you're building a "tame" 500-horse street engine for your hot rod or a 1,700 horsepower turbo engine for an Outlaw drag racer, the LSX Bowtie Block is the foundation for an unbeatable combination – at an unbeatable price!

LSX Bowtie Block – Standard Deck

- 3.880" finished Siamese cylinder bores
- 9.260" semi-finished standard deck height (ready to be decked)
- 4.250" maximum stroke (professional engine builders only!)
- Capable of 364- to 482-cubic-inch displacements
- Orange powder-coated finish • Accepts all LS and LSX Series heads, cranks, cams, etc. • Approximate finished weight is 225 pounds LSX Bowtie Block specs and features include:
- CNC-machined cast-iron block • True priority main oiling
- 6-head bolts per cylinder • Standard 4.400" bore spacing
- Extra-thick Siamese cylinder bores • Semi-finished, machined thicker decks • LS7-style, 6-bolt dowel-located billet main bearing caps • Wet-sump and dry-sump oiling capability • Production-style deep-skirt head bolt holes • Production bolt hole and thread sizes
- Maintains production exterior accessory mounting provisions
- Front motor plate mounting holes added
- Additional material cast around cam bearings for greater strength
- 8mm exterior/interior fifth- and sixth-head bolt holes
- Standard 0.842" lifter bores • Accommodates all LS oil pumps and oil pans • External oil pump feed (rear of block)
- Main web bay-to-bay breathing holes to support greater horsepower • Includes unique cam retainer, rear cover and lifter retainers

LSX Cast Iron Block 9.260" Deck GM19260003

LS Series Oil Gallery Plug

Plastic "dumbbell" style oil gallery plug for GM LS series engines.

LS1 Oil Gallery Plug

GM12573460



FORD PERFORMANCE

BOSS 302 CYLINDER BLOCK

The legend is reborn with this all new 302 block. The new Boss 302 is the ultimate small block Ford engine block for street or race. The Boss 302 block replaces the 302-R race block and has many improvements over the previous design. With a bore size of 4.125" and a 3.400" stroke it has a maximum capacity of 363 cubic inches. • 8.2" deck height • 4.125" bore, rough finished to 3.990" • Maximum recommended stroke 3.400" • Splayed 4-bolt centre main caps • Finished lifter bores • Accepts factory roller lifter guides & retainer • Revised oiling and cooling system passageways • Siamese bore with drilled coolant crossover holes • Increased bulkhead material • Screw in welch plugs • Accepts ½" head bolts • Uses common OD cam bearings

Boss 302 Engine Block FMM-6010-BOSS

BOSS 302 CYLINDER BLOCK

8.2 DECK BIG BORE 4.120"

The all new 302 8.2 deck block for big bore builds! •Same as M-6010-BOSS except allows for bigger bore by deleting coolant crossover holes between cylinders •Finished at 4.120" rough bore. Designed for minimum bore wall thickness .180" @ 4.125" (Sonic check recommended for bores greater than 4.125") •8.2" deck height •Maximum recommended stroke 3.400", clearance dependent on crankshaft/connecting rod manufacturer •Splayed 4-bolt main on 2, 3, 4, main caps •2-bolt main on 1 and 5 main caps •2.248" main journal diameter (stock 302W size) •Finished lifter bores •Revised oiling and cooling system passageways •Increased bulkhead material •Threaded core and galley plugs (straight thread port plugs with O-ring) •Unique cam plug included

FMM-6010-BOSS302BB - Boss 302 8.2" Deck Big Bore 4.120"



460 SIAMESE BORE RACE BLOCK

Based on the popular 460 big block architecture, the 460 siamese bore race block is suitable for wet or dry sump oiling and is vastly strengthened and improved over the production block. With a bore size of 4.600" and a 4.500" stroke it has a maximum capacity of 598 cubic inches. • 10.322" Deck Height • Cast iron block with 4-bolt centre main caps • Nodular iron main caps • Siamese cylinder bores • Bore range from 4.360-4.600" • Wet sump oiling design • 3.000" main journal diameter • High-strength block for professional competition

460 Racing Engine Block

FMM-6010-A460

460 PRO STOCK BLOCK

Built specifically for Pro-Stock drag racing, the Ford Pro-stock block is the ultimate big block Ford for all out competition. It's shorter than standard deck height increases strength and allows for better intake designs. With a bore size of 4.625" and a 3.750" stroke it has a maximum capacity of 504 cubic inches • 9.300" Deck Height • Semi-finished cast iron block • Billet steel 4-bolt main caps • Can be bored/stroked to produce 500 cu. in. • Siamese cylinder bores • Bore range from 4.360-4.625" • Dry sump oiling design • 2.749" main journal diameter • High-strength block for professional competition

460 Pro-Stock Engine Block

FMM-6010-A500

CAMSHAFT BEARINGS

Common outer diameter cam bearings for Ford Racing 302 and 351 cylinder blocks. Available to suit standard cams or custom ground common OD camshafts.

FMM-6261-J351

Bearings for Standard Cam

FMM-6261-R351

BOSS 351 CYLINDER BLOCK 9.5 DECK 4.000 BORE

The legend is reborn with this all new 351 block! Stronger than the original!

- 4.125" bore capacity, finished at 3.990" to 3.995" rough bore
- 9.5" deck height, finished at 9.500" plus .010" to .015"
- Maximum recommended stroke 4.250", clearance dependent on crankshaft/connecting rod manufacturer
- Splayed 4-bolt main on 2, 3, 4, main caps
- 2-bolt main on 1 and 5 main caps
- Main bearing bores finished to low limit
- 2.749" main journal diameter (stock 351C size)
- Finished lifter bores
- Machined to accept factory roller lifter guides and lifter guide retainer
- Revised oiling and cooling system passageways
- Siamese bore with drilled coolant crossover
- Increased bulkhead material
- Threaded core and galley plugs (straight thread port plugs with O-ring)

Boss 351 9.5" Deck 4.000 Bore FMM-6010-BOSS35195



BOSS 351 CYLINDER BLOCK 9.2 DECK 4.000 BORE

Ford racing engineers have designed the replacement for the legendary BOSS 302 and 351 blocks using the latest technology and manufacturing techniques from both the production and racing worlds. The BOSS block capability has been proven around the world – both on the track and on the street. By preserving many of the dimensions and features from the original 289-351 blocks, the BOSS block are compatible as replacements for the use in just about any vehicle that used a Windsor-style engine. Cast from diesel grade iron and designed with added material in key areas, BOSS block strength is far superior to any Ford OE block ever produced.

- The all new 351 9.2 deck block!
- Same as M-6010-BOSS35195 except at 9.2" deck height
- 4.125" bore capacity, finished at 3.990" to 3.995" rough bore
- 9.2" deck height, finished at 9.200" plus .010" to .015"
- Maximum recommended stroke 4.00", clearance dependent on crankshaft/connecting rod manufacturer
- Splayed 4-bolt main on 2, 3, 4, main caps
- 2-bolt main on 1 and 5 main caps
- Main bearing bores finished to low limit
- 2.749" main journal diameter (stock 351C size)
- Finished lifter bores
- Machined to accept factory roller lifter guides and lifter guide retainer
- Revised oiling and cooling system passageways
- Siamese bore with drilled coolant crossover
- Increased bulkhead material
- Threaded core and galley plugs (straight thread port plugs with O-ring)

Boss 351 9.2 Deck 4.000 Bore FMM-6010-BOSS35192

BOSS 351 CYLINDER BLOCK

9.2 DECK BIG BORE 4.125

Ford Racing introduces the all new BOSS 351 9.2 deck block for big bore engine builds!

- Same as M-6010-BOSS35192 except allows for bigger bore by deleting coolant crossover holes between cylinders
- 4.185" bore capacity (sonic check recommended), finished at 4.12" rough bore
- 9.2" deck height, finished at 9.200" plus .010" to .015"
- Maximum recommended stroke 4.00", clearance dependent on crankshaft/connecting rod manufacturer
- Splayed 4-bolt main on 2, 3, 4, main caps
- 2-bolt main on 1 and 5 main caps
- Main bearing bores finished to low limit
- 2.749" main journal diameter (stock 351C size)
- Finished lifter bores
- Machined to accept factory roller lifter guides and lifter guide retainer
- Revised oiling and cooling system passageways
- Increased bulkhead material
- Threaded core and galley plugs (straight thread port plugs with O-ring)
- Unique cam plug included

Boss 351 9.2 Deck Big Bore 4.125" FMM-6010-B35192BB



BOSS 351 CYLINDER

BLOCK 9.5 DECK BIG BORE 4.125

The all new 351 9.5 deck block for big bore builds!

- Same as M-6010-BOSS35195 except allows for bigger bore by deleting coolant crossover holes between cylinders
- Finished at 4.120" rough bore. Designed for minimum bore wall thickness .180" @ 4.125" (Sonic check recommended for bores greater than 4.125")
- 9.5" deck height, finished at 9.500" plus .010" to .015"
- Maximum recommended stroke 4.250", clearance dependent on crankshaft/connecting rod manufacturer
- Splayed 4-bolt main on 2, 3, 4, main caps
- 2-bolt main on 1 and 5 main caps
- Main bearing bores finished to low limit
- 2.749" main journal diameter (stock 351C size)
- Finished lifter bores
- Machined to accept factory roller lifter guides and lifter guide retainer
- Revised oiling and cooling system passageways
- Increased bulkhead material
- Threaded core and galley plugs (straight thread port plugs with O-ring)
- Unique cam plug included
- The foundation for big bore 9.5" deck projects

Boss 351 9.5 Deck Big Bore 4.125" FMM-6010-BOSS351BB



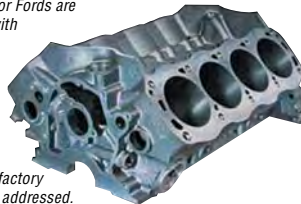
IRON EAGLE BLOCKS - SMALL BLOCK FORD

Dart's iron blocks for Fords are designed to work with stock components,

but are much more than a stock replacement. Designed from the ground up for hard core racing, all the weaknesses of the factory castings have been addressed.

Dart blocks are cast from premium high strength iron with extra thick cylinder walls and decks. The main webs are beefed up and fitted with steel 4-bolt main caps on all 5 mains. • Siamesed cylinders bores • Cylinders can be safely bored to 4.185" diameter, • Four deck heights available • Steel four-bolt main caps on all 5 mains • Two main bearing diameters: 302W or 351C • Upgraded priority main oiling system • Reinforced, blind tapped head bolt bosses • Extra-thick decks prevent head gasket leaks • Standard camshaft and camshaft drive can be used. • Compatible with stock components

Part No	Deck	Bore	Mains	Main Caps
DA31384175	8.200"	4.000"	302W	Billet Steel
DA31384275	8.200"	4.125"	302W	Billet Steel
DA31384185	8.700"	4.000"	302W	Billet Steel
DA31384285	8.700"	4.125"	302W	Billet Steel
DA31385195	9.200"	4.000"	351C	Billet Steel
DA31385295	9.200"	4.125"	351C	Billet Steel
DA31385135	9.500"	4.000"	351C	Billet Steel
DA31385235	9.500"	4.125"	351C	Billet Steel



DART IRON EAGLE SPORTSMAN BLOCKS -

SMALL BLOCK FORD

Dart's Sportsman Iron blocks for Fords are designed to work with stock components, but are much more than a stock replacement. Premium high-strength iron, extra-thick cylinder walls and decks, steel main caps and a true priority main oiling system for durability in high-rpm use. Machined for stock roller lifters and spider.

- Siamesed cylinders bores • Two deck heights available
- Cylinders can be safely bored to 4.185" diameter,
- Steel four-bolt main caps on centre three
- Two main bearing diameters: 302W or 351C
- Upgraded priority main oiling system
- Reinforced, blind tapped head bolt bosses
- Extra-thick decks prevent head gasket leaks
- Standard camshaft and camshaft drive can be used.
- Compatible with stock components

Part No	Deck	Bore	Mains	Main Caps
DA31354175	8.200"	4.000"	302W	Billet Steel
DA31354275	8.200"	4.125"	302W	Billet Steel
DA31355135	9.500"	4.000"	351C	Billet Steel
DA31355235	9.500"	4.125"	351C	Billet Steel

DART SHP IRON BLOCKS - SMALL BLOCK FORD

Following up on the success of the SHP Chevy small block, the new Ford small block meets the need for an affordable, precision machined, cast iron block with superior features. It's made in the U.S.A. on all-new tooling and priced hundreds of dollars less than a full race block, the SHP delivers exceptional value.

- Siamesed cylinders bores • Two deck heights available
- Cylinders can be safely bored to 4.185" diameter,
- Steel four-bolt splayed main caps on centre three
- Two main bearing diameters: 302W or 351C
- Upgraded priority main oiling system
- Reinforced, blind tapped head bolt bosses
- Extra-thick decks prevent head gasket leaks
- Standard camshaft and camshaft drive can be used.
- Compatible with stock components

Part No	Deck	Bore	Mains	Main Caps
DA31364175	8.200"	4.000"	302W	Billet Steel
DA31364275	8.200"	4.125"	302W	Billet Steel
DA31365135	9.500"	4.000"	351C	Billet Steel
DA31365235	9.500"	4.125"	351C	Billet Steel

DART ALUMINIUM BLOCKS - SMALL BLOCK FORD

The Dart aluminium small-block is light, strong, and affordable. With displacements up to 450 cubic inches, the Dart aluminium block is ideal for sprint cars, Modifieds, late-model stock cars, dragsters, and unlimited competition classes. With pressed in dry sleeves, upgraded oiling and steel 4-bolt main caps, Dart's aluminum blocks have the features that Ford racers need to build powerful and reliable engines. • Cast from virgin 355-T6 aerospace alloy • Siamesed cylinder bores: • Cylinders can be safely bored to 4.165" • Four deck heights available • Steel four-bolt main caps on all 5 mains • Two main bearing diameters: 302W or 351C • Upgraded priority main oiling system • Reinforced, blind tapped head bolt bosses • Standard camshaft and camshaft drive can be used • Compatible with stock components

Part No	Deck	Bore	Mains	Main Caps
DA31344175	8.200"	4.000"	302W	Billet Steel
DA31344275	8.200"	4.125"	302W	Billet Steel
DA31344185	8.700"	4.000"	302W	Billet Steel
DA31344285	8.700"	4.125"	302W	Billet Steel
DA31345195	9.200"	4.000"	351C	Billet Steel
DA31345295	9.200"	4.125"	351C	Billet Steel
DA31345135	9.500"	4.000"	351C	Billet Steel
DA31345235	9.500"	4.125"	351C	Billet Steel



DART LITTLE-M IRON BLOCKS - SMALL BLOCK CHEV

The Little M is designed from the ground up as a true high performance block which can be used with standard off the shelf small block components. It is cast from premium high-strength iron and beefed up in all the critical areas. With a standard deck height, extra-thick cylinder walls, and a competition oiling system, the Little M is the perfect starting point for a powerful and reliable engine for the street or the race track. • Uses standard small-block parts • Extra-thick cylinder walls • Cylinders can be safely bored to 4.185" • Priority main oiling system • Front & rear oil inlets simplify plumbing external pump • Blind-tapped head bolt holes prevent water leaks • Extra-thick decks ensure reliable head gasket seal • Standard small-block deck height • Four-bolt main caps on all 5 mains • Front four-bolt cap clears standard oil pan • Rear four-bolt cap uses standard oil pump and 2-piece seal • Enlarged lifter bosses for offset and oversize lifters

Part No	Deck	Bore	Mains	Main Caps
DA31131111	9.025"	4.000"	350	Billet Steel
DA31131211	9.025"	4.125"	350	Billet Steel
DA31132111	9.025"	4.000"	400	Billet Steel
DA31132211	9.025"	4.125"	400	Billet Steel

DART LITTLE-M SPORTSMAN IRON BLOCKS - SMALL BLOCK CHEV

The Little M Sportsman block is the affordable alternative for sportsman racers and serious street performance. Eliminate the time and expense of 'blueprinting' a stock block. The Sportsman is brand-new, fully machined, and virtually ready to assemble with off-the-shelf small-block components.

- Uses standard small-block parts
- Extra-thick cylinder walls
- Cylinders can be safely bored to 4.185"
- Priority main oiling system
- Front & rear oil inlets simplify plumbing external pump
- Blind-tapped head bolt holes prevent water leaks
- Extra-thick decks ensure reliable head gasket seal
- Standard small-block deck height
- Four-bolt main caps on all 5 mains
- Front four-bolt cap clears standard oil pan
- Rear four-bolt cap uses standard oil pump and 2-piece seal
- Enlarged lifter bosses for offset and oversize lifters

Part No	Deck	Bore	Mains	Main Caps
DA31151111	9.025"	4.000"	350	Ductile
DA31151211	9.025"	4.125"	350	Ductile
DA31152111	9.025"	4.000"	400	Ductile
DA31152211	9.025"	4.125"	400	Ductile

DART IRON EAGLE BLOCKS - SMALL BLOCK CHEV

Iron Eagle small-blocks are available in standard and tall-deck versions so you can select the crankshaft stroke and connecting rod length that's right for your combination. We raised the camshaft and spread the oil pan rails to provide extra clearance for stroker cranks. The versatile Iron Eagle block is the perfect starting point for a big-inch small-block project, you can build a 455ci small-block with Dart!

- Siamesed cylinder bores • Cylinders can be safely bored to 4.185"
- Relocated oil pan rails are spread .400" per side
- Steel four-bolt main caps on all 5 mains • Two-piece rear main seal fits standard racing crankshafts
- Raised camshaft provides more clearance for stroker cranks • Big-block camshaft bearings
- Dual starter mounts allow starter to be mounted on either side
- Side and front engine mounts

Part No	Deck	Bore	Mains	Main Caps
DA31121111	STD	9.025"	4.000"	350 Billet Steel
DA31121112	BBC	9.025"	4.000"	350 Billet Steel
DA31121211	STD	9.025"	4.125"	350 Billet Steel
DA31121212	BBC	9.025"	4.125"	350 Billet Steel
DA31121221	STD	9.325"	4.125"	350 Billet Steel
DA31121222	BBC	9.325"	4.125"	350 Billet Steel
DA31122111	STD	9.025"	4.000"	400 Billet Steel
DA31122112	BBC	9.025"	4.000"	400 Billet Steel
DA31122211	STD	9.025"	4.125"	400 Billet Steel
DA31122212	BBC	9.025"	4.125"	400 Billet Steel
DA31122221	STD	9.325"	4.125"	400 Billet Steel
DA31122222	BBC	9.325"	4.125"	400 Billet Steel

DART SHP IRON BLOCKS - SMALL BLOCK CHEV

Dart's new Special High Performance (SHP) small-block meets the need for an affordable, precision-machined cast-iron block with superior features. Designed for high-performance and heavy-duty applications producing up to 600 horsepower, the SHP block is the ideal starting point for hot rodders, drag racers, circle track competitors, off-roaders, and high-performance marine enthusiasts.

- Siamesed cylinder bores
- Cylinders can be safely bored to 4.185"
- Ductile four-bolt main caps on centre three
- Two-piece rear main seal fits standard racing crankshafts
- Dual starter mounts allow starter to be mounted on either side

Part No	Deck	Bore	Mains	Main Caps
DA31161111	9.025"	4.000"	350	Ductile
DA31161111L	9.025"	4.000"	350	Ductile 1-Pce Seal
DA31161211	9.025"	4.125"	350	Ductile
DA31161211L	9.025"	4.125"	350	Ductile 1-Pce Seal

DART SHP PRO IRON SMALL BLOCK CHEV

The Dart SHP Pro block adds a new dimension to the SHP line, with the affordability of an SHP block, new features for more powerful engine builds and the desirable weight of an SHP casting. The SHP Pro has all of the features that make the SHP block so popular; priority main oiling, siamesed bores, extra thick decks and compatibility with most OEM parts, in addition it sports some new features that make it suitable for builds that will use higher spring pressures and run at higher rpm ranges. Billet main caps, a big block cam bore and bigger lifter bosses add up to greater strength and stability.

- Features: •Big block Chevy cam bore •.904 lifter bores
- Brand new precision machined, light weight cast iron block.
- Billet steel main caps •ARP main studs
- Siamese bores 4.000" or 4.125" (unfinished).
- Extra thick decks ensure reliable head gasket seal.
- Blind head bolt holes don't go through to water jacket.
- Clearance for 3.75" stroke with steel rods.
- 350 main journals accept commonly available crankshafts.
- Uses 1981-1985 USA stock style oil pan and dipstick.
- Uses stock stamped steel or plastic timing cover.
- All OE bolt holes for starter, clutch ball, etc...
- Priority main oiling system directs oil to main bearings, first for more dependable lubrication.

Part	Deck	Bore	Main Description	Main Cap
DA31161112	9.025"	4.000"	350 BBC Cam .904	Billet Steel
DA31161212	9.025"	4.125	350 BBC Cam .904	Billet Steel



DART ALUMINIUM BLOCKS - SMALL BLOCK CHEV

We applied our years of experience in manufacturing aluminium cylinder heads to create the ultimate aluminium small-block. At 43kg total weight, the Dart aluminium small-block is light, strong, and affordable. With displacements up to 455 cubic inches, the Dart aluminium block is ideal for sprint cars, Modifieds, late-model stock cars, dragsters, and unlimited competition classes.

- Cast from virgin 355-T6 aerospace alloy
- Siamesed cylinder bores • Cylinders can be safely bored to 4.185"
- Relocated oil pan rails are spread .400" per side
- Steel four-bolt main caps on all 5 mains • Two-piece rear main seal fits standard racing crankshafts
- Raised camshaft provides more clearance for stroker cranks • Big-block camshaft bearings
- Dual starter mounts allow starter to be mounted on either side
- Side and front engine mounts

Part No	Deck	Bore	Mains	Main Caps
DA31111112	9.025"	4.000"	350	Billet Steel
DA31111122	9.325"	4.000"	350	Billet Steel
DA31111132	9.500"	4.000"	350	Billet Steel
DA31111212	9.025"	4.125"	350	Billet Steel
DA31111222	9.325"	4.125"	350	Billet Steel
DA31111232	9.500"	4.125"	350	Billet Steel
DA31122121	9.025"	4.125"	400	Billet Steel
DA31122221	9.325"	4.125"	400	Billet Steel
DA31122321	9.500"	4.125"	400	Billet Steel



DART LS NEXT BLOCK

Dart's LS Next block is the first significant change in the architecture of the LS engine platform. By eliminating the "Y-block" design and utilizing conventional style main caps and oil pans, Dart has addressed the problems resulting from the LS engine's separated crankcase bays. Windage is greatly reduced, resulting in increased power along with a much stronger main web area.

- Features:
- Dart's LS Next block is cast in the USA with premium cast iron alloy • Conventional style 4-bolt steel main caps with 7/16" bolts are used • Full main webbing for maximum bottom end strength
- Cylinder barrels are extended by .375" at the bottom, providing greater piston support for all combinations
- 9.240" deck height, with options of 9.450" are available which allows for a possible effective barrel length of 9.825" deck block
- Extra thick Siamese cylinder bores allow for large displacement capacity, and a max bore size of at least 4.200"
- A 5/8" thick full deck design with a 9.240" deck height
- Six head bolts per cylinder provide secure clamping for power adder applications
- Head bolts are upgraded to 7/16" for increased strength
- Blind head bolt holes don't go through into the water jacket
- Provision for oil restrictors in the lifter valley
- Revised low restriction priority main oiling system
- Pro-Stock / Pro-Mod big block style stepped main oil galley
- An external oil filter must be used with stock or aftermarket oil pumps • Dual starter mounts
- The water jacket on the #1 cylinder has been expanded for additional cooling capacity
- LSX style lifter bosses and dog bone provision are provided
- Moroso oil pan suit DART LS NEXT BLOCK #M020144
- Oil pick up suit DART LS NEXT BLOCK #M024144

Description	Part No.
Dart LS Next Block	DA31837111
Cast Iron Block 4.000" Bore - 9.240" Deck	DA31837211
Cast Iron Block 4.125" Bore - 9.240" Deck	
Cast Iron Block 4.125" Bore - 9.240" Deck With .904" Lifter Bore	DA31837211-904
Aluminium Block 4.000" Bore - 9.240" Deck	DA31937111
Aluminium Block 4.125" Bore - 9.240" Deck	DA31937211



DART LS NEXT SERIES 2 BLOCK

The ultimate upgrade for adding strength in the Aluminium or Iron LS Next platform is the LS NEXT 2 upgrade. This offers larger Billet Steel main caps using Ford (2.750") or LS (2.560") mains, that feature 1/2" main studs giving superior clamping force for even higher power levels. Blocks come machined to accept fully counterweighted crankshafts.

- 1/2" main studs.
- 9.240" - 9.450" deck height with standard cam.
- 9.450" - 9.950" deck height with .388" raised cam.
- Available in Iron or Aluminium blocks with LS (2.560") or Ford (2.750") main sizes for improved crankshaft stability.
- Larger 4 bolt Billet Steel main caps.

Description	Part No.
4.125" Bore, 9.240" Deck,	DA31837211-S2
2.560" LS Main with 1/2" Studs	



DART SHP LS NEXT BLOCK

- Dart priority main oiling system with provisions for stock oil filter mounting.
- Siamesed cylinder bores with thick walls.
- Cylinder barrels extended .375" at the bottom of the bores.
- Thick decks ensure reliable head gasket seal.
- Blind head bolt holes.
- 6 bolt per cylinder capability.
- Scalloped water jackets increase flow around cylinders for better cooling.
- Cleared up to 4.100" stroke w/ steel rods.
- Splayed outer bolts on middle main bearing caps.
- Provisions for LSX roller lifters and cam.
- Uses OE front and rear covers.
- All OE bolt holes for starter, water pump, etc.
- Parts kit sold separately: DA32000018

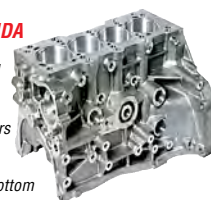
Description	Part No.
LS Next SHP Cast Iron Block, 9.240" Deck, 4.000" Bore	DA31867111
LS Next SHP Cast Iron Block, 9.240" Deck, 4.125" Bore	DA31867211

DART IRON BLOCKS - HONDA

We offer the Dart Honda block in two versions that replace B18 and B20 castings. Both are built to withstand the extreme cylinder pressures created by turbochargers and nitrous oxide injection. We increased wall thickness in all critical areas and beefed up the bottom end with steel main bearing caps.

- Best of all, Dart blocks are compatible with production Honda cylinder heads, internal components and accessories.
- Choice of standard 81.5mm or 84.5mm bore • Dart B18 block has stock deck height • Dart B20+ block has extra-tall 226mm deck height • Cast from aerospace quality C355-T6 virgin aluminum
- Replaceable ductile iron dry sleeves • Closed deck design increases rigidity • Steel main caps with high-strength bolts
- Strengthened main webbing • Extra large water jackets enhance coolant circulation • Machined for piston oil sprayers (not included) • Uses stock components

Part No	Deck	Bore	Mains	Main Caps
DA31496702	226mm	81.5mm	B20	Billet Steel
DA31496802	226mm	84.5mm	B20	Billet Steel
DA31496701	211.5mm	81.5mm	B18	Billet Steel
DA31496801	211.5mm	84.5mm	B18	Billet Steel



DART BIG M IRON BLOCKS - BIG BLOCK CHEV

Working with top builders and Dart's own championship-winning Pro Stock engine department, we designed a user-friendly block with the features you need today. For example, we redesigned the lubrication system to create a true priority main system that oils all of the main bearings before the lifters for extra reliability. We machine Big M blocks in-house on precision CNC equipment to ensure quality and to eliminate the need for expensive "blueprinting".

- Siamesed cylinder bores
- Scalloped outer water jacket walls
- Standard 9.800" and extra-tall 10.200" deck heights
- Steel four-bolt main caps
- Crankshaft tunnel cleared for 4.500" stroke cranks
- True priority main oiling system
- Lifter valley head stud bosses
- Dual oil pan bolt patterns

Part No	Deck	Bore	Mains	Main Caps
DA31263344	9.800"	4.250"	Std.	Billet Steel
DA31263444	9.800"	4.500"	Std.	Billet Steel
DA31263644	9.800"	4.600"	Std.	Billet Steel
DA31263354	10.200"	4.250"	Std.	Billet Steel
DA31263454	10.200"	4.500"	Std.	Billet Steel
DA31263654	10.200"	4.600"	Std.	Billet Steel

DART BIG M SPORTSMAN IRON BLOCKS - BIG BLOCK CHEV

The Big M Sportsman block is an even more affordable version of our highly popular Big M. The Sportsman block is fitted with ductile iron 4-bolt main caps, and shares most of the features of the big M. For example, we redesigned the lubrication system to create a true priority main system that oils all of the main bearings before the lifters for extra reliability. We machine Big M blocks in-house on precision CNC equipment to ensure quality and to eliminate the need for expensive "blueprinting".

- Siamesed cylinder bores
- Scalloped outer water jacket walls
- Standard 9.800" and extra-tall 10.200" deck heights
- Steel four-bolt main caps
- Crankshaft tunnel cleared for 4.500" stroke cranks
- True priority main oiling system
- Lifter valley head stud bosses
- Dual oil pan bolt patterns

Part No	Deck	Bore	Mains	Main Caps
DA31273344	9.800"	4.250"	Std.	Ductile
DA31273444	9.800"	4.500"	Std.	Ductile
DA31273644	9.800"	4.600"	Std.	Ductile
DA31273354	10.200"	4.250"	Std.	Ductile
DA31273454	10.200"	4.500"	Std.	Ductile
DA31273654	10.200"	4.600"	Std.	Ductile

DART RACE SERIES TALL-DECK IRON BLOCKS -

BIG BLOCK CHEV

The Dart Race Series block offers crank-to-deck dimensions of 10.600 and 11.100 inches - nearly one inch taller than the factory truck block - and can accommodate displacements of up to 763 cubic inches. The camshaft is raised .600-inch above the stock location and the main oil gallery is located alongside the camshaft tunnel to eliminate interference with the crank assembly. The oil pan rails are spread to increase clearance for the connecting rods and crankshaft counterweights.

- Siamesed cylinder bores • True priority main oiling system
- Raised cam location • Five deck heights • Steel four-bolt main caps • Crankshaft tunnel cleared for 5.500" stroke cranks
- Lifter valley head stud bosses • Dual oil pan bolt patterns

Part No	Deck	Bore	Main Caps
DA31283485	10.000"	4.500"	Steel
DA31283685	10.000"	4.600"	Steel
DA31283455	10.200"	4.500"	Steel
DA31283655	10.200"	4.600"	Steel
DA31283495	10.400"	4.500"	Steel
DA31283695	10.400"	4.600"	Steel
DA31283465	10.600"	4.500"	Steel
DA31283665	10.600"	4.600"	Steel
DA31293665	10.600"	4.700"	Steel
DA31293865	10.600"	4.700"	Steel
DA31283475	11.100"	4.500"	Steel
DA31283675	11.100"	4.600"	Steel
DA31293875	11.100"	4.700"	Steel

DART BIG M ALUMINIUM BLOCKS -

BIG BLOCK CHEV

Dart aluminium big-block V-8s deliver big power in a lightweight package. Based on the Chevrolet big-block V8 design, these new aluminium blocks feature extra strengthening in critical areas, increased displacement capacity, true priority main oiling and precision CNC machining. Conventional configuration that retains all production dimensions for compatibility with standard components. Advanced engineering makes Dart aluminium big-blocks the choice for serious competition.

- 355-T6 premium alloy • Ductile iron sleeves • Reinforcing ribs
- Steel four-bolt main caps • Three bore sizes
- 9.800" or 10.200" deck heights • Priority main oiling system
- Dual oil pan bolt patterns

Part No	Deck	Bore	Main Caps
DA31264344	9.800"	4.250"	Steel
DA31264444	9.800"	4.500"	Steel
DA31264644	9.800"	4.600"	Steel
DA31274344	9.800"	4.250"	Ductile
DA31274444	9.800"	4.500"	Ductile
DA31274644	9.800"	4.600"	Ductile
DA31264354	10.200"	4.250"	Steel
DA31264454	10.200"	4.500"	Steel
DA31264654	10.200"	4.600"	Steel
DA31274354	10.200"	4.250"	Ductile
DA31274454	10.200"	4.500"	Ductile
DA31274654	10.200"	4.600"	Ductile

DART RACE SERIES ALUMINIUM BLOCKS -

BIG BLOCK CHEV

Dart's Race Series aluminium big block is based on the Chevrolet big block V8 design, with added features like increased deck height and a raised cam location. These new aluminium blocks feature extra strengthening in critical areas, increased displacement capacity, true priority main oiling and precision CNC machining. Advanced engineering makes Dart aluminium big-blocks the choice for serious competition.

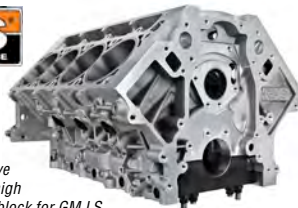
- 355-T6 premium alloy • Ductile iron sleeves • Reinforcing ribs
- Raised cam location +.400" • Steel four-bolt main caps
- Three bore sizes • 9.800" or 10.200" deck heights
- Priority main oiling system • Dual oil pan bolt patterns

Part No	Deck	Bore	Main Caps
DA31264345	9.800"	4.250"	Steel
DA31264445	9.800"	4.500"	Steel
DA31264645	9.800"	4.600"	Steel
DA31264385	10.000"	4.250"	Steel
DA31264485	10.000"	4.500"	Steel
DA31264685	10.000"	4.600"	Steel
DA31264355	10.200"	4.250"	Steel
DA31264455	10.200"	4.500"	Steel
DA31264655	10.200"	4.600"	Steel
DA31264395	10.400"	4.250"	Steel
DA31264495	10.400"	4.500"	Steel
DA31264695	10.400"	4.600"	Steel



RHS LS ALUMINIUM RACE BLOCK

Engineers at RHS have recently designed a high performance engine block for GM LS applications to meet the needs of race and street performance engine builders. To go beyond the limitations of other existing LS blocks, the new RHS LS Race Block is available in both standard deck and tall deck height configurations. Additionally, this innovative block features a raised cam centerline and outboard priority main oiling to allow rod clearance for a 4.600" stroke and to minimize windage in the crankcase. And for quality control assurance, RHS conducts a CT scan (similar to a medical CAT scan) on each block to ensure maximum casting precision and consistency. When you combine unmatched finishing quality with added clearance for increased stroke applications, precision computerized design and extra surface material to allow custom machining, you get the new benchmark for LS horsepower, torque and durability.



- Designed from heavy-duty A357-T6 aluminum material
- 4.125"-4.165" Siamese cast bore walls with press-in spun cast iron liner
- Available in standard (9.240") & tall (9.750") deck heights with beefy .750" deck thickness
- Both standard deck (5.67"/5.87"- same as LS7) & tall deck (5.94"/6.38") cylinder liner lengths available
- Extra long liners for standard (5.87") & tall (6.38") decks
- "Long arm friendly" design - Accommodations for up to 4.6" stroke with standard rod pin diameters (2.100") & oversized 60mm camshaft
- Designed for clearance - side oil galley moved outboard & engineered rod clearance come standard
- Raised cam centerline (.388"/9.86mm) to allow larger stroke; 2 extra links in the timing chain - Timing sets available from COMP Cams®
- Bay-to-bay breathing improved with increased side window area versus LSX & LS7
- Significantly increased windage passage area under bores & around caps over LS7/LSX engines
- 6 head bolt design with full water jacket around the cylinders (based on LS7 design)
- Extra large windows in valley for access to inboard "6th" head bolt
- Main Cap surface area maximized at mating surface & large fillets from cap to cross bolts for added strength

Description

RHS LS Aluminium Race
Block 9.250" Deck, 4.120" Bore
RHS LS Rear Seal Cover
RHS LS Bronze 6-Bolt Cam Thrust Plate

Part No.

RHS54903U
RHS549101
RHS459102



FORD ALUMINIUM CYLINDER HEADS

Aeroflow's Small block Ford Windsor cylinder heads are designed for entry-level street performance engines and ideal for operating in the idle to 6500 rpm range. Made from A356 aluminium castings. These complete heads include larger-than-stock 1.46" (37 mm) diameter valve spring with damper to handle up to 0.575" (14.61mm) maximum valve lift. Recommended spark plugs are 14mm x 3/4" reach with flat gasket seat.

Head Specs: Chamber volume: 60cc Chamber
Valve spring diameter: 1.460" (37mm) Single spring with damper
Spring installed height: 1.73" @ 145lbs
Spark plug style: Angled Rocker stud diameter: 7/16"
Pushrod diameter: 5/16" (width of slot in guide plate)
Maximum valve lift: 0.575" (14.61mm)@315lbs
Intake port volume: 173cc Intake valve size: 2.02"
Exhaust valve size: 1.60"
Flow Chart cfm@H2O

	.100"	.200"	.300"	.400"	.500"	.600"
2.020 Intake	73	129	184	219	246	256
1.600 Exhaust	58	105	142	164	171	174

Part No

AF95-0302 Bare 173cc SB ford windsor alloy heads (pair)
AF95-2302 Complete 173cc SB ford windsor alloy heads (pair)

COMPONENTS TO SUIT FORD SMALL BLOCK CYLINDER HEADS

AF59-3021 1 x intake valve 2.020"
AF59-3022 1x exhaust valve 1.60"
AF59-3023 1 x valve spring with damper
AF59-3024 1 x retain retainers
AF59-3025 1 x set of valve locks / keepers
AF59-3026 1 x set rocker stud set
AF59-3027 1 x set Guide plates



CHRYSLER SMALL BLOCK ALUMINIUM CYLINDER HEADS

Aeroflow's small block Chrysler cylinder heads are designed for entry-level street performance engines and ideal for operating in the idle to 6500 rpm range. Made from A356 aluminium castings. These complete heads include larger-than-stock 1.55" (39.4 mm) diameter valve spring with damper to handle up to 0.580" (14.75mm) maximum valve lift. Recommended spark plugs are 14mm x 3/4" reach with flat gasket seat.

Head Specs: Chamber volume: 65cc Chamber
Valve spring diameter: 1.55" (39.4mm) Single spring with damper
Spring installed height: 1.8" @ 120lbs
Spark plug style: Straight Pushrod diameter: 3/8"
Maximum valve lift: 0.580" (14.75mm)@320lbs
Intake port volume: 176cc Intake valve size: 2.02"
Exhaust valve size: 1.60"
Flow Chart cfm@H2O

	.100"	.200"	.300"	.400"	.500"	.600"
2.02 Intake	69	129	188	232	249	251
1.60 Exhaust	64	108	142	171	183	190

Part No

AF95-2318 Complete 176cc small block chrysler alloy heads (pair)

COMPONENTS TO SUIT 318 - 360 CHRYSLER CYLINDER HEADS

AF59-3181 1 x intake valve 2.020"
AF59-3182 1 x exhaust valve 1.60"
AF59-3183 1 x valve spring with damper
AF59-3184 1 x retain retainers
AF59-3185 1 x set of valve locks / keepers



CHEVY BIG BLOCK ALUMINIUM CYLINDER HEADS

Aeroflow's big block Chevy cylinder heads are designed for entry-level street performance engines and ideal for operating in the idle to 6750 rpm range. Made from A356 aluminium castings. These complete heads include larger-than-stock 1.625" (41mm) diameter valve spring with damper to handle up to 0.850" (21.5mm) maximum valve lift. Recommended spark plugs are 14mm x 3/4" reach with flat gasket seat.

Head Specs:
Chamber volume: 121cc Chamber
Valve spring diameter: 1.625" (41mm) Single spring with damper
Spring installed height: 2.08" @ 100lbs

CYLINDER HEADS



ALUMINIUM CYLINDER HEADS

The Aeroflow Series of Aluminium Cylinder Heads are taking affordable performance street and strip cylinder heads to the next level. These heads utilise ultra-smooth A356-T6 aluminium castings, new as-cast runner and chamber designs produce excellent flow numbers. This combined with a 5-angle competition valve job, diamond-honed bronze guides, hand bowl blending and professional assembly help to outperform some of the best brands in the business. Complete assemblies include valves, valve springs, retainers & locks, guide plates and 7/16" rocker studs (Big Block Chrysler heads - part no. AF95-2440 - do not include guide plates or rocker studs). Chev and Ford heads also available in bare configurations.



CHEVY SMALL BLOCK ALUMINIUM CYLINDER HEADS

Aeroflow's Small block Chevy cylinder heads are designed for entry-level street performance engines and ideal for operating in the idle to 6500 rpm range. Made from A356 aluminium castings. These complete heads include larger-than-stock 1.43" (36.3mm) diameter valve spring with damper to handle up to 0.575" (14.61mm) maximum valve lift. Recommended spark plugs are 14mm x 3/4" reach with flat gasket seat.

Head Specs:

- Chamber volume: 64cc Chamber
- Valve spring diameter: 1.430" (36.3mm) Single spring with damper
- Spring installed height: 1.85" @ 100lbs
- Spark plug style: Straight • Rocker stud diameter: 7/16"
- Pushrod diameter: 5/16" (width of slot in guide plate)
- Maximum valve lift: 0.575" (14.61mm)@300lbs
- Intake port volume: 180cc or 200cc
- Intake valve size: 2.02" • Exhaust valve size: 1.60"

	.100"	.200"	.300"	.400"	.500"	.600"
2.020 Intake	61.7	123.7	177.7	223.4	251.1	254
1.600 Exhaust	44.8	92.8	135.3	151.6	158.9	161.9

Part No

AF95-0327 Bare 180cc small block chevy alloy heads (pair)
AF95-0350 Bare 200cc small block chevy alloy heads (pair)
AF95-2327 Complete 180cc small block chevy alloy heads (pair)
AF95-2350 Complete 200cc small block chevy alloy heads (pair)

COMPONENTS TO SUIT CHEVY SMALL BLOCK CYLINDER HEADS

AF59-3501 1 x intake valve 2.020" 180cc and 200cc
AF59-3502 1x exhaust valve 1.60" 180cc and 200cc
AF59-3503 1 x valve spring with damper
AF59-3504 1 x retain retainers suit 180cc & 200cc
AF59-3505 1 x set of valve locks / keepers
AF59-3506 1 x set rocker stud set suit 180,200cc
AF59-3507 1 x set Guide plates suit 180,200cc

CHEVY BIG BLOCK ALUMINIUM CYLINDER HEADS CONT...

Spark plug style: Straight
Rocker stud diameter: 7/16"
Exhaust valve size: 1.88"
Pushrod diameter: 3/8" (width of slot in guide plate)
Maximum valve lift: 275lbs on seat, .850 Maximum Lift, Max RPM 7400-7600
Intake port volume: 315cc
Intake valve size: 2.25"
Flow Chart cfm@H₂O

	.200"	.300"	.400"	.500"	.600"	.700"	.800"
2.25 Intake	167	246	311	351	380	385	385
1.88 Exhaust	142	183	236	270	294	310	313

Part No	Description
AF95-0427	Bare AFR55cc big block chevy alloy heads (pair)
AF95-2427	Complete 315cc big block chevy alloy heads (pair)

COMPONENTS TO SUIT CHEVY BIG BLOCK CYLINDER HEADS

AF59-4271	1 x intake valve 2.250"
AF59-4272	1 x exhaust valve 1.880"
AF59-4273	1 x valve spring with damper
AF59-4274	1 x retainer single
AF59-4275	1 x set of valve locks / keepers
AF59-4276	1 x set rocker stud set suit
AF59-4277	1 x set Guide plates suit



FORD FE 390-428 BARE ALUMINIUM CYLINDER HEADS

The AeroFlow Ford FE Aluminium Cylinder Heads are taking affordable performance street and strip cylinder heads to the next level. These heads utilise ultra-smooth A356-T6 aluminium castings, new as-cast runner and chamber designs produce CNC flow numbers. These Ford FE heads have 170cc intake runners, combined with diamond-honed bronze guides and hand bowl blending to outperform some of the best brands in the business.

Head Specifications:
Engine: Ford FE 390-428
Combustion Chamber Volume: 72cc
Exhaust Runner Volume: 125cc
Intake Runner Volume: 170cc
Spark Plug Style: Angle
Intake Valve Diameter: 2.09"
Exhaust Valve Diameter: 1.66"
Suits Diameter of Outer Spring: 1.550"
Valve Guide Material: Manganese Bronze

Flow Chart cfm@H ₂ O	.100"	.200"	.300"	.400"	.500"	.600"
2.09 Intake	88	153	195	233	265	270
1.66 Exhaust	64	113	148	171	183	200

Part No	Description
AF95-0390	Bare 170cc FE ford alloy heads (pair)

COMPONENTS TO SUIT FORD FE 390-428 CYLINDER HEADS

EDELBRÖCK VALVES: ED9755 - INTAKE (8)
ED9757 - EXHAUST (8)

FERREA VALVES: FVF6210 - INTAKE (EACH)
FVF6212 - EXHAUST (EACH)

SHAFT ROCKERS: HSS4006BKE - HARLAND SHARP



CHRYSLER BIG BLOCK ALUMINIUM CYLINDER HEADS

AeroFlow's Big block Chrysler cylinder heads are designed for entry-level street performance engines and ideal for operating in the idle to 6500 rpm range. Made from A356 aluminium castings. These complete heads include larger-than-stock 1.55" (39.4 mm) diameter valve spring with damper to handle up to 0.600" (15.24mm) maximum valve lift. Recommended spark plugs are 14mm x 3/4" reach with flat gasket seat.
Head Specs:
Chamber volume: 84cc Chamber
Valve spring diameter: 1.55" (39.4mm) Single spring with damper
Spring installed height: 1.73" @ 140lbs
Spark plug style: Straight
Pushrod diameter: 3/8"
Maximum valve lift: 0.600" (15.24mm)@310lbs
Intake port volume: 210cc
Intake valve size: 2.14"
Exhaust valve size: 1.81"

Flow Chart cfm@H ₂ O	.100"	.200"	.300"	.400"	.500"	.600"
2.14 Intake	80	144	209	257	279	294
1.81 Exhaust	72	126	161	189	206	219

Part No	Description
AF95-2440	Complete 210cc big block chrysler alloy heads (pair)

COMPONENTS TO SUIT 440 CHRYSLER CYLINDER HEADS

AF59-4401	1 x intake valve 2.14"
AF59-4402	1x exhaust valve 1.81"
AF59-4403	1 x valve spring with damper
AF59-4404	1 x retain retainers suit
AF59-4405	1 x set of valve locks / keepers



GM CNC LS3 276cc Cylinder Head Assembly

The CNC-ported LS3 head features 276cc intake runners and 92cc exhaust ports, along with a combustion chamber volume of about 68.5cc. That's the same volume as stock LS3 heads, which maintains the stock compression ratio. It will fit any LS engine with cylinder bores of 4.000 inches or larger, including 6.2L L92 truck engines. Each head is delivered fully assembled, with 2.165-inch hollow-stem intake valves and 1.59-inch solid-stem exhaust valves, as well as valve springs, valve locks, spring retainers and valve stem seals. The maximum recommended valve lift with the stock valve train components is 0.550-inch. Aluminum performance head Features: • Fits any LS family engine with 4.00" bore or larger • 2.165" hollow stem intake, and 1.59" solid stem exhaust valves • .550" max valve lift • CNC L92 style 276cc intake ports • D-shaped exhaust ports • CNC 68.5cc combustion chambers
GM CNC LS3 Head (Each) GM88958758

GM As Cast 260cc

LS3 Cylinder Head Assembly

Aluminum performance head Features:
• Fits any LS family engine with 4.00" bore or larger
• 2.165" hollow stem intake, and 1.59" solid stem exhaust valves
• .550" max valve lift • As-cast L92 style 260cc intake ports
• D-shaped exhaust ports • As-cast combustion chambers
GM As Cast LS3 Head (Each) GM12629063



AFR 180cc SB CHEV ELIMINATOR CNC HEADS

Ideal operating range of idle to 5500 rpm, 23° valve angle, and standard valve spacing make this the perfect street aluminium cylinder head for 327 cid to 350 cid engines. • Fully CNC Ported • Flows 270 CFM @ .500" Lift • 2.02" & 1.60" Stainless Steel Valves • Lightweight 8mm Valve Stems • 1.290" OD Dual Springs • 65cc or 75cc Chambers • With Heat Riser • 3/4" Thick Deck
180cc, Straight Plug, Assembled - 75cc AFR0911
180cc, Straight Plug, Assembled - 65cc AFR0916

AFR 195cc SB CHEV ELIMINATOR CNC HEADS

Ideal operating range of 2000 rpm to 6500 rpm, 23° valve angle, and standard valve spacing, perfect street head for 350 cid to 400 cid engines from 1955-86. Dual valve cover bolt pattern is standard. Exhaust port is raised .100" over GM L98 cylinder heads. • Fully CNC Ported • Std Pkg Flows 280 CFM @ .550" Lift • Std Pkg - 2.05" & 1.60" Stainless Valves • Comp Pkg Flows 300 CFM @ .600" Lift • Comp Pkg - 2.08" & 1.60" Stainless Valves • Lightweight 8mm Valve Stems • 1.290" OD Dual Springs • 65cc or 75cc Chambers • With Heat Riser • 3/4" Thick Deck
Description
195cc, Straight Plug, Std Pkg - 75cc AFR1036
195cc, Straight Plug, Std Pkg - 65cc AFR1034
195cc, Angled Plug, Std Pkg - 75cc AFR1038
195cc, Angled Plug, Std Pkg - 65cc AFR1040
195cc, Angled Plug, Comp Pkg - 75cc AFR1094
195cc, Angled Plug, Comp Pkg - 65cc AFR1095

AFR 210cc SB CHEV ELIMINATOR CNC HEADS

23° valve angle, and standard valve spacing make this the perfect head for 350 to 400 cid engines in bracket drag cars, sportsman oval trackers, and highly modified street class cars operating between 3000 and 7500 rpm. No special parts are required. Dual valve cover bolt pattern is standard. Exhaust port is raised .250" over GM L98 cylinder heads. • Fully CNC Ported • Std Pkg Flows 301 CFM @ .700" Lift • Comp Pkg Flows 312 CFM @ .700" Lift • 2.08" & 1.60" Stainless Steel Valves • Lightweight 8mm Valve Stems • 1.550" OD Roller Springs • 65cc or 75cc Chambers • 3/4" Thick Deck
Description
210cc, Angled Plug, Std Pkg - 75cc AFR1050
210cc, Angled Plug, Std Pkg - 65cc AFR1054
210cc, Angled Plug, Comp Pkg - 75cc AFR1100
210cc, Angled Plug, Comp Pkg - 65cc AFR1103

AFR 220cc SBC Eliminator Racing Cylinder Head

Requires no special parts. Valves and studs are in stock GM L98 locations. They do not require offset rockers of any kind. A 325 CFM head that is perfect for someone wanting to retain all their standard components while still having the airflow to reach that elusive 700 HP mark in aggressive drag race trim. Displacement ranging from a high RPM 350 to a 427 CID with natural applications in the various sportsman classes, bracket/drag cars, oval track, and larger displacement street machines with typical operating ranges between 4000 to 8000 RPM depending on application. Getting this much flow from a stock geometry 23° head means they will only be available in fully optimized "competition" CNC porting. As always, they come with AFR's trademark 3/4" thick head deck (ideal for nitrous or blower applications). Standard valves are lightweight 8mm 2.100 intake and 1.600 exhaust with AFR's hardened ductile iron interlocking seats. Dual valve cover bolt pattern is standard. Exhaust port is raised .250 over GM L98.
220cc Angled Plug - 65cc comp pack AFR1110



AFR 270cc BULLIT BB FORD 14° STREET HEADS

AFR's 270cc big block Ford heads feature partially CNC ported intake, exhaust & chambers, A356 aluminium castings and high quality components throughout with standard exhaust port locations. Recommended for street, towing, or street/strip engines with displacements up to 477 cubic inches, operating up to 6200 RPM. Please note, due to AFR's valve angle and location, custom pistons or notching existing pistons will be required.
• Flows 390cfm @ .650" Lift
• 2.250" & 1.760" Stainless Steel Valves
• 1.550" OD Solid or Hydraulic Roller Springs
• 3/4" Thick Deck
Description
270cc, Hydraulic Roller - 75cc Part Number AFR3802
270cc, Solid Roller - 75cc AFR3803
270cc, Hydraulic Roller - 85cc AFR3805
270cc, Solid Roller - 85cc AFR3806

AFR 285cc BULLIT BB FORD 14° STREET/STRIP HEADS

AFR's 285cc big block Ford heads feature 100% CNC ported intake, exhaust chambers, A356 aluminium castings and high quality components throughout with standard or .250 raised exhaust port locations. Recommended for more aggressive or street/strip or racing builds with displacements up to 512 cubic inches, operating up to 6500 RPM. Please note, due to AFR's valve angle and location, custom pistons or notching existing pistons will be required.
Flows 411cfm @ .700" Lift
• 2.250" & 1.760" Stainless Steel Valves
• 1.625" OD Solid Roller or 1.550" OD Hydraulic Roller Springs
• 3/4" Thick Deck
Description
285cc, Hydraulic Roller - 75cc Part Number AFR3816
285cc, Solid Roller - 75cc AFR3817
285cc, Hydraulic Roller - 85cc AFR3819
285cc, Solid Roller - 85cc AFR3820
285cc, Raised Exh. Solid Roller - 75cc AFR3823
285cc, Raised Exh. Solid Roller - 85cc AFR3826

AFR 300cc BULLIT BB FORD 14° RACE HEADS

The 300cc heads are AFR's largest and best flowing BBF heads! They feature 100% CNC ported intake, exhaust & chambers, A356 aluminium castings, and high quality components throughout with .250" raised exhaust port locations. These heads are best suited for large displacement high RPM Big Block Ford racing engines or radical "Pro Street" style builds. Please note, due to AFR's valve angle and location, custom pistons or notching existing pistons will be required.
• Flows 427cfm @ .750" Lift
• 2.300" & 1.760" Stainless Steel Valves
• 1.625" OD Solid Roller or 1.550" OD Hydraulic Roller Springs
• 3/4" Thick Deck
Description
300cc, Hydraulic Roller - 75cc Part Number AFR3834
300cc, Solid Roller - 75cc AFR3835
300cc, Hydraulic Roller - 85cc AFR3837
300cc, Solid Roller - 85cc AFR3838

AFR 227cc SB CHEV ELIMINATOR CNC HEADS

The exceptional flow characteristics and 23° valve angle make this the perfect head for 350 to 434 cid engines in drag cars, sprint cars, and late model oval trackers operating from 4500 rpm and up. AFR offset stud girdles are the only special parts required. Some applications require shaft mount rockers or .050" offset rocker arms for durability and reliability of valve train components. Not recommended for street use, unless shaft mount rocker is used. Dual valve cover bolt pattern is standard. The Exhaust port is raised .250" over GM L-98 cylinder head.
• Fully CNC Ported • Std Pkg Flows 309 CFM @ .650" Lift • Comp Pkg Flows 318 CFM @ .650" Lift • 2.10" & 1.60" Stainless Steel Valves • Lightweight 8mm Valve Stems • 1.550" OD Roller Springs • 65cc or 75cc Chambers • 3/4" Thick Deck
Description
227cc, Angled Plug, Std Pkg - 75cc AFR1067
227cc, Angled Plug, Std Pkg - 65cc AFR1068
227cc, Angled Plug, Comp Pkg - 75cc AFR1120
227cc, Angled Plug, Comp Pkg - 65cc AFR1121
Offset Stud Girdle for 227cc Heads AFR6208

AFR 235cc SBC Eliminator Racing Cylinder Head

With the price of big displacement SBC engines a fraction of what they were years ago, the allure to go BIG is stronger than ever. To help quench the thirst of that large displacement monster AFR is proud to offer our largest direct bolt on 23° Chevy head yet. At 235 cc's, anything under 400 inches can look the other way. It has the same geometry as our 227 head and will accept all the same rocker arms, stud girdles, etc. AFR offset stud girdles are the only special parts required. Some applications require shaft mount rockers or .050 Offset intake rocker arm for durability and reliability of valve train components. With the .050 Offset the intake rocker arm will be at a slight angle and the roller tip will not be perfectly parallel or centered on the valve. It will feature a larger 2.125 Diameter intake valve. Exhaust valve diameter stays the same with a little more flow from its larger runner volume. The big news is our all new intake port design which pushes this standard location intake port over 340 cfm's! That's 18" territory and this head should be able to generate power figures that rival those heads (725+ hp). As well the exhaust port is raised .250 Over GM L98 head. This head is not for every large displacement combination so if you're unsure whether this is the right afr head for you, we always encourage you to contact us directly.

Description	Part No
235CC ANGLED PLUG 80CC	AFR1130
235CC ANGLED PLUG 70CC	AFR1132

AFR 245CC NPP SBC ELIMINATOR RACING HEAD

Afr is proud to introduce our new 245 npp (no pushrod pinch); best suited for max effort applications, but larger displacement 427+ pump gas engines could consider this head as well. This exciting product represents our best flowing 23° sbc head to date and while flow numbers may reflect a very good 18° head of the past, this head is still a conventional direct bolt on non-raised runner intake port configuration. It will drop on your 23° shortblock as easily as our 227 or 235 sbc product and in fact shares identical valve centerlines and rocker stud locations to both of those heads. However, unlike the 227 and 235 heads, this product will not accept stud mount style rockers and a shaft mount rocker system with a .180 Offset intake lifter is required. Larger diameter 3/8" pushrods fit without additional clearancing.

This is primarily due to the fact we enlarged and widened the pushrod pinch removing that checkpoint in the entrance of the intake allowing us to design a port with a more direct shot at the back of the valve that also has a more consistent cross sectional area and velocity profile. In addition, this head comes standard with a 3/4 inch deck, 2.125 Intake and 1.600 Exhaust. The exhaust port is raised .250 Over GM L98 head. If you are unsure if this is the right afr head for you, we encourage you to contact us directly to discuss your combination.

245cc, Angled Plug - 80cc

AFR1138

245cc, Angled Plug - 70cc

AFR1137

LS1 ALUMINIUM CYLINDER HEADS



AFR 205cc LS1 MONGOOSE CNC HEADS

For the ultimate high performance street LS1/LS2/LS6 aluminium cylinder head AFR's all new 205cc emission legal are your only choice. Specifically designed for 1997 to present Gen-3 engines. AFR's LS1 cylinder head offers unmatched flow performance. The 205cc cylinder head is ideal for normally aspirated 346 to 396 cubic inch engines and is a direct bolt on with no special parts required.

- Fully CNC Ported
- Flows 298 CFM @ .600" Lift
- 2.02" & 1.60" Stainless Steel Valves
- Lightweight 8mm Valve Stems
- 1.290" OD Single Springs • 3/4" Thick Deck

205cc LS1, Assembled - 66cc

AFR1510

AFR 225cc LS1 MONGOOSE CNC HEADS

For the maximum high performing street/strip LS1/LS2/LS6 aluminium cylinder heads AFR's all new 225cc are hands down the best choice. Specifically designed for 1997 to present Gen-3 engines. AFR's LS1 cylinder head offers unmatched flow performance. Our 225cc cylinder head is ideal for normally aspirated 396 to 427 cubic inch engines. For a wild 346 ci the 225 is a good choice, however some low RPM loss of torque might occur. AFR's LS1 is a direct bolt on, no special parts required.

- Fully CNC Ported • Flows 320 CFM @ .600" Lift • 2.08" & 1.60" Stainless Steel Valves • Lightweight 8mm Valve Stems
- 1.270" OD Single Springs • 3/4" Thick Deck

Description

225cc LS1, Assembled - 62cc
225cc LS1, Assembled - 72cc
225cc LS1, Assembled - 65cc

Part No

AFR1610
AFR1630
AFR1660



AFR 245cc LSX Mongoose Strip Aluminum Heads

A tremendous amount of time and energy was invested to bring you our 245cc LS1/LS2/LS6 Gen III head what represents the pinnacle in cathedral design bolt on performance. With over 355 CFM's available it has intake flow numbers approaching GM's famed (and much larger) LS7 head with much stronger exhaust flow in comparison. This head is our take no prisoners LSX cathedral shaped offering and its focus is large displacement combinations (415 - 454 CID) with a minimum bore size of 4.000. It requires a head gasket bore of 4.200 or larger and comes standard equipped with lightweight 2.160 intake valves / 1.600 exhaust. Another unique feature of this head is that it is "solid roller friendly" having been designed and machined to accept larger .375 pushrods without additional clearancing (in most applications) and comes direct from the factory with 1.510 spring pockets (Note: Under no condition can these pockets be machined deeper). With an aggressive set-up this head is capable of producing power in the 700 HP range while still providing gobs of low and midrange torque. It is still a factory direct bolt on with standard length valves, stock valve train geometry, and everything in their respective OEM locations. It of course comes standard equipment with AFR's trademark 3/4" head deck and the same rugged castings found in the rest of the AFR LSX line up. Make sure you're packing lots of displacement to fully realize the benefits this head can offer you and hang on when its time to go WOT!

245cc LSX LS1 Assembled - 64cc
AFR1680



AFR 260cc LS3

MOONGOOSE CNC HEADS

AFR's 260cc LS3 "Mongoose" heads feature 100% CNC ported intake, exhaust and chambers using our advanced engineering and flow techniques to produce the ultimate Rectangle Port head available today. Featuring A356 aluminium castings, titanium retainers and the highest quality components, throughout. They're designed for 4.000 or larger bore applications up to 454 CI, operating up to 7000 RPM

- 100% CNC Ported Combustion Chambers
- 100% CNC Ported Exhaust Ports
- 100% CNC Ported Intake Ports
- 8mm Bead Lock Intake Valve, 2.165" x 5.195" Overall Valve Length
- 8mm Bead Lock Exhaust Valve, 1.600" x 5.200" Overall Valve Length
- PAC Racing Spring 1.270" OD Hydraulic Roller Dual Valve Spring, 155 lbs. on seat, Max RPM 7000-7200
- 7° Titanium Retainers
- 7° Bead Lock Valve Keepers
- Viton Valve Seals
- Hardened Valve Spring O.D. Locator
- Ductile Iron Intake Valve Seats • Ductile Iron Exhaust Valve Seats
- 8mm Bronze Valve Guides
- Rocker Rail Stand

Description

260cc LS3 Assembled, 69cc 6-Bolt
260cc LS3 Assembled, 69cc 4-Bolt

Part No

AFR1840
AFR1845

AFR 305cc BB CHEV MAGNUM AS CAST HEADS

The smallest intake volume runners

in our big block line-up, but don't let size fool you.

Our 305cc

As Cast

heads with

CNC bowl blend

will provide you with flow numbers most medium sized heads, and some larger, can only dream about. Their application should be focused on 396-502 cubic inch Big Blocks with a primary applications up to 555 CID, where low rpm power and drivability are a factor.

- As Cast with CNC Bowl Blend • Flows 363 CFM @ .600" Lift
- 2.25" & 1.88" Stainless Steel Valves • 1.625" OD Roller Springs
- 3/4" Thick Deck

305cc BBC, Assembled - 119cc

AFR2100



AFR 315cc BB CHEV MAGNUM CNC HEADS

This line was designed to optimize low and mid-lift airflow, while still generating impressive peak figures. Their application should be focused on smaller 396-502 cubic inch Big Blocks with a primary operating range of 2500-6800 rpm and street driven or marine applications up to 555 CID, where low rpm power and drivability are a factor. These heads are extremely versatile with incredibly strong low and mid lift airflow figures as well as peak numbers approaching the 400 CFM mark.

- Fully CNC ported • Flows 387 CFM @ .800" Lift
- 2.25" & 1.88" Stainless Steel Valves
- 1.625" OD Roller Springs • 3/4" Thick Deck

315cc BBC, Assembled - 121cc

AFR2000

AFR 325cc BB CHEV MAGNUM AS CAST HEADS

Are you looking for big torque and big horsepower numbers? Our BB Chevy 325cc Magnum heads will provide you with exactly that.

These high flow/high velocity ports provide extreme versatility and fill the needs of many applications. From a max-effort high compression 454 to a 605 CID low rpm marine application. These heads are also ideal in a larger cubic inch "Pro-Street" application with their broad torque range, as well as significant rpm and horsepower capability. These cylinder heads will work best with a primary operating range of 3000-7000 rpm's

- As Cast with CNC Bowl Blend • Flows 384 CFM @ .700" Lift
- 2.30" & 1.88" Stainless Steel Valves • 1.625" OD Roller Springs
- 3/4" Thick Deck

325cc BBC, Assembled - 121cc

AFR2101

AFR 345cc BB CHEV MAGNUM AS CAST HEADS

If huge horsepower is what you are searching for, these castings will certainly deliver. These cylinder heads were targeted at 509-632 cubic inch engines looking for maximum horsepower and rpm capability with a primary operating range of 3500-8000 rpm's. These aluminum heads provide impressive torque figures at higher rpm levels and will work best with camshafts exceeding .750 gross valve lift to make better use of the substantial airflow found in the higher lift range.

- Flows 405 CFM @ .800" Lift
- 1.625" OD Roller Springs
- 2.30" & 1.88" Stainless Steel Valves • 3/4" Thick Deck

345cc BBC, Assembled - 121cc

AFR2110

AFR 335cc Fully CNC Ported Magnum

BBC Cylinder Head

Are you looking for big torque and big horsepower

number? Our BB Chevy line of

medium volume intake runners will

provide you with exactly that. The phrase "having your cake and eating it to" would certainly be appropriate with their moderately sized intake runners producing tremendous flow figures across the



entire lift range (Our CNC 335 flows 410 CFM!). These high flow / high velocity ports provide extreme versatility and fill the needs of many applications. From a max-effort high compression 454 to a 605 CID low rpm marine application, either one of these cylinder heads would be a great choice. These heads would also be ideal in a larger cubic inch "Pro-Street" application with their broad torque range, as well as significant rpm and horsepower capability. These heads will work best with a primary operating range of 3000-7000 rpm's (This range is an average and will vary with engine displacement as well as component selection). Both the 325cc and the 335cc come standard with AFR's trademark .750" thick head deck, reinforced rocker stud bosses, and are equipped with premium one piece stainless steel 2.300" intake valves and 1.880" exhaust valves. Standard combustion chamber volume is 121cc for our 335cc BBC. Properly selecting the correct cylinder head for an application depends on a large number of variables. Please consult with one of our sales technicians to assist you in making the best decision for your particular application.

335cc BBC Magnum bbc Assembled heads - 121cc **AFR2001**

AFR 357cc BB CHEV MAGNUM CNC HEADS

Our fully CNC ported 357cc heads flowing 425 CFM, represent the ultimate in airflow for your BB Chevrolet. Not other production style BB Chevy head even comes close. These cylinder heads were targeted at 509-632 cubic inch engines looking for maximum horsepower with a primary operating range of 3500-8000. Blown, turbo, and nitrous engines will especially like the larger, higher flowing intake ports. These heads will work best with camshafts exceeding .750 gross valve lift to make better use of the substantial airflow found in the higher lift range.

- Fully CNC ported • Flows 425 CFM @ .800" Lift
- 2.30" & 1.88" Stainless Steel Valves • 1.625" OD Roller Springs
- 3/4" Thick Deck

357cc BBC, Assembled - 121cc

AFR2010

357cc BBC, Bare Heads - 121cc

AFR3570

AFR 385cc Fully CNC Ported

Magnum BBC Cylinder Heads

As the aftermarket continues to push larger displacement combinations, even 555 CID BBC's are becoming commonplace with 600+ CID engines more plentiful than ever before. AFR is proud to announce our answer to that with our all new 385 cc Magnum, the largest and highest flowing BBC product in our line-up with flow numbers that are creeping up on many of our competitor's 18 degree Pro-stock style heads. If you've got the displacement we have the head to feed it with an intake port that flirts with 440 CFM at a usable lift-point, and enough complimenting exhaust flow to still maintain over 75% of that number @ .800 lift (335 CFM's at .800 lift!). While this huge a runner is more clearly aimed at 572 - 632 CID applications, in a light car it could still be considered in 555-565 CID aggressive builds that are built to reliably turn 7800 - 8500 RPM's (Ti valves recommended over 8000 RPM's). This head will be best utilized with camshafts in the .780 - .850 range to take full advantage of its impressive higher lift airflow, but the best thing about this head is its ability to also provide the end user with industry leading low and mid-lift flow as well (400+ CFM at .600 lift!). This head of course comes with AFR's trademark .750 thick head deck, reinforced rocker stud bosses, and is equipped with 2.350 intake / 1.880 tulip exhaust valves. Properly selecting the right cylinder head depends on a large number of variables. Please consult with one of our sales technicians to assist you in making the best choice for your particular application.

385cc BBC Magnum bbc Assembled heads - 121cc **AFR2020**



AFR 165cc Renegade SBF Cylinder Head

These heads come ready for the maximum street/strip Small Block Ford performance possible. These 165cc performance heads are non-emissions legal and come with lightweight 8mm 1.900 intake valves and 1.600 exhaust valves. As well, they come with 58cc combustion chambers and a 70cc ultra high flowing nitrous exhaust port. With AFR's trademark 3/4" thick head deck, it's no problem handling that additional cylinder pressure. Each head is also drilled with 1/2" head bolt for maximum head gasket retention as a standard feature of this serious race piece in street design.

165cc SBF, Assembled - 58cc

AFR1399

AFR 185cc SBF Renegade

Street/Strip Cylinder Head

These heads come ready for the maximum street/strip Small Block Ford performance possible. AFR's 185cc sport lightweight 8mm 2.020 intake and 1.600 exhaust valves with options for either 58cc or 72cc combustion chambers and 70cc exhaust ports.

With AFR's 3/4" thick head deck, it's no problem handling that additional cylinder pressure. Each head is also drilled for the larger 1/2" head bolt for maximum head gasket retention as a standard feature of this serious race piece in street disguise

185cc, SBF Assembled 58cc

AFR1388

185cc, SBF Assembled roller spring upgrade 58cc

AFR1388-8602

185cc, SBF Assembled- 72cc

AFR1387

185cc, SBF Assembled 60cc Emission Legal

AFR1492

AFR 205cc SBF Renegade Race Cylinder Head

If you're looking for the world's finest street/strip head available, AFR's 205cc aluminium cylinder head is your answer. With lightweight 8mm 2.080 intake valves, 1.600 exhaust valves this head moves tremendous volumes of air through conservative runner volumes, spelling big torque and horsepower numbers. With combustion chamber volumes of 58cc or 72cc accompanied by 70cc exhaust parts which are raised .125 higher than stock, AFR's new 205cc is the ultimate choice for 331 through 392 engines operating from 3500 RPM to 8000 RPM. AFR's trademark 3/4" thick head deck makes them ideal for heavy nitrous or blower applications. With available optional nitrous or blower exhaust ports featuring 73cc ultra high flowing exhaust ports.

205cc SBF, Assembled - 58cc
205cc SBF, Assembled - 72cc

AFR1450
AFR1458

AFR 220cc Renegade SBF Race Cylinder Head

Are you looking for big torque and horsepower number? Only AFR's 220cc aluminium cylinder heads will provide you with exactly that. With the largest intake and exhaust runner volumes for our in-line Ford line up, these are the ultimate for NHRA Renegade or Hot Street classes. With lightweight 8mm 2.100 intake valves and 1.570 exhaust valves these heads move massive amounts of air. Combustion chamber volumes of 58cc or 69cc accompanied by 80cc exhaust ports which are raised .375 higher than stock. AFR's new 220cc is the perfect choice for 347 through 427 CI windors engines operating between 4500 to 8500 rpm. Our trademark 3/4" thick cylinder head deck makes them ideal for heavy nitrous or blower applications.

220cc SBF, Assembled - 58cc
220cc SBF, Assembled - 69cc

AFR1451
AFR1456



AFR 195cc RENEGADE SBF FORD CNC HEADS

These AFR 195cc SBF Competition cylinder heads come ready for maximum small block Ford performance. They feature 195cc intake runners with lightweight 8mm, 2.020 in. intake and 1.600 in. exhaust valves. The heads are available in your choice of 58cc or 72cc combustion chambers. With AFR's trademark 3/4 in thick head deck, it's no problem handling that additional cylinder pressure. Each of these AFR 195cc SBF Competition cylinder heads is drilled for the larger 1/2 in. head bolt hole as a standard feature for maximum head gasket retention.

•Fully CNC ported •Flows 315 CFM @ .650" Lift
•2.02" & 1.60" Stainless Steel Valves •Light Weight 8mm Valves Stems

•1.290" OD Dual Valve Springs •1.550 Dual Valve Springs
195cc SBF, Assembled - 58cc (1.290 Hyd Dual Springs)
AFR1381

195cc SBF, Assembled - 58cc (1.550 Roller Dual Springs)
AFR1381-8055



FORD RACING SUPER COBRA JET HEADS

Ford Racing's new Super Cobra Jet heads are serious race hardware. They feature revised valve angles and locations and redesigned combustion chambers to reduce bore shrouding and improve flow. These heads are good for a 25-50 horsepower increase over Ford Racing aluminum Cobra Jet heads depending on displacement and camshaft.

•Flows approximately 330 cfm intake and 225 cfm exhaust
•2.20" & 1.76" Valves •72cc combustion chambers
•290cc intake runner •148cc exhaust runner

Description

Bare Head

Assembled Head for 429-460 Engines
Assembled Head for 514 Engines

Part No.

FMF-6049-SCJ

FMF-6049-SCJA

FMF-6049-SCJB



Assembled Head for 514 - 521 Engines

Part No: M-6049-SCJB

Revised valve angles and locations to reduce cylinder wall shrouding and improve flow. Redesign combustion chambers to accommodate the more centrally located valves

Uses same valves, valve springs, retainers and standard 7/16" stud mounted roller rockers as Ford Racing 429 Cobra Jet cylinder heads. Requires new pushrod guide plates (M-6566-SCJ) and new pushrods, M-6565-P460 or R460. Standard Cobra Jet intake and exhaust manifolds bolt on. Current valve covers fit 2.200" intake valve, 1.76" exhaust valve. Flows approximately 330 cfm intake and 225 cfm exhaust. 72cc combustion chambers. 290cc intake runner, 148cc exhaust runner
25-50 HP increase over Ford Racing aluminum Cobra Jet heads depending on displacement and camshaft

The best street/strip Ford big block cylinder head on the market today! Uses Motorcraft AGSP series spark plugs

NOTE: If replacing Ford Racing or production Cobra Jet heads, new intake valve notches are required.



RHS SBC PRO ACTION™ 23° (180cc,200cc,220cc,235cc)

These heads deliver significant gains in both power and torque for all Small Block Chevrolet applications - right out of the box. Available in aluminum, Pro Action™ SBC Heads are the perfect choice for a variety of performance engines, including street rod, muscle car, oval track and drag racing applications. Standard features include a multi-angle Serdi valve job and the choice of straight or angle plug configuration. Valve springs up to 1.550" and all standard rocker arms and valve train components are accepted.

SMALL BLOCK CHEVY - PRO ACTION™ 23° CYLINDER HEADS ALUMINIUM

Assembled PN#	Material	Runners	cc	Spark Angles	Valve Intake	Valve Exhaust	Valve Train	Max Lift	Bear Head
RHS12041-01	Aluminium	180cc	72cc	Straight	2.020"	1.600"	Flat Tappet	.560"	RHS12041
RHS12041-02	Aluminium	180cc	72cc	Straight	2.020"	1.600"	Hyd. Roller	.600"	RHS12041
RHS12042-01	Aluminium	180cc	72cc	Angle	2.020"	1.600"	Flat Tappet	.560"	RHS12042
RHS12042-02	Aluminium	180cc	72cc	Angle	2.020"	1.600"	Hyd. Roller	.600"	RHS12042
RHS12052-01	Aluminium	180cc	64cc	Straight	2.020"	1.600"	Flat Tappet	.560"	RHS12052
RHS12052-02	Aluminium	180cc	64cc	Straight	2.020"	1.600"	Hyd. Roller	.600"	RHS12052
RHS12053-01	Aluminium	180cc	64cc	Angle	2.020"	1.600"	Flat Tappet	.560"	RHS12053
RHS12053-02	Aluminium	180cc	64cc	Angle	2.020"	1.600"	Hyd. Roller	.600"	RHS12053
RHS12054-01	Aluminium	200cc	64cc	Straight	2.020"	1.600"	Flat Tappet	.560"	RHS12054
RHS12054-02	Aluminium	200cc	64cc	Straight	2.020"	1.600"	Hyd. Roller	.600"	RHS12054
RHS12055-01	Aluminium	200cc	64cc	Angle	2.020"	1.600"	Flat Tappet	.560"	RHS12055
RHS12055-02	Aluminium	200cc	64cc	Angle	2.020"	1.600"	Hyd. Roller	.600"	RHS12055
RHS12053-01	Aluminium	200cc	72cc	Straight	2.020"	1.600"	Flat Tappet	.560"	RHS12043
RHS12043-02	Aluminium	200cc	72cc	Straight	2.020"	1.600"	Hyd. Roller	.600"	RHS12043
RHS12044-01	Aluminium	200cc	72cc	Angle	2.020"	1.600"	Flat Tappet	.560"	RHS12044
RHS12044-02	Aluminium	200cc	72cc	Angle	2.020"	1.600"	Hyd. Roller	.600"	RHS12044
RHS12045-01	Aluminium	220cc	72cc	Straight	2.020"	1.600"	Flat Tappet	.560"	RHS12045
RHS12045-02	Aluminium	220cc	72cc	Straight	2.020"	1.600"	Hyd. Roller	.600"	RHS12045
RHS12046-01	Aluminium	220cc	72cc	Angle	2.020"	1.600"	Flat Tappet	.560"	RHS12046
RHS12046-02	Aluminium	220cc	72cc	Angle	2.020"	1.600"	Hyd. Roller	.600"	RHS12046
RHS12056-01	Aluminium	220cc	64cc	Straight	2.020"	1.600"	Flat Tappet	.560"	RHS12056
RHS12056-02	Aluminium	220cc	64cc	Straight	2.020"	1.600"	Hyd. Roller	.600"	RHS12056
RHS12059-01	Aluminium	220cc	64cc	Angle	2.020"	1.600"	Flat Tappet	.560"	RHS12059
RHS12059-02	Aluminium	220cc	64cc	Angle	2.020"	1.600"	Hyd. Roller	.600"	RHS12059
RHS12047-01	Aluminium	235cc	72cc	Straight	2.080"	1.600"	Flat Tappet	.560"	RHS12047
RHS12047-02	Aluminium	235cc	72cc	Straight	2.080"	1.600"	Hyd. Roller	.600"	RHS12047
RHS12060-01	Aluminium	235cc	64cc	Straight	2.080"	1.600"	Flat Tappet	.560"	RHS12060
RHS12060-02	Aluminium	235cc	64cc	Straight	2.080"	1.600"	Hyd. Roller	.600"	RHS12060
RHS12062-01	Aluminium	235cc	64cc	Angle	2.080"	1.600"	Flat Tappet	.560"	RHS12062
RHS12062-02	Aluminium	235cc	64cc	Angle	2.080"	1.600"	Hyd. Roller	.600"	RHS12062
RHS12048-01	Aluminium	235cc	72cc	Angle	2.080"	1.600"	Flat Tappet	.560"	RHS12048
RHS12048-02	Aluminium	235cc	72cc	Angle	2.080"	1.600"	Hyd. Roller	.600"	RHS12048

RHS SBF PRO ACTION™ 20° (160cc,180cc,200cc,215cc)

The Small Block Windsor and 5.0-liter engines are two of the most popular engine designs in the history of Ford technology. And now, RHS® has developed an impressive head series to provide Small Block Ford engines with increased airflow and horsepower - no porting or modifications needed. RHS® Pro Action™ Small Block Ford Cylinder Heads include more standard features than any Ford head in the industry, including premium bronze valve guides for extended valve sealing and durability. With a host of runner and chamber sizes to meet various performance needs, these heads are truly the race winner's choice.

SMALL BLOCK FORD - PRO ACTION™ 20° CYLINDER HEADS ALUMINIUM

Assembled PN#	Material	Runners	cc	Spark Angles	Valve Intake	Valves Exhaust	Valve Train	Max Lift	Bear Head
RHS35010-01	Aluminium	160cc	58cc	Angle	1.940"	1.600"	Flat Tappet	.560"	RHS35010
RHS35010-02	Aluminium	160cc	58cc	Angle	1.940"	1.600"	Hyd. Roller	.600"	RHS35010
RHS35014-01	Aluminium	160cc	64cc	Angle	1.940"	1.600"	Flat Tappet	.560"	RHS35014
RHS35014-02	Aluminium	160cc	64cc	Angle	1.940"	1.600"	Hyd. Roller	.600"	RHS35014
RHS35011-01	Aluminium	180cc	58cc	Angle	2.020"	1.600"	Flat Tappet	.560"	RHS35011
RHS35011-02	Aluminium	180cc	58cc	Angle	2.020"	1.600"	Hyd. Roller	.600"	RHS35011
RHS35015-01	Aluminium	180cc	64cc	Angle	2.020"	1.600"	Flat Tappet	.560"	RHS35015
RHS35015-02	Aluminium	180cc	64cc	Angle	2.020"	1.600"	Hyd. Roller	.600"	RHS35015
RHS35012-01	Aluminium	200cc	58cc	Angle	2.020"	1.600"	Flat Tappet	.560"	RHS35012
RHS35012-02	Aluminium	200cc	58cc	Angle	2.020"	1.600"	Hyd. Roller	.600"	RHS35012
RHS35016-01	Aluminium	200cc	64cc	Angle	2.020"	1.600"	Flat Tappet	.560"	RHS35016
RHS35016-02	Aluminium	200cc	64cc	Angle	2.020"	1.600"	Hyd. Roller	.600"	RHS35016
RHS35013-01	Aluminium	215cc	58cc	Angle	2.080"	1.600"	Flat Tappet	.560"	RHS35013
RHS35013-02	Aluminium	215cc	58cc	Angle	2.080"	1.600"	Hyd. Roller	.600"	RHS35013
RHS35017-01	Aluminium	215cc	64cc	Angle	2.080"	1.600"	Flat Tappet	.560"	RHS35017
RHS35017-02	Aluminium	215cc	64cc	Angle	2.080"	1.600"	Hyd. Roller	.600"	RHS35017

PRO ELITE™ 20° CNC-PORTED (205cc,221cc)

Designed with the Small Block Ford racing enthusiast in mind, these heads give you all of the benefits of professional CNC porting - straight from the factory! However, the CNC porting is done off of a known port, providing more airflow consistency than hand-ported runners. In addition to the CNC-ported intake and exhaust runners, the combustion chambers are also CNC-ported to moderate valve shrouding and maximize airflow efficiency. Prior to porting, the heads are given a multi-angle Serdi valve job for up to 5% more airflow right from the start!

SMALL BLOCK FORD - PRO ELITE 20° CYLINDER HEADS ALUMINIUM

Assembled PN#	Runners	cc	Valve Intake	Valve Exhaust
RHS35020	205cc	62cc	2.055" (+.100")	1.600" (+.100")
RHS35025	221cc	62cc	2.080" (+.100")	1.625" (+.100")



CHI CLEVELAND ALUMINIUM HEADS

Our world renowned 3V heads have set the benchmark by which all other Cleveland heads are judged. Combining the very best attributes of the 4V head, and with the air speed of its smaller counterpart the 2V head, they have no equal in performance when combined with our matching Engine Masters Series manifolds.

CHI 3V 185cc

This unique Cleveland cylinder head is best suited to customers with standard stroke engines wanting up to 500hp with solid flat tappet cams, or customers with stroker engines looking to make low to mid 500's with flat tappet cams or mid 500+ with hydraulic and solid rollers. •Flows 290 CFM @ .600" Lift •Supports up to 590 Horsepower •Accepts 2.075" & 1.650" Valves •Requires Special 3V Intake Manifold

CHI 3V 185cc Bare Heads

CHI-EM185



CHI 2V 190cc

Street Master 2V heads are a bolt on replacement for engine builders on a budget whilst still incorporating many of the innovative features that have made CHI 3V Engine Master heads so successful. With airflow of over 290cfm and with just a 190cc inlet port, the 2V heads will give you street Cleveland awesome power without the need for special manifolds or headers.

•Flows 298 CFM @ .700" Lift •Supports up to 600 Horsepower
•Accepts 2.100" & 1.650" Valves •Uses Standard 2V Intake Manifold •Fits 2V and 4V Headers

CHI 2V 190cc Bare Heads

CHI-2V190



CHI 3V 208cc

The 208cc runner was originally designed to produce the best average torque and horsepower on a 410ci engine up to 6500rpm. Subsequent testing has shown them to be the best choice for STD stroke motors looking to make between 500 - 550hp, as well as strokers making between 550hp, to high 500's with solid camshafts. •CNC Combustion Chambers •Flows 324 CFM @ .650" Lift •Supports up to 650 Horsepower •Accepts 2.150" & 1.650" Valves •Requires Special 3V Intake Manifold

CHI 3V 208cc Bare Heads
CHI-3V208

CHI 3V 225cc

The 3V 225cc cylinder heads are suited for use on competition and serious street engines of up to 400+ cubic inches in size and making up to and in excess of 650hp. The 218cc intake ports are designed to deliver maximum power and torque, for those people not concerned by RPM limitations, but rather wanting to make the most possible torque and horsepower for their competition to wild street power plants.

- CNC Combustion Chambers
- Flows 340 CFM @ .700" Lift
- Supports up to 700 Horsepower
- Accepts 2.150" & 1.650" Valves
- Requires Special 3V Intake Manifold

CHI 3V 225cc Bare Heads **CHI-3V225**



CYLINDER HEADS

Performer RPM



S/B Chevy

Designed for 302, 327, 350 and 400 c.i.d. engines up to 1986 Heads with 64cc combustion chambers improve performance and retain stock compression ratio on 1970 and earlier small-blocks

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
70cc	170cc	2.02"/1.60"	ED60719*	ED60719*
64cc	170cc	2.02"/1.60"	ED60949*	ED60999*

PERFORMER RPM WITH STRAIGHT PLUGS

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
70cc	170cc	2.02"/1.60"	ED60739*	ED60739*
64cc	170cc	2.02"/1.60"	ED60889*	ED60889*

- To use stock rockers on Performer & Performer RPM Chevy heads, .100" longer than stock pushrods are required.
- Use Head Bolt Kits for easy installation.
- S/B Chevy heads may not be used on engines with less than 4" bore (262, 265, 283, 305, 307 c.i.d.) except with cams having less than .450" valve lift.

Edelbrock E-Tec

For 302, 327, 350 and 400 c.i.d. small-block Chevys with "Vortec-style" intake manifolds. High-quench chamber promotes uniform atomization of the a/f mixture for more power. Intake ports are .200" taller than standard small-block Chevy heads Spark plugs positioned closer to the center of the cylinder for more efficient combustion

Accept center-bolt or standard valve covers and most stock exhaust manifolds. Exhaust port exits are .200" higher than standard heads Match with an Edelbrock Vortec manifold



E-Tec 170

20% more exhaust flow than cast iron Vortec heads, good power up to 6000 rpm 64cc chambers produce 9.5:1 compression with stock pistons in 350-inch engines

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
64cc	170cc	1.94"/1.55"	ED60979

Exhaust port exits are .200" higher than standard S/B Chevy heads

E-Tec 200

Outflow other similar aluminum heads by 10% on the intake and 17% on the exhaust, making power up to 6500 rpm 64cc chambers produce 10.2:1 compression with flat-top pistons in 350-inch engines E.O. number pending

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
64cc	200cc	2.02"/1.60"	ED60989*



Victor Jr. 23°

Affordable maximum power head for competition and ultra high-performance street 530-580 hp potential, out-of-the-box, for a cost effective, race-winning set-up 64cc chambers yield about 12.5:1 compression with a 12cc domed piston in a 350 V8 Accepts standard 23° valvetrain hardware

VICTOR JR. 23° HEADS BARE OR WITH VALVES ONLY

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	With Valves (single)
70cc	215cc	2.08"/1.60"	ED77639*	ED77649*
64cc	215cc	2.08"/1.60"	ED77569*	ED77579*

VICTOR JR. 23° COMPLETE HEADS FOR MECHANICAL FLAT TAPPET OR HYDRAULIC ROLLER CAMS

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
70cc	215cc	2.08"/1.60"	N/A	ED77619*
64cc	215cc	2.08"/1.60"	N/A	ED77589*

VICTOR JR. 23° COMPLETE HEADS FOR MECHANICAL ROLLER CAMS

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
70cc	215cc	2.08"/1.60"	N/A	ED77629*
64cc	215cc	2.08"/1.60"	N/A	ED77599*

Note: Check cam manufacturer's specs for compatibility with valve springs.

Performer LT1

Designed for the 1992-97 LT1 engines 24 horsepower more than factory-stock LT1 heads, peak power level raised by 500 rpm Work with stock or aftermarket self-aligning roller rocker arms E.O. number pending

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
54cc	170cc	1.94"/1.55"	ED61919	ED61909



Edelbrock/Lingenfelter LS1 CNC for Gen III engines

CNC-ported by Lingenfelter Performance Engineering, benefiting from years of experience in GEN III performance modifications Designed for 1997 and later GM LS1 and other GEN III engines, including 4.8L, 5.3L and 6.0L V8s. 65cc combustion chamber retains the stock compression ratio for bolt-on convenience Available bare or fully assembled and ready to bolt-on with high-quality stainless steel 2.02" intake and 1.57" exhaust valves.

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
65cc	202cc	2.02"/1.57"	ED61979	ED61969

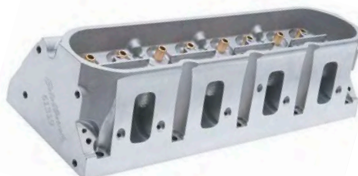


Edelbrock LS1 Pro-Port™ Cylinder Head

Designed, engineered and cast with porting in mind, the Edelbrock LS1 Pro-Port™ cylinder head is the perfect casting for any custom cylinder head porter. Cylinder head porters and engine builders alike now have an affordable LS1 casting that will enable them to create new port configurations, never before possible with the thin, lightweight factory castings. The LS1 Pro-Port™ cylinder head casting is the same high-quality casting that Edelbrock has designed for use in our Edelbrock/Lingenfelter CNC ported LS1 cylinder head. The LS1 Pro-Port is been beefed-up with extra material in all critical areas for unmatched durability in purpose built applications. The Edelbrock #61989 Pro-Port™ casting opens the door to creating small-to-large port configurations ensuring 100% clean-up in the porting process, producing high flowing, and high velocity air-flow numbers. Every LS1 cylinder head specialist will find this high-quality, robust casting the casting of choice when it comes to carving out their own custom ports. Requires professional cylinder head preparation.

EDELBRÖCK/LINGENFELTER LS1 CNC HEADS FOR GEN III ENGINES

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
40-80cc	NA	NA	ED61989	-



E-CNC 230 Cylinder Heads For Chevy LS3

Our E-CNC LS3 Cylinder Heads are a great general-purpose high performance cylinder head for any street- strip LS engine. These cylinder heads have a high velocity port compared to stock LS3 cylinder heads, making them an ideal upgrade for any cathedral port or 3.89" bore LS application. They feature an improved design and casting that gives cylinder head porters more material to work with compared to stock heads. Like all of our other E-CNC cylinder heads, these feature fully CNC'd intake ports, combustion chambers and exhaust ports for improved performance.

Compatible with stock style rocker arms.

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
69cc	230cc	2.135"/1.55"	ED61319/ED61329

E-CNC 230 (Standard LS Block)

E-CNC 230 (LSX Block)

E-Street S/B Chevy

E-Street cylinder heads are an all new line of Edelbrock heads designed for entry-level street performance engines, ideal for operating in the idle to 5,500 rpm range. Every E-Street is assembled with manganese bronze valve guides, powder metal interlocking valve seats, stainless steel one-piece valves with hardened tips, 1.25" diameter valve springs, 3/8" screw-in studs and guide plates.

- Made in the USA
- Entry level street performance upgrade
- A356 aluminum treated to T-6 spec
- Larger than stock intake and exhaust ports for increased power
- Modern combustion chamber design for improved efficiency
- Heli-coil threaded inserts in the rocker stud
- Hardened valve spring cups for wear protection

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (pair)
64cc	185cc	2.02"/1.60"	ED5089
70cc	185cc	2.02"/1.60"	ED5073
64cc	210cc	2.08"/1.60"	ED5085
64cc	210cc	2.08"/1.60"	ED5087

(mechanical flat tappet)



Chapman Victor 23° High-Port CNC

Chapman Victor 23-degree heads are fully CNC machined by Chapman Racing Heads, a leader in cylinder head porting and preparation. These heads are ideal for high-output small-block competition engines that require higher flow than a traditional standard port head can offer and are fully CNC ported intake runner, exhaust runner and combustion chambers. The valve cover rail has been raised +.600" and requires +.200" long valves and .350" offset intake rocker arms are required.

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)
71cc	238cc	2.125"/1.625"	ED61209



RPM XTREME CYLINDER HEADS FOR S/B CHEVY, B/B CHEVY & B/B CHRYSLER

RPM XTREME HEADS FEATURE:

- Custom CNC porting in all the critical areas for improved air flow and power – Intake port entrance, exhaust port exit, combustion chamber, intake and exhaust bowls
- Lower cost than a typical fully CNC'd head without sacrificing performance
- Manufactured in the USA from virgin A356 aluminum and heat treated to T6 spec for superior strength and quality
- Heli-coil threaded inserts offer improved durability

RPM XTREME CYLINDER HEAD FOR SMALL-BLOCK CHEVY

This head is based on our popular RPM series of small-block Chevy cylinder heads. This head is equipped with 8mm stem LS1 style valves for reduced valvetrain weight and improved flow. These heads feature 185cc intake runners, 2.02" intake valves, 1.57" exhaust valves, 64cc chambers and the stock 23° valve angle. Will retain stock compression ratio on 1970 and earlier small-blocks.

RPM Xtreme Cylinder Head for S/B Chevy (complete) ED51899



RPM XTREME CYL HEAD FOR BIG-BLOCK CHEVY

These Edelbrock RPM Xtreme cylinder heads are ideal for high performance street and entry-level racing applications. They combine casting design and custom CNC technology to achieve optimal airflow and maximum horsepower and torque. These RPM Xtreme cylinder heads are given a fully CNC-ported combustion chamber and bowl area for port-to-port consistency and smooth transitioning into the valve seat, while the intake and exhaust runners are partially ported for improved airflow. Edelbrock RPM Xtreme cylinder heads are completed with high-quality springs, stainless steel valves, and heli-core inserts in the exhaust flange and rocker stud bosses. All of these features are united by a company dedicated to deliver you extreme power at a lower cost than you would expect and made-in-the-USA quality

ED51459 RPM Xtreme 300cc intake runners (2.25/1.88) 114cc chamber

ED51539 RPM Xtreme 356cc intake runners (2.30/1.88) 110cc chamber

ED51559 RPM Xtreme 352cc intake runners (2.30/1.88) 118cc chamber

CHEVROLET BIG BLOCK

PERFORMER HIGH-COMPRESSION 454-0

100cc semi-open chamber heads feature a 1-1/2" rolled over (angle milled) design that improves intake port alignment and provides a smaller combustion chamber without shrouding the valves

9.2:1 compression with flat-top pistons for an outstanding high performance street head 8.8:1 compression ratio when used on 1987-up TBI-equipped 7.4L dishd piston motors Produced over 450 ft/lbs. torque when combined with our Multi-Point EFI System

Note: See the Cylinder Heads Chart for specs. Mark IV rocker arms and valvetrain parts required.

PERFORMER & PERFORMER RPM 454-0

These oval port heads will support over 540 hp with 9.5:1 compression when used as part of the Total Power Package Unique oval intake port shape produces flow similar to rectangular ports, but the smaller port size provides excellent seat-of-the-pants performance and crisp throttle response Semi-open chamber design maximizes efficiency with streetable compression ratios. Smaller-than-stock 11/32" valve stems promote excellent flow and lighter valve weight

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
110cc	290cc	2.19"/1.88"	ED60459





PERFORMER RPM 454-R

Designed for street/high-performance big-blocks operating from 2500-7000rpm. Specially designed ports for increased flow and velocity over standard big-block heads. Highly-efficient 118cc open-style combustion chamber. High-velocity 315cc long/300cc short intake ports. Smaller-than-stock 11/32" valve stems promote excellent flow and lighter valve weight.

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
118cc	315/300cc (L/S)	2.19"/1.88"	ED60549*	ED60559*

Edelbrock/Chapman Victor CNC Rectangular Port

Chapman Racing CNC-ported version of Edelbrock Victor head ED77609. Fully CNC-ported 130cc combustion chambers for maximum power. .750" raised exhaust ports are fully CNC-machined for maximum flow. Ideal for 450+ c.i.d., Super Gas, Super Comp, Hi-Po Marine, Pro Brackets. Outstanding flow and horsepower in large cubic-inch and high-horsepower big-blocks.

Chamber Size	Intake Port	Intake Valve Size	Exhaust Valve Size	Valve Length	Min. Cross Sectional Area	Bare (single)
130cc	375cc	2.300(B)	1.900(B)	+400/+100	3.25	ED77659

Note: .400" longer-than-stock intake valves must be used unless spring pockets are machined for shorter valves.
(B) Recommended valve sizes, not maximum



VICTOR 24° RECTANGULAR PORT

The best standard port location head available for large bore (4.470" and larger) big-block Chevys. Based on the Victor head #77609, it features a rolled over deck, altered valve locations, and partially CNC'd chambers and exhaust throats for cost-effective performance. 340cc intake ports flow 390 cfm, producing a higher velocity flow for improved throttle response.

VICTOR 24° (AS-CAST PORTS)

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
118cc	340cc	2.300"/1.880"	ED77419	ED77409

Matching Stud Girdle for Victor 24° heads with adjustable nuts (pair) ED7796 Note: Matching stud girdle #7796 must be used with stud mounted rocker arms.



EDELbroCK/MUSI VICTOR 24° CNC-PORTED B/B CHEVY

A version of the Victor 24° head with fully cnc ported intake ports, exhaust ports and combustion chambers. Designed by 5-time Pro Street World Champion Pat Musi. The only out-of-the-box head on the market capable of 950+ horsepower from a conventional port location big-block head.

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
118cc	367cc/377cc	2.30"/1.90"	ED61409*

Matching Stud Girdle for Victor 24° heads with adjustable nuts (pair) ED7796 Note: Matching stud girdle #7796 must be used with stud mounted rocker arms.



Victor Jr. 24° Rectangular Port

Based on the Victor 24° head but with a smaller 300cc intake ports designed for competition engines up to 510 c.i.d. with 4.25" or bigger bores. Ideal for use with the throttle control devices common in Super class racing today. ED77459 is finished with a valve job and bowl blending and includes 2.250" intake and 1.900" exhaust valves with 11/32" stems. ED77469 is a semi-finished bare head with seats and guides supplied but not installed.

VICTOR JR. 24° (AS-CAST PORTS)

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
118cc	300cc	2.250"/1.900"	ED77459

Note: The top of the bore may need to be relieved to clear the valves. #77469 heads require professional head preparation.

Edelbrock/Chapman Victor Jr. CNC Oval or Rectangular Port

Chapman Racing CNC-ported version of Edelbrock Performer RPM heads. High-velocity port design is ideal for Super Gas, Super Comp, Hi-Po Marine, all-out street, Pro Brackets. Smaller-than-stock 11/32" valve stems promote excellent flow and lighter valve weight.

EDELbroCK/CHAPMAN VICTOR JR. CNC RECTANGULAR PORT

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
112cc	325cc	2.250"/1.900"	ED60409*

Based on Performer RPM head #60559, capable of 700+ hp on a 12.5:1 C.R. 468-inch engine

348/409 "W" SERIES CHEVY STREET HIGH-PERFORMANCE PERFORMER RPM 348/409 CHEVY



• Designed for 1961-1965 Chevrolet "W" series 348/409 big-block engines • Original port locations and valve angles for bolt-on convenience • CNC port matched 220cc intake and 90cc exhaust ports for optimum flow and power • Improved port design for more performance • Hardened spring cups, screw-in rocker studs and hardened guideplates

PERFORMER RPM 348/409

Valve Sizes (in/ex) 2.19/1.72" Complete (single) ED60819



CHRYSLER SMALL BLOCK & BIG BLOCK Performer RPM Chrysler Magnum Heads

Designed for 1992 & later 5.2L (318 c.i.d.) and 1993 & later 5.9L (360 c.i.d.) Chrysler Magnum style V8s. Stock Magnum intake and exhaust flange and port locations make this an ideal choice for use with stock equipment as well as the new RPM Air-Gap Magnum manifold #7577. Must use adjustable aftermarket rocker arms

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
58cc	176cc	2.02"/1.60"	ED61779*

Note: Requires hardened push rods. Match with our new RPM Air-Gap Magnum manifold #7577.

Performer RPM Chrysler & Chrysler 340

Performer RPM Chrysler is designed for non-emissions 1967-85 Chrysler 318-340-360 c.i.d. engines. Performer RPM Chrysler 340 is designed for non-emissions 1968-73 340 c.i.d. Chryslers. Performer RPM Chrysler 340 chambers are machined .060" for piston-to-head clearance with early high-compression 340 engines

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
63cc	171cc	2.02"/1.60"	ED60779*

PERFORMER RPM CHRYSLER 340

65cc 171cc 2.02"/1.60" ED60179*

Note: The special valvetrain in the 1970 340 T/A is not compatible with these cylinder heads.



Performer RPM Chrysler 440

Designed for 1961-79 Chrysler 361-440 c.i.d. Wedge engines. Flow 290 cfm on the intake and 217 cfm on the exhaust at .600" lift. Angled spark plugs for superior combustion. #60189/#60149 heads have combustion chambers that are machined .100" for clearance with quench dome style pistons.

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
84cc	210cc	2.14"/1.81"	ED60929*
88cc	210cc	2.14"/1.81"	ED60189*

Note: Some headers will not clear spark plugs



SB Chrysler, Victor, CNC, In-line 16°

Complete with Hydraulic Roller or Flat Tappet Springs

These heads are for use on 1967-1991, 318-360 c.i.d. Chrysler LA engines. They feature fully CNC intake, exhaust ports, combustion chamber and have an intake port volume of 225cc. These heads are an in-line valve design incorporating a 16° valve angle (stock is 18°) for improved air flow and increased power levels over heavily ported stock versions. They also feature the Chrysler W5 bolt pattern and have raised exhaust ports. The intake port has also been raised approximately 3/4" and the flange has also been extended to accommodate a stock (race) intake manifold such as our Super Victor #2815. Finally, a 5.56" overall length valve (+0.600" from stock) and raised rocker cover permit larger port cross-sections than in the stock head. Four versions are available; bare, bare with valves, complete (for hydraulic/flat tappet cams and solid roller cams) and Pro Port Raw. End-seal spacers are provided.

ED61709	Bare
ED61719	Bare, with valves
ED61729	Complete, solid roller
ED61739	Complete, hydraulic roller

Chrysler 440 Edelbrock E-Street Cylinder Heads

This E-Street cylinder head is ideal for entry-level street performance. 1961-79 Chrysler 361-440 c.i.d. Wedge engines operating in the idle to 5,500 rpm range. The 75cc combustion chamber allows this head to be used with stock pistons, retaining the 9.5:1 compression. The modern combustion chamber design also improves the combustion process and the larger than stock intake and exhaust ports move more air through your engine. These features improve the engine's efficiency, resulting in more horsepower and torque. Manufactured in the USA, by Edelbrock, these heads feature A356 aluminum castings that are heat treated to T-6 spec for superior casting strength and quality. Additional qualities include hardened spring cups for long-term wear protection and Heli-Coil® threaded inserts in the rocker shaft bosses for increased strength; these are the details that most low-cost competitors leave out of their heads. These cylinder heads are sold in complete pairs.



Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete Pair
84cc	210cc	2.14"/1.81"	ED5093

VICTOR BIG-BLOCK CHRYSLER HEAD

Featuring 280cc intake ports and 100cc exhaust ports, these race heads are designed to fit all B and RB Chrysler engines. Equipped with raised valve cover rails and dual quench 75cc combustion chambers, they fit existing for both high and low deck machined to match Max Wedge ports.



Victor manifolds engines, and can be machined to match Max Wedge ports.
Cylinder head for B/RB B/B Chrys (bare with valves)
Valley cover for RB Big-Block Chrysler engines

ED77929

ED7798



VICTOR MAX WEDGE

• Intake ports are machined to match Max Wedge intake manifolds for B and RB competition big-block Chryslers
• Intake ports are raised .650", exhaust ports are raised .250" for improved flow • The intake flange is extended .950" to eliminate the need for intake spacer plates • Standard 15-degree valve angles with 290cc intake and 100cc exhaust ports
• Exhaust flange is extended .300" from stock (same as Mopar Stage 6) featuring dry exhaust bolt holes with HeliCoil® thread inserts • Raised valve cover rails and dual quench 75cc combustion chambers • Sold without springs or retainers; use recommended springs to match your cam
Chamber Size: 75cc Intake Port Size: 290cc
Valve Sizes (in/ex) : 2.200"/1.810"

Bare (single) ED77939

Valley cover for RB Big-Block Chrysler engines (413-440)

ED7798



CHRYSLER HEMI VICTOR JR. CNC CYLINDER HEADS

Our new Victor Jr. Cylinder Heads are designed for high output 650+ HP Chrysler 426-572 HEMI engines. They feature fully CNC'd combustion chambers and CNC blended seats for optimal air flow performance. These cylinder heads also feature a revised exhaust valve angle to accommodate larger intake valves. They also feature brass tubes installed in exhaust pushrod holes to allow maximum clearance with minimal port intrusion.

VICTOR JR. CNC CHRYSLER 426-572 HEMI FEATURES:

• Victor Jr. CNC cylinder heads #61175 and #61179 are complete and ready to run right out of the box.
• Victor Jr. CNC cylinder heads #61169 are bare and supplied with reamed and semi-finished valve stem guides. They will require finishing on the valve stem guides and a valve job before installation.
• Victor Jr. CNC cylinder heads #61189 are shipped with reamed and machined valve stem guides, as well as a valve job to match the included intake and exhaust valves (valves not installed). Customer must supply their own valve springs, retainers, valve stem seals and valve locks.

Chamber Size (single)	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Bare W/Valve (single)	Complete (single)
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170cc 245cc 2.32"/1.94" ED61169 ED61189 ED61175
(Equipped With Springs For Hydraulic Roller)
170cc 245cc 2.32"/1.94" ED61169 ED61189 ED61179
(Equipped With Springs For Hydraulic Flat Tappet)



FORD SMALL BLOCK

Performer RPM 351C

Designed for 351C, 351M and 400M. Very streetable 190cc intake runners 2.05" intake and 1.60" exhaust valves "Compact charge" combustion chamber design Optimized spark plug location

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
60cc	190cc	2.05"/1.60"	ED61609*	ED61629*

Note: When bolting on to 289/302 engines using 7/16" bolts, use stepped head bolt washer kit ED9680.



Performer RPM Ford

Designed for non-emissions 289, 302, and 351-Windsor Ford engines. Maximum performance in the 1500-6500 rpm range for high performance street. 1.90" intake valves are for use with stock pistons. High-flow 2.02" intake valves are for use with pistons notched for valve clearance

PERFORMER RPM WITH 1.90" INTAKE VALVES

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
60cc	170cc	1.90"/1.60"	ED60229*

PERFORMER RPM WITH 2.02" INTAKE VALVES

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
60cc	170cc	2.02"/1.60"	ED60259*



E-Street S/B Ford

E-Street cylinder heads are an all new line of Edelbrock heads designed for entry-level street performance engines, ideal for operating in the idle to 5,500 rpm range. Every E-Street is assembled with manganese bronze valve guides, powder metal interlocking valve seats, stainless steel one-piece valves with hardened tips, 1.25" diameter valve springs, 3/8" screw-in studs and guide plates.

- Made in the USA
- Entry level street performance upgrade
- A356 aluminum treated to T-6 spec
- Larger than stock intake and exhaust ports for increased power
- Modern combustion chamber design for improved efficiency
- Helix-coil threaded inserts in the rocker stud
- Hardened valve spring cups for wear protection

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
60cc	170cc	1.90"/1.60"	ED5023
60cc	170cc	2.02"/1.60"	ED5025
60cc	205cc	2.08"/1.60"	ED5027
60cc	205cc	2.08"/1.60"	ED5028

(ED5028 uses Hyd Roller cam)



RPM Xtreme S/B Ford

The RPM Xtreme for small-block Ford is an all new design that is CNC ported where it counts to achieve optimal air-flow for maximum horsepower and torque in high performance street and light duty racing applications. The RPM Xtreme is treated to a fully CNC ported 59cc combustion chamber, and then CNC ported in the bowl area for a smooth transition into the valve seat. The intake runner entries and exhaust runner exits are partially CNC ported for improved air-flow.

- Made in the USA
- Lightweight 8mm valves & titanium retainers
- Conical valve springs
- 18° valve angle for maximum performance
- CNC combustion chambers
- Partially CNC ported

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
59cc	202cc	2.02"/1.57"	N/A	ED51259

Victor Ford

Designed for ultra high-performance and large displacement small-block Fords (high rpm 302s to 351 and larger Windsors) Extended intake flange works with Victor Series manifolds using end-seal spacers #7726. 240cc intake ports are raised .375" and measure 2.10" tall by 1.16" wide as-cast

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)
47cc	240cc	2.125"/1.625"(B)	ED77219*

End Seal Spacers (1 pair, required for Victor Ford cylinder heads) ED7726. Note: These heads have not been port-matched or bowl-blended and require professional head preparation.



Edelbrock/Glidden Victor CNC

Designed in conjunction with Billy Glidden, the combination of altered valve locations and Glidden chamber design produces maximum power in ultra high-performance S/B Fords. Fully CNC-ported by Chapman Racing. Capable of over 750 hp from 360-inches out of the box. Exhaust ports raised .630" for a straighter exit, require Edelbrock header flanges ED7722. Legal for NMRA Hot Street, Super Street Outlaw and Pro 5.0 classes

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
61cc	280cc	2.15"/1.56"(B)	ED61099*	N/A

VICTOR GLIDDEN AS-CAST

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
61cc	N/A	2.15"/1.56"(B)	ED77099*	N/A

End Seal Spacers (1 pair, required for Edelbrock/Glidden Victor CNC cylinder heads) ED7726. Note: Victor Edelbrock/Glidden As-Cast #77099 has no CNC-porting for custom applications.



Victor Jr. Ford

500+ hp potential out-of-the-box using stock valve train geometry. High-flowing 210cc intake ports and .130" raised 75cc exhaust ports. Available with 60cc or 70cc combustion chambers 70cc combustion chambers are ideal for turbocharged and supercharged applications CNC gasket-matched port entries/exits with blended valve bowls. Spark plug holes and valves are in the stock location. Valve cover rail raised .150". A relief in the head allows most roller lifters to be changed without removing heads

VICTOR JR. (BARE)

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
60cc	210cc	2.05"/1.60"(B)	ED77169*	N/A VICTOR JR. WITH VALVES ONLY

JR. WITH VALVES ONLY

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
60cc	210cc	2.05"/1.60"	N/A	ED77179*

VICTOR JR. WITH VALVES, SPRINGS, RETAINERS AND KEEPERS FOR MECHANICAL FLAT TAPPET OR HYDRAULIC ROLLER CAMS(A)

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
60cc	210cc	2.05"/1.60"	N/A	ED77189*

VICTOR JR. WITH VALVES, SPRINGS, RETAINERS AND KEEPERS FOR MECHANICAL ROLLER CAMS

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
60cc	210cc	2.05"/1.60"	N/A	ED77199*

VICTOR JR. 70CC (BARE)

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
70cc	210cc	2.05"/1.60"(B)	ED77389*	N/A

VICTOR JR. 70CC MACHINED FOR FEL-PRO® LOC WIRE™ GASKET (BARE)

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
70cc	210cc	2.05"/1.60"(B)	ED77399*	N/A

Note: (A) Check cam manufacturer's specs for compatibility with valve springs. (B) Recommended valve sizes.



PERFORMER RPM CLEVOR (190cc Intake Ports)

• Direct bolt-on for Windsor blocks including the 351W and 289-302, allowing the creation of "Mock Boss" 302 or 351 "Clevor" Ford engines

- Features the desirable Boss 302 adjustable 7/16" stud and guideplate configuration • Match with Edelbrock Performer RPM E-Boss manifolds for optimum performance

PERFORMER RPM CLEVOR FOR FORD 289-351W BLOCKS

Chamber Size	Intake Port Size	Valve Sizes (in/ex)
60cc	190cc	2.05"/1.60"

Bare (single) : ED61689 Complete (single) ED61699



PERFORMER RPM CLEVOR

Direct bolt-on for Windsor blocks including the 351W and 289-302, allowing the creation of "Mock Boss" 302 or 351 "Clevor" Ford engines.

Features the desirable Boss 302 adjustable 7/16" stud and guideplate configuration.

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
60cc	190cc	2.05"/1.60"	ED61699

Note: Use intake gasket ED7265

FORD BIG BLOCK FE, 429/460

Performer RPM FE

Direct bolt-on heads for 1961-76 390-427-428 Fords 428 Cobra Jet-sized valves promote excellent flow for streetable power. ED60089 can be machined to accept 2.19" intake and 1.73" exhaust valves

PERFORMER RPM FE FOR 390-428 COBRA JET

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
72cc	-	-	ED60069*

Performer RPM FE for 427 Low-Riser/Medium-Riser

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
76cc	-	-	ED60079*

ROCKER SHAFT STUD KIT for all Edelbrock FE Cylinder Heads #6009

Note: 76cc heads have vertical bolt pattern only. 390 GT exhaust manifolds will not fit. See Cylinder Heads Specs for information. Rocker Shaft Stud Kit #6009 provides better rocker shaft retention and is highly recommended for use with Edelbrock FE heads. It eliminates wearing of the threads and the possibility of bottoming the rocker shaft bolts in the head.

Performer RPM 460

Designed for 1968-87 429/460 Fords. Ideal for high-performance street, drag racing and marine applications. Over 500+ hp at 6500 rpm (+30 hp more than ported factory heads) and 525+ ft/lbs. of torque at 4500 rpm with the Performer RPM Total Power Package

Intake ports can be opened up to match Victor manifolds ED2965 and ED2966

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
95cc	292cc	2.19"/1.76"	ED60689*	ED60669*

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
75cc	292cc	2.19"/1.76"	ED60699*	ED60679*

Note: Performer RPM 460 heads accept factory exhaust, aftermarket headers and factory valvetrain components. Requires the use of 3/8" diameter pushrods.



Performer RPM & Victor Jr. 460 CJ Cylinder Heads

Designed for 1968-87 429/460 Fords and the SVO 514

Machined profile Cobra Jet style intake port entries Victor Jr. heads are sold complete with titanium retainers and high-quality valve springs suitable for use with solid roller camshafts Match with Edelbrock Victor Series manifolds #2965 and #2966 for maximum power

PERFORMER RPM 460 CJ

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
75cc	310cc	2.19"/1.76"	ED61659*	ED61649*

VICTOR JR. 460 CJ

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
75cc	310cc	2.19"/1.76"	N/A	ED61669*

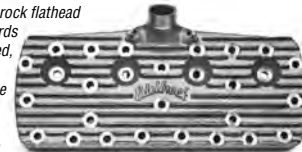


FORD FLATHEAD CYLINDER HEADS

Original design Edelbrock flathead cylinder heads for Fords and Mercurys. Rugged, ribbed internally and externally, with a large water capacity and excellent breathing characteristics. Made of A356 aluminum and T-6 tempered. 8.0:1 compression ratio on blocks with a 3/16" base relief (stock bore and stroke). Compression ratio increase is approximately 3/10 of a percent with each 1/8" stroke.

FORD FLATHEAD Pair of heads

ED1115	1949-53 FORD-MERCURY 24-STUD
ED1125	1948 & EARLIER FORD-MERCURY 24-STUD



HIGH LIFT/LARGE CHAMBER FORD FLATHEADS

- For late model (1949-1953)

8BA Ford Flatheads

- Features a new "raised roof" combustion chamber design that is CNC machined from our popular #1115 Flathead castings
- Supports high lift cams, and is perfect for reducing compression in supercharger applications or for those wanting to run on low octane fuel • Increased valve clearance and increased flow for more power

FORD FLATHEAD (74cc combustion chambers) Pair of heads HIGH LIFT/LARGE CHAMBER 1949-53 FORD-MERCURY 24-STUD CYLINDER HEADS

ED1116

Notes: Flathead head copper gaskets for 1949-53 use Fel-Pro® #1055 (right) and Fel-Pro® #1056 (left).



BLOCK LETTER LOGO FLATHEADS

- For early model (1938-1948)

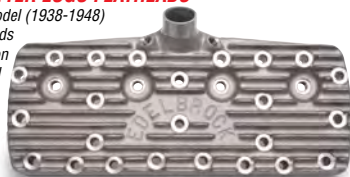
Ford Flatheads

- Reproduction of the original Edelbrock block letter logo flathead heads
- Same features and specs as our popular #1125 Flathead heads

FORD FLATHEAD (65cc combustion chambers) Pair of heads BLOCK LETTER LOGO 1938-48

FORD-MERCURY 24-STUD CYLINDER HEADS ED1126

Notes: Flathead head copper gaskets for 1939-48 use Victor #3036; for 1939-48 use Fel-Pro® #7548.



PONTIAC Performer and Performer RPM Pontiac



Designed for 1965-79 389-455 c.i.d. Pontiac engines
Patterned after the 1969-70 Ram Air IV Pontiac cylinder head
#60579 heads are 50-state street legal for 1965-79 vehicles
87cc combustion chambers are designed to maximize performance
with low-octane fuel and streetable compression ratios such as 9.5:1
72cc version is for higher compression engines

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Bare (single)	Complete (single)
87cc	215cc	2.11"/1.66"	ED60569	ED60579

HOLDEN VN-VT EFI HEAD Performer RPM 304-308-355-383

Performer RPM Holden VN-VT V8 heads are perfect for street performance, daily drivers, street rods and muscle cars where seat-of-the-pants performance is needed. These heads deliver great throttle response and power from 1500 to 6500 rpm. These heads feature the highest quality intake and exhaust valves and valve springs. ED61385 has 138 lbs. on the seat at 1.800" installed height and at 0.600" lift produces 326 lbs. Coil bind occurs at 0.660" lift, ED61389 has 120 lbs. on the seat at 1.800" installed height and at 0.550" lift produces 311 lbs. Coil bind occurs at 0.650" lift

Chamber Size	Intake Port Size	Valve Sizes (in/ex)	Complete (single)
62cc	195cc	2.02"/1.60"	ED61385
138lbs @ 1.880"			
62cc	195cc	2.02"/1.60"	ED61389
120lbs @ 1.880"			



HOLDEN 308 HI-PORT ALLOY HEADS

These Bennett ABH 308-3 Hi-Port heads offer unbelievable horsepower potential right out of the box. Airflow has been dramatically increased by raising the intake ports .600" yet they fit all production style pre-EFI intake manifolds with intake spacers for the manifold end seals.

- Cast from 356-T6 Aluminium
- 56cc Combustion chambers
- 1.940" & 1.600" Valves
- Inlet Ports raised .600"
- Accepts all Pre-EFI manifolds

Description
Bare Heads with Semi-Finished Inserts
Assembled Heads with As Cast Ports

Part No.
YTABH308-3
YTABHA308-3

HOLDEN 304 EFI STYLE ALLOY HEADS

These Yella Terra VN style aluminium cylinder heads are the first choice among serious engine builders seeking maximum power from any Holden V8 engine. They are a direct replacement for all VN-on Holden 304 engines and can be adapted to early 308 engines when used with VN style intake manifolds, exhaust headers and camshafts.

- Cast from 356-T6 Aluminium
- 59cc Combustion chambers
- 2.02" & 1.600" Valves
- Fits Early & Late Holden V8

Description
Bare Heads with Semi-Finished Inserts
Bare Heads with Injector Notches
Assembled Heads with As Cast Ports
Assembled Heads with Injector Notches

Part No.
YTABH5000-9
YTABH5000-9EFI
YTABHA5000-9
YTABHA5000-9EFI

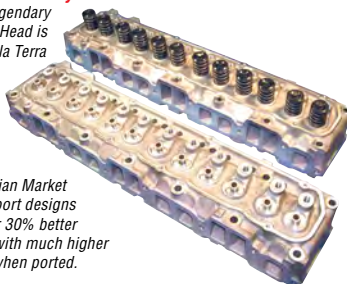
New Holden 6 Alloy Head

Yella Terra Legendary Alloy 12 Port Head is Back. The Yella Terra Alloy 12 port Head to suit the Holden Straight 6 has been reintroduced in the Australian Market with revised port designs that flow over 30% better than factory with much higher flow figures when ported.

- Excellent Flow Figures, 240 HP potential out of the box
- Average of .250" port wall thickness for custom porting
- Over 60% lighter than factory iron heads
- Flow Over 30% better than standard heads
- Both Standard Compression and Turbo Versions

Description
Standard Head, 56cc Chambers - Bare
Standard Head, 56cc Chambers - Complete
Turbo Head, 70cc Chambers - Bare
Turbo Head, 70cc Chambers - Complete

Part No.
YTACH 33L28
YTACHA 33L28
YTACH 33C25
YTACHA 33C25



MANIFOLDS



ATOMIC AIRFORCE MANIFOLD

When you're serious about power for your LS engine, call in the AirForce! The all-new MSD Atomic AirForce intake manifold delivers improved airflow and distribution to improve the performance of stock and modified engines. The unique bell-mouthed runner entrances maximize airflow and minimize shrouding - all while optimizing the available plenum volume for an unobstructed flow path over opposing runners. The polymer molded 2-piece design allows for easy access to the runners for porting.

Atomic AirForce accepts an OEM or 103mm throttle body as well as stock or aftermarket fuel rails* including MSD's Atomic LS EFI system. The intake bolts on and is supplied with new gaskets and hardware for a direct bolt-on package.

Description
LT1 Atomic Air Force Manifold (2004-15)
LS7 7.0L Atomic Air Force Manifold
LS2 6.0L Atomic Air Force Manifold

Part No
MSD2700
MSD2701
MSD2702

THROTTLE BODY ADAPTER
Converts atomic air force manifold
4-bolt throttle body to 3-bolt
throttle body
MSD2709



LS1, LS2 & LS6

CAR INTAKE MANIFOLD

Constructed from the same advanced polymer material as the LSX™ 92mm Intake Manifold, the LSXR™ offers a host of benefits over aluminium aftermarket intakes, including lighter weight, increased strength and improved heat dissipating characteristics. While the LSXR™ features a 102mm air inlet that is perfectly suited to the FAST™ Big Mouth 102mm Throttle Body™, it can also be used with stock or aftermarket 90mm or 92mm throttle bodies. Other features include integrated nitrous bungs and perfect bolt-on fitment that allows the use of factory accessories without modification or clearance concerns.

FAST146302



FAST LSX 92mm

Intake For LS1, LS2, LS6 In Black

The patented LSX™ 92mm Black Intake Manifold from FAST™ is the only three-piece Gen III (cathedral port) composite manifold proven to deliver increased performance without compromising bottom-end drivability or high RPM power. For both street and racing applications, the new black intake manifold is an easy bolt-on installation for GM Gen III (LS1, -2 & -6) engines and is designed to work with the FAST™ Big Mouth 92mm Throttle Body™. The new FAST™ LSX™ 92mm Black Intake Manifold maintains the performance gains achieved over stock intake manifolds with no loss in drivability or low RPM torque. It can be ported by the customer for even more flow. As requested by previous LSX™ customers, the intake features the added benefits of corrosion-free stainless steel assembly bolts, an improved throttle body sealing flange and o-ring gasket and threaded insert throttle body mounts that provide increased durability.

Features & Benefits:

"Black" Gen III intake manifold with 92mm throttle body intake opening & added refinements
Incorporates high-quality polymer materials, which resist "heat sink" effect of aluminum

Maximizes potential of other popular engine performance upgrades such as cylinder heads
Part No: FAST 54039B



LSXR 102mm Intake Manifold - L92, LS3, LS7

FAST engineers teamed up with airflow specialists at RHS to develop a polymer intake manifold for rectangular port L92/LS3/LS7 engines. Using a stock LS3 engine with a Big Mouth 102mm Throttle Body produced gains of 30+ horsepower and 25+ ft/lbs of torque at the flywheel over the stock intake. The LSXR 102mm Intake Manifold features a three-piece modular design that allows easy disassembly and porting. Extensive testing led to a runner design that is longer and less restrictive and gives the user the ability to remove individual runners from the manifold for modification.

Description
LSXR 102mm Intake Manifold - L92/LS3 Car
LSXR 102mm Intake Manifold - LS7
Big Mouth 102mm Throttle Body
Big Mouth 102mm Throttle Body w/ TPS
Throttle Position Sensor

Part No
FAST146102
FAST146202
FAST54102
FAST54103
FAST54020



LSXR 102mm

LS3, L99 & L76

BLACK INTAKE MANIFOLD

Constructed from the same advanced polymer material as the original FAST LSX 92mm Intake Manifold, the LSXR offers a host of benefits over aluminium aftermarket intakes, including lighter weight, increased strength and improved heat dissipating characteristics. While the LSXR features a 102mm air inlet that is perfectly suited to the FAST Big Mouth 102mm Throttle Body. Other features include integrated nitrous bungs and perfect bolt-on fitment that allows the use of factory accessories without modification or clearance concerns.

FAST146102B



LSXRT™ 102MM MANIFOLD

Designed specifically for GM 4.8/5.3/6.0L cathedral port truck engines and cathedral port LS1, -2, -6 race applications where hood clearance is not a concern, the FAST™ LSXRT™ 102mm Intake Manifold follows the path chartered by the original FAST™ LSX™ Gen III Intake by featuring a modular design that allows for easy porting and disassembly and a runner design that yields an incredible 25 peak horsepower gain over the stock intake, on a stock 6.0L engine with a Big Mouth 102mm Throttle Body™. And similar to the LSXR™ 102mm Intake Manifold for cars, the LSXRT™ features the ability to remove individual runners for modification.

FAST146602

LSX High Flow

Billet Fuel Rails

The FAST High Flow Billet Fuel Rails feature a larger internal diameter that dampens the pulses and provides increased fuel volume, ensuring that your injectors never run dry. In addition, they yield better fuel distribution and ultimately greater horsepower. Featuring high strength billet, lightweight, red anodized aluminium construction, FAST LS1 fuel rails deliver performance in addition to a show car quality appearance. The FAST fuel rails are available in a component-matched kit, including black anodized #8 fittings and "super seal" o-rings or the fuel rails may be ordered without the hardware.

Description
LS1 Fuel Rail Kit w/ Fittings & Hardware
LS1 Fuel Rails w/o Fittings
LS2 Fuel Rail/Injector Adapter Kit
Fuel Line Conversion Kit ('98-'02 LS1 F-Bodies)
Fits LS1/LS6 Fast LSX Intake Manifold

Part No.
FAST54023
FAST54023HDW
FAST54026
FAST54028-KIT
FAST146035-KIT



LS1-LS2-LS6 Intake Port O-Rings

Rubber O-Ring style intake port gaskets for Chev & Holden LS1, LS2 and LS6 engines. Sold in sets of 8.

LS1-LS2-LS6 Intake Port O-Rings

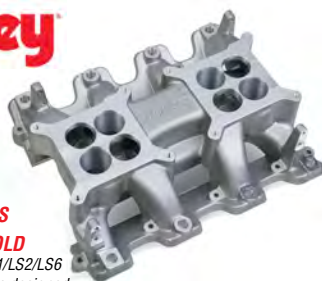
WI840200

LS1-LS2-LS6 DUAL PLANE MID-RISE EFI LS INTAKE MANIFOLD

- The Holley GM LS1/LS2/LS6 2x4V dual-plane was designed in the tradition of the great dual Holley 4160 induction systems that competed on drag strips, in Trans-Am and at Lemans in the 1960's. The technology of the LS pushrod engine is now mated with the impressive multi-carb looks and performance of the muscle-car era!
- The dual-plane equal-distribution layout produces great mid-range torque without compromising top end power. The LS engine architecture does not utilize an intake mounted water neck or distributor so it's perfect for two Holley carburetors and this intake manifold design takes full advantage of that opportunity.
- Carbureted and EFI versions available
- Power band from 1500-7000 rpm
- Appropriate for any street/performance, muscle car, or street rod enthusiast
- Cast aluminum construction
- Intended for use on all GM LS Gen III engines equipped with LS1/LS2 style cathedral port cylinder heads
- Carb Flange Center-To-Center: 8-5/8"

Description
LS1-LS2 Cathedral Port EFI Manifold

Part No.
H0300-121



LS3/L92 & LS1/LS2/LS6 CARBURETTOR MID-RISE DUAL PLANE MANIFOLD

- Got an LS engine to get running? Nothing is easier than bolting on a carburetor. Holley's dual plane carbureted intake for GM's LS engines will help you get on the streets quick! Its dual plane design makes it perfect for low end torque, yet it still pulls all the way to 6,500 RPM! Our O-ring cylinder head mounting flange gaskets provide an OEM style seal and make installation a snap. Bolt one on today!
- 1500-6500 RPM power band
 - 4150 square bore carb mounting flange
 - Optimized runner layout and constant cross sectional area provide a broad torque curve
 - Minimum carb flange height means it fits in vehicles with minimal or no hood modifications
 - Great for carbureted or throttle body EFI street applications
 - Cast aluminum construction and efficient casting design for light weight, consistent wall thicknesses and improved casting quality
 - Weights 14.56 lbs.
 - Height (front) - 5.07" from front lifter valley cover to carb mounting flange
 - Height (rear) - 6.14" from rear lifter valley cover to carb mounting flange
 - Port size - 2.72" height x 1" wide LS1/LS2/LS6
 - Port size - 2.454" height x 1.09" wide LS3/L92
 - Mounting flange gasket type - O-ring
 - Includes Viton O-rings - Viton is a registered trademark of DuPont Performance Elastomers

Description		Part No
LS3/L92	Holley Mid-Rise Intake	H0300-129
LS1/LS2/LS6	Holley Mid-Rise Intake	H0300-130



LS3-L92 LS MODULAR "HI-RAM" CARBURETED & EFI MANIFOLD

- The Holley GM LS3/L92 Modular Hi-Ram Intake Manifold is introduced as a cost effective alternative to fabricated sheet-metal for high-performance applications where induction system height is not limited. Coupling this Hi-Ram intake with the high flowing LS3/L92 style cylinder heads has outstanding potential for N/A and forced induction applications at a budget-minded cost. Aggressive, bold, race-bred styling will make bad intentions clear for drag race, muscle car, marine, off-road, sandrails, pulling trucks, track, street-rod applications and more!
- Height (Carbureted or EFI, 2x4V Top Mount & Blank) - 11.08" to the lifter valley cover flange on engine block.
 - Base Plenum Top Mounting Flange Height - 8.42" to the lifter valley cover flange on engine block.
 - Port Size - 2.49" Height x 1.21" Wide
 - Mounting Flange Gasket Type - Standard LS3 Molded O-Ring
 - Plenum Top Gasket Type - 3/32" Round O-ring Cord
 - Runner Length - 6.50", As-Cast Runner Cross-Sectional Area - Tapered 4.25 in² to 2.77 in²

Description
LS3-L92 2X4 4150 Carburettor Hi-Ram Manifold

Part No.
H0300-113

Description
LS3-L92 2X4 4150 EFI Hi-Ram Manifold

Part No.
H0300-115



LS3/L92 EFI MANIFOLD MID-RISE DUAL PLANE

- The Holley GM 2x4 dual plane manifold is designed in the tradition of the great dual Holley 4160 induction systems that competed on drag strips, in Trans-Am at Lemans in the 1960's. The technology of the LS pushrod engine is now mated with the impressive multi-carb looks and performance of the muscle car era!
- Power band from 1500-7000rpm
 - Perfect for any street/performance, muscle car or street rod enthusiast
 - Cast aluminum construction
 - Fits all GM LS Gen III or Gen IV engines equipped with LS3/L92 style rectangular port cylinder heads.
 - Dual plane design for equal distribution and great mid-range torque without compromising top-end power

Description	Part No
LS3/L92 EFI Manifold - 2x4 Mid-Rise Dual Plane	H0300-134
Fuel Rail Kit Suit H0300-134 Manifold	H0534-220



LS3/L92 & LS1/LS2/LS6 CARBURETTOR MID-RISE SINGLE PLANE MANIFOLD

- Carbureted Single plane intake manifold. Fits all GM LS Gen III or IV engines equipped with LS1/LS2/LS6 style cathedral port cylinder heads & LS3/L92 style rectangular port heads.
- 2500-7000 RPM power band
 - 4150 Square bore flange (accepts up to 1.75" diameter throttle bores)
 - Optimized runner layout and constant cross sectional area - broad torque curve, best vehicle performance from 2500-7000 RPM
 - Minimum carb flange height - fit in vehicles with minimum hood modifications
 - Cast aluminum construction - great manifold for centrifugal blower, turbocharged or NOS power adder applications
 - Efficient casting design - lightweight, consistent wall thicknesses, improved casting quality
 - Weight - 11.5 lbs.
 - Height (front) - 5.417" to the lifter valley cover flange at the engine block front flange
 - Port size - 2.659" height x .918" wide LS1/LS2/LS6
 - Port size - 2.50" height x 1.15" wide LS3/L92
 - Includes Viton O-ring intake to cylinder head gaskets - Viton is a registered trademark of DuPont Performance Elastomers

Description	Part No
LS3/L92 Holley Mid-Rise Intake	H0300-131
LS1/LS2/LS6 Holley Mid-Rise Intake	H0300-132



LS3/L92 & LS1/LS2/LS6 EFI 4BBL MID-RISE SINGLE PLANE MANIFOLD

- EFI 4bbl Single plane intake manifold. Fits all GM LS Gen III or IV engines equipped with LS1/LS2/LS6 style cathedral port cylinder heads & LS3/L92 style rectangular port heads.
- 2500-7000 RPM power band
 - 4150 Square bore flange
 - Optimized runner layout and constant cross sectional area - broad torque curve, best vehicle performance from 2500-7000 RPM
 - Minimum carb flange height - fit in vehicles with minimum hood modifications
 - Cast aluminum construction - great manifold for centrifugal blower, turbocharged or NOS mid power adder applications
 - Efficient casting design - lightweight, consistent wall thicknesses, improved casting quality
 - Weight - 11.5 lbs.
 - Height (front) - 5.417" to the lifter valley cover flange at the engine block front flange and bellhousing flange
 - Port size - 2.50" height x 1.15" wide LS1/LS2/LS6
 - Port size - 2.50" height x 1.15" wide LS3/L92
 - Includes Viton® O-ring intake to cylinder head gaskets - Viton® is a registered trademark of DuPont Performance Elastomers
 - This manifold will not work with factory fuel rails and requires the use of Holley Fuel Rail Kit 534-218

Description	Part No
LS3/L92 Holley Mid-Rise EFI 4bbl Intake	H0300-136
LS1/LS2/LS6 Holley Mid-Rise EFI 4bbl Intake	H0300-137
Fuel Rail Kit for H0300-136 Manifold	H0534-218



LS3/L92 CARBURETTED MANIFOLD MID-RISE DUAL PLANE

- The Holley GM 2x4 dual plane manifold is designed in the tradition of the great dual Holley 4160 induction systems that competed on drag strips, in Trans-Am at Lemans in the 1960's. The technology of the LS pushrod engine is now mated with the impressive multi-carb looks and performance of the muscle car era!
- Power band from 1500-7000rpm
 - Perfect for any street/performance, muscle car or street rod enthusiast
 - Cast aluminium construction
 - Fits all GM LS Gen III or Gen IV engines equipped with LS3/L92 style rectangular port cylinder heads.
 - Dual plane design for equal distribution and great mid-range torque without compromising top-end power

Description	Part No
LS3/L92 Carburetted Manifold	H0300-133
2x4 Mid-Rise Dual Plane	

LS3/L92 DUAL CARBURETTOR HI-RAM INTAKE MANIFOLD

- The Holley GM LS3/L92 Modular Hi-Ram Intake Manifold is introduced as a cost effective alternative to fabricated sheet-metal for high-performance applications where induction system height is not limited. Coupling this Hi-Ram intake with the high flowing LS3/L92 style cylinder heads has outstanding potential for N/A and forced induction applications at a budget-minded cost. Aggressive, bold, race-bred styling will make bad intentions clear for drag race, muscle car, marine, off-road, sandrails, pulling trucks, track, street-rod applications and more!
- The base is designed to be modular in configuration to accept a wide range of carburetted and EFI tops and to be attractive to builders and fabricators as the foundation for custom induction systems.
 - Runner length and the tapered cross-section designed to perform well for a wide range of engine configurations
 - Cast aluminium construction.
 - Intended for use on N/A or forced induction engines in the 6.0 to 7.0+ liter range, max power at 7000-8000+RPM.
 - Plenum Top Gasket Type - 3/32" Round O-ring Cord
 - Mounting Flange Gasket Type - Standard LS3 Molded O-Ring
 - Port Size - 2.49" Height x 1.21" Wide
 - Runner Length - 6.50", As-Cast Runner Cross-Sectional Area - Tapered 4.25 in² to 2.77 in²
 - Base Plenum Top Mounting Flange Height - 8.42" to the lifter valley cover flange on engine block.
 - Height (Carburetted or EFI, 2x4V Top Mount & Blank) - 11.08" to the lifter valley cover flange on engine block.

Description	Part No
LS3/L92 Dual Carburettor 2 x 4500 cfm	H0300-112
Hi-Ram Intake Manifold	



LS3-L92 LS MODULAR "HI-RAM" CARBURETED & EFI BASE ONLY

- These parts should be used for the following applications: Racing/Performance/Street Rodder where
- hood restrictions are NOT a consideration.
 - Port Size - 2.49" Height x 1.21" Wide
 - Mounting Flange Gasket Type - Standard LS3 Molded O-Ring
 - Plenum Top Gasket Type - 3/32" Round O-ring Cord
 - Runner Length - 6.50", As-Cast Runner Cross-Sectional Area - Tapered 4.25 in² to 2.77 in²

Description	Part No.
LS3-L92 Carburettor Hi-Ram Manifold Base	H0300-213
LS3-L92 EFI Hi-Ram Manifold Base With Fuel Rails	H0300-214

LS3-L92 LS MODULAR "HI-RAM" EFI MANIFOLD

The Holley GM LS3/L92 Modular

Hi-Ram Intake Manifold is introduced as a cost effective alternative to fabricated sheet-metal for high-performance applications where induction system height is not limited.

Coupling this Hi-Ram intake with the high flowing LS3/L92 style cylinder heads has outstanding potential for N/A and forced induction applications at a budget-minded cost. Aggressive, bold, race-bred styling will make bad intentions clear for drag race, muscle car, marine, off-road, sandrails, pulling trucks, track, street-rod applications and more!

- Base Plenum Top Mounting Flange Height – 8.42" to the lifter valley cover flange on engine block.
- Total Height with 92/102mm EFI Plenum Top – 12.32" to the lifter valley cover flange on engine block.
- Port Size – 2.49" Height x 1.21" Wide
- Mounting Flange Gasket Type – Standard LS3 Molded O-Ring
- Plenum Top Gasket Type – 3/32" Round O-ring Cord
- Throttle Body Flange Location, with 92/102mm EFI Plenum Top to Height – 8.42" (from engine block lifter valley cover flange), Longitudinal Location – 3.84" (forward from engine block front flange), Angle – 25 deg. (down from vertical)
- Runner Length – 6.50", As-Cast Runner Cross-Sectional Area – Tapered 4.25 in² to 2.77 in²

Description	Natural	Black Finish
LS3-L92 X1 102mm T/Body EFI Hi-Ram Manifold With Fuel Rails	HO300-117	HO300-117BK

LS1-LS2-LS6 LS MODULAR "HI-RAM" EFI MANIFOLD

The Holley GM LS1/LS2/LS6 Modular Hi-Ram Intake Manifold

is introduced as a cost effective alternative to fabricated sheet-metal for high-performance applications where induction system height is not limited. Coupling this Hi-Ram intake with the high flowing LS1/LS2/LS6 style cylinder heads has outstanding potential for N/A and forced induction applications at a budget-minded cost. Aggressive, bold, race-bred styling will make bad intentions clear for drag race, muscle car, marine, off-road, sandrails, pulling trucks, track, street-rod applications and more!

- Base Plenum Top Mounting Flange Height – 8.42" to the lifter valley cover flange on engine block.
- Total Height with 92/102mm EFI Plenum Top – 12.32" to the lifter valley cover flange on engine block.
- Port Size – 2.49" Height x 1.21" Wide
- Mounting Flange Gasket Type – Standard LS3 Molded O-Ring
- Plenum Top Gasket Type – 3/32" Round O-ring Cord
- Throttle Body Flange Location, with 92/102mm EFI Plenum Top to Height – 8.42" (from engine block lifter valley cover flange), Longitudinal Location – 3.84" (forward from engine block front flange), Angle – 25 deg. (down from vertical)
- Runner Length – 6.58", As-Cast Runner Cross-Sectional Area – Tapered 4.25 in² to 2.53 in²

Description	Part No.
LS1-LS2-LS6 X1 92mm T/Body EFI Hi-Ram Manifold With Fuel Rails	HO300-122
LS1-LS2-LS6 X1 105mm T/Body EFI Hi-Ram Manifold With Fuel Rails	HO300-122BK

LS1-LS2-LS6 LS MODULAR MID-RISE EFI MANIFOLD

The Modular Mid-Rise intake utilizes the popular Holley LS1/LS2/LS6 cathedral port Mid-Rise 2 x 4 Intake Manifold along with a purpose built plenum base Adapter and a Holley 92MM EFI plenum top which converts it into a Mid-Rise EFI intake manifold. With a max overall height of only 10.44", the Mid-Rise Manifold is an excellent choice for street and performance street/strip applications with a powerband from 1,500-6,500 RPM and limited hood clearance. It's perfect for a blow-thru or turbocharged application.

- Provides great performance to 6500 rpm for street/strip performance applications while providing the look of a racing EFI intake manifold
- Unique modular design allows the combination of a traditional dual-plane layout with an EFI manifold plenum to produce great mid-range torque without compromising top end power
- Great for supercharged or turbocharged engines
- Power band from 1500-6500 rpm
- May require an aftermarket hood for some vehicle applications.
- Cast aluminum construction
- Intended for use on all GM LS Gen III or IV engines equipped with LS1/LS2/LS6 style cathedral port cylinder heads (recalibration of the ECU may be required when using this intake manifold design with OE ECU).

Description	Part No.
LS1-LS2-LS6 X1 92mm T/Body EFI Mid Rise Manifold With Fuel Rails	HO300-126
LS1-LS2-LS6 X1 105mm T/Body EFI Mid Rise Manifold With Fuel Rails	HO300-127

LS3/L92 MODULAR MID-RISE EFI MANIFOLD

The Modular Mid-Rise intake utilizes the popular Holley LS3/L92 rectangle port Mid-Rise intake manifold along with a purpose built plenum base adapter and a Holley 105MM EFI plenum top which converts it into a Mid-Rise EFI intake manifold. With a max overall height of only 10.44", the Mid-Rise manifold is an excellent choice for street and performance street/strip applications with a powerband from 1,500-6,500 RPM and limited hood clearance. It's perfect for turbocharged, or naturally aspirated applications. This manifold is modular, and the plenum adapter (PN 300-231) will accept all of the popular Holley LS Hi-Ram plenum tops as a foundation for custom induction systems.

- 1500-6500RPM Power Band
- 105MM EFI Plenum
- Overall Height of 10.44 inches
- Mid-Rise manifold for excellent street/strip performance
- Fits GM LS3/L92 engines

Description	Part No.
LS3-L92 X1 105mm T/Body EFI Mid-Rise Manifold With Fuel Rails	HO300-128

LS1/LS2/LS6 SNIPER EFI FABRICATED HI-RAM INTAKE MANIFOLD

Holley is now offering budget friendly fabricated intake manifolds for LS, Small Block Chevy and Small Block Ford engines in carburetted and EFI versions!

- 3mm (1/8") thick T6061 Sheet Aluminium construction, more durable than competitive intakes
- 102mm bore Throttle Body Openings
- 100% TIG welded
- Available for EFI and Carburetted applications with custom Holley Sniper logo
- EFI Intakes include 3/8" Fuel rail kits (Sniper logo laser engraved)
- Runner lengths with tapered top on EFI intakes designed to increase velocity and more evenly distribute airflow to all 8 cylinders

Description	Part No
Hi-Ram Fabricated Intake Manifold LS1/LS2/LS6 102mm Throttle Body opening + Fuel Rail Kit - Black	HO820042



Aluminium Dual Plane Manifold

Non-EGR intake manifold for 1957-95 Chev Small Block engines. Includes special "angled plugs" to fit 1987-95 model engines with angled bolts.

Description	Part No.
Dual Plane SB Chev Manifold - Satin	RPCR1101
Dual Plane SB Chev Manifold - Polished	RPCR1102
Dual plane SBC manifold satin - square bore - 1955-86	RPCR1106
Dual plane SBC manifold vortec satin - square bore	RPCR1107
SBC Dual plane manifold vortec polished - square bore	RPCR1107POL
BBC Dual plane manifold satin finish	RPCR1108
Ford 302 Dual plane manifold polished finish polished	RPCR1109POL



BB FORD 429-460 BULLITT INTAKE MANIFOLD

AFR's BBF Bullitt Manifold is designed specifically to fit with our Bullitt Cylinder Heads. With improve port design and flow characteristics AFR's BBF Manifold allows you to get the most out of your Bullitt cylinder heads

Description	Part No
BB Ford 429-460 Single Plane Manifold, 4150 Carb	AFR4992
BB Ford 429-460 Single Plane Manifold, 4500 Carb	AFR4993
Intake Gaskets Suit Bullitt Manifolds	AFR6893



SBC Titan Manifolds

Launch into the future with AFR Titan SBC intake manifolds. Designed to fit and work well right out of the box, these remarkable composite intake manifolds provide a significant bump in power--15+ hp and torque! Plus, you gain the advantage of lighter weight and less tendency to heat soak--they're approximately 10 lbs. lighter and 30 degrees cooler than aluminium intakes! AFR's willingness to think outside the box has produced three Titan SBC models for carburetted applications. Their TXR manifold is their single-plane Race model, TXS is their single-plane strip model, and DPR is their dual-plane street/strip manifold. All feature AFR's innovative, modular 2-piece design, allowing you the unique ability to swap plenum spiders without spilling fluid or messing with your distributor. These intakes also feature cast-in nitrous bosses, dual distributor hold-downs, and rubber sealing gaskets for leak-free operation. For more power, more weight savings, and the advantage of AFR technology, invest in tomorrow's horsepower today with AFR Titan SBC intake manifolds.

AFR4801	AFR SBC Titan TRX Race Intake 5.5" CARBY HEIGHT
AFR4802	AFR SBC Titan XST street/strip intake 4.58" CARBY HEIGHT
AFR4804	AFR SBC Titan DPR street/strip Intake 4.72 CARBY HEIGHT



CHI MANIFOLDS

Working closely with some of the worlds finest engine builders has enabled us to design and manufacture manifolds that have the best horsepower and torque curves on the market today. This has been achieved through countless hours of testing and modifying a variety of different manifolds, which has helped us come up with a formula for optimising cross sectional area - velocity, and fuel atomisation characteristics. Manifolds are available to suit our 3V Cleveland cylinder heads on Cleveland and Windsor blocks (351 Windsor conversions, will require the use of our CHI water crossover - bypass housing)

FORD CLEVELAND (9.2" DECK)

CHI 185 Heads, Squarebore Carb	CHI-9.2-3V-185
CHI 208 Heads, Squarebore Carb	CHI-9.2-3V-208
CHI 218, 225 & 260, Squarebore Carb	CHI-9.2-3V-218
CHI 218, 225 & 260, Dominator Carb	CHI-9.2-3V-218D
Ford 4V Heads, Squarebore Carb	CHI-9.2-4V
Ford 4V Heads, Dominator Carb	CHI-9.2-4V-4500

FORD 302 WINDSOR (8.2" DECK)

CHI 185 Heads, Squarebore Carb	CHI-8.2-3V-185
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FORD 351 WINDSOR (9.5" DECK)

CHI 185 Heads, Squarebore Carb	CHI-9.5-3V-185
CHI 208 Heads, Squarebore Carb	CHI-9.5-3V-185
CHI 218, 225 & 260, Squarebore Carb	CHI-9.5-3V-218
CHI 218, 225 & 260, Dominator Carb	CHI-9.5-3V-218D

WATER CROSS OVER

Designed to simplify the installation of CHI and other Cleveland style cylinder heads to 351 Windsor Engines, the CHI water cross over provides a cross over point for the cylinder heads and houses the thermostat. With this innovative item you can build the ultimate 3V headed BOSS style Cleveland/Windsor hybrid engine.

Water Cross Over	CHI-WC302-351
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Edelbrock

Available in Four Finishes for the Look You Want, See Individual Manifold Listings for Part Numbers!

NEW ENDURASHINE™ FINISH

Bright silver chrome finish with powder coated durability. Resists discoloration from heat. Clear top coat enhances polished aluminium look for a great appearance. Three step Vacuum Metalizing Process: base coat, aluminium coat, and clear top coat to enhance abrasion and chemical resistance. Offers a bright, durable, maintenance-free polished aluminium look. 5-digit part numbers ending in "4" signify EnduraShine Finish

BLACK POWDERCOATED FINISH

Black powdercoated finish that features a finely textured surface which not only looks great but enhances durability too. 5-digit part numbers ending in "3" signify black powdercoated finish.

POLISHED FINISH

Buffed aluminium for a brilliant shine. Special order any manifold as polished. 5-digit part numbers ending in "1" signify polished finish

AS-CAST FINISH

Natural satin finish. The look of performance for decades.

BUICK

Buick/Rover 215 V8

PERFORMER ROVER

(idle-5500 rpm)

Designed for

Rover 3500cc

V8s (1968 & later)

and 1961-63 Buick and Oldsmobile aluminium 215 V8s. Manifold not equipped with EGR. Will not work with OEM carburetors (except Carter AVS).

ED2198 Performer Rover (non-EGR)

Buick 400-455 V8

PERFORMER BUICK 455

(idle-5500 rpm)

Designed for street

400-430-455 c.i.d. Buick

V8s. #2146 is stock

replacement/street legal part for 400, 430 and 455 V8s; 1967-71; except stock equipped EGR. Manifold not equipped with EGR. Will fit cold air induction hoods. Will not fit Buick 350.

ED2146 Performer Buick 455 (non-EGR)

Buick 400-455 V8

BUICK B-4B

(idle-5500 rpm)

Back by popular demand,

#2515 is a

resurrection of the popular

B-4B manifold made in the

late 1960s for street 400-430

-455 c.i.d. Buick V8s. The only

change to the original design is the addition of our proven Performer-style carb pad that accepts either square-bore or spread-bore carbs, making this manifold an excellent choice for both restoration and performance-minded Buick fans.

ED2515 Buick B-4B Manifold (non-EGR)

CADILLAC

Cadillac 472-500 V8

PERFORMER CADILLAC

(idle-5500 rpm)

This Performer is

designed for 1968-76

Cadillac 472 and 500

cubic-inch engines. For

either square- or spread-

-bore carbs, #2115 is the

first intake designed specifically for high-performance Cadillacs using standard heads. Like all Edelbrock Performers, this manifold increases torque and horsepower from idle to 5500 rpm. The broad power band is ideal for high-performance street and engine swap applications. Specs on this non-EGR manifold include a carb pad height that's 3" taller than stock. Dropped divider wall evens air/fuel ratio throughout the rpm range. Stock air conditioning compressor will not fit.

ED2115 Performer Cadillac (non-EGR)

CHEVROLET SMALL BLOCK

Chevrolet 90° V6

PERFORMER 90° V6

(idle-5500 rpm)

Designed for street 1985-95

200-229-262 c.i.d. (3.8 and

4.3L) Chevy V6s. Will not

accept stock automotive carbs

or 262 T.B.I. unit. Dual bolt

pattern waterneck fits both automotive and marine applications.

Produced 18 more horsepower than an older manifold design on

4.3L marine engine.

ED2111 Performer 90° V6 (non-EGR)

ED3785 Performer 60° V6 2.8L

Chevrolet 262-400

Small-Block V8

PERFORMER EPS (idle-5500

rpm)

Designed for 1986 and

earlier 262-400 cubic-inch

Chevys, the Performer

EPS dual-plane manifold is

optimized to deliver superior performance with Edelbrock square-bore Performer Series or Thunder Series AVS carburetors. This small-block Chevy manifold has a runner design that's "tuned" for peak torque around 3500 rpm on a 350-inch engine and it's ideal for power from off-idle to 5500 rpm. Dyno tests showed gains of 5 hp and 9 ft/lbs of torque over the Edelbrock Performer manifold #2101 on a 350 Chevy.

ED2701 Performer EPS (non-EGR)

ED27014 Performer EPS with EnduraShine finish (non-EGR)

ED27034 Performer EPS and Oil Fill Tube with

EnduraShine finish (non-EGR)

PERFORMER EPS VORTEC (idle-5500 rpm)

Available for small-block

Chevys with Vortec or Edelbrock

E-Tec cylinder heads, the

Performer EPS dual-plane

manifold is optimized to

deliver superior performance.

The runner design is "tuned"

for peak torque around 3500 rpm on a 350-inch engine and it's ideal for power from off-idle to 5500 rpm. Dyno tests showed gains averaging 5+ ft/lbs. of torque from 3000 to 4500 rpm for more performance where you need it most. Match with a dependable Edelbrock square-bore carburetor for maximum performance gains. Will not fit under stock Corvette hood.

ED2716 Performer EPS Vortec (non-EGR)

ED27164 Performer EPS Vortec with

EnduraShine finish (non-EGR)

PERFORMER VORTEC

(idle-5500 rpm)

Based on the popular and powerful Edelbrock #2101, this dual-plane intake is designed for the street rod, industrial and engine swap market utilizing 262-400 c.i.d. Chevy V8s with 1996 and later Vortec (L31) cast iron or the new Edelbrock E-Tec aluminium heads. Manifold has provisions for external water bypass and may be used on either Vortec blocks or 1995 and earlier blocks. No provision for exhaust heated chokes. Accepts both square-bore and spread-bore carbs and late model waterneck, alternator, HEI and air conditioning brackets. Will not fit under stock Corvette hood. Available with standard finish, polished or with new EnduraShine or PermaStar finish for a look you've got to see to believe, see Optional Finishes. For high performance engines operating from 1500-6500 rpm, see the Performer RPM Vortec manifold.

ED2116 Performer Vortec (non-EGR)

ED21164 Performer Vortec with EnduraShine Finish

(non-EGR)

ED21163 Performer Vortec Black (non-EGR)

PERFORMER - '86 & EARLIER

(idle-5500 rpm)

Designed for street 1955-86

262-400 c.i.d. small-block Chevys.

Performers accept late-model

choke, waterneck,

air-conditioning, alternator

and H.E.I. Has provisions to add oil

fill tube. Not for 1987 and

later cast iron or Chevy Bowtie

heads. Will fit 1987 and later

stock aluminium heads. Available

with standard finish or polished.

ED2101 Performer (non-EGR)

ED21011 Polished Performer #2101 (non-EGR)

PERFORMER - FOR 1987-95

CAST IRON CYLINDER

HEADS (idle-5500 rpm)

Designed for street 262-

400 c.i.d. Chevy V8s that

have heads with canted

center bolt holes.

Both accept late-model waterneck, air-conditioning, alternator, H.E.I.

and have rear water crossovers. #2104 accepts exhaust-heated

chokes. For 1987-95 stock aluminium heads use #2101. Will not fit

Chevrolet Bowtie or LT1 heads.

ED2104 Performer (non-EGR)

PERFORMER AIR-GAP

(idle-5500 rpm)

Designed for 1955-86

262-400 c.i.d. small-block

Chevys, the Performer

Air-Gap features the

air-gap design for the

ultimate street performance in the idle to 5500 rpm range. This

design features an open air space that separates the runners from the

hot engine oil resulting in a cooler, denser charge for more power.

High-velocity runners deliver excellent throttle response throughout

the power band. The great looks of the Performer Air-Gap along with

the solid idle to 5500 rpm performance makes this an ideal choice

for street rods and street machines. Performer Air-Gap #2604 is for

1987-95 cast iron heads with canted center bolt holes. No provision

for exhaust heated chokes or exhaust crossover. Fits spread-bore or

square-bore carburetors.

Available with standard finish or polished.

ED2601 Performer Air-Gap (non-EGR)

ED26011 Polished Performer Air-Gap (non-EGR)

ED2604 Performer Air-Gap for 1987-95 cast iron heads (non-EGR)

PERFORMER RPM

(1500-6500 rpm)

Designed for 1955-86 262-

400 c.i.d. Chevy V8s for

maximum power and a

broad torque curve for

high-performance

street/marine. Provides power like a single-plane and throttle

response like a dual-plane. Has provisions to add oil fill tube. No

provisions for exhaust heated or stock-style choke. Accepts

late-model waterneck, air-conditioning, alternator and H.E.I. Will

fit cast iron Chevrolet Bowtie heads, but will not fit 1987 and later

cast iron heads. Will not fit under stock Corvette hood.

ED71013 Performer RPM (black)

ED71011 Polished Performer RPM (non-EGR)

ED71014 Performer RPM with EnduraShine Finish (non-EGR)

PERFORMER RPM Q-JET

(1500-6500 rpm)

Designed for 1955-86

262-400 c.i.d. Chevy

V8s for spread-bore

(Q-Jet) or square-

bore carbs. Delivers

maximum power and a broad torque curve for high-performance

street. Carb pad will accept square-bore carbs without adapters.

Performer RPM Q-Jet has same provisions as #7101 (see above).

ED7104 Performer RPM Q-Jet (non-EGR)

PERFORMER RPM VORTEC

(1500-6500 rpm)

This single four-barrel

intake is designed for the

street rod, marine and

engine swap market

utilizing 262-400 c.i.d.

Chevy V8s with 1996

and later Vortec (L31) cast iron or the Edelbrock E-Tec aluminium

heads. An external water bypass boss is machined into the front of

the water crossover for use on 1996 and later Vortec production

engines. Manifold accepts square-bore carbs only.

ED7116 Performer RPM Vortec

ED71163 Performer RPM Vortec black

ED71164 Performer RPM Vortec w/ EnduraShine finish

RPM AIR-GAP (1500-6500 rpm)

Designed for 1955-86 262-400 c.i.d.

Chevrolet V8s, the award-

winning RPM

Includes rear water

outlets, two distributor

clamp locations and

nitrous bosses. Accepts

all 1976 and later

alternator and A/C brackets

for the street. The heater outlet boss is angled for proper fit over the

valve cover. The temp sensor boss clears all waternecks. For square-

bore carburetors only. No provision for exhaust-heated chokes and

no exhaust crossover. Not for 1987 and later cast iron heads and will

not fit under stock Corvette hood.

ED7501 RPM Air-Gap (non-EGR)

ED75013 RPM Air-Gap NASCAR Edition (non-EGR)(Black Finish)

ED75014 RPM Air-Gap with EnduraShine Finish (non-EGR)

TORKER II (2500-6500 rpm)

Designed for 1955-86 high-

performance street 262-400 c.i.d.

small-block Chevys. Accepts

late-model waterneck, air-

conditioning, alternator and

H.E.I. Will fit Corvette and '87

and later stock heads. Will not fit '87 and later cast iron heads and will

not cover port openings of Chevrolet Bowtie or LT1 heads. Not for heavy

vehicles (trucks, vans etc.); use Performer EPS #2701.

ED 5001 Torker II (non-EGR)

RPM AIR-GAP VORTEC

(1500-6500 rpm)

This single

four-barrel intake is

designed for

262-400 c.i.d. Chevy

V8s with 1996 and

later Vortec (L31) cast iron or the new Edelbrock E-Tec aluminium

heads. An external water bypass boss is machined into the front of

the water crossover for use on 1996 and later Vortec

production engines. Includes rear water outlets, nitrous bosses,

a temp sensor boss that clears all waternecks, two distributor

clamp locations and a heater outlet boss that's angled for proper

fit over the valve cover. Accepts 1976 and later alternator and

air-conditioning brackets for street installations. For square-bore

carbs. No provision for exhaust-heated chokes and no exhaust

crossover. Will not fit under stock Corvette hood. Available with

standard finish, polished or with PermaStar or new EnduraShine

finish for a look you've got to see to believe, see Optional Finishes.

ED7516 RPM Air-Gap Vortec (non-EGR)

ED75163 RPM Air-Gap Vortec black

ED75164 RPM Air-Gap Vortec with EnduraShine finish (non-EGR)

RPM AIR-GAP DUAL-QUAD (1500-6500 rpm)

Designed for 1955-86 S/B

Chevys, this intake stands

1-5/8" taller than the low-

RPM AIR-GAP DUAL-QUAD VORTEC (1500-6500 rpm)

Designed for 262-400 c.i.d. S/B Chevys with 1996 and later Vortec cast iron or Edelbrock E-Tec heads, this intake stands 1-5/8" taller than the low-profile C-26 dual-quad intake and offers performance improvements in the 1500-6500 rpm range. The larger runners feature our unique Air-Gap design that separates the runners from the hot engine valley for a cooler, denser charge.

ED75264 RPM Air-Gap Dual-Quad Vortec with EnduraShine™ finish (non-EGR)



C-26 DUAL-QUAD (1500-6500 rpm)

Designed for 1955-86 262-400 c.i.d. S/B Chevys, this dual-quad is low profile for hood clearance on most vehicles. Air-conditioning bosses and front oil filler tube boss included. Stock alternator brackets do not fit. C-26 Dual-Quad manifold #5426 is designed for Chevy V8s with 1996 and later Vortec (L31) cast iron or the Edelbrock E-Tec aluminium heads. An external water bypass boss is machined into the front of the water crossover for use on 1996 and later Vortec production engines. Carb center to carb center: 6-7/16". Use with Performer-Plus cam #2103 for low-end torque or Torker-Plus cam/kit #5002 for top-end power.

ED5425 C-26 Manifold (non-EGR)

ED54251 Polished C-26 Manifold (non-EGR)



STREET TUNNEL RAM (3500-7500 rpm)

Designed for 302-327-350-400 c.i.d. small-block Chevy V8s operating below 7500 rpm where low-end torque is not a prime factor. Great for engines with slightly modified heads. Applicable to street machines, street rods, pro street and marine. Will not fit 1987 and later cast iron heads. Use with Torker-Plus camshaft kit #5002 for low-end torque or Performer RPM camshaft kit #7102 for more top-end power.

ED7071 Throttle Linkage for sideways mounted carbs

ED6999 Gasket (included with base and top)



C-357-B THREE-DEUCE (idle-5500 rpm)

Designed for 1955-86 262-400 c.i.d. small-block Chevys, this manifold has a balanced 180° firing order port runner arrangement. It contains an exhaust gas heat riser and offers excellent performance potential. Front oil filler tube boss included. Carb center-to-center: 5-1/2". Use with Performer-Plus camshaft and lifter kit #2103 for low-end torque or Torker-Plus cam/kit #5002 for top-end power. ED5418 & ED5419 accept Oil Fill Tube and Breather ED4803

ED5419 C-357-B Manifold (non-EGR)

ED5418 C-357-B Manifold for 3-bolt Carbs (non-EGR)



TORKER II (2500-6500 rpm)

Designed for 1955-86 high-performance street 262-400 c.i.d. small-block Chevys. Manifold accepts late-model waterneck, air-conditioning, alternator and H.E.I. Will fit Corve. and 1987 and later stock aluminum heads. Will not fit 1987 and later cast iron heads and will not cover port openings of Chevrolet Bowtie or LT1 heads. Not for heavy vehicles (trucks, vans etc.); use Performer EPS #2701.

ED5001 Torker II (non-EGR)



HIGH-FLO T.P.I. SYSTEM - BASEPLATE & RUNNERS (idle-5500 rpm)

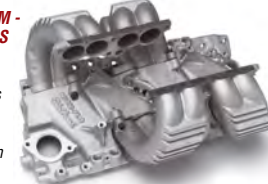
Designed for 1985-91 305/350 c.i.d. S/B Chevys with Tuned Port Injection. With stock heads, the High-Flo System makes an 18-20 hp gain over stock. Requires no changes to stock computer. #3890/#3892 are stock replacement/street legal parts for 305/350 V8s with T.P.I.; 1985-88. #3891/#3893 are stock replacement/street legal parts for 305/350 V8s with T.P.I.; 1989-92. Not for LT1 Corvettes.

ED3890 High-Flo T.P.I. System (1985-88 engines)

ED3891 High-Flo T.P.I. System (1989-92 engines)

ED3892 High-Flo T.P.I. System (1985-88 with aftermarket heads, includes #3861)

ED3893 High-Flo T.P.I. System (1989-92 with aftermarket heads, includes #3861)



VICTOR JR. (3500-8000 rpm)

For high-performance street to drag/circle track racing. They provide maximum performance for engines with standard port location, iron and aluminum cylinder heads. The low-profile of the #2975 works well in applications with minimal hood clearance and where 1" or 2" spacers can be used for performance tuning. The Victor Jr. Port Matched manifold has CNC-blended port exits that match any competition head using Fel-Pro gasket #1205.

ED2975 Victor Jr.

ED29751 Polished Victor Jr.

ED29754 Victor Jr. with EnduraShine Finish

ED2900 Victor Jr. Port Matched

ED2999 Victor Jr. Tall (1" taller)



VICTOR JR. HIGH-PORT (4000-8000 rpm)

Ideal for bracket race and 9:1 compression, 390 cfm carb oval track applications, this manifold provides excellent mid-range to top-end power for engines with raised-port 23" heads such as Pontiac #10045434, #10033867 and Chevrolet Raised Runner Bowtie heads #10051101. Runners have a 2.80 square-inch cross-section. Relief for center water outlets included.

ED2967 Victor Jr. High-Port



SUPER VICTOR CNC (3500-8000 rpm)

This special version of the Super Victor was developed for competition high rpm or large displacement small-blocks. It is CNC machined in all critical areas... plenum chamber, port exits, divider walls and runner roofs for optimum performance and out-of-the-box convenience. See Super Victor #2925 for application information.

ED2825 Super Victor CNC



SUPER VICTOR 4500 (ED2970 & ED2971)

Designed for small-block Chevys with 4500 Series carburetors and 23" heads, the Super Victor #2970 is for standard port locations and #2971 is for raised port heads. They have a large runner cross-sectional area (3.2 square inches) and highly efficient cloverleaf plenum design. In dyno tests on a 358-inch small-block, #2970 made 10 horsepower more than the best competitor's manifold!

ED2925 Super Victor for 23" Heads

ED29254 Super Victor for 23" Heads with EnduraShine Finish

ED2913 Super Victor for Vortec Heads

ED29135 Super Victor EFI for E-Tec/Vortec Heads

ED2970 Super Victor 4500 for 23" Heads



VICTOR HIGH-PORT (4500-8500 rpm)

Ideal for bracket race and high rpm circle track applications, this manifold is designed for raised-port 23" heads such as Pontiac ED10045434, ED10033867 and Chevrolet Raised Runner Bowtie heads ED10051101. The deep plenum design is beneficial for restrictor plate applications. Runners have a 3.0 square-inch cross-section. Relief for center water outlets included.

ED2968 Victor High-Port



VICTOR E (4500-8500 rpm)

Ideal for high-rpm drag race applications, the Victor E has a larger and deeper plenum than the #2975. It provides maximum power in the higher rpm range for engines with standard port location iron and aluminum heads. Runners have a tapered cross-section, and plenty of material at the manifold port exit allows port matching to the small port heads used in NHRA Super Stock classes. 1" or 2" spacers can be used for performance tuning. The large plenum and runner volume of this manifold is also ideal for alcohol-fueled applications. Victor EFI also available with electronic fuel injector bosses, see Street & Competition EFI Manifolds.

ED2978 Victor E

ED29785 Victor EFI



VICTOR 18" 2.9 (5000-8500 rpm)

Designed for use on 9.5:1 compression engines with 390 cfm carbs and GM or Edelbrock 18" heads. Runners have a 2.9 square-inch cross-section. Manifold height from the end seal to the carb pad is 7.03". Victor 18" 2.9 Spider #2955 has the same plenum and runners as #2950 in a two-piece design. #2955 can be used with Edelbrock base plate #2992.

ED2950 Victor 18" 2.9

ED2955 Victor 18" 2.9 Spider

ED2992 Victor 18" Base (base of 2-piece manifold)



VICTOR 18" 3.2 (5000-8500 rpm)

The Victor 18" #2959 features intake runners with a large cross-section area of 3.2 square inches for max high-end horsepower in engines operating from 5000 to 8500 rpm with GM or Edelbrock 18" heads. This intake is a one-piece manifold with the same runner and plenum design as the two-piece #2958 Spider used in circle track applications. It is ideal for the Hav-A-Tampa Series, or for any racer desiring the performance of the #2958 in a one-piece manifold. The Spider is part of a two-piece design and can be used with Edelbrock base plate #2992.

ED2959 Victor 18" 3.2

ED2958 Victor 18" 3.2 Spider (top of 2-piece manifold)

ED2992 Victor 18" Base (base of 2-piece manifold)



VICTOR 18" HIGH-PORT (4500-8500 rpm)

Designed for engines using Edelbrock or GM 18" High-Port heads (#10134363 and #10134364), #2995 runners have a 2.85 square-inch cross-section. Features 1/2" female pipe bosses over rear water outlets to allow for customization of cooling system and dual distributor clamp locations for ease of timing adjustment.

ED2995 Victor 18" High-Torque



VICTOR RAM (6500-10,000 rpm)

This tunnel ram manifold for standard 23" S/B Chevy heads features include effective methods for the control of high velocity mixture flow, especially at engine speeds above 8500 rpm. Removable top mounts various carburetors. Suited to drag race engines operating at 6500-10,000 rpm and race boat engines above 7000 rpm. Does not fit raised port cylinder heads or 1987 and later cast iron heads.

ED7070 Victor Ram (base only)



TOP FOR VICTOR RAM (ED7070)

ED7073 Victor Ram - 2 standard-flange, sideways (top only)

ED7071 Throttle Linkage (sideways)

ED6988 Top Gasket (included with top)

GLIDDEN VICTOR SPIDER (5000-8500 rpm)

Intended for 375 c.i. and up high output drag race engines, this manifold was developed in conjunction with noted drag racer Billy Glidden and is specifically designed to complement the flow characteristics of fully ported 18" and 15" cylinder heads. It features a 4500 series carb flange, and the dividers are pulled back to increase plenum size and shorten the runners for improved high rpm performance. The runners are wider at the plenum, producing approximately 3.6 square inches area at the opening.

ED2858 Glidden Victor Spider-Type Manifold (for 15" & 18" heads)

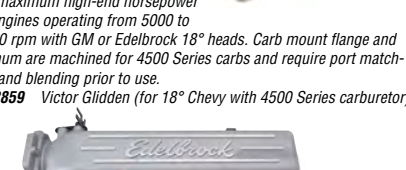
ED2992 Victor 18" Base (base of 2-piece manifold)



VICTOR GLIDDEN 18" CHEVY (5000-8500 rpm)

Designed in conjunction with noted drag racer Billy Glidden, Victor Glidden #2859 is for all-out nitrous-assisted drag race applications. It features intake runners with a large cross-section area of 3.2 square-inches for maximum high-end horsepower in engines operating from 5000 to 8500 rpm with GM or Edelbrock 18" heads. Carb mount flange and plenum are machined for 4500 Series carbs and require port matching and blending prior to use.

ED2859 Victor Glidden (for 18" Chevy with 4500 Series carburetor)



PRO-FLO XT

MANIFOLDS FOR S/B CHEVY, LS SERIES CHEVY, B/B CHEVY, B/B CHRYSLER & S/B FORD

The Pro-Flo XT intakes are engineered with a large plenum and long tapered runners to deliver maximum horsepower and broad torque throughout the rpm range (1500-6500 rpm). A new front mount 90mm throttle body feeds the intake all the air it needs for maximum performance. Aesthetics were also a major consideration in the design, offering enthusiasts custom looks and choice of as-cast aluminum or black powder coated finish with contrast machining.

- Universal fuel injection intakes are designed for use with virtually any fuel injection system
- Fuel injector bosses are machined to properly position the fuel injector for optimum performance
- Matching fuel rail kits are offered to provide a complete bolt-on EFI intake package



For 262-400 Small-Block Chevy
Pro-Flo XT for 1986 & earlier S/B Chevy
Pro-Flo XT for S/B Chevy with
E-Tec/Vortec heads
Pro-Flo XT Fuel Rail Kit for S/B Chevy –
Compatible with Standard or Pico injectors

As-Cast
ED7137

ED7138

ED3627

For LS Series Chevy
25 hp gain over a stock LS6 manifold*
Pro-Flo XT for LS Series Gen III Chevy
Pro-Flo XT Fuel Rail Kit for LS Series Chevy –
Compatible with Standard or Pico injectors
Pro-Flo XT for LS2 Series Gen III Chevy

As-Cast
ED7139

ED3629

ED7140

For 396-502 Big-Block Chevy Oval Port
25 hp gain over a single plane EFI manifold*
Pro-Flo XT for B/B Chevy Oval Port
Pro-Flo XT Fuel Rail Kit for B/B Chevy –
Compatible with Standard or Pico injectors

As-Cast
ED7135

ED3657

For 440 Wedge Chrysler
20 hp gain over a single plane EFI manifold*
Pro-Flo XT for B/B Chrysler 440 Wedge
Pro-Flo XT Fuel Rail Kit for B/B Chrysler

As-Cast
ED7144

ED3644

For 289-302 Small-Block Ford
Pro-Flo XT for 289-302 S/B Ford
Pro-Flo XT Fuel Rail Kit for S/B Ford

As-Cast
ED7128

ED3621

Black
ED71373

ED71383

ED71403

Black
ED71393

ED71403

Black
ED71353

ED71403

Black
ED71443

Black
ED71283

VICTOR JR. L76/L92 (3500-7500 rpm)

For LS Gen IV with L92 Cylinder Heads
Designed for Gen IV LS engines equipped with L92 cylinder heads, this manifold is for EFI or carburetted racing applications operating between 3500-7500 rpm and uses a standard square-bore carb flange that is compatible with both Edelbrock EFI intake elbows or four-barrel throttle bodies. EFI manifold ED28455 has additional bosses and machining that allow for the use of fuel injectors when combined with the ED3638 fuel rail kit (sold separately).

ED28457 Victor Jr. Gen IV carburetted manifold for L92 heads



VICTOR JR. LS1 (3500-7500 rpm)

For Chevrolet LS1 V8 Carburetted Applications. With an operating range of 3500-7500 rpm, this high-rise single plane intake is capable of supporting up to 600 hp. Like our Performer RPM LS1 intake, the Victor Jr. LS1 accepts a square bore carburetor and comes with an electronic timing module that picks up MAP, crank position, and cam position in order to drive the stock Coil-on-Plug ignition system. This module also offers a choice of several built-in timing curves, each tailored for engine displacement, cam profiles, and fuel grades. Includes a throttle bracket designed to work with 700R-4, 200R-4 and Turbo 350 transmissions. Most applications will require hood modification.

ED2908 Victor Jr. LS1 Carburetted Intake Manifold and Timing Control Module

ED29087 Victor Jr. LS1 Carburetted Intake Manifold ONLY

ED29085 Victor Jr. LS1 Competition EFI Intake Manifold ONLY

ED290876 Victor Jr. LS1 Carburetted Intake Manifold with rails



SUPER VICTOR LS3 (3500-7500 RPM)

Designed for Gen IV LS engines equipped with LS3 cylinder heads, these new Super Victor intake manifolds are ideal for anyone building a 700+ HP carburetted or EFI large displacement racing engine operating between 3,500 - 7,500 rpm.

These new Super Victor intake manifolds are designed with 24% larger runners than our Victor Jr. #28457 along with a larger 4500 style plenum. The large plenum makes these intake manifolds ideal for nitrous and forced induction applications. They also feature tapered runners for increased flow at high rpm. Available with a 4150 or 4500 series carburetor flange. The Super Victor 4500 series manifolds can accommodate bores up to 2.25". Super Victor #28215 and #28265 include machined fuel injector bosses. A carburetor mounted style throttle bracket is recommended.

ED2821 Carburetted Manifold for 4500 Series Carbs
ED28215 EFI Manifold for 4500 Style Throttle Bodies
ED2826 Carburetted Manifold for 4150 Series Carbs
ED28265 EFI Manifold for 4150 Style Throttle Bodies

SUPER VICTOR LS1 (3500-8000 rpm)

Carburetted or Competition EFI for GM Gen III Building on the success of the Victor Jr. LS1 manifold, the Super Victor LS1 offers greater air flow potential for ever bigger power gains from these modern engines. The carb mount pad is 1.12" taller than the Victor Jr. LS1, and the port exits have been increased to 1.08" x 2.74". Use Edelbrock Timing Control Module #91238 to drive the stock Coil-on-Plug ignition system. This manifold has already been accepted by NASCAR for use in the Grand National West/Grand National East series. Super Victor EFI LS1 manifold #28095 is for high-output competition EFI systems and features precisely positioned and machined injector bosses for excellent fuel spray patterns and maximum power. Universal 4-Barrel Throttle Bodies, fuel rails, fuel injectors, fuel pumps and regulators are available separately to complete your competition EFI system.

ED28097 Super Victor LS1 manifold (for use with carburetor)

ED28095 Super Victor LS1 EFI manifold



CROSS-RAM LS3 (1500-7000 RPM)

Designed for Gen IV engines with LS3, L92 and L76 rectangular port cylinder heads. The Cross-Ram LS3 is ideal for anybody looking to combine great looks and outstanding performance between 1,500 - 7,000 rpm. The unique dual-plenum design features 13" long runners with flanges that will accept two, 90mm GM LS3 throttle bodies. The unique cross-ram dual-plenum design is ideal for twin turbo applications. When matched with high flowing air filters and inlet tubes, the dual-plenum system gives neck-snapping performance with plenty of options for engine builders and tuners. Dyno testing resulted with gains of 27 horsepower and 28 ft.-lbs. of torque over a popular aftermarket manifold.

ED7141

ED71413

ED3654

ED7271

Cross-Ram LS3 Manifold – RED
Cross-Ram LS3 Manifold – Black
Fuel Rail kit
Base & Plenum Gaskets



RPM AIR-GAP DUAL-QUAD LS1 (1500-6500 rpm)

Now, hot rodders can have the late-model muscle of the popular Gen III and the classic look of dual-quad carbs. Designed for LS1, LS6, LM7 (5.3L), LR4 (4.8L), and LQ4 (6.0L) engines, the new RPM Air-Gap LS1 Dual-Quad delivers outstanding performance from 1500 to 6500 rpm. Included with the #7518 is an electronic timing module that picks up MAP, crank position, and cam position in order to drive the stock Coil-on-Plug ignition system. Also available, complete carb and manifold kits.

ED7518 RPM Air-Gap Dual-Quad LS1 for Gen III (non-EGR)

CHEVROLET 348/409 W-SERIES V8 PERFORMER RPM W-SERIES MANIFOLD FOR 348/409 CHEVY

These Performer RPM intake manifolds are designed to fit 1958-1965 Chevrolet 348/409 "W-Series" big-block engines. Two version are available; one for small-port cast iron heads and the other for factory large port or with our Performer RPM "W-Series" heads #60809 or #60819. They both deliver improved performance in the mid to high rpm range when combined with Edelbrock carburetor's. Both also feature a front mounted oil fill tube for those who want the nostalgic look of our Classic series valve covers with no breathers. Tube (not installed) and matching push-in breather with PCV baffle cap included. For square-bore carburetor's only.

Performer RPM for Chevrolet 348/409

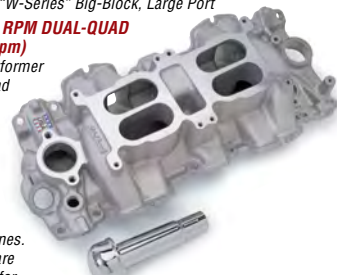
ED7159 "W-Series" Big-Block, Large Port

PERFORMER RPM DUAL-QUAD (1500-6500 rpm)

These new Performer RPM Dual-Quad intake manifolds are designed to fit 1958-1965 Chevrolet 348/409 "W" big-block engines. Two versions are available, one for small-port cast iron factory heads and one for factory large port or with our new Performer RPM W-series heads #60809 or #60819. These manifolds deliver performance improvements in the 1500-6500rpm range with Edelbrock Performer Series or Thunder Series AVS dual-quad carburetors, and they accept our dual-quad accessories including fuel lines, throttle linkage, and air cleaners. Includes Oil Fill Tube (not installed) and matching push-in Breather. The Oil Fill Tube and Breather are also available separately as ED4803. Both intakes have grommet-style PCV provision in back of manifold (baffle included).

ED5409 Performer RPM Dual-Quad Large Port (non-EGR)

ED5409A Performer RPM Dual-Quad Large Port with EnduraShine Finish (non-EGR)



For Chevrolet LS1 V8 This powerful new manifold is designed for the popular Chevrolet LS1 (5.7L) small-block V8 originally used in 1997 and later Corvettes and 1998-02 Camaros and Firebirds. It also fits the Corvette LS6 engine and any other Gen III engine including the LM7 (5.3L), LR4 (4.8L), and LQ4 (6.0L). It allows the use of a carburetor on these originally computer-controlled engines, offering maximum power and a broad torque curve from 1500 to 6500 rpm. This manifold made 410 hp and 418 ft.-lbs. of torque in dyno tests with our matching cam #2215 and Performer Series carb #1413. The Performer RPM LS1 includes a wiring harness and unique electronic Timing Control Module made by MSD® which works with OE sensors to fire the coil-on-plug ignition system and offers a choice of six timing curves.

ED7118 Performer RPM LS1 Manifold & Timing Control Module

ED71187 Performer RPM LS1 Manifold ONLY (non-EGR)

LS1/LS6 Valley Plate

This as cast aluminium plate is intended for use on 1997-2004 GM LS1/LS6 engines and similar GM Gen III engines that have been converted from EFI to carburetted set ups. The plate includes a breather boss that will need to be drilled and tapped by those retaining the stock LS6 breather configuration or for LS1 users looking to convert to a LS6 style. Note: will not work with LS2, LS7, LSX or any other GM GEN IV engines.

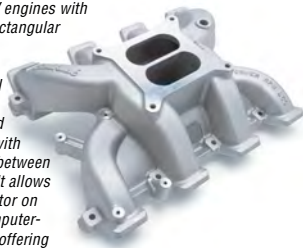
ED7788 LS SERIES VALLEY PLATE

PERFORMER RPM LS3 (1500-6500 RPM)

Designed for Gen IV engines with LS3, L92 and L76 rectangular port cylinder heads. The Performer RPM LS3 manifold is ideal for anybody looking to build a carburetted LS3 or LS2 engine with an operating range between 1,500 - 6,500 rpm. It allows the use of a carburetor on these originally computer-controlled engines, offering maximum power and a broad torque curve. It features a high-rise dual-plane design combined with a plenum that has been optimized for square-bore carburetors. Our advanced casting techniques allowed us to create a lightweight casting that weighs in at 14 lbs.

Performer RPM LS3 includes a provision for mounting an MSD Ignition Timing Control Module #6012, including passages for routing the coil wire harness, for a clean look. A special throttle and trans bracket that works with 700R-4, 200-4R and Turbo 350 transmissions is also included, making this an easy retro-fit into any muscle car, street rod or marine application.

ED71197 Performer RPM LS3 Intake Manifold Carburetted

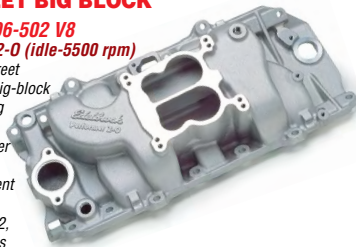


CHEVROLET BIG BLOCK

Chevrolet 396-502 V8 PERFORMER 2-O (idle-5500 rpm)

Designed for street 396-502 c.i.d. big-block Chevy V8s using general duty oval-port cylinder heads. #2161 is stock replacement /street legal part for 396, 402, 427 and 454 V8s with OEM 4-bbl. carb.; 1965-72 (1973 non-CA) passenger cars and 1966-83 trucks, Suburbans and heavy vehicles; except stock equipped EGR. #3761 is stock replacement/street legal part for 454 V8s with OEM 4-bbl. carb.; 1972-89. Will not fit under hood of Corvette without hood modifications. Will not fit "tall block" V8s. May be used with OEM or aftermarket carbs. Will fit 1965-90 oval port heads. Available with standard finish, polished or with new EnduraShine or PermaStar® Chrome Finish for a look you've got to see to believe, see Optional Finishes.

ED2161 Performer 2-O (non-EGR)
ED21614 Performer 2-O with EnduraShine Finish (non-EGR)



PERFORMER RPM 2-O (1500-6500 rpm)

Designed for street 396-502 c.i.d. Chevy V8s with large oval-port cylinder heads (1975 and earlier). This manifold offers the latest technology in dual-plane high rise design and builds outstanding horsepower while maintaining good torque and driveability. No provisions for exhaust heated chokes. Accepts late-model waterneck, air-conditioning, alternator and HEI equipment. Will not fit under stock hood of Corvette, 1965-67 Chevelle, or 1967-81 Camaro.

ED7161 Performer RPM 2-O (non-EGR)
ED71614 Performer RPM 2-O (non-EGR) w/ EnduraShine finish
ED71611 Polished Performer RPM 2-O (non-EGR)



PERFORMER RPM 2-R (1500-6500 rpm)

Designed for street 396-502 c.i.d. Chevrolet V8s with high-performance rectangular-port cylinder heads. This manifold offers the latest technology in dual-plane high-rise design. It offers maximum horsepower with a broad torque curve for great street high-performance. No provisions for exhaust heated chokes. Accepts late-model waterneck, air-conditioning, alternator and HEI equipment. Will not fit under stock hood of Corvette, 1965-67 Chevelle or 1967-81 Camaro.

ED7163 Performer RPM 2-R (non-EGR)

RPM AIR-GAP 2-O (1500-6500 rpm)

Designed for street 396-502 c.i.d. Chevy V8s with large oval-port cylinder heads (1975 and earlier), the new RPM Air-Gap incorporates the same race-winning technology that's been used on our Victor Series competition intakes for years. The air-gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Includes rear water outlets, two distributor clamp locations and nitrous bosses. Accepts all late model alternator and A/C brackets for the street. For square bore carburetors only. No provision for exhaust heated chokes and no exhaust crossover. Will not fit under stock hood of Corvette, 1965-67 Chevelle or 1967-81 Camaro. Available with standard finish, polished or with PermaStar® Chrome Finish or new EnduraShine finish for a look you've got to see to believe, see Optional Finishes.

ED7561 RPM Air-Gap 2-O (non-EGR)
ED75614 RPM Air-Gap 2-O with EnduraShine finish (non-EGR)



RPM AIR-GAP 2-R (1500-6500 rpm)

Designed for street 396-502 c.i.d. Chevrolet V8s with high-performance rectangular port heads, the new RPM Air-Gap incorporates the race-winning technology that's been used on our Victor Series intakes. The open air space separates the runners from the hot engine oil, and as a result, the air/fuel mixture stays cooler for a denser charge and more power. Includes rear water outlets, two distributor clamp locations and nitrous bosses. Accepts all late model alternator and A/C brackets for the street. For square-bore carburetors only. No provision for exhaust heated chokes and no exhaust crossover. Will not fit under stock hood of Corvette, 1965-67 Chevelle or 1967-81 Camaro.

ED7562 RPM Air-Gap 2-R (non-EGR)
ED75624 RPM Air-Gap 2-R (non-EGR) w/ EnduraShine finish



STREET TUNNEL RAM 2-O (3500-7500 rpm)

Designed for use on 396-502 c.i.d. big-block Chevy V8s with large oval-port heads (1975 and earlier). Ideal for applications such as pro-street or marine where low-end torque is not a prime factor. Use with Performer RPM cam/kit #7162 for maximum top-end power.

ED7115 Street Tunnel Ram 2-O (base and top)
ED6989 Top Gasket (included with base and top)
ED7162 Performer RPM Camshaft/lifters/lube Kit (high-HP)



C-66-O DUAL-QUAD (1500-6000 rpm) C-66-R DUAL-QUAD (1500-6000 rpm)

Designed for 396-502 c.i.d. Chevys, tests confirmed smooth, consistent part-throttle operation with a 25 hp gain over Torker II and a torque gain of 30 ft/lbs. over Performer. Will not fit tall-deck truck blocks. Includes metering rods to calibrate Edelbrock carbs. Carb center to carb center is 6-7/16". Use with Performer-Plus cam/kit ED2162 for low-end torque or Torker-Plus cam/kit ED5062 for top-end power.

ED5420 C-66-O Manifold for 1975 & earlier large, oval-port heads (non-EGR)
ED5421 C-66-R Manifold for rectangular-port heads (non-EGR)
ED54211 Polished C-66-R Manifold for rectangular-port heads (non-EGR)

RPM AIR-GAP DUAL-QUAD LS (1500-6500 rpm) RPM AIR-GAP DUAL-QUAD LS (1500-6500 rpm)

Get late-model muscle of the popular Gen III and the classic look of dual-quad carbs. Designed for LS1, LS6, LM7 (5.3L), LR4 (4.8L), and LQ4 (6.0L) engines, the new RPM Air-Gap LS1 Dual-Quad delivers outstanding performance from 1500 to 6500 rpm. Included with the #7518/#75184 is an electronic timing module that picks up MAP, crank position, and cam position in order to drive the stock LS1 Coil-on-Plug ignition system. The #75187 (manifold only) can be used on LS2 applications when matched with MSD's #6012 LS2 ignition controller (available through MSD Performance).

Also available, complete carb and manifold kits. Carb center-to-center measurement is 6-7/16"

ED7518 RPM Air-Gap Dual-Quad LS1 for Gen III (non-EGR)
ED75184 RPM Air-Gap Dual-Quad LS1 with EnduraShine finish for GM Gen III (non-EGR)
ED75187 RPM Air-Gap Dual-Quad LS1/LS2 manifold only (No Electronics)

RPM AIR-GAP DUAL-QUAD-O (1500-6500 rpm) RPM AIR-GAP DUAL-QUAD-R (1500-6500 rpm)

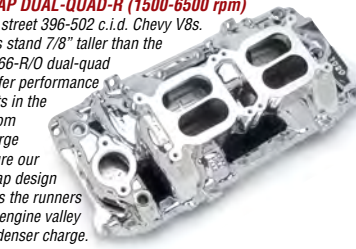
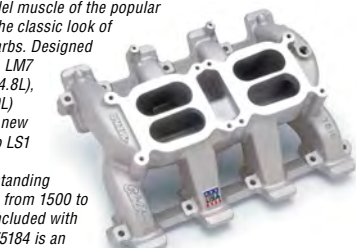
Designed for street 396-502 c.i.d. Chevy V8s. These intakes stand 7/8" taller than the lowprofile C-66-R/O dual-quad intake and offer performance improvements in the 1500-6500 rpm range. The large runners feature our unique Air-Gap design that separates the runners from the hot engine valley for a cooler, denser charge. In dyno tests on a Z2 with intake #7522, heads #77489 and #2261 hydraulic roller camshaft, we made 602 hp, 15 hp more than the Performer RPM manifold #7163. Oval-port intake is also available as a complete manifold and carb kit.

ED7520 RPM Air-Gap Dual-Quad for 1975 & earlier oval port (non-EGR)
ED75204 RPM Air-Gap Dual-Quad for 1975 & earlier oval port with EnduraShine finish (non-EGR)
ED7522 RPM Air-Gap Dual-Quad rectangular port (non-EGR)
ED75224 RPM Air-Gap Dual-Quad rectangular port with EnduraShine finish (non-EGR)

TORKER II 2-O (2500-6500 rpm)

Designed for street 396-502 c.i.d. Chevy V8s with large oval-port cylinder heads (1975 and earlier). Will fit under stock hood of Corvette without modification. Manifold not equipped with EGR. Will not fit "tall block" V8 engines. Must use manual or electric choke carburetor.

ED5061 Torker II 2-O (non-EGR)



VICTOR 454-R & VICTOR 454-TD (3500-8000 rpm) VICTOR 454-O (3000-7500 rpm)

The Victor 454 Series (R, TD and O) for big-blocks offer superior performance for drag racing and marine. Victor 454-R is for rectangular-port heads and 454-TD fits the same heads when a tall-deck block is used. Victor 454-O is for engines with large oval-port heads (1975 & earlier). They accept 4500 Series carbs or standard-flange double-pumpers with our adapter #8716. For maximum hp with 4500 Series carbs, use 1" spacer #8717. Victor 454-TD uses standard deck height distributor. #2907 and #2911 will fit Edelbrock Victor race heads #77609, #77659 and Victor Jr. #60409. Also available with fuel injector bosses, see Street & Competition EFI Manifolds.

ED2907 Victor 454-R
ED2909 Victor 454-O
ED2911 Victor 454-TD



VICTOR 454-R CNC (3500-8000 rpm)

This special version of the Victor 454-R for big-block Chevys is CNC-machined for Edelbrock by Reher-Morrison Racing Engines. The same air-flow technology that goes into winning RMRE Super Series engines is now available to you right out of the box. Although gains will vary depending on the application, typical performance improvements are 15 horsepower over as-cast manifolds. Victor 454-R CNC manifold is an ideal manifold for racing engines from 454 up to 555 cubic inches.

ED2807 Victor 454-R CNC

SUPER VICTOR BBC LARGE OVAL PORT

Designed to match Edelbrock/Musi heads (3500-8500 rpm) This new manifold for big-block Chevy is a variation of our Super Victor BBC manifold #2927 with a 3/4" radius in the ports, producing a port exit compatible with current large oval port heads such as the Edelbrock/Musi Victor 24° CNC head #61409. It shares the performance attributes of the original #2927, but can be ported to fit a wider variety of cylinder head shapes and locations, making it especially suitable for use with custom CNC ported heads on engines with high air flow requirements.

ED 29270 Super Victor Oval Port (with 3/4" radius filled-corner runners)



VICTOR JR. 454-R (3500-7500 rpm)

Designed for competition 396-502 big-block Chevys. #2902 fits rectangular-port heads and #2904 fits large oval-port heads (1975 & earlier). These intakes are designed to optimize the flow characteristics of an 850 cfm standard flange carb. Features include extended runner dividers, smaller plenum chambers and unique runner design for better 60 foot times and max power from 3000 to 7500 rpm. These manifolds are especially suited to 502 c.i.d. and smaller competition engines. Testing has proven these manifolds superior to our competitors. Victor Jr. 454-R #2902 will fit Edelbrock Victor race heads #77609, #77659, Victor Jr. #60409 and Victor 24° #77409, #77459. Victor EFI also available with electronic fuel injector bosses, see Street & Competition EFI Manifolds.

ED2902 Victor Jr. 454-R
ED2904 Victor Jr. 454-O

SUPER VICTOR BBC (3500-8500 rpm)

This single-plane manifold was designed for Chevy big-blocks with rectangular port cylinder heads. It is ideal for 500+ cubic-inches or any big-block drag race engine with high air flow requirements. Super Victor Tall-Deck #2916 can be used on tall-deck (10.2") blocks without manifold spacers and accepts standard length distributors. Also available with fuel injection bosses, see Chevrolet, Ford, and Pontiac Street & Competition EFI manifolds.

ED2927 Super Victor BBC
ED29275 Super Victor BBC EFI
ED2916 Super Victor BBC Tall-Deck
ED29165 Super Victor BBC EFI Tall-Deck

VICTOR RAM 2-R (4500-8500 rpm)

Designed for 396-502 c.i.d. Chevy V8s using rectangular-port heads. Suitable for boat and auto racing. Operates from 4000-7000 rpm with the standard-flange top and above 7000 rpm with the dual 4500 top. The same base works with all tops. Will fit Edelbrock Victor series race heads ED77409, ED77459, ED77609 and ED77659.

ED7075 Victor Ram 2-R (base only)
Tops for Victor Ram 2-R
ED7078 Two, In-Line, Standard-Flange Carbs (top only, includes gasket ED6989)
ED2694 Sideways Mounting Carb Adapters (pair)



FORD SMALL BLOCK

PERFORMER 289 (idle-5500 rpm)

Ford 260-289-302 V8
Designed for street 260-289-302 c.i.d. Ford V8s without EGR. #2121 is stock replacement/street legal part for 289 and 302 V8s with OEM 4V carb.; 1966-72 (1973 non-CA); except stock equipped EGR. Will not fit Boss 302 or 255 c.i.d. V8s. Aftermarket 4-bbl carbs are not compatible with Ford Auto Overdrive Transmission (AOD) unless used with Lokar bracket SRK-4000. Available with standard finish, polished or EnduraShine finish for a look you've got to see to believe, see Optional Finishes.

ED2121 Performer 289 (non-EGR)
ED21213 Performer Black 289 (non-EGR)
ED21214 Performer 289 with EnduraShine Finish (non-EGR)



Small Block Ford Vintage Manifold & Carburetor Kits Ford 260-289-302 V8

Edelbrock Vintage Manifold and Carb kits offer you the core components you need to install a vintage Edelbrock multiple carburetor and intake manifold setup on your Flathead or small-block Chevy - All in one box. They include an Edelbrock dual or triple deuce intake manifold with two or three of our new Edelbrock 94 carburetors. To make the installation simple, these kits include our straight throttle linkage #1032 for Flatheads and triple-deuce kits include our exclusive progressive throttle linkage #1033 originally designed by Vic Edelbrock Sr. back in the late 1950's for small-block Chevy. All kits also include high-quality Edelbrock gaskets, carb studs and all of the necessary hardware for a hassle free installation. Complete your installation with the new Edelbrock Mini Fuel Distribution Block Kit #1281. The Edelbrock Mini Fuel Distribution Block Kit provides everything you would need to supply fuel to your intake manifold and carb setup. It features our high quality polished aluminum mini fuel block, classic black neoprene hose, fittings and installation hardware. Together with our Manifold and Carb Kits, you get bolt-on Edelbrock performance and classic looks.

ED5412 PERFORMER 289 TRIPLE-DEUCE

PERFORMER RPM 302 (1500-6500 rpm)

Designed for street 289-302 c.i.d. Ford V8s. This dual-plane high rise manifold has excellent high rpm power while retaining throttle response. #7121 is stock replacement/street legal part for Shelby Mustangs with 289 c.i.d. V8 with OEM 4V carb; 1965-66. No provisions for exhaust heated choke. Available with standard finish or polished. Aftermarket 4-bbl carbs are not compatible with Ford Auto Overdrive Transmission (AOD) unless used with Lokar bracket SRK-4000. Available with standard finish or polished, see Optional Finishes.

ED7121 Performer RPM 302 (non-EGR)
ED7123 Performer RPM 302 (non-EGR) BLACK

RPM AIR-GAP 302 (1500-6500 rpm)

The First Dual-Plane Manifold Design for High-Performance Street with our Proven, Race-Winning Air-Gap Feature. Designed for street 289-302 c.i.d. Ford V8s, the RPM Air-Gap incorporates the same race-winning technology that's been used on our Victor Series competition intakes for years. The Air-Gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Includes nitrous bosses. No provision for exhaust heated chokes and no exhaust crossover. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000

ED7521 RPM Air-Gap 302 (non-EGR)

ED75213 RPM Air-Gap NASCAR Edition (non-EGR)

ED75214 RPM Air-Gap 302 with EnduraShine finish (non-EGR)

F-28 DUAL-QUAD (1500-6500 rpm)

Designed for 289-302 c.i.d. Ford V8s. This manifold offers excellent performance as well as a hot looking package. With two Edelbrock carbs in-line, progressive throttle linkage and braided fuel line, this low-profile design allows adequate hood clearance and maintains great driveability. Chrome oval air cleaner #1235 or Elite oval air cleaner #4235 tops the package. Mounting bosses for throttle cable brackets make the F-28 suitable for late-model applications. Carb center to carb center is 6-7/16". Use Performer-Plus cam #2122 for low-end torque or Torker-Plus cam #5022 for top-end power.

ED5435 F-28 Manifold (non-EGR)
ED54351 Polished F-28 Manifold (non-EGR)

RPM AIR-GAP DUAL-QUAD (1500-6500 rpm)

Designed for 289-302 small-block Fords, these intakes are taller than the low-profile F-28 intake and offer performance improvements in the 1500-6500 rpm range. The large runners feature our unique Air-Gap design that separates the runners from the hot engine valley for a cooler, denser charge and more hp.

ED75354 RPM Air-Gap Dual-Quad manifold for S/B Ford 289-302 with EnduraShine finish (non-EGR)

PERFORMER RPM E-BOSS 302 (1500-6500 rpm)

With the new Performer RPM E-Boss 302 manifold #7129, you can build a mock Boss engine by using a standard 302 block and Edelbrock Performer RPM Cleveland cylinder heads. For high-performance street and competition, our dual-plane design makes outstanding power from 1500 to 6500 rpm. The Cleveland port layout and intake bolt hole pattern fit both 2V and 4V heads. Features include 8.2" deck height, Windsor end rails, water neck and distributor clearance plus front and rear water bosses. Match with an Edelbrock Performer or Thunder Series AVS carburetor.

ED7129 Performer RPM E-Boss 302 Ford manifold

TORKER II 302 (2500-6500 rpm)

Designed for street 289/302 c.i.d. Ford V8s. Will not fit Boss 302. Manifold not equipped with EGR. Will not fit 255 c.i.d. Ford V8 engines. Not for heavy vehicles. Aftermarket 4-bbl carbs are not compatible with Ford Auto Overdrive Transmission (AOD) unless used with Lokar bracket SRK-4000.

ED5021 Torker II 302 (non-EGR)

VICTOR JR. 302 (3500-8000 rpm)

Designed for Ford 289/302 competition engines using modified stock cast iron or aftermarket Windsor-style cylinder heads such as Edelbrock heads #60259, #77169 and #77219 or equivalent. The Victor Jr. #2921 has no rear water crossover. Port exit size at cylinder head is 1.90" x 1.08" with enough extra material to open it up to 2.10" x 1.25".

ED2921 Victor Jr. 302

SUPER VICTOR 8.2 (4500-9000 rpm)

Designed for high-rpm and competition 289/302 engines with aftermarket Windsor-style racing cylinder heads such as the Edelbrock Victor heads #77219 or Victor Jr. heads #77169, this new Super Victor 8.2 is for engines with an 8.2" deck height. Excellent for large displacement drag racing engines, this single-plane race manifold delivers big power gains from 4500 to 8500 rpm and includes nitrous and rear cooling water bosses. The square-bore carburetor pad stands .750" taller than the Edelbrock Victor Jr. #2921. Victor EFI also available, see Street & Competition EFI Manifolds.

ED2928 Super Victor 8.2
ED29285 Super Victor EFI for 8.2

SUPER VICTOR 8.7 (5000-9000 rpm)

Super Victor 8.7 is designed for high-rpm or competition Windsor Ford V8s with an 8.7" deck height SVO block. Ideal for use in drag racing applications operating between 5000 and 9000 rpm, the new Super Victor #2934 has an "extra tall line of sight" runner layout for maximum flow. Designed for square-bore carbs, this single-plane manifold includes nitrous, rear cooling and throttle linkage bosses. Average runner cross sectional area is 3.1 square inches and port openings are sized to match Fel Pro #1262 gaskets.

ED2934 Super Victor 8.7

FORD MUSTANG 5.0L EFI V8 VICTOR 5.0 (4000-7500 rpm)

Designed for 5.0L-based competition EFI engines, the Victor 5.0 EFI aluminium intake manifold is for non-emission, racing applications. Intended for engines modified to produce 400 to 540+ horsepower, this intake manifold features a race-proven design with shorter, larger runners for power to 7500 rpm. Runners are 11.5" long and 50% larger in area than Performer 5.0 #3821 runners. The base features an air-gap design to isolate the manifold from hot oil in the valley, and will accept stock or stock replacement fuel rails. The upper manifold will clear tall valve covers and large fuel pressure regulators. The upper and plenum cover are powder-coated light titanium gray. The base is as-cast and not powdercoated. Designed to work with Edelbrock cylinder heads, see Victor Jr. or Victor cylinder heads. Edelbrock 75mm throttle body is recommended for most applications with no EGR spacer. Larger injectors will be needed depending upon power levels. 1994-95 Mustangs require conversion to '87-93 inlet systems. Manifold includes throttle cable bracket.

ED2945 Victor 5.0

PERFORMER 5.0 RPM II (1500-6500 rpm)

The Performer 5.0 RPM II manifold for 1986-95 5.0L Mustangs has shown significant gains in horsepower over existing designs in the 1500 to 6500 rpm range, and is ideally suited for street and strip applications. This manifold consists of a V-shaped crossover with an increasing cross sectional area, which passes over to eight large tapered runners. The upper manifold is powder-coated light titanium gray. Our 70mm throttle body is recommended. 1994-95 Mustangs require Throttle Body Adapter #3835 and Adapter Kit #8025 (see Throttle Body Adapters), and Strut Tower Brace #5225. May not fit with stock hood of 1994-95 Mustangs, aftermarket hood recommended. 50-state street legal for 1986-95 Ford Mustangs with 5.0L V8.

ED7123 Performer RPM 5.0 II (complete, base and upper)
ED71233 Performer RPM 5.0 II with black powdercoated finish (EGR, complete, base and upper)
ED7233 Gasket set base and upper

PERFORMER 5.0 (idle-5500 rpm)

Designed for 1986-95 Ford Mustangs with 5.0L V8, the Performer 5.0 EFI aluminum intake manifold represents the standard for hot 5.0L performance. The modular design incorporates modern air flow technology and CAD programming for maximum power gains - up to 37 horsepower at 5500 rpm - with no loss of low speed torque. Stock replacement and 50-state street legal for 1986-95 5.0L engines, the features of the new Performer 5.0 EFI manifold include: broad power range from idle to 5500 rpm; removable plenum cover that allows access to runners for modification; and base manifold is CNC port matched to upper manifold for maximum performance. The upper and plenum cover are powder-coated light titanium gray. The base is as-cast and not powder-coated. Combining the new Performer 5.0 intake manifold with other Power Package parts gives you even more power across the entire rpm range. 1994-95 Mustangs require Throttle Body Adapter ED3835 and Strut Tower Brace ED5225.

ED3821 Performer 5.0 (EGR)

ED3820 Performer 5.0 Base Only

ED3832 Performer 5.0 Gasket Set (includes base-to-upper and plenum cover gaskets)

SPACER KITS FOR EDELBROCK 5.0L/5.8L INTAKE MANIFOLDS

These fibre laminate spacers for Edelbrock 5.0L/5.8L manifolds provide heat insulation between our upper and lower manifolds for a cooler charge and more power. They also raise the upper manifold 1/2" for increased valve cover clearance. Kits include everything you need for your 5.0L/5.8L.

ED8727 Kit for Edelbrock manifolds ED3821 & ED7126
ED8728 Kit for Edelbrock manifolds ED2945 & ED3887
ED8729 Kit for Edelbrock manifold

FORD 351 WINDSOR V8 PERFORMER 351-W (idle-5500 rpm)

Designed for street 351 c.i.d. Ford Windsor V8s. #2181 is stock replacement/street legal part for 351-W V8s with OEM carburetor; 1969-72 (1973 non-CA); except stock equipped EGR. Will not fit Boss 351. Aftermarket 4-bbl carbs are not compatible with Ford Auto Overdrive Transmission (AOD) unless used with Lokar bracket SRK-4000.

ED2181 Performer 351-W (non-EGR)
ED21813 Performer Black 351-W (non-EGR)
ED3783 Performer 351-W 4v (EGR)

PERFORMER RPM 351-W (1500-6500 rpm)

Designed for 1969 and later 351 Windsor Ford V8 high-performance engines with Edelbrock Performer RPM cylinder heads, modified OEM cylinder heads or equivalent. The dual-plane design offers good throttle response with excellent top-end power for the street. No provisions for choke or rear water crossover. Will fit 1964-1/2 to 1970 Mustangs. Will not fit under stock hood of 1974-78 or 1979-95 Mustangs. Aftermarket 4-bbl carbs are not compatible with Ford Auto Overdrive Transmission (AOD) unless used with Lokar bracket SRK-4000.

ED7181 Performer RPM 351-W (non-EGR)

RPM AIR-GAP 351-W (1500-6500 rpm)

Designed for street and high performance 351-400+ c.i.d. 351-W Ford V8s, the RPM Air-Gap incorporates the same race-winning design that's been used on our Victor Series competition intakes for years. The air-gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Larger cross sectional area and a taller carb flange than #7181 for compatibility with large displacement, stroker 351-W based engines. Includes nitrous bosses. No provision for exhaust heated chokes and no exhaust crossover. Aftermarket 4-bbl carbs are not compatible with Ford Auto Overdrive Transmission (AOD) unless used with Lokar bracket SRK-4000.

ED7581 RPM Air-Gap 351-W
ED75814 RPM Air-Gap 351-W w/ EnduraShine finish

FORD 351 WINDSOR V8 TORKER II 351-W (2500-6500 rpm)

Designed for 1969 and later 351 Windsor Ford V8 high-performance engines with Edelbrock heads, OEM 12- or 16-bolt heads or equivalent. Will not fit "Boss 351" Cleveland. Manifold not equipped with EGR. Aftermarket 4-bbl carbs are not compatible with Ford Auto Overdrive Transmission (AOD) unless used with Lokar bracket SRK-4000.

ED5081 Torker II 351-W (non-EGR)



VICTOR JR. 351-W (3500-7500 rpm)

Designed for competition 351 Windsor Ford V8s from 1969 and later with the following heads: Edelbrock Performer RPM heads #60259, Victor Jr. heads #77169, Victor heads #77219 or similar heads. Two versions available: #2980 fits SVO blocks with a 9.20" deck height and #2981 fits standard 351-W blocks with a 9.50" deck height. Ideal for both oval track and drag racing engines operating between 3500 and 7500 rpm. Runners have a 2.70 square-inch cross sectional area.

ED2980 Victor Jr. 351-W (9.2" deck)
ED2981 Victor Jr. 351-W (9.5" deck)



SUPER VICTOR 9.2 (4500-8500 rpm)

Designed for high-rpm, large displacement and competition 351-Windsor Fords, the Super Victor 9.2 is for engines with an 9.2" deck height. Ideal for drag racing or oval track engines operating from 4500 to 8500 rpm, this single-plane intake is engineered for square-bore carbs and includes rear cooling and nitrous bosses. Runners have a 3.10 square-inch cross sectional area. Carb pad is .34" taller than Edelbrock Victor Jr. #2980. Match this race-winning manifold with Edelbrock heads #77219 or Victor Jr. heads #77169.

ED2929 Super Victor 9.2 (9.2" deck)



SUPER VICTOR 351-W (4500-8500 rpm)

Designed for high rpm or large displacement competition 351 Windsor Ford V8s with a deck height of 9.5" which are used in drag racing or oval track engines operating between 4500 and 8500 rpm. Super Victor #2924 can be used with ported factory cast iron heads, however aftermarket aluminum heads are recommended, such as Edelbrock Victor Jr. #77169 or Victor heads #77219 for ultra high-horsepower. Runners have a 3.20 square-inch cross sectional area. Also available with fuel injector bosses, see Street & Competition EFI Manifolds.

ED2924 Super Victor 351-W (9.5" deck)
ED29245 Super Victor EFI for 351-W (9.5" deck)



PERFORMER RPM E-BOSS 351 (1500-6500 rpm)

Build a mock Boss 351 engine with a standard 351W block and Edelbrock Performer RPM Cleveland heads #61699 using the new Performer RPM E-Boss 351 manifold #7183. Makes outstanding power from 1500 to 6500 rpm and the Cleveland port layout and intake bolt hole pattern fit both 2V and 4V heads. It features 9.5" deck height, Windsor end rails, water neck and distributor hole clearance, front and rear water bosses with a standard square bore carburetor pad. Edelbrock carbs will work with Ford automatic overdrive trans (AOD) when used with Lokar bracket SRK-4000.

ED7183 Performer RPM E-Boss 351 (non-EGR)



RPM AIR-GAP DUAL-QUAD 351W (1500-6500 rpm)

Designed for 351W small-block Fords, these intakes are taller than the low-profile F-28 intake and offer performance improvements in the 1500-6500 rpm range. The large runners feature our unique Air-Gap design that separates the runners from the hot engine valley for a cooler, denser charge and more hp. Also available as a complete manifold and carb kit.

ED7585 RPM Air-Gap Dual-Quad (non-EGR)



GLIDDEN VICTOR 351W (5000-9000 rpm)

Developed in conjunction with Billy Glidden, this manifold features a 4500 series carb pad, it is intended for high rpm and large displacement Windsor headed small-block Fords with a 9.5" deck height. The runner area has been enlarged to 3.6 square inches and the plenum has been increased to produce more high rpm power. The front water cross-over has been eliminated, but water fittings have been provided on the intake flange for external plumbing of a thermostat if desired. The carburetor pad height on this new manifold is only 0.250" taller than the 2924, making it ideal for single-carb all-out drag racing vehicles.

ED2828 Glidden Victor 351W for 4500 series carb (9.5" deck)



FORD 351-M/400 V8 PERFORMER 400 EGR (idle-5500 rpm)

Designed for 351-M/400 Fords in one of the three following configurations: 1) OEM 2V carb and EGR system with supplied 2V EGR spacer; 2) 4V EGR system with either an Edelbrock #8053 4V EGR spacer, or an Edelbrock #8017 and Ford #E4ZZ9A-589E 4V EGR spacer; 3) For off-highway use, non-EGR 4V system with an Edelbrock #8714 adapter. Performer 400 EGR manifold #3771 is a stock replacement/street legal part for 351-M/400 2V V8s; 1974-80.

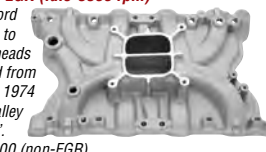
ED3771 Performer 400 EGR (2V or 4V carburetor)



PERFORMER 400 NON-EGR (idle-5500 rpm)

Designed for 400 c.i.d. Ford V8s produced from 1971 to 1982 with 2V Cleveland heads and 351-M V8s produced from 1975 to 1982. Will not fit 1974 and earlier 351-C V8s. Valley width measures 8-17/32".

ED2171 Performer 400 (non-EGR)
ED21713 Performer Black 400 (non-EGR)



FORD 351 CLEVELAND V8

PERFORMER 351-4V & 351-2V (idle-5500 rpm)

Performer 351-4V is designed for street 351-C and Boss 351 Fords that came stock with 4V carb and heads. Performer 351-2V is designed for street 351-C and accepts 4V carb, however it's designed

to improve the performance of engines that came stock with 2V carb and heads. Neither manifold will fit Boss 302 or accept stock Motorcraft spread-bore carb. Valley width measures 6-31/32".

ED2665 Performer 351-4V (non-EGR)
ED2750 Performer 351-2V (non-EGR)



RPM AIR-GAP 351-C (1500-6500 rpm)

The RPM Air-Gap 351 Cleveland manifold features an open space that separates the runners from the hot engine oil resulting in a cooler, denser charge. The RPM Air-Gap manifold for 351 Cleveland engines is designed to complement Edelbrock's new 351-C Performer RPM cylinder heads, and also works well with 2V cast iron Cleveland heads.

ED7564 RPM Air-Gap 351-C
ED75641 RPM Air-Gap 351-C Polished
ED75644 RPM Air-Gap 351-C Endurashine



TORKER 351 (3000-7000 rpm)

Designed for street 351 c.i.d. Ford V8s with 4V Cleveland or Boss 351 heads. Will not fit under hood of Ford Pantera with stock air cleaner. Will not fit 351 with 2V heads.

ED2760 Torker 351 (non-EGR)



S/B FORD V8 COMPETITION MANIFOLDS VICTOR 351-Y (5500-9000 rpm)

Designed for raised port aluminium C3 SVO (Yates) cylinder heads used on SVO Ford engines with low-block deck height (9.200"). Victor 351Y-2 #2938 is for Ford engines used in the NASCAR Nextel Cup, Busch, and Craftsman Truck Series. Lighter than previous manifolds for these applications, it produces more high rpm horsepower in non-restricted applications. #2961 has 3.2 square-inch runners for those who require larger runners. Intake flange machining is required for higher compression engines and slotted bolt holes are provided for ease of installation. Both #2938 and #2961 are NASCAR approved for the 2005 race season. #2961 and #2938 are spider-only type manifolds which require a separate lifter valley cover made by R.D.I., phone number (704) 892-8688. No waterneck provisions in manifold.

ED2991 Victor 351-Y



VICTOR 351-Y FOR 4500 SERIES (5000-8500+ rpm)

Designed in conjunction with noted Ford drag racer Billy Glidden for raised port aluminium C3 SVO (Yates) cylinder heads, ED2863 fits 9.2" deck heights. ED2865 is for 9.2" S/B Fords with Yates SC-1 heads. Victor Glidden 351-Y #2863 has 3.2 square-inch runners. #2865 has 4.0 square-inch runners and is intended for 400 cubic-inch and larger high output drag race engines. Both are perfect for all-out nitrous-assisted drag race applications. Carb mount flange and plenum are machined for 4500 Series carbs and require port matching and blending prior to use.

ED2863 Victor 351-Y for 9.2" with C3 heads and 4500 Series carb
ED2865 Victor 351-Y for 9.2" with SC-1 heads and 4500 Series carb
ED2864 Spacer Plate & Bolt Kit for #2865 on 9.5" deck

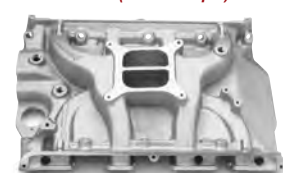


FORD BIG BLOCK

Ford 332-428 V8 PERFORMER 390 (idle-5500 rpm)

Designed for street 332-352-360-390-406-410-427-428 c.i.d. Ford V8s with medium- or low-rise cylinder heads. #2105 is stock replacement/street legal part for 332, 352, 360, 390, 406, 410, 427 and 428 V8s with OEM 4V carb.; 1966-72 (1973 non-CA); except stock equipped EGR. Manifold not equipped with EGR; will not accept stock Motorcraft spread-bore carburetor or fit heavy-duty 361 c.i.d. and 391 c.i.d. Ford truck V8s.

ED2105 Performer 390 (non-EGR)
ED21053 Performer 390 Black (non-EGR)



Ford 332-428 V8 PERFORMER RPM FE (1500-6500 rpm)

Designed for high-performance street 390-406-410-427-428 c.i.d. Ford FE V8s with standard 390-428 c.i.d., 427 low/medium-rise or Edelbrock Performer RPM FE heads. The dual-plane constant cross-sectional area design builds low and mid-range acceleration while optimized runner paths make exceptional top-end hp. Has provision for adding the PCV or breather flange at rear. No exhaust crossover passage.

ED7105 Performer RPM FE (non-EGR)



Ford 332-428 V8 VICTOR FE (4000-8000 rpm)

Designed for high performance 390-406-410-427-428 c.i.d. Ford FE engines. The singleplane design provides race-winning power for many types of competition. Carb flange height is equal to the Ford high-riser manifold EDC4AE-9424-G to fit under 427 Cobra heads. Runners have plenty of material for port matching to low- or medium-riser style heads. Machined rear breather boss is included with an unmachined nitrous bosses and front oil fill tube boss. Will not fit 427 high-riser and tunnel-port heads. Match with our FE Heads.

ED2936 Victor FE (for Square-Bore Carbs)
ED2937 Victor FE (for 4500 Series Carbs)
ED29375 Victor FE EFI (for 4500 Series Carbs)



Ford 429/460 V8 PERFORMER 460 (idle-5500 rpm)

Designed for street 429/460 c.i.d. Ford V8s. #2166 is stock replacement/street legal part for 429 & 460 V8s with OEM 4-bbl carburetor with electric choke; 1968-72 (1973 non-CA); except stock equipped EGR. #3766 is stock replacement/street legal part for 460 V8s with OEM 4V carburetor with electric choke; 1979-87. Will not fit 429 Cobra-Jets or 1966-68 462 Lincolns and will not accept stock spread-bore carb. Will not fit 1988 and later models. #3766 cannot use #8714 to block-off EGR. Must use stock EGR plate.

ED2166 Performer 460 (non-EGR)



Ford 429/460 V8 PERFORMER RPM 460 (1500-6500 rpm)

Designed for high-performance street 429-460 Ford V8s with standard or Cobra-Jet cylinder heads. Latest technology in dual-plane design results in excellent low- and mid-range torque and outstanding horsepower on appropriately equipped engines. Will accept square-bore or spread-bore carburetors. Will not fit 1988 and later models. Note: Early Cobra-Jets came with Quadrajets.

ED7166 Performer RPM 460 (non-EGR)



Ford 429/460 V8 RPM AIR-GAP 460 (1500-6500 rpm)

Designed for street and high performance 429-460+ c.i.d. Ford V8s with standard or Cobra Jet heads, the RPM Air-Gap 460 incorporates the same race-winning design that's been used on our Victor Series competition intakes for years. The air-gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. It also features a larger cross sectional area (3.3 square inches) and a taller carb flange than Performer RPM 460 manifold #7166 for even more power in high performance and large displacement engines. The carb mount flange accepts both square-bore and spread-bore carbs for Cobra Jet applications. Will not fit 1988 and later models. Note: Early Cobra-Jets came with Quadrajets. **ED7566** RPM Air-Gap 460



Ford 429/460 V8 TORKER II 460 (2500-6500 rpm)

Designed for 429/460 c.i.d. Ford V8s used in marine and high performance applications. Manifold not equipped with EGR. Will fit 429 Cobra-Jets. Manifold will not accept stock Motorcraft spread-bore carburetor. Will not fit 1988 and later models. **ED5066** Torker II 460 (non-EGR)



Ford 429/460 V8 VICTOR 460 (3500-8000 rpm)

Designed for Ford 429/460 competition engines using Cobra-Jet cast iron, SVO Cobra-Jet aluminum (M-6049-A429), or the Edelbrock 460 CJ aluminum heads. Both manifolds are ideal for drag racing (Super Stock, Super Gas, Super Comp, Brackets, etc.), marine or any application requiring maximum power up to 8000 rpm. Standard 429/460 cast iron heads will require port matching of the head to fit manifold. Our 1" Cloverleaf Spacer #8718 provides maximum performance with #2965 where hood clearance is not a problem. Port exit size at head is 2.16" x 1.88" with enough extra material to open it up to the cast iron Cobra-Jet heads. Will not fit late-model production heads (1988 & later).



ED2966 Victor 460 (for 850 cfm carburetors)
ED2965 Victor 460 (for 4500 Series carburetors)
ED8718 Cloverleaf 1" Spacer
(for maximum performance with #2965)

RPM AIR-GAP DUAL-QUAD MANIFOLD FOR BIG-BLOCK FE FORD

Give your FE powered street rod dual-quad power and nostalgic looks with the new Edelbrock RPM Air-Gap Dual-Quad intake manifold. Designed for 1960-later high-performance street 390-406-410-427-428 c.i.d. Ford FE engines with low/medium rise or Edelbrock Performer RPM FE heads #60059 or #60069. The manifold carb pad is setup to fit Edelbrock carburetors only, will not work with other square flange carburetors. In Dyno tests on a 390 with Performer RPM heads #60069, Performer RPM camshaft #7106 and Thunder Series AVS carburetor #1804, it made 421 hp and 428 ft./lbs. torque. Will not fit 427 Ford Hi-riser and Tunnel port engines. Has provision for a breather flange at rear. Match with Edelbrock gasket #7224 for the perfect seal. RPM Air-Gap Dual-Quad Manifold for Big-Block FE Ford. **ED7505**



FORD FLAT HEAD MANIFOLDS



1938-53 Ford/Mercury Flathead V8 SUPER DUAL MANIFOLD

Designed for Ford and Mercury engines made from 1938 to 1948. **ED1100** Flathead Manifold (includes generator bracket ED1145)
ED11001 Polished Flathead Manifold (includes bracket ED1145)
Generator Brackets
ED1144 1940-41 Generator Bracket (straight)
ED1145 1942-48 Generator Bracket (offset)

1949-53 Ford/Mercury Flathead V8 FORD FLATHEAD 4-BARREL MANIFOLDS

These manifolds allow the use of square-bore carbs such as Edelbrock Performer Series 500 cfm carb ED1403 or ED1404 on the Ford Flathead engine. They are reproductions of the vintage Edelbrock ED452 two-piece manifold with a new carb adapter flange designed for modern 4-barrel carburetors. **ED1107** Ford Flathead 4-Barrel Manifold for 1949-53 V8



TRIPLE DEUCE MANIFOLD

This reproduction of the vintage Edelbrock manifold #SU 359 allows the use of three 2-barrel carburetors on a 1938-1948 Ford Flathead engine. It accepts either Stromberg 3-bolt (97 type) or Holley 3-bolt carburetors. **ED1108** Triple Deuce manifold



FLATHEAD TRIPLE DEUCE MANIFOLD FOR 1949-53 FORD FLATHEAD

This vintage Flathead Ford intake manifold invokes images of highly modified deuce coupes running flat-out on both the salt flats of Bonneville and the bustling streets of southern California. Designed to be matched with three two-barrel carburetors, this manifold is compatible with the Stromberg, Holley and Demon three-bolt carbs, to complete the nostalgic look. This manifold uses the late model flathead design with front mounted oil fill and road draft provisions and can also be adapted to work with the 1938-48 Flathead engines. **ED1109** 1949-53 Ford Flathead Triple Deuce Manifold



FLATHEAD SLINGSHOT MANIFOLD FOR 1938-48 FORD FLATHEAD

The original Slingshot manifold was the first product ever offered by Vic Edelbrock Sr. and marked a milestone in the beginnings of the automotive aftermarket industry. Edelbrock has decided to re-release this legendary manifold; giving a new generation a chance to own this historic benchmark. Using a pair of two barrel carburetors mounted in a "Y" configuration, this manifold unlocked the potential of Ford's versatile flathead platform for thousands of enthusiasts across the country. The Slingshot manifold is designed for use with 1938-48 style Flatheads, some late model blocks can be modified to work with these heads. It works with standard three bolt Stromberg, Holley and Demon carburetors and allows for the use of a period correct generator mounted in the stock location. **ED1103** Flathead Slingshot Manifold



CHRYSLER SMALL BLOCK

Chrysler 318/360 V8 PERFORMER 318/360 (idle-5500 rpm)

Designed for street 318-340-360 c.i.d. Chrysler V8s. #2176 is stock replacement/street legal part for above V8s with OEM 4-bbl. carb.; 1966-72 (1973 non-CA); except stock equipped EGR. #3776 is stock replacement/street legal part for same V8s with OEM 4-bbl. carb.; 1972-87. These manifolds are not for use on marine engines used in salt water. Will not fit 1992 and later Magnum engines. **ED2176** Performer 318/360 (non-EGR)
ED3776 Performer Black 318/360 (EGR)



Chrysler 318/360 V8 PERFORMER RPM 340/360 (1500-6500 rpm)

Designed for 340-360 c.i.d. Chrysler V8s and 318 c.i.d. engines with 340-360 cylinder heads. Latest technology in dual-plane design results in both excellent low-rpm torque and outstanding high-rpm horsepower. Recommended for high-performance street, strip and fresh water marine applications. Accepts early-style waterneck only. Will not accept stock Thermo-Quad carburetor. Will not fit 1992 and later Magnum engines. **ED7176** Performer RPM 360 (non-EGR)



Chrysler 318/360 V8 TORKER II 340/360 (2500-6500 rpm)

Designed for high performance street 340-360 c.i.d. Chrysler V8s. Manifold not equipped with EGR. Can be used on 318 c.i.d. if 340-360 c.i.d. cylinder heads are used. Not for heavy vehicles. Will not fit 1992 and later Magnum engines. **ED5076** Torker II 340/360 (non-EGR)

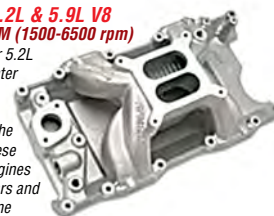
Chrysler 318/360 V8 RPM AIR-GAP 340/360 (1500-6500 rpm)

Designed for 340-360 c.i.d. Chrysler V8s and 318 c.i.d. engines with 340-360 cylinder heads. The air-gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Accepts early-style waterneck only. Will not accept stock Thermo-Quad carburetor. Will not fit 1992 and later Magnum engines. Includes nitrous bosses. No provision for exhaust heated chokes and no exhaust crossover. **ED7576** RPM Air-Gap 340/360 (non-EGR)
ED75764 RPM Air-Gap 340/360 (non-EGR) w/ EnduraShine finish
ED75763 RPM Air-Gap 340/360 BLACK



Chrysler Magnum 5.2L & 5.9L V8 RPM AIR-GAP MAGNUM (1500-6500 rpm)

Designed for 1992 & later 5.2L (318 c.i.d.) and 1993 & later 5.9L (360 c.i.d.) Chrysler Magnum V8s, the RPM Air-Gap manifold allows the use of a carburetor on these originally fuel-injected engines for use in early muscle cars and street rods. This dual-plane manifold design incorporates the same race-winning Air-Gap technology that's been used on our Victor Series competition intakes for years for outstanding performance in the 1500 to 6500 rpm range. The Air-Gap design features an open air space that separates the runners from the hot engine oil resulting in a cooler, denser charge for more power. Match with Performer RPM cylinder heads for maximum performance. **ED7577** RPM Air-Gap Magnum (non-EGR)



Chrysler 318/360 V8 VICTOR 340 (3500-8000 rpm)

Victor 340 is designed for 340-360 c.i.d. Chryslers using standard rectangular-port heads. For oval track and drag race engines operating from 3500-8000 rpm. Can be used on 318 c.i.d. engines with 340-360 heads. Will not fit 1992 and later Magnum engines. **ED2915** Victor 340 (non-EGR)



Chrysler 318/360 V8 VICTOR W-2 (3500-8000 rpm)

Designed for 340-360 c.i.d. Chrysler V8 engines using the Chrysler W-2 oval-port cylinder heads (Chrysler #P4120664). For oval track and drag race engines operating in the 3500 to 8000 rpm range. Can be used on 318 c.i.d. engines if W-2 oval-port cylinder heads are used. **ED2920** Victor W-2 (non-EGR)



SUPER VICTOR S/B CHRYSLER (3500-8000 rpm)

Designed for small-block Chrysler engines with conventional rectangular port heads like Edelbrock Performer RPM cylinder heads, this single-plane Air-Gap style manifold operates from 3500 to 8000 rpm. Testing has shown substantial mid range gains over the current designs. The runners have been cast in such a way to insure enough metal thickness to allow for gasket matching and porting. Accepts 1975 and earlier waterneck only. Also available with electronic fuel injector bosses. **ED2815** Super Victor Small-Block Chrysler (non-EGR)
ED28155 Super Victor Small-Block Chrysler EFI (non-EGR)



CHRYSLER BIG BLOCK

Chrysler 361-400 V8 PERFORMER 383 (idle-5500 rpm)

Designed for street 361-383-400 c.i.d. Chrysler V8s that measure 7.75" across block. For EGR, #2186 is stock replacement/street legal part for 400 V8s with OEM 4-bbl. carb.; 1972-78. For non-EGR, #2186 is stock replacement/street legal part for 361-383-400 V8s with OEM 4-bbl. carb.; 1966-72 (1973 non-CA); except stock equipped EGR. May be used with OEM or aftermarket carbs. **ED2186** Performer 383 (EGR/non-EGR)



Chrysler 413-440 V8 PERFORMER 440 (idle-5500 rpm)

Designed for street 413-426-440 c.i.d. Chrysler V8s that measure 8.75" across block. For EGR, #2191 is stock replacement/street legal part for 440 V8s with OEM 4-bbl. carb.; 1972-79. For non-EGR, #2191 is stock replacement/street legal part for 413, 426 (Wedge), 440 V8s with OEM 4-bbl. carb.; 1966-72 (1973 non-CA); except stock equipped EGR. Will not fit 1962-64 Max Wedge heads. **ED2191** Performer 440 (EGR/non-EGR)



Chrysler 361-400 V8 PERFORMER RPM 383 (1500-6500 rpm)

Designed for 361-383-400 c.i.d. Chrysler. Dual-plane design results in excellent low-end torque and high-rpm power. High flow runner design will handle the popular stroker combinations. For high-performance street/strip applications. Will not fit 1962-64 Max Wedge heads.

ED7186 Performer RPM 383 (non-EGR)



Chrysler 413-440 V8 PERFORMER RPM 440 (1500-6500 rpm)

Designed for 413-426-440 c.i.d. Chrysler V8s. Dual-plane design results in excellent low-rpm torque and outstanding high-rpm hp. For high-performance street/strip applications. Will not fit 1962-64 Max Wedge heads.

ED7193 Performer RPM 440 (non-EGR)



Chrysler 413-440 V8 CH-6B CHRYSLER 6-PACK (2500-6500 rpm)

Designed for 440 c.i.d. Chrysler engines with 3x2-bbl. carbs, also fits 413 and 426 Wedge. #2475 is stock replacement/street legal part for 440 V8s with OEM 3x2-bbl. carbs; 1968-71. This manifold was original equipment on Chrysler 440 Six-Pack engines, Chrysler #P04529056. Will not fit 1962-64 Max Wedge heads.

ED2475 CH-6B (non-EGR)



Chrysler 361-400 V8 TORKER 383 (2500-6500 rpm)

Designed for 361-383-400 Chrysler V8s that measure 7.75" across block. Great for street high-performance engines operating between 2500 and 6500 rpm where low-end torque is not a requirement.

ED3010 Torker 383 (non-EGR)



Chrysler 413-440 V8 TORKER II 440 (2500-6500 rpm)

Designed for street 413-426-440 c.i.d. Chrysler V8s. They measure 8.75" across block. Manifold not equipped with EGR. Will not fit 1962-64 Max Wedge heads.

ED5091 Torker II 440 (non-EGR)



Chrysler 413-440 V8 VICTOR 440 (3500-7500 rpm)

For competition and high-rpm 413-426-440 c.i.d. Chrysler V8s, the Victor 440 has an all-new runner design that delivers maximum power from 3500 to 7500 rpm. This single-plane intake manifold includes nitrous bosses and is designed for square-bore carburetors. Dual carburetor bolt hole patterns are provided for both standard and Thermo-Quad carbs, with sufficient carburetor pad material for conversion to a Thermo-Quad carburetor for Super Stock applications. Match this race-winning manifold with Edelbrock Performer RPM Chrysler 440 aluminium cylinder heads #60189 or #60929 for maximum performance. Will not fit 1962-64 Max Wedge heads.

ED2954 Victor 440 (non-EGR)
ED29545 Victor 440 EFI (non-EGR)



PERFORMER RPM OLDS 350 (1500-6500 rpm)

Designed for 330-350-403 c.i.d. Oldsmobiles and 1980-1/2 to 1985 307 c.i.d. engines with 5A heads (casting #3317). The Performer RPM Olds manifold is a high-rise, dual-plane design with 180° firing order engineered for maximum top-end horsepower while maintaining throttle response. Port flange has extra material above the runner for use with cast iron 455 heads and Edelbrock Performer RPM heads #60519. Has clearance for HEI distributor. Carb pad accepts square-bore carbs without adapters.

ED7111 Performer RPM Olds 350 (non-EGR)



OLDSMOBILE 400-455 V8

PERFORMER OLDS 455 (idle-5500 rpm)

Designed for street 400-425-455 c.i.d. Oldsmobiles. Ideal for cars, 4x4s, tow vehicles, RVs and boats. Includes exhaust crossover plugs #2733 which must be used for marine and off-road use.

ED2151 Performer Olds 455 (non-EGR)



PONTIAC 326-455 V8 PERFORMER PONTIAC (idle-5500 rpm)

Designed for 1965-79 Pontiac 326-455 c.i.d. V8s (except Ram Air V and 265/301 V8s). Provides great throttle response for performance you can feel. #2156 is stock replacement/street legal part for 326, 350, 389, 400 and 455 V8s with OEM 4-bbl. carb.; 1966-72 (1973 non-CA); except stock equipped EGR. #3756 is stock replacement/street legal part for 326, 350, 389, 400 and 455 V8s with OEM 4-bbl. carb.; 1973-79 with EGR.

ED2156 Performer Pontiac (non-EGR)
ED3756 Performer Pontiac (EGR)



PERFORMER RPM PONTIAC (1500-6500 rpm)

Designed for 1965-79 street 326-455 c.i.d. Pontiac V8s (except Ram Air V). Will not fit 265/301 V8s. Provides maximum high-rpm power while maintaining good throttle response for street. Recommended for high-performance street, strip and marine. Has clearance for HEI distributor. Will not fit under Trans Am Shaker hood without modifications.

ED7156 Performer RPM Pontiac (non-EGR)
ED37561 Performer Polished Pontiac (EGR)



PONTIAC P-65 DUAL-QUAD (idle-5500 rpm)

Designed for 1965-79 street 326-455 c.i.d. Pontiac V8s (except Ram Air V), this manifold is a direct reproduction of the original Edelbrock Pontiac P-65 manifold delivering classic Edelbrock performance from off-idle to 5500 rpm. Bosses at the rear of the manifold accommodate brake booster, accessory bracket and throttle linkage. The flanges match the ports on the Edelbrock Performer RPM Pontiac heads for proven performance. Use with Performer-Plus cam #2157 for low-end torque or Torker-Plus cam #5057 for top-end power. Not for HEI distributors. Carb center to carb center: 6-7/16".

ED8088 Dual-Quad Braided Fuel Line Kit
ED8091 Dual-Quad Braided Fuel Line Kit with Endura finish
ED7094 Dual-Quad Progressive Throttle Linkage Kit



VICTOR PONTIAC (3500-7500 rpm)

Two versions of the Victor Pontiac are available for 389-455 competition engines. #2957 accepts standard flange carburetors and #2956 is for 4500 Series carbs. Both manifolds are ideal drag racing marine any application requiring maximum power up to 7500 rpm. Compatible with standard Pontiac cast iron heads, or use with Edelbrock Performer RPM Pontiac aluminium heads for maximum power. Port exit size at head is 2.10" x 1.08" with enough material to open it up to larger port openings. Victor EFI also available with electronic fuel injector bosses.

ED8718 Cloverleaf 1" Spacer (for maximum performance with #2956)



HOLDEN 253-308 PERFORMER 253-308 (idle-5500 rpm)

For street 253-308 Holden V8s. Patented runner design with 180deg. firing order greatly improves torque over a range from idle to 5500 RPM. Fits Red/Blue/Black Motors. May have to drill out centre bolt holes depending on application.

ED2194 Performer 253-308 (non-EGR)
ED21944 Performer Endura Shine 253-308 (non-EGR)



Torker 253-308 (2500-6500 rpm)

Recommended for street high performance up to HQ with pre-pollution heads, and race vehicles only. Fits Red motor Cylinder Heads only, will NOT fit on Blue/Black motor heads. Single plane design utilising modern air flow technology. Provides good low RPM response plus increasing performance above 5000 RPM range

ED2790 Performer 253-308 (non-EGR)



HOLDEN V8 VN-VT VICTOR JR INTAKE MANIFOLD (3500-7500 RPM)

The Edelbrock Victor Jr. Holden is for use with competition 355+ c.i.d. Holden V8 engines that utilize the 1988-98 Holden VN cylinder heads. The Victor Jr. Holden is a single-plane design that is tuned for maximum air flow from 3500 to 7500 rpm. It features a taller design with long tapered runners for a broad operating rpm range. Will fit both stock 1988-1998 EFI style cylinder heads and the Edelbrock Holden VN RPM cylinder heads. It also features a 4150 flange for use with square-bore carburetors and throttle bodies. Includes extra material for porters to modify for use with 4500 series applications. The water outlet is machined for use with a small-black Chevy waterneck.

ED2894 Holden V8 VN-VT Heads, Non EFI
ED28945 Holden V8 VN-VT Heads, With EFI



Holden VN-VT V8 Manifold RPM AIR-GAP (1500-6500 RPM)

Designed for street and high performance 304-308-355-383 c.i.d. Holden V8 engines that utilize the 1988-98 Holden VN-VT cylinder heads. This RPM Air-Gap manifold is a dual-plane design that is tuned for excellent throttle response from 1500 to 6500 rpm. This manifold has been designed to fit both stock 1988-1998 EFI style heads and the Edelbrock Holden VN-VT Performer RPM cylinder heads.

ED7594 RPM Air Gap 304-383 With EFI
ED75945 RPM Air Gap 304-383 Non EFI
ED3504 Fuel Rail Kit for #ED75945 (Anodized Black Finish)

ROVER 3500cc V8 PERFORMER ROVER (idle-5500 rpm)

Designed for Rover 3500cc V8s (1968 and later). Manifold also fits 1961-63 Buick and Oldsmobile aluminium 215 c.i.d. V8s. Will not work with stock Stromberg carburetors.

ED2198 Performer Rover (non-EGR)



HARROP engineering DUAL PLANE HOLDEN V8 MANIFOLD

Harrop's cast aluminium 4 barrel dual plane manifold is used on early Holden 304 & 308 engines with VN style heads or to convert a later EFI engine to run a carburettor or 4 barrel EFI. The low profile dual plane design will fit most standard engine bays with no modifications to the bonnet.

• Operating range from 1500 to 5500 rpm • Fits Spreadbore or Squarebore Carburettor • Bosses for EFI injectors or N20 nozzles • EFI Model Drilled for Injectors • 120mm overall height at front

Description
Harrop Dual Plane - Carb
Harrop Dual Plane - EFI

Part No.
HA99-MFDP
HA99-MFDP-INJ

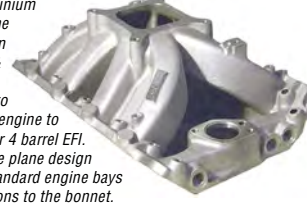
SINGLE PLANE HOLDEN V8 MANIFOLD

Harrop's cast aluminium 4 barrel single plane manifold is used on early Holden 304 & 308 engines with VN style heads or to convert a later EFI engine to run a carburettor or 4 barrel EFI. The high rise single plane design will not fit most standard engine bays without modifications to the bonnet.

• Operating range from 4500 to 6500 rpm • Fits Squarebore Carburettor Only • Bosses for EFI injectors or N20 nozzles • EFI Model Drilled for Injectors • 180mm overall height at front

Description
Harrop Single Plane - Carb
Harrop Single Plane - EFI

Part No.
HA99-MFSP
HA99-MFSP-INJ





CHEVROLET SMALL BLOCK

STEALTH

The Weiland "Stealth" features a High rise, dual plane design for maximum torque & horsepower from stout street/strip engines. It is fully CNC machined for a perfect fit and is available in your choice of satin, polished or the new "Everbright" high lustre coating.

- 1500-6700 RPM power band
- High rise, dual plane design
- Square flange carburettor mounting
- 4.19" Tall at Front
- Fits Chev Small Block Pre-1987

Description

SB Chev Pre-1987 - Satin
SB Chev Pre-1987 - Polished
SB Chev Pre-1987 - Everbright

Part No.
WM8150
WM8150P
WM8150C

STEALTH - VORTEC

The Weiland "Stealth" features a High rise, dual plane design for maximum torque & horsepower from stout street /strip engines. It is fully CNC machined for a perfect fit and is available in your choice of satin, polished or the new "Everbright" high lustre coating.

- 1500-6700 RPM power band
- High rise, dual plane design
- Square flange carburettor mounting
- 4.19" Tall at Front
- Fits Chev Small Block Vortec

Description

SB Chev Vortec - Satin
SB Chev Vortec - Polished
SB Chev Vortec - Everbright

Part No.
WM8151
WM8151P
WM8151C

STEALTH AIR STRIKE

The Weiland "Stealth Air Strike" features the same high rise, dual plane design as the "Stealth" with the added benefit of isolated runners to reduce intake charge heating. It is fully CNC machined for a perfect fit and is available in your choice of satin, polished or the new "Everbright" high lustre coating.

- 1500-6700 RPM power band
- High rise, dual plane design
- Square flange carburettor mounting
- 4.19" Tall at Front
- Fits Chev Small Block Pre-1987

Description

SB Chev Pre-1987 - Satin
SB Chev Pre-1987 - Polished
SB Chev Pre-1987 - Everbright

Part No.
WM8501
WM8501P
WM8501C

STEALTH AIR STRIKE - VORTEC

The Weiland "Stealth Air Strike" features the same high rise, dual plane design as the "Stealth" with the added benefit of isolated runners to reduce intake charge heating. It is fully CNC machined for a perfect fit and is available in your choice of satin, polished or the new "Everbright" high lustre coating.

- 1500-6700 RPM power band
- High rise, dual plane design
- Square flange carburettor mounting
- 4.19" Tall at Front
- Fits Chev Small Block Pre-1987

Description

SB Chev Vortec - Satin
SB Chev Vortec - Polished
SB Chev Vortec - Everbright

Part No.
WM8502
WM8502P
WM8502C

X-CELERATOR

The Weiland X-Celerator is a low profile single plane design that provides excellent power and torque in the 1500 to 6000 rpm range. It works best with camshafts over 250° duration at .050" and is supplied with a plenum divider plate for use with smaller camshafts.

- 1500-6000 RPM power band
- Single plane, open plenum design
- Includes removable plenum divider plate
- 4.38" Tall at Front
- Fits Chev Small Block Pre-1987
- Square flange carburettor mounting

Description

SB Chev Pre-1987 - Satin

Part No.
WM7546

TEAM-G

The Weiland Team-G manifolds are designed to extract maximum power and torque from Small block Chev engines and are available with three different plenum heights so you can tailor the RPM range to your engine.

- 2800-7200 RPM power band
- 3.63" Tall at Front
- Single plane design with open plenum
- Water cross-over passage is isolated for superior cooling
- Square flange carburettor mounting
- Fits Chev Small Block Pre-1987

Description

SB Chev Pre-1987 - Satin

Part No.
WM7530

TEAM-G - 3/4" Taller Plenum

The Weiland Team-G manifolds are designed to extract maximum power and torque from Small block Chev engines and are available with three different plenum heights so you can tailor the RPM range to your engine.

- 2800-7800 RPM power band
- Fits Chev Small Block Pre-1987
- Single plane design with open plenum
- 4.38" Tall at Front
- Water cross-over passage is isolated for superior cooling
- Square flange carburettor mounting

Description

SB Chev Pre-1987 - Satin

Part No.
WM7532

TEAM-G - 2" Taller Plenum

The Weiland Team-G manifolds are designed to extract maximum power and torque from Small block Chev engines and are available with three different plenum heights so you can tailor the RPM range to your engine.

- 2800-8200 RPM power band
- Fits Chev Small Block Pre-1987
- Single plane design with open plenum
- 5.63" Tall at Front
- Water cross-over passage is isolated for superior cooling
- Square flange carburettor mounting

Description

SB Chev Pre-1987 - Satin

Part No.
WM7531

Action Plus

The Weiland "Action Plus" features a Low rise, dual plane design for maximum torque & horsepower from stout street/strip engines. It is fully CNC machined for a perfect fit and is available in your choice of satin, polished or the new "Everbright" high lustre coating.

- Idle-1500 Power Band
- No EGR Provision
- Low Rise
- Dual Plane
- Square Flange Carburettor Mounting

Description

SB Chev Pre-1986 - Satin
SB Chev Pre-1986 - Everbright

Part No.
WM8120
WM8120C

Action Plus - Vortec

The Weiland "Action Plus" features a Low rise, dual plane design for maximum torque & horsepower from stout street/strip engines. It is fully CNC machined for a perfect fit and is available in your choice of satin, polished or the new "Everbright" high lustre coating.

- Idle-1500 Power Band
- No EGR Provision
- Low Rise
- Dual Plane
- Square Flange Carburettor Mounting

Description

SB Chev 1996 & Later - Satin
SB Chev 1996 & Later - Everbright

Part No.
WM8121
WM8121C

HI-RAM

For the ultimate horsepower and in your face attitude you can't go past a twin carb tunnel ram. The Weiland Hi-Ram features a removable top that allows inline or sideways mounting of two squarebore carburetors and a special D-shaped port runner design that optimises airflow throughout the RPM range.

- 2800-8000 RPM power band
- 2 x 4 carburettor setup
- Square flange carburettor mounting
- Large plenum chamber
- GM HEI will not clear
- 9.06" Tall at Front
- Fits Chev Small Block Pre-1987

Description

SB Chev Pre-1987 - Satin
Top to Base Gaskets

Part No.
WM1984
WM8984

CHEV & HOLDEN LS1 & LS6

AIR-RAM

The Weiland Air Ram intake manifold was developed in conjunction with the late John Lingenfelter and was the first aluminum intake on the market for the LS series of motors. The unique cast aluminum construction of the manifold makes it ideally suited for use with blower and turbo applications and provides the necessary material for custom nitrous system installations. Manifolds are available in satin, polished or Everbright coated.

- Fits LS-1 and LS-6 cylinder heads
- Produces gains of up to 25hp over stock plastic intakes
- Fully CNC machined for a perfect fit
- Comes with provisions for EGR (block-off plate is available)
- Utilizes stock fuel rails, crossover lines and throttle body

Description

Chev/Holden LS1 & LS6 - Satin
Chev/Holden LS1 & LS6 - Polished
Chev/Holden LS1 & LS6 - Everbright
EGR Block Off Plate - Satin
EGR Block Off Plate - Polished
Replacement Gasket Set

Part No.
WM300-111
WM300-111P
WM300-111C
WM9001
WM9001P
HO108-117

STREET WARRIOR

Designed in conjunction with Starr Technologies of Australia, the Street Warrior incorporates Formula 1 style trumpet shaped inlets on each runner and a consistent cross sectional area to enhance the flow through the port. This delivers unbelievable increases in horsepower and Torque from 2000 to 6200 RPM and gains of 30+ horsepower and 30+ lb/ft of torque over the popular LS6 intake.

- One piece composite construction
- Accepts all OEM sensors, lines and fuel comonomery
- Open plenum chamber with no support poles to disturb airflow
- Fits LS-1 and LS-6 cylinder heads
- Accepts LS-2 style 90mm throttle bodies
- Accepts stock LS1/LS6 throttle bodies with included adaptor

Description

Chev/Holden LS1 & LS6 - Black

Part No.
WM5000

CHEVROLET BIG BLOCK

STEALTH

The Weiland "Stealth" features a High rise, dual plane design for maximum torque & horsepower from stout street/strip engines. It is fully CNC machined for a perfect fit and is available in satin finish or the new Everbright high lustre coating.

- 1500-6500 RPM power band
- High rise, dual plane design
- Square flange carburettor mounting
- 4.75" Tall at Front
- Fits Chev Big Block Oval Port

Description

Chev Big Block, Oval Port - Satin
Chev Big Block, Oval Port - Everbright

Part No.
WM8019
WM8019C

STEALTH - RECTANGULAR PORT

The Weiland "Stealth" features a High rise, dual plane design for maximum torque & horsepower from stout street/strip engines.

It is fully CNC machined for a perfect fit and is available in satin finish only.

- 1500-6800 RPM power band
- High rise, dual plane design
- Square flange carburettor mounting
- 4.75" Tall at Front
- Fits Chev Big Block Rectangular Port

Description

Chev Big Block, Rectangular Port - Satin

Part No.
WM8018

TEAM-G

Team G manifolds are perfect for aggressive street machines and Comp & Super class big block powerplants.

- Dyno proven to produce more horsepower and torque as a result of superior cylinder to cylinder distribution which ensures safe, consistent air/fuel ratios for your engine.
- 3500-8000 RPM power band
- Open plenum/single plane design
- 4150 carburettor mounting flange
- 5.96" Tall at Front
- Fits Chev Big Block Rectangular Port

Description

Chev Big Block, Rectangular Port - Satin

Part No.
WM7622

HI-RAM

For the ultimate horsepower and in your face attitude you can't go past a twin carb tunnel ram. The Weiland Hi-Ram features a removable top that allows inline or sideways mounting of two squarebore carburetors and a special D-shaped port runner design that optimises airflow throughout the RPM range.

- 2500-7800 RPM power band
- 2 x 4 carburettor setup
- Square flange carburettor mounting
- Large plenum chamber
- GM HEI will not clear
- 10.12" Tall at Front

Description

Chev Big Block, Oval Port - Satin
Chev Big Block, Rectangular Port - Satin

Part No.
WM1981
WM1985

MANIFOLD SPACER KITS

These intake manifold spacer kits allow the use of any high performance big block Chevrolet manifold on late model Chevrolet "tall deck" truck engines. This spacer fits in the gap created by the taller deck height of the truck blocks. NOTE: Due to the increased manifold height, use of an aftermarket distributor is necessary. Spacer plates are .375" thick.

Description

Chev Big Block, Oval Port
Chev Big Block, Rectangular Port

Part No.
WM8206
WM8204

CHRYSLER SMALL BLOCK

ACTION PLUS

The Weiland Action Plus features a high rise dual plane design that builds maximum torque for street performance engines. The dual carburettor mounting pad accepts squarebore and spreadbore carburetors but will require an adaptor to seal properly on some squarebore carburetors.

- High rise/dual plane design
- Idle-6000 RPM power band
- Spread bore and square bore carburettor mounting flange
- 4.88" Tall at Front
- Fits Chrysler 318 (Late), 340 & 360 V8

Description

Chrysler Small Block - Satin

Part No.
WM8007

STEALTH

The Weiland "Stealth" features a High rise, dual plane design for maximum torque & horsepower from stout street/street engines. It is fully CNC machined for a perfect fit and is available in satin finish.

- High rise, dual plane design • Idle-6800 RPM power band
- Square flange carburettor mounting • 4.88" Tall at Front
- Fits Chrysler 318 (Late), 340 & 360 V8

Description

Chrysler Small Block - Satin

Part No.
WM8022

Street Warrior

Most of the intakes on the market were developed 20+ years ago when typical engines

were 396-427 cubic inches. Not so anymore. With the popularity of larger engines, stroker combinations and more efficient cylinder head and cam designs came the need for intake Manifolds to support these combinations.

- Dual pattern carb flange • Idle to 5,500 RPM band
- Low rise dual plane • Fits Big Block Oval Port

Description

Chev Big Block, Oval Port - Satin

Part No.
WM8123

CHRYSLER HEMI 331-392

HI-RISE

The Weiland Hi Rise is a single plane, dual 4 barrel manifold for the early Hemi 331, 354 & 392 Hemi engines. This manifold requires OE style or Edelbrock carburetors as the 7.5" carb centerline is to small to fit Holley carbs. Does not fit 426 Hemi engines.

- Single plane design • 2000-6800 RPM power band
- Square flange carburettor mounting • 3.00" Tall at Front
- Fits Chrysler Hemi 331, 354 & 392

Description

Chrysler Hemi 331-392 - Satin

Part No.
WM7263

FORD 289-302 WINDSOR ACTION PLUS

The Weiland Action Plus features a low profile dual plane design that builds maximum torque for street performance engines. It is fully CNC machined for a perfect fit and is available in your choice of satin, polished or the new "Everbright" high lustre coating.

- Low rise, dual plane design • Idle-5500 RPM power band
- Square flange carburettor mounting • 3.82" Tall at Front
- Exhaust crossover for improved street drivability
- Fits Ford 289-302 Windsor

Description

Ford 289-302 Windsor - Satin

Ford 289-302 Windsor - Polished

Ford 289-302 Windsor - Everbright

STEALTH

The Weiland "Stealth" features a High rise, dual plane design for maximum torque & horsepower from stout street/street engines. It is fully CNC machined for a perfect fit and is available in satin finish or the new "Everbright" high lustre coating.

- 1500-6800 RPM power band • High rise, dual plane design
- Square flange carburettor mounting • 4.35" Tall at Front
- Fits Ford 289-302 Windsor

Description

Ford 289-302 Windsor - Satin

Ford 289-302 Windsor - Everbright

Part No.
WM8020
WM8020C

X-CELERATOR

The Weiland X-CELERator is a low profile single plane design that provides excellent power and torque in the 1500 to 7000 rpm range. It works best with camshafts over 250° duration at .050" and is supplied with a plenum divider plate for use with smaller camshafts.

- 1500-7000 RPM power band • Low profile single plane design
- Square flange carburettor mounting • 3.75" Tall at Front
- Fits Ford 289-302 Windsor

Description

Ford 289-302 Windsor - Satin

Part No.
WM7515

HI-RAM

For the ultimate horsepower and in your face attitude you can't go past a twin carb tunnel ram. The Weiland Hi-Ram features a removeable top that allows inline or sideways mounting of two squarebore carburetors and a large plenum design that optimises airflow throughout the RPM range.

- 2500-8000 RPM power band • 2 x 4 carburettor setup
- Square flange carburettor mounting • Large plenum chamber
- 8.81" Tall at Front

Description

Ford 289-302 Windsor - Satin

Top to Base Gaskets

Part No.
WM1988
WM8984

FORD 351 WINDSOR

STEALTH

The Weiland "Stealth" features a High rise, dual plane design for maximum torque & horsepower from stout street/street engines. It is fully CNC machined for a perfect fit and is available in satin finish.

- 1500-6800 RPM power band • High rise, dual plane design
- Square flange carburettor mounting • 4.37" Tall at Front
- Fits Ford 351 Windsor

Description

Ford 351 Windsor - Satin

Ford 351 Windsor - Everbright

FORD 302-351 CLEVELAND X-CELERATOR

The Weiland X-CELERator is a low profile single plane design that provides excellent power and torque in the 1500 to 7000 rpm range. It works best with camshafts over 250° duration at .050" and is supplied with a plenum divider plate for use with smaller camshafts.

- 1500-7000 RPM power band • Low profile single plane design
- Square flange carburettor mounting • 4.00" Tall at Front
- Fits Ford 302-351 Cleveland

Description

Ford Cleveland, 2V heads - Satin

Ford Cleveland, 4V heads - Satin

Part No.
WM8023
WM8023C

Part No.
WM7516
WM7517

HI-RAM

For the ultimate horsepower and in your face attitude you can't go past a twin carb tunnel ram. The Weiland Hi-Ram features a removeable top that allows inline or sideways mounting of two squarebore carburetors and a large plenum design that optimises airflow throughout the RPM range.

- 3200-9000 RPM power band • 2 x 4 carburettor setup
- Square flange carburettor mounting • Large plenum chamber
- 8.81" Tall at Front • Fits Ford 351 Cleveland 4V

Description

Ford Cleveland, 4V heads - Satin

Top to Base Gaskets

Part No.
WM1994
WM8994

FORD BIG BLOCK 429-460

STEALTH

The Weiland "Stealth" features a High rise dual plane design for maximum torque & horsepower from stout street/street engines. It is fully CNC machined for a perfect fit and is available in satin finish.

- 1500-6800 RPM power band • High rise, dual plane design
- Square flange carburettor mounting • 5.25" Tall at Front
- Fits Ford 429-460 big block

Description

Ford 429-460 Big Block - Satin

Part No.
WM8012

HI-RAM

For the ultimate horsepower and in your face attitude you can't go past a twin carb tunnel ram. The Weiland Hi-Ram features a removeable top that allows inline or sideways mounting of two squarebore carburetors and a large plenum design that optimises airflow throughout the RPM range.

- 2800-9000 RPM power band • 2 x 4 carburettor setup
- Square flange carburettor mounting • Large plenum chamber
- 9.93" Tall at Front • Fits Ford 429-460 big block

Description

Ford 429-460 Big Block - Satin

Part No.
WM1993

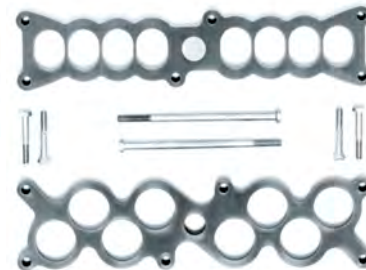
MANIFOLD SPACERS



INTAKE MANIFOLD SPACER PLATES

These precision machined aluminium spacers mount between the intake manifold and cylinder head and allow you to bolt on conventional, short deck intake manifolds on GM's Chevy tall deck truck blocks, or any Big Block Chevy-style aftermarket block which is .400" taller than stock.

Intake Manifold Spacers, Fits Tall Deck BBC MO65090



EFI Manifold Spacers

Ford 5.0L EFI manifold spacers fit between the upper and lower manifolds for extra clearance with aftermarket valve covers and to help dissipate heat and significantly increase performance. CNC machined in the USA from phenolic material. Includes longer bolts.

Description

Stock 5.0L Manifold - 1/2" Thick

GT-40 Manifold - 1/2" Thick

GT-40 Manifold - 1" Thick

Replacement Gasket to suit FMM-9486-A53

Part No.

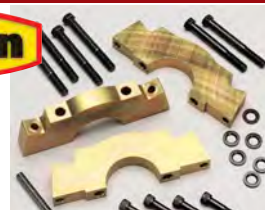
FMM-9486-A51

FMM-9486-A52

FMM-9486-A53

FMM-9486-A50

MAIN CAPS



MILODON

4-BOLT MAIN CAPS

Milodon main caps are precision machined from high strength ductile material which has the proper balance of strength yet is not too rigid to allow transfer of increased shock loads to the crank and bearings. Only .030" of material removal is required for installation, which will allow 100% cleanup on a damaged block. If the block has square main registers, it will only need a standard align bore to finish the job. Milling the mains is only necessary if the main cap registers are not square.

- Angled outer bolts increase strength
- Supplied with all necessary hardware
- Drill fixture included for outer bolts

Application

Chev 350 Small Block	Angled Bolts
Chev 350 Small Block	Straight Bolts
Chev 400 Small Block	Angled Bolts
Chev 396-454 Big Block	Angled Bolts
Chrysler 360 Small Block	Angled Bolts
Ford 351 Windsor	Angled Bolts
Ford 351 Cleveland	Angled Bolts
Ford 429-460 Big Block	Angled Bolts
Holden 253-308 V8	Angled Bolts

Part No.

MI11160

MI11165

MI11180

MI11200

MI11310

MI11420

MI11440

MI11450

MI11570

Holden V8 Main Caps

High quality billet steel main caps for Holden V8 engines. Made in the USA by Pro-gram Engineering. The centre caps are 4 bolt with a choice of splayed or straight outer bolts and are sold in sets of three. The front and rear caps are 2 bolt and are sold individually.

Description

Holden V8 4 Bolt Centre Main Caps - Straight	Part No
Holden V8 4 Bolt Centre Main Caps - Splayed	RPMWH308C4B
Holden V8 2 Bolt Front Main Cap	RPMWH308CFA
Holden V8 2 Bolt Rear Main Cap	RPMWH308F
	RPMWH308R



PRO-GRAM BILLET LS SERIES MAIN CAPS

High quality billet steel main caps for GM LS Series V8 engines.

Made in the USA by Pro-gram Engineering.

Description

LS Series Main Caps (Set of 5)

Part No

RPMWL51



PRO-GRAM BILLET TOYOTA 2JZ-GTE MAIN CAPS

High quality billet steel main caps for Toyota 2JZ-GTE.

Made in the USA by Pro-gram Engineering.

Description

Toyota 2JZ-GTE Billet Main Caps (Set of 7)

Part No

RPMW2JZ-GTE

BLOCK & CRANK ACCESSORIES

Rear Seal Adaptor Gasket

Replacement Gasket Suit SB
Chev Vortec 86-On 1-Piece
Rear Seal Adaptor
GM12555771



Rear Seal Adaptor

Rear Seal Adaptor Suit
SB Chev Vortec 86-On
1-Piece Main
GM14088557

MOROSO REAR SEAL ADAPTERS - CHEV SMALL BLOCK

These rear main seal adaptors convert a 1986-on Small Block Chev to accept the early style, 2 piece rear main seal allowing the use of early style crankshafts in the later style block. They are available for use with either the new style oil pan (1986 and newer blocks with one-piece rear seal), or the old style oil pan (pre-1980 blocks with driver-side dipstick)

- Manufactured from billet aluminum
- Includes fasteners

Description

Early Crank to Late Block with Late Pan
Early Crank to Late Block with Early Pan

Part No.
MO38315
MO38415

REAR SEAL ADAPTER - CHEV BIG BLOCK

Enables the use of early style Mark IV 2-piece rear seal crankshafts in the Mark V & VI 1-piece rear seal blocks.

- Includes fasteners • Must use late style oil pan.

Description

Chev Big Block Crankshaft Adapter



Part No.
EAC-EAG500

ROLLER PILOT BEARING

This high speed bearing is designed as a direct replacement in all Chevrolet V8's and 90° V6's and requires no modification to either crank or input shafts. Packed with high temperature grease for proper lubrication under extreme high heat conditions. Suitable for all high performance applications including drag, oval track/road race and street. 1.093" O.D. x .591" I.D. x .72" Depth.

Roller Pilot Bearing, Chevrolet V8 and 90° V6 MO41100



CRANKSHAFT KEYS

All are 3/16" wide Sold individually.

Application	Length x Depth	Part No.
Chev SB & BB	0.750" x 0.300"	MG984
Chev SB & BB	1.375" x 0.400"	MG983
Chrysler SB & BB	1.375" x 0.400"	MG983
Ford FE Big Block	0.750" x 0.300"	MG984
Holden 179-202	0.750" x 0.300"	MG984

CRANKSHAFT KEYS - 2" OFFSET

Offset 2" to simplify camshaft degreasing. Colour coded Silver

Application	Length x Depth	Part No.
Chev SB & BB	0.750" x 0.300"	MG987
Chev SB & BB	1.375" x 0.400"	MG985
Chrysler SB & BB	1.375" x 0.400"	MG985
Ford FE Big Block	0.750" x 0.300"	MG987
Holden 179-202	0.750" x 0.300"	MG987

CRANKSHAFT KEYS - 4" OFFSET

Offset 4" to simplify camshaft degreasing. Colour Coded Copper

Application	Length x Depth	Part No.
Chev SB & BB	0.750" x 0.300"	MG988
Chev SB & BB	1.375" x 0.400"	MG986
Chrysler SB & BB	1.375" x 0.400"	MG986
Ford FE Big Block	0.750" x 0.300"	MG988
Holden 179-202	0.750" x 0.300"	MG988

CYLINDER HEAD DOWELS

These hard-to-find dowel pins are precision machined then case hardened for accurate alignment in engine assembly. Packaged two per set.

Application	Length x Depth	Part No.
Chev Small Block	0.313" x 0.625"	MG4375
Chev Big Block	0.640" x 0.500"	MG4377



MOROSO OFFSET CYLINDER HEAD DOWELS

Offset cylinder head dowels reposition the cylinder heads upwards on the block (toward the lifter valley), moving valves away from cylinder wall for improved intake flow. Supplied in packs of 4.

Description	Part No.
Chev Small Block .015" offset	MO37920
Chev Small Block .030" offset	MO37930
Chev Big Block .030" offset	MO37900
Chrysler Small Block .015" offset	MO37920
Chrysler Small Block .030" offset	MO37930
Chrysler Big Block .030" offset	MO37900

Engine Finishing Kits

COMP Cams engine finishing kits include those often missing parts like woodruff keys, cylinder head alignment dowels, cam bolts, cam eccentrics (SB Ford) and timing cover & oil pump dowel pins that are so crucial to properly assembling your engine. Available for Small and Big Block Chevrolet and Ford Small Block engines, the COMP Cams engine finishing kits make engine assembly easy and feature new parts replacing those commonly worn or lost pieces.

Description

GM LS Engine Plug Kit
Chevrolet 265-400 Engine Finishing Kit
Chevrolet 396-454 Engine Finishing Kit
Ford 5.0L, 302, 351W Engine Finishing Kit

Part No.
CO251
CO233
CO234
CO235



DART BLOCK REPLACEMENT

ACCESSORIES SMALL PARTS KIT

• Dart Block Parts Kits Include The Same Quality Components, We Use In Our Performance Engine Blocks.

• Each Kit Includes Coated Cam Bearings, Freeze Plugs And Dowel Pin.

Part No.
DA32000001
DA32000002
DA32000003

Description
Dart Small Block Little M™ Block Parts Kit
Dart Big Block "Big M" Block Parts Kit
Dart Small Block Ford Block Parts Kit (No Dowel Pins)
Dart Small Block Chevy SHP Block Parts Kit
Dart LS Next Iron Block Parts Kit
Dart LS Next Aluminium Block Parts Kit
Dart LS Next SHP Iron Block Parts Kit



CRANKSHAFT KEYS

All are 3/16" Wide Sold in packs of 2

Application	Length x Depth	Part No.
Chev SB & BB	0.750" x 0.300"	PI839009
Chev SB & BB	1.375" x 0.400"	PI839010
Chrysler SB & BB	1.375" x 0.400"	PI839010
Ford 302 Windsor	1.375" x 0.300"	PI839048
Ford 351 Windsor	1.750" x 0.225"	PI839011
Ford 351 Cleveland	1.750" x 0.225"	PI839011
Ford SB 289-302, BB 429-460	1.750" x .366"	PI839012

CYLINDER HEAD DOWELS

Sold in packs of 4

Application	Diam. x Length	Part No.
Ford 429-460	0.750" x 0.450"	PI839002
Ford 289-400	0.675" x 0.450"	PI839003
Chev Small Block	0.313" x 0.500"	PI839004
Chev Big Block	0.650" x 0.500"	PI839005
LS1 1997-2005	0.511" x 0.590"	PIS-1115
LS6 2001-2007	0.590" x 0.590"	PIS-1116

BELLOUSING DOWELS

Extra long bellhousing dowels suitable for most GM V6 and V8 engines. Sold in pairs.

Application	Diam. x Length	Part No.
Most GM V6 & V8	0.625" x 1.625"	PI839032

CLUTCH PILOT BEARINGS

Clutch pilot bearings for Chev and Holden V8 crankshafts. Available in the low friction roller type or the heavy duty solid bronze bush.

Description

GM V8 Roller Clutch Pilot Bearing
GM V8 Bronze Clutch Pilot Bushing

Part No.
PI873008
PI873001

WELCH PLUG KITS

Complete engine block welch plug and gallery plug kits include brass welch plugs and steel oil gallery plugs but do not include cylinder head plugs.

Application	Part No.
Chev Small Block 283-350	PIPE-100-BR
Chev Small Block 400	PIPE-101-BR
CHEV Big Block MK 5-6	PI830019
Chev Big Block 396-454	PIPE-102-BR
Chev LS Series Brass	PIPE-496-B
Chev LS Series Steel	PIPE-496
Chrysler Small Block 273-360	PIPE-113-BR
Chrysler Big Block 383-440	PIPE-114-BR
Ford Cleveland 302-351	PIPE-109-BR
Ford Windsor 221-351	PIPE-108-BR
Ford Big Block 429-460	PIPE-125-BR
Ford FE Big Block 332-428	PIPE-110-BR
Holden V8 253-304-308	5RWPK-308

REAR CAM PLUGS

Zinc coated steel cam plugs. Sold individually.

Application	Size
Chev Small Block	2-7/64"
Chev Big Block	2-7/32"
Chrysler 383-440	2-9/64"
Ford Cleveland	2-17/64"
Ford Windsor	2-5/32"
Ford 429-460	2-1/2"
Ford 332-428 FE	2-3/8"

Part No.
PIEPS-78
PIEPS-154
PIEPC-84
PIEPS-175
PIEPS-71
PIEPC-132
PIEPC-92

OIL GALLERY PLUGS

Steel pipe plugs with NPT threads. Sold individually.

Thread	Diameter	Part No.
1/8" NPT	0.405"	PIPP-638
1/4" NPT	0.540"	PIPP-567
3/8" NPT	0.675"	PIPP-554
1/2" NPT	0.840"	PIPP-568

FUEL PUMP PLATES

Fuel pump block off and mounting plates for Chev V8 engines.

Description

Fuel Pump Mount Plate - Chev SB
Fuel Pump Block Off - Chev SB
Fuel Pump Block Off - Chev BB

Part No.
PI839050
PI839033
PI839034

MAIN STUD GIRDLES



ALLOY MAIN STUD GIRDLE

With a superior strength-to-weight ratio 6061 T6 aluminium is more expensive than steel but much more effective at dampening harmonics, which is the leading cause of main cap walk and block failure. The lightweight 3/4" thick Main Stud Girdle evenly distributes load and dampens harmonics by bolting the main cap studs together to create a super strong rectangular cage. The brace nearly doubles the main web support area in the engine. The added strength and rigidity assists to eliminate main cap "walk" or movement. Securing the loose end of the main studs provides stability unequalled even by a 4-bolt main block. Additionally, a production 2 bolt block strengthened with a main stud girdle is an economical alternative to an expensive 4-bolt aftermarket block or steel cap conversion.

PT-347MSG

Main stud girdle Windsor 302

(Use ARP Studs AR154-5408)

PT-355MSG

Main stud girdle Holden V8

(Use ARP Studs AR134-5401)

PT-393MSG

Main stud girdle 351C

(Use ARP Studs AR154-5403)

Main Stud Girdles

FORD 289-302W

MAIN CAP GIRDLE

The Moroso main cap girdle is manufactured from 1/2" thick steel and is profiled to fit over engine main caps without the need for spacers. It works with any standard Melling M68 or M68HV oil pump and is supplied with all necessary hardware.

Main Cap Girdle, 289 -302W MO22928



ROTATING ASSEMBLIES



SCAT ROTATING ASSEMBLYS - 9000 SERIES

The Scat 9000 series rotating assembly kits are a perfect foundation for a tough street engine. They include a Scat cast crank, Scat forged I-beam or H-beam rods and forged pistons.

CHEV BIG BLOCK

These kits fit standard deck Chev big blocks. Part numbers 91360 and 91610 suit early blocks with the 2-piece rear main seal and 91650 suits late model blocks with the 1-piece rear main seal.

Part No	CID	Bore x Stroke	Piston	118cc	124cc
SC1-91360-1	489	4.280" x 4.25"	Flat	9.00:1	8.60:1
SC1-91610-1	489	4.280" x 4.25"	Dome	10.2:1	9.70:1

FORD 289-302 WINDSOR

These kits fit Ford 289-302 Windsor engines. They use 5.4" rods and are designed for external balance with a 28oz balancer and flywheel.

Part No	CID	Bore x Stroke	Piston	58cc	70cc
SC1-94170-1	347	4.030" x 3.40"	Flat	11.0:1	9.60:1

FORD 351 WINDSOR

These kits fit Ford 351 Windsor engines with the stock 3.00" mains. They are designed for external balance with a 28oz balancer and flywheel.

Part No	CID	Bore x Stroke	Piston	58cc	70cc
SC1-94260-1	393	4.030" x 3.85"	Dish	11.3:1	10.4:1
SC1-94310-1	408	4.030" x 4.00"	Flat	12.6:1	10.7:1
SC1-94360-1	408	4.030" x 4.00"	Dish	10.7:1	9.40:1

FORD 351 CLEVELAND

These kits fit Ford 351 Cleveland engines and aftermarket Windsor style blocks with the Cleveland deck and mains. They are designed for external balance with a 28oz balancer and flywheel.

Part No	CID	Bore x Stroke	Piston	64cc	70cc
SC1-94272-1	408	4.030" x 4.00"	Dish	9.80:1	9.40:1

FORD 429-460

These kits fit Ford 429 & 460 big blocks. They include 6.70" H-beam rods and are designed for external balance.

Part No	CID	Bore x Stroke	Piston	72cc	84cc
SC1-95010-1	545	4.390" x 4.50"	Flat	11.5:1	10.4:1
SC1-95105-1	545	4.390" x 4.50"	Flat	13.7:1	12.2:1
SC1-95120-1	557	4.440" x 4.50"	Flat	10.3:1	9.00:1

FORD 239 FLATHEAD

These kits are for Ford V8 flatheads with the 239 main size. They include H-beam rods and are designed for internal balance.

Part No	CID	Bore x Stroke	Piston	64cc
SC1-94600B1	274	3.3125" x 4.000"	Flat	9.4:1

FORD 239 FLATHEAD LATE BLOCK - 1949-1953

Part No	CID	Bore x Stroke	Piston	74cc
SC1-94613B1	274	3.3125" x 4.000"	Dome 0.187cc	9.4:1
SC1-94614B1	286	3.3125" x 4.125"	Dome 0.187cc	9.7:1

SCAT ROTATING ASSEMBLYS - 4000 SERIES

The Scat 4000 series rotating assembly kits are a perfect foundation for a tough street or race engine. They include a Scat 4340 forged crank, Scat forged H-beam rods and forged pistons.

CHEV LS1, LS6 & LSX - 24 Tooth Reluctor

These kits suit LS1, LS2 & LS6 engines with the 24 tooth reluctor. They include crank, rods, pistons, rings and bearings.

Part No	CID	Bore x Stroke	Piston	66cc	72cc
SC1-41902	408	4.030" x 4.00"	Flat	12.0:1	11.2:1
SC1-41903	427	4.125" x 4.00"	Dish	9.60:1	9.10:1

CHEV LS2 & LSX - 58 Tooth Reluctor

These kits suit 2005-on LS2 engines with the 58 tooth reluctor. They include crank, rods, pistons, rings and bearings.

Part No	CID	Bore x Stroke	Piston	64cc	70cc
SC1-44204B1	408	4.030" x 4.000"	Flat -3.3cc	11.4:1	11.2:1
SC1-44205B1	408	4.030" x 4.000"	Dish -10cc	10.6:1	10.4:1

CHEV BIG BLOCK

These kits fit standard deck Chev big blocks. Part numbers 42360 and 42375 suit early blocks with the 2-piece rear main seal and 42500 suits late model blocks with the 1-piece rear main seal.

Part No	CID	Bore x Stroke	Piston	118cc	124cc
SC1-42500-1	540	4.500" x 4.25"	Flat	9.80:1	9.40:1

FORD 289-302 WINDSOR

These kits fit Ford 289-302 Windsor engines. They use 5.4" rods and are designed for external balance with a 28oz balancer and flywheel.

Part No	CID	Bore x Stroke	Piston	58cc	70cc
SC1-45405-1	347	4.030" x 3.40"	Dome	12.9:1	11.1:1

CRANKSHAFTS



BRIAN CROWER ROTATING ASSEMBLIES

Rather than piece together your bottom end with a variety of mismatched parts, order a BC stroker kit that not only increases your overall displacement for more horsepower and torque, but also delivers strength and reliability using only the highest quality parts.

- Complete Balanced Assemblies • Includes Rings & Bearings
- BC Forged H-Beam or Billet I-Beam Conrods
- BC 4340 Billet or Forged Crankshaft
- CP Forged Pistons • Choice of Bore Size and Dish Volume

Application	Stroke	Rods	Part No.
Honda B16A	84.5mm	H-beam BC625+	BC0018
Honda B18C	84.5mm	H-beam Sportsman	BC0019
Honda H22	100mm	H-beam BC625+	BC0038
Honda H22	100mm	H-beam Sportsman	BC0039
Honda K24*	102mm	H-beamLight Weight	BC0048
Honda K24*	102mm	H-beam	BC0049
Honda F20C, F22C	97mm	H-beam Sportsman	BC0069
Mitsubishi 4G63	102mm	H-beam BC625+	BC0108
Mitsubishi 4G63	102mm	H-beam Sportsman	BC0109
Nissan SR20DET 2.35L	91mm	I-beam ARP2000 Bolts	BC0207
Nissan SR20DET 2.35L	91mm	H-beam BC625+	BC0208
Nissan SR20DET 2.35L	91mm	H-beam Sportsman	BC0209
Nissan VQ35DE	92mm	H-beam Sportsman	BC0229
Toyota 2JZGTE	94mm	H-beam Carrillo	BC0308
Toyota 2JZGTE	94mm	H-beam BC625+	BC0309
Toyota 3SGTE	91mm	H-beam BC625+	BC0353
Toyota 3SGTE	91mm	H-beam Sportsman	BC0354
Toyota 4AGE	83mm	H-beam BC625+	BC0360
Toyota 4AGE	83mm	H-beam Sportsman	BC0361
Subaru WRX EJ20	79mm	H-beam BC625+	BC0608
Subaru WRX EJ20	79mm	H-beam Sportsman	BC0609
Subaru WRX EJ25	83mm	H-beam BC625+	BC0628
Subaru WRX EJ25	83mm	H-beam Sportsman	BC0629
Nissan RB26DETT 2.63L	73.7mm	H-beam BC625+	BC0235
Nissan RB26DETT 2.63L	73.7mm	H-beam Sportsman	BC0236
Nissan RB26DETT 2.9L	79mm	H-beam BC625+	BC0238
Nissan RB26DETT 2.9L	79mm	H-beam Sportsman	BC0239
Nissan RB30DET 3.21L	90mm	H-beam 7/16" Bolts	BC0233
Nissan SR20DET 2.35L	86mm	I-beam ARP2000 Bolts	BC0207

Note: * Honda K24 Block With K20 Head



Hi-Performance 308-355 c.i. Stroker Crankshaft

Product Code: HA99-CRKV55CHE

To suit 308 with Holden balancer and flywheel and Chev rods, Rope rear seal.

Features: Rope rear seal. 2.100" diameter X 1.900" journals - 3.48" (88.4mm) stroke. Recommended 6500rpm with 10:1 compression ratio
Mass: 23kg

Hi-Performance 308-355 c.i. Stroker Crankshaft

Product Code: HA99-CRK2008

To suit 308 with Holden rods, balancer and flywheel, Rope rear seal.

Features: Rope rear seal. 2.125" diameter X 1.770" journals - 3.48" (88.4mm) stroke. Recommended 6500rpm with 10:1 compression ratio
Mass: 23kg



COMPSTAR

Imported Forged Crankshafts, Machined in USA

Compstar components are forged and semi-finished at various offshore locations. Unlike similar offerings by other companies, all Compstar components are finished and inspected at Callies' manufacturing facility. Compstar utilizes precision gauging and material evaluation equipment that is routinely ISO 17025 certified for consistent accountability. This investment in perfection allows Compstar to maintain proper geometry and quality control, while monitoring both metallurgy and design.

LS1/LS2

Compstar LS crankshafts are supplied with either an OEM or billet aftermarket reluctor. Billet reluctors are supplied installed on the crank, and OEM reluctors are supplied with the crank but are not installed. Billet reluctors are strongly recommended due to inconsistencies with the OEM reluctors.

Stroke	Reluctor	Part Number
3.625"	24 Tooth OEM	CAAPH317-CS-24
3.625"	58 Tooth OEM	CAAPH317-CS-58
3.625"	24 Tooth Billet	CAAPH317-CS-24B
3.625"	58 Tooth Billet	CAAPH317-CS-58B
4.000"	24 Tooth OEM	CAAP031N-CS-24
4.000"	58 Tooth OEM	CAAP031N-CS-58
4.000"	24 Tooth Billet	CAAP031N-CS-24B
4.000"	58 Tooth Billet	CAAP031N-CS-58B
4.125"	24 Tooth OEM	CAAPU31T-CS-24
4.125"	58 Tooth OEM	CAAPU31T-CS-58
4.125"	24 Tooth Billet	CAAPU31T-CS-24B
4.125"	58 Tooth Billet	CAAPU31T-CS-58B

LS7

4.000"	2.100"	2.559	CAAW0317-CS-24
4.000"	2.100"	2.559	CAAW0317-CS-58

S/B CHEV

3.480"	2.100"	350	CASAF113-CM
3.480"	2.000"	350	CASAF143-CM
3.480"	2.100"	400	CASAF213-CM
3.500"	2.100"	350	CASAG113-CM
3.500"	2.000"	350	CASAG143-CM
3.562"	2.100"	350	CASAG113-CM
3.625"	2.100"	350	CASAH113-CS
3.625"	2.100"	400	CASAH213-CS
3.750"	2.100"	350	CASAJ113-CS
3.750"	2.100"	400	CASAJ213-CS
3.800"	2.100"	350	CASAK113-CS
3.800"	2.100"	400	CASAK213-CS
3.875"	2.100"	350	CASAM113-CS
3.875"	2.100"	400	CASAM213-CS
4.000"	2.100"	350	CASAO113-CS
4.000"	2.100"	400	CASAO213-CS

S/B CHEV 1 PICE REAR MAIN SEAL

3.750"	2.100"	350	CACAJ113-CS
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S/B CHEV COMET (LIGHT WEIGHT)

3.335"	2.000"	350	CASAF143-CC
3.480"	2.100"	350	CASAF113-CC
3.480"	2.000"	350	CASAF143-CC
3.480"	1.888"	350	CASAF193-CC
3.500"	2.100"	350	CASAG113-CC
3.500"	2.000"	350	CASAG143-CC
3.500"	1.888"	350	CASAG193-CC
3.562"	2.000"	350	CASAG143-CC
3.625"	2.100"	350	CASAH113-CC
3.625"	2.000"	350	CASAH143-CC
3.750"	2.100"	350	CASAJ113-CC
3.750"	2.000"	350	CASAJ143-CC
3.875"	2.100"	350	CASAM113-CC
4.000"	2.100"	350	CASAO113-CC
4.000"	2.100"	400	CASAO213-CC

B/B CHEV

4.000"	2.200"	2.750	CABBQ425-CS
4.375"	2.200"	2.750	CABBQ425-CS
4.250"	2.200"	2.750	CABBQ425-CS
4.500"	2.200"	2.750	CABBQ425-CS

B/B CHEV 1 PICE REAR MAIN SEAL

4.000"	2.200"	2.750	CAIBO425-CS
4.250"	2.200"	2.750	CAIBP425-CS

S/B FORD

3.400"	2.123"	302	CAUJW08M-CS
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COMPSTAR SPORT SERIES

Intended for High RPM, High Output engines all Sport Series crankshafts are finished with the same care and detail as the entire line of Compstar crankshafts. All Sport Series cranks are sold balanced and ready for assembly. Sport Series crankshafts by Compstar feature the best metallurgy and heat treatment on the market today.

SUBARU EJ20 BILLET CRANKS

Stroke	Pins	Mains	Part Number
75mm	52mm	60mm	CA8136KTH-CS
79mm	52mm	60mm	CA8134KTH-CS
83mm	52mm	60mm	CA8140KTH-CS

MITSUBISHI 4G63 (7-Bolt) FORGED CRANKS

Stroke	Pins	Mains	Part Number
88mm	45mm	57mm	CAX234JOL-CS
100mm	45mm	57mm	CAX235JOL-CS

MITSUBISHI 4G63 (7-Bolt) BILLET CRANKS

Stroke	Pins	Mains	Part Number
94mm	45mm	57mm	CAX227J0H-CS
102mm	45mm	57mm	CAX237J0H-CS

MITSUBISHI 4B11T (7-Bolt) BILLET CRANKS

Stroke	Pins	Mains	Part Number
94mm	52mm	52mm	CAXX27J0H-CS

MAGNUM XL

Callies has once again established a new standard for lightweight crankshafts. Magnum XL lightening profiles result in crankshafts having extremely high strength to weight ratios. Material is carefully removed from non-stressed areas of each shaft to eliminate parasitic weight. The Callies Magnum XL profile is effective at minimizing windage within the crankcase atmosphere. Oil control is improved by not relying on counterweight undercutting to eliminate weight. All Magnum XL crankshafts feature the Callies Ultra-Case nitride treatment. This heat treatment method produces a deep case that enhances strength while creating an extremely hard load bearing wear surface. The Ultra-Case process generates a layer of hardened steel deep enough to maintain its integrity even after a .010 regrind. Each main and rod journal is drilled for weight reduction and throttle response improvement.

By Special Order



MAGNUM

100% USA Made Lightweight Forged Crankshafts

Callies' design team has optimized material distribution throughout this crankshaft to produce a component that is strong yet easy to balance. Callies Magnum Mass Correct counterweights have been strategically placed to reduce imbalance forces over the entire length of the shaft. The result is a crankshaft that exhibits superior bearing life and minimal wear. Our Dual Arc leading edges create a unique counterweight that is beneficial in the reduction of disruptive crankcase windage. This profile characteristic is of greatest value in high RPM, large displacement engines. A typical 4.500 stroke BBC shaft will have a finished weight of 69 lbs. All rod journals are drilled with generously radiused lightening holes. Each counterweight features Callies' (Dual Arc) windage reducing leading edge.

MAGNUM S/B CHEV

3.335"	2.100"	350	CASAX11A-MG
3.335"	2.000"	350	CASAX14A-MG
3.335"	1.888"	350	CASAX19A-MG
3.400"	2.000"	350	CASAW11A-MG
3.480"	2.100"	350	CASAF11A-MG
3.480"	2.000"	350	CASAF14A-MG
3.480"	1.888"	350	CASAF19A-MG
3.500"	2.100"	350	CASAG11A-MG
3.500"	2.000"	350	CASAG14A-MG
3.500"	1.888"	350	CASAG19A-MG
3.550"	2.100"	350	CASAT11A-MG
3.550"	2.000"	350	CASAT14A-MG
3.625"	2.100"	350	CASAH11A-MG
3.625"	2.000"	350	CASAH14A-MG
3.625"	1.888"	350	CASAH19A-MG
3.750"	2.100"	350	CASAJ11A-MG
3.750"	2.000"	350	CASAJ14A-MG
3.750"	2.100"	400	CASAJ21A-MG
3.750"	2.000"	400	CASAJ24A-MG
3.800"	2.100"	350	CASAK11A-MG
3.800"	2.000"	350	CASAK14A-MG
3.800"	2.100"	400	CASAK21A-MG
3.875"	2.000"	400	CASAK24A-MG
3.875"	2.100"	350	CASAM11A-MG
3.875"	2.000"	350	CASAM14A-MG
3.875"	2.100"	400	CASAM21A-MG
4.000"	2.100"	350	CASAO11A-MG
4.000"	2.000"	350	CASAO14A-MG
4.000"	2.100"	400	CASAO21A-MG
4.000"	2.000"	400	CASAO24A-MG
4.125"	2.100"	400	CASAU21A-MG
4.250"	2.100"	400	CASAF21A-MG

S/B CHEV WITH B/B CHEV SNOOT

3.750"	2.100"	350	CASMJ11A-MG
3.750"	2.100"	400	CASMJ21A-MG
3.875"	2.000"	350	CASMM14A-MG
3.875"	2.100"	400	CASMM21A-MG
3.875"	2.000"	400	CASMM24A-MG
4.000"	2.100"	350	CASMO11A-MG
4.000"	2.000"	350	CASMO14A-MG
4.000"	1.888"	350	CASMO19A-MG
4.000"	2.100"	400	CASMO21A-MG
4.000"	2.000"	400	CASMO24A-MG
4.125"	2.100"	400	CASMU21A-MG
4.250"	2.100"	400	CASMP21A-MG

MAGNUM B/B CHEV

3.750"	2.200"	2.750	CABBJ42B-MG
4.000"	2.200"	2.750	CABBO42B-MG
4.125"	2.200"	2.750	CABBU42B-MG
4.250"	2.200"	2.750	CABBP42B-MG
4.375"	2.200"	2.750	CABBB42B-MG
4.500"	2.200"	2.750	CABBO42B-MG
4.625"	2.200"	2.750	CABBR42B-MG
4.750"	2.200"	2.750	CABBS42B-MG
4.875"	2.200"	2.750	CABBI42B-MG
5.000"	2.200"	2.750	CABBV42B-MG

MAGNUM LS1, LS2, LS3, LS6

Magnum LS crankshafts are supplied with either an OEM or billet aftermarket reluctor. Billet reluctors are supplied installed on the crank, and OEM reluctors are supplied with the crank but are not installed. Billet reluctors are strongly recommended due to inconsistencies with the OEM reluctors.

Stroke	Reluctor	Part Number
3.625"	24 Tooth OEM	CAAPH31T-MG-24
3.625"	58 Tooth OEM	CAAPH31T-MG-58
3.625"	24 Tooth Billet	CAAPH31T-MG-24B
3.625"	58 Tooth Billet	CAAPH31T-MG-58B
4.000"	24 Tooth OEM	CAAP031T-MG-24
4.000"	58 Tooth OEM	CAAP031T-MG-58
4.000"	24 Tooth Billet	CAAP031T-MG-24B
4.000"	58 Tooth Billet	CAAP031T-MG-58B
4.125"	24 Tooth OEM	CAAPU31T-MG-24
4.125"	58 Tooth OEM	CAAPU31T-MG-58
4.125"	24 Tooth Billet	CAAPU31T-MG-24B
4.125"	58 Tooth Billet	CAAPU31T-MG-58B
4.250"	24 Tooth OEM	CA5PP31T-MG-24
4.250"	58 Tooth OEM	CA5PP31T-MG-58
4.250"	24 Tooth Billet	CA5PP31T-MG-24B
4.250"	58 Tooth Billet	CA5PP31T-MG-58B

MAGNUM S/B FORD

3.250 "	2.100"	302	CAUJE01V-MG
3.400 "	2.100"	302	CAUJW01V-MG
3.400 "	2.123"	302	CAUJW08V-MG
3.500 "	2.123"	302	CAEDG01V-MG
4.000"	2.100"	2.750"	CAEF071U-CS

MAGNUM FORD CLEVELAND

3.500 "	2.100"	351C	CAEF671V-MG
3.625 "	2.100"	351C	CAEFH71V-MG
3.750 "	2.100"	351C	CAEFJ71V-MG
3.850 "	2.100"	351C	CAEFZ71V-MG-3850
3.900 "	2.100"	351C	CAEFC71V-MG
4.000 "	2.100"	351C	CAEF071V-MG
4.100 "	2.100"	351C	CAEFZ71V-MG
4.125 "	2.100"	351C	CAEFU71V-MG
4.250 "	2.100"	351C	CAEFF71V-MG

MAGNUM BB FORD 429-460

4.300"	2.100"	3.00"	CA994-H29-MG
4.500"	2.100"	3.00"	CA99Q-H29-MG
4.750"	2.100"	3.00"	CA99SH29-MG

MAGNUM S/B CHRYSLER MOPAR

3.310 "	2.100"	340	CAPS9A1X-MG
3.580 "	2.100"	340	CAPS%A1X-MG
3.790 "	2.100"	340	CAPSNA1X-MG
3.800 "	2.100"	340	CAPSA1X-MG
4.000 "	2.100"	340	CAPSDA1X-MG
4.125 "	2.100"	340	CAPSUA1X-MG

LS RELUCTOR INSTALLATION TOOL

The Goodson reluctor installation tool is required to properly index and install the reluctor on LS crankshafts. Works with OEM and aftermarket billet reluctors.

Description	Part Number
Reluctor	
Installation Tool	CARRJ-350



BILLET LS RELUCTORS

These billet LS crank reluctors replace the inconsistent factory reluctors which are prone to slipping on the crank.

Description	Part Number
24 Tooth Billet Reluctor	CA12559353-1
58 Tooth Billet Reluctor	CA12586768-1

DRAGONSLAYER

100% USA Made Forged Crankshafts

DragonSlayer crankshafts are made in the U.S.A. for American Racers.

The DragonSlayer is rapidly setting the standard by which other Sportsman crankshafts are measured. Each DragonSlayer features the Callies Ultra-Case nitride treatment. This heat treatment method produces a deep case that enhances strength while creating an extremely hard load bearing wear surface. The Ultra-Case process generates a layer of hardened steel deep enough to maintain its integrity even after a .010 regrind. Roundness and taper are held to less than .0003 on all rod and main journal diameters. Our final polishing procedures produce excellent load carrying surfaces that ensure extended bearing life and trouble free operation. Callies heat treat expertise combined with our high purity premium 4340 forging produce strength of unparalleled value.



LS1, LS2, LS3, LS6

Dragonlayer LS crankshafts are supplied with either an OEM or billet aftermarket reluctor. Billet reluctors are supplied installed on the crank, and OEM reluctors are supplied with the crank but are not installed. Billet reluctors are strongly recommended due to inconsistencies with the OEM reluctors

Stroke	Reluctor	Part Number
3.625"	24 Tooth OEM	CAAPH31T-DS-24
3.625"	58 Tooth OEM	CAAPH31T-DS-58
3.625"	24 Tooth Billet	CAAPH31T-DS-24B
3.625"	58 Tooth Billet	CAAPH31T-DS-58B
4.000"	24 Tooth OEM	CAAP031T-DS-24
4.000"	58 Tooth OEM	CAAP031T-DS-58
4.000"	24 Tooth Billet	CAAP031T-DS-24B
4.000"	58 Tooth Billet	CAAP031T-DS-58B
4.125"	24 Tooth OEM	CAAPU31T-DS-24
4.125"	58 Tooth OEM	CAAPU31T-DS-58
4.125"	24 Tooth Billet	CAAPU31T-DS-24B
4.125"	58 Tooth Billet	CAAPU31T-DS-58B

LS7

4.100 "	2.100"	2.559	CAAW0317V-DS-24
4.100 "	2.100"	2.559	CAAW0317V-CS-58



EAGLE CAST CRANKSHAFTS

ESP Cast Steel Crankshafts offer an excellent alternative to reworking a factory cast crankshaft. Manufactured with 0.092" radius on all journals, rear seal and snout for added strength while still using OE style bearings. Our cranks feature lightening holes in every rod throw. Each crankshaft is inspected for dimension, size, and stroke accuracy. Perfect for applications up to 500 HP.

CHEV SMALL BLOCK 350

These cranks fit Chev small blocks with 350 mains. They are for early model blocks with the 2 piece rear main seal and can be fitted to later blocks with a rear seal adaptor, part number MO38315.

- 2 piece rear main seal
- 3.480" stroke is internal balance
- 3.750" stroke is external balance
- Approx. weight is 50 lbs

Stroke	Rod	Part No.
3.480"	5.700"	EAG103503480
3.750"	5.700"	EAG103503750

CHEV SMALL BLOCK 350 (LATE 1 PIECE SEAL)

These cast cranks fit Chev small blocks with 350 mains. They are for late model blocks with the 1 piece rear main seal.

Stroke	Rod	Part No.
3.480"	5.700"	EAG103523480
3.750"	5.850"	EAG10350375057L

CHEV SMALL BLOCK 400

This crank fits Chev small blocks with 400 mains. It is externally balanced to factory spec for use with the standard balancer and flywheel.

- External balance to factory spec
- Approx. weight is 50 lbs

Stroke	Rod	Part No.
3.750"	5.700"	EA104003750
3.800"	6.000"	EA440038006000

CHRYSLER SMALL BLOCK 340

This cast crankshaft fits Chrysler 340 small blocks and is used to build 408 cid stroker motors.

- Internal balance

Stroke	Rod	Part No.
4.000"	6.123"	EA103404000

CHRYSLER SMALL BLOCK 360

This crankshaft fits Chrysler 360 small blocks and is used to build 408 cid stroker motors.

- Internal balance
- Approx. weight is 56 lbs

Stroke	Rod	Part No.
4.000"	6.123"	EA103604000

FORD 302 WINDSOR

These crankshafts fit Ford 302 Windsor engines. They are externally balanced for use with the stock 28 oz balancer and flywheel.

- External balance.
- Will not work with AOD or AODE converter.
- Approx. weight is 41 lbs.
- 2.100" rod journals, Ford width
- Must use Eagle 5.400" conrods

Stroke	Rod	Part No.
3.250"	5.400"	EA103023250
3.400"	5.400"	EA103023400

FORD 351 WINDSOR

These cranks fit standard 351 Windsor blocks with 3.00" mains. They are externally balanced for use with the stock 28 oz balancer and flywheel.

- External balance.
- Will not work with AOD or AODE converter.
- Approx. weight is 53-57 lbs.
- 2.310" rod journals on 3.850" stroke
- 2.100" rod journals on 3.750" & 4.000"

Stroke	Rod	Part No.
3.750"	6.000"	EA103513750
3.850"	5.996"	EA103513850
4.000"	6.000"	EA103514000

FORD 351 CLEVELAND

This crank fits 351 Cleveland blocks and aftermarket 351 Windsor blocks with 2.75" mains. It is externally balanced for use with the stock 28 oz balancer and flywheel.

- External balance.
- Approx. weight is 51 lbs.
- Will not work with AOD or AODE converter.
- 2.100" rod journals
- SVO Snout
- Use ROC3110 timing set for Cleveland

Stroke	Rod	Part No.
3.850"	6.000"	EA103523850
Stroke	Rod	Part No.
3.850	6.000	EA435638506000
4.000	6.000	EA435640006000

EAGLE 4340 FORGED CRANKSHAFTS

ESP Forged 4340 Steel Crankshafts feature a non-twist forging and undergo a multistage heat treatment process as well as stress relieving, shot peening, and nitriding. They are magnafluxed and sonic tested to insure quality. We micro polish each journal to a 3 or better R.A. and a radius of 0.125" is used to increase strength, so chamfered bearings must be used. All rod throws feature lightening holes to reduce weight.

CHEV SMALL BLOCK 350

These cranks fit Chev small blocks with 350 mains. They are for early model blocks with the 2 piece rear main seal and can be fitted to later blocks with a rear seal adaptor, part number GM10051118.

- 2 piece rear main seal
- Internal balance
- Approx. weight is 52-55 Lbs.

Stroke	Rod	Part No.
3.250"	5.700"	EA435032505700
3.480"	5.700"	EA435034805700
3.480"	6.000"	EA435034806000
3.750"	5.700"	EA435037505700
3.750"	6.000"	EA435037506000
4.000"	6.000"	EA435040006000
4.125"	6.000"	EA435041256000

CHEV SMALL BLOCK 350 (LATE 1 PIECE SEAL)

These cranks fit Chev small blocks with 350 mains. They are for late model blocks with the 1 piece rear main seal

Stroke	Rod	Part No.
3.750"	5.700"	EA435337505700
3.800"	5.700"	EA435338005700

CHEV SMALL BLOCK 400

These cranks fit Chev small blocks with 400 mains. They are internally balanced so you must use a 350 style balancer and flywheel.

- 2 piece rear main seal
- Internal balance
- Approx. weight is 53-57 Lbs.

Stroke	Rod	Part No.
3.750"	5.700"	EA440037505700
4.000"	5.700"	EA440040005700
4.000"	6.000"	EA440040006000
4.125"	6.000"	EA440041256000

CHEV LS1, LS2 & LS6 - to 2005

These cranks are for early LS engines with the 24 tooth reluctor. They are supplied with a roller pilot bearing fitted.

- Internal balance.
- Short Snout
- 24 tooth reluctor.
- Approx. weight is 54lbs.

Stroke	Rod	Part No.
4.000"	6.125"	EA434640006100
4.100"	6.125"	EA434641006100
4.125"	6.125"	EA434641256100
4.250"	6.560"	EA434642506560

CHEV LS2 - 2005 on

These cranks are for later LS2 engines with the 58 tooth reluctor. They are supplied with a roller pilot bearing fitted.

- Internal balance.
- Short Snout
- 58 tooth reluctor.
- Approx. weight is 54lbs.

Stroke	Rod	Part No.
4.000"	6.125"	EA434740006100
4.100"	6.125"	EA434741006100
4.125"	6.125"	EA434741256100
4.250"	6.560"	EA434742506560

CHEV LS7 & LSX

These cranks are for LS7 engines and LSX engines based on aftermarket blocks with the 58 tooth reluctor. They are supplied with a roller pilot bearing fitted.

- Approx. weight is 54lbs
- Internal balance.
- Long Snout
- 58 tooth reluctor.

Stroke	Rod	Part No.
4.000"	6.125"	EA442740006100
4.100"	6.125"	EA442741006100
4.125"	6.125"	EA442741256100
4.250"	6.460"	EA442742506560

CHEV BIG BLOCK

These cranks fit Chev big blocks with the 2 piece rear main seal and can be fitted to late model blocks with a rear seal adaptor, part number EAC-EAG500. • Internal balance • Centre c/weight on 4.250" stroke & larger • 2 piece rear main seal • Cross Drilled & Chamfered oil holes • Approx. weight is 70-78 lbs

Stroke	Rod	Part No.
3.766"	6.135"	EA439637666135
4.000"	6.135"	EA445440026135
4.250"	6.385"	EA445442526385
4.375"	6.385"	EA445443756385
4.500"	6.535"	EA445445006535
4.750"	6.660"	EA450247506600

CHEV BIG BLOCK - Standard Oiling

These cranks fit Chev big blocks with the 2 piece rear main seal and can be fitted to late model blocks with a rear seal adaptor, part number EAC-EAG500. • 2 piece rear main seal • Internal balance • Centre c/weight on 4.250" stroke • Standard oiling • Approx. weight is 70-78 lbs

Stroke	Rod	Part No.
4.000"	6.135"	EA445440036135
4.250"	6.385"	EA445442536385
4.375"	6.385"	EA445443766385
4.500"	6.535"	EA445445016535

CHRYSLER 340

These cranks fit Chrysler 273, 318 & 340 small block engines and can raise displacement to up to 416 cid.

• Internal balance • Chamfered oil holes • Approx. weight is 57-59lbs

Stroke	Rod	Part No.
3.310"	6.123"	EA434033106123
4.000"	6.123"	EA434040006123

CHRYSLER 360

These cranks fit the Chrysler 360 small block engine and can raise displacement up to 408 cid.

• Internal balance • Chamfered oil holes • Approx. weight is 59-60lbs

Stroke	Rod	Part No.
3.580"	6.123"	EA436035806123
4.000"	6.123"	EA436040006123

CHRYSLER B-BLOCK 361, 383 & 400

These crankshafts fit the short deck Chrysler "B" big block. They have 2.375" rod journals for use with standard style rods and bearings.

• Internal balance. • Approx. weight is 69-71 Lbs.

Stroke	Rod	Flange	Part No.
4.150"	6.760"	6 Bolt	EA440041506760
4.150"	6.760"	8 Bolt	EA440241506760

CHRYSLER RB-BLOCK 413, 426 & 440

These crankshafts fit the tall deck Chrysler "RB" big block. They have 2.375" rod journals on strokes up to 4.150" and 2.200" on 4.250" and up.

• Internal balance. • Approx. weight is 69-71 Lbs..

• Chev BB Rod Journals on 4.250" & Larger

Stroke	Rod	Flange	Part No.
3.750"	6.760"	6 Bolt	EA444037506760
3.750"	6.760"	8 Bolt	EA444237506760
4.150"	6.760"	6 Bolt	EA444041506760
4.150"	6.760"	8 Bolt	EA444241506760
4.250"	7.100"	8 Bolt	EA444242507100
4.375"	7.100"	8 Bolt	EA444243757100
4.500"	7.100"	8 Bolt	EA444245007100

MITSUBISHI 4G63

These crankshafts fit Mitsubishi 4G63 2.0L engines and will increase capacity to 2.2 or 2.3 litres with a 0.5mm overbore.

• Approx. weight is 37 Lbs. • 6 bolt flange suits 1989-92

• 7 bolt flange suits 1993-on

Stroke	Rod	Flange	Part No.
94mm	5.900"	6 Bolt	EA2037005900A6
100mm	5.900"	6 Bolt	EA2439375900A6
94mm	5.900"	7 Bolt	EA2037005900B7
100mm	5.900"	7 Bolt	EA2439375900B7

FORD 289-302 WINDSOR

These cranks fit Ford 289-302 Windsor engines. They are internally balanced and must be used with a neutrally balanced damper and flywheel.

• Internal balance. • Will not work with AOD or AODE converter. • Approx. weight is 46-47 Lbs. • 2.100" rod journals

Stroke	Rod	Part No.
3.000"	5.400"	EA430230015400
3.250"	5.400"	EA430232505400
3.400"	5.400"	EA430234005400
3.470"	5.400"	EA430234705400

FORD 351 WINDSOR

These cranks fit standard 351 Windsor blocks with 3.00" mains. They are internally balanced and must be used with a neutrally balanced damper and flywheel.

• Internal balance. • Will not work with AOD or AODE converter. • Approx. weight is 59 Lbs. • 2.100" rod journals

Stroke	Rod	Part No.
3.750"	6.200"	EA435137506200
4.000"	6.200"	EA435140006200
4.250"	6.200"	EA435142506300

FORD 351 SVO & CLEVELAND

These cranks fit 351 Cleveland blocks and aftermarket 351 Windsor blocks with 2.75" mains. They are internally balanced and must be used with a neutrally balanced damper and flywheel.

• Internal balance. • Will not work with AOD or AODE converter.

• Approx. weight is 59 Lbs. • 2.100" rod journals

• Use ROCS3110 timing set for Cleveland

• 4.250" stroke fits 9.5" deck only

Stroke	Rod	Part No.
3.750"	6.200"	EA435237506200
3.850"	6.200"	EA435238506200
4.000"	6.200"	EA435240006200



FORD CLEVELAND STROKER CRANK

These cranks feature a Cleveland style snout and uses STD Cleveland timing sets, not like other cranks that use the SVO snout and require a special timing set. Includes STD Cleveland main journals, with 2.100" Rod Journals (use Large Journal S/B Chev Conrds and bearings). Available in 2 strokes, 3.850" or 4.000".

• Stroke: 3.850" or 4.000" • Internal Balance • Rods: 2.100"

• Bob Weight: 1765g (+/- 2%) • Mains: 2.750"

• Snout: Cleveland Style

Description	Part No.
3.850" Stroke, 6.000" Rod	EA435638506000
4.000" Stroke, 6.000" Rod	EA435640006000

FORD BIG BLOCK 429-460

Fits Ford 429-460 big block engines and accepts Chev big block style conrds.

Stroke	Length	Pin	Balance	Part No.
4.500"	6.700"	2.200"	Internal	EA446045002200



SCAT CHEV & HOLDEN CRANKSHAFTS

STOCK REPLACEMENT CAST CRANKS

Designed to replace stock cranks or for mildly built street engines, these cranks are balanced to factory specs and accept all stock components.

• Cheaper than a crank regrind!
• Precision ground and micro polished
• Designed and Engineered at Scat

Application	Part No.
Chev 350, 2-Piece Rear Seal	SC9-10442
Chev 350, 1-Piece Rear Seal	SC9-10526
Chev 383, 2-Piece Rear Seal	SC9-103750
Chev 454, 2-Piece Rear Seal	SC9-10454
Chev 454, 1-Piece Rear Seal	SC9-10454L

SERIES 9000 CAST CRANKSHAFTS

A perfect way to increase cubic inches on mild to moderate street or race engines • Aero-wing counterweights • Straight shot oil holes

• Lightening holes in all rod throws (except 3.480 stroke)

• Precision ground and micropolished,
• Made from SCAT's exclusive space-age 9000 material

HOLDEN V8 304-308

Fits 304-308 Holden V8 engines originally equipped with a rope rear main seal. Available to suit Holden or Chev conrds. Engines with Chev rods can use the commonly available Chev 383 stroker pistons. Can use Felpro neoprene conversion rear seal, part number FEBS40613.

Stroke	Rod	Pin	Balance	Part No.
3.480"	5.627"	2.125"	Internal	SC930834805627
3.480"	5.700"	2.100"	Internal	SC930834805700

SMALL BLOCK CHEV - 2 PIECE REAR SEAL

Fits early model blocks with the 2 piece rear main seal and can be fitted to later blocks with a rear seal adaptor, part number M038315.

Stroke	Rods	Mains	Balance	Part No.
3.480"	5.700"	350	Internal	SC935034805700
3.750"	5.700"	350	External	SC935037505700
3.750"	6.000"	350	Internal	SC935037506000
3.500"	6.000"	400	Internal	SC940035006000
3.750"	5.700"	400	External	SC940037505700
3.750"	6.000"	400	Internal	SC940037506000

SMALL BLOCK CHEV - 1 PIECE REAR SEAL

Fits late model Chev small blocks with the 1 piece rear main seal.

Stroke	Rods	Mains	Balance	Part No.
3.750"	5.700"	350	External	SC935037505700L
3.750"	6.000"	350	Internal	SC935037506000L

BIG BLOCK CHEV

These cranks fit Chev big blocks. Cranks with the 2 piece rear main seal can be fitted to late model blocks with a rear seal adaptor, part number EAC-EAG500.

Stroke	Rods	Seal	Balance	Part No.
4.250"	6.135"	2-piece	External	SC945442506135
4.250"	6.385"	2-piece	Internal	SC945442506385
4.250"	6.135"	1-piece	External	SC945442506135L



4340 FORGED CRANKSHAFTS

Our standard weight forged crankshaft is designed for street or race engines with substantially increased horsepower • Straight shot & chamfered oil holes, • Nitride hardened for superior wear resistance • Lightening holes in all rod throws • Large radius on all journals • Precision ground • Heat treated, shot peened • Inspected & micropolished at SCAT

SMALL BLOCK CHEV - 2 PIECE REAR SEAL

Fits early model blocks with the 2 piece rear main seal and can be fitted to later blocks with a rear seal adaptor, part number M038315.

Stroke	Rods	Mains	Balance	Part No.
3.480"	5.700"	350	Internal	SC435034805700
3.500"	5.700"	350	Internal	SC435035005700
3.562"	5.700"	350	Internal	SC435035625700
3.625"	5.700"	350	Internal	SC435036255700
3.750"	5.700"	350	Internal	SC435037505700
3.750"	6.000"	350	Internal	SC435037506000
3.875"	6.000"	350	Internal	SC435038756000
4.000"	6.000"	350	Internal	SC435040006000
3.500"	6.000"	400	Internal	SC440035006000
3.750"	5.700"	400	Internal	SC440037505700
3.750"	6.000"	400	Internal	SC440037506000
4.000"	6.000"	400	Internal	SC440040006000

SMALL BLOCK CHEV - 1 PIECE REAR SEAL

Fits late model Chev small blocks with the 1 piece rear main seal.

Stroke	Rods	Mains	Balance	Part No.
3.750"	5.700"	350	External	SC435037505700L

CHEV LS1, LS2 & LS6 - 10 2005

Fits LS1, LS2 & LS6 engines up to early 2005 with the 24 tooth reluctor.

Stroke	Rod	Rod	Balance	Part No.
3.622"	6.125"	2.100"	Internal	SC4LS13622612524
4.000"	6.125"	2.100"	Internal	SC4LS1400061252
4.125"	6.125"	2.100"	Internal	SC4LS1412561252
4.250"	6.125"	2.100"	Internal	SC4LS1425061252

CHEV LS2 - 2005 on

Fits LS2 engines from early 2005 with the 58 tooth reluctor.

Stroke	Rod	Rod	Balance	Part No.
3.622"	6.125"	2.100"	Internal	SC4LS13622612558
4.000"	6.125"	2.100"	Internal	SC4LS1400061255
4.125"	6.125"	2.100"	Internal	SC4LS1412561255
4.250"	6.125"	2.100"	Internal	SC4LS1425061255

BIG BLOCK CHEV

These cranks fit Chev big blocks. Cranks with the 2 piece rear main seal can be fitted to late model blocks with a rear seal adaptor, part number EAC-EAG500.

Stroke	Rods	Seal	Balance	Part No.
4.000"	6.135"	2-piece	External	SC445440006135
4.000"	6.385"	2-piece	Internal	SC445440006385
4.250"	6.135"	2-piece	External	SC445442506135
4.250"	6.135"	1-piece	External	SC445442506135L
4.250"	6.385"	2-piece	Internal	SC445442506385
4.500"	6.535"	2-piece	External	SC445445006535

4340 FORGED CRANKSHAFTS - LIGHTWEIGHT

Made from the same strong aircraft quality forging as our standard weight cranks, but with profiled counterweights for less weight.

Perfect for engines wanting quicker rpm's

• Profiled aero-wing counterweights • Straight shot & chamfered oil holes • Nitride hardened for superior wear resistance, • Lightening holes in all rod throws • Large radius on all journals, • CNC machined

SMALL BLOCK CHEV - 2 PIECE REAR SEAL

Fits early model blocks with the 2 piece rear main seal and can be fitted to later blocks with a rear seal adaptor, part number M038315.

Stroke	Rods	Mains	Balance	Part No.
3.750"	5.700"	350	Internal	SC4350375057002
3.750"	6.000"	350	Internal	SC4350375060002

BIG BLOCK CHEV

These cranks fit Chev big blocks with the 2 piece rear main seal and can be fitted to late model blocks with a rear seal adaptor, part number EAC-EAG500.

Stroke	Rods	Seal	Balance	Part No.
4.250"	6.385"	2-piece	Internal	SC4454425063852

SCAT CHRYSLER CRANKSHAFTS

SERIES 9000 CAST CRANKSHAFTS

A perfect way to increase cubic inches on mild to moderate street or race engines. • Aero-wing counterweights • Straight shot oil holes

• Lightening holes in all rod throws • Precision ground and micropolished,
• Made from SCAT's exclusive space-age 9000 material

CHRYSLER SMALL BLOCK

These cranks fit Chrysler small block engines. Cranks with 340 mains fit 273, 318 & 340 engines and the 360 mains fit 360 engines only.

Stroke	Rods	Mains	Balance	Part No.
3.580"	6.123"	340	Internal	SC9340358061232
4.000"	6.123"	340	Internal	SC9340400061232
3.580"	6.123"	360	Internal	SC9360358061232
4.000"	6.123"	360	Internal	SC9360400061232

4340 FORGED CRANKSHAFTS

Our standard weight forged crankshaft is designed for street or race engines with substantially increased horsepower

• Straight shot & chamfered oil holes, • Nitride hardened for superior wear resistance • Lightening holes in all rod throws • Large radius on all journals • Precision ground • Heat treated, shot peened • Inspected & micropolished at SCAT

CHRYSLER SMALL BLOCK

These cranks fit Chrysler small block engines. Cranks with 340 mains fit 273, 318 & 340 engines and the 360 mains fit 360 engines only.

Stroke	Rods	Mains	Balance	Part No.
3.580"	6.123"	340	Internal	SC434035806123
4.000"	6.123"	340	Internal	SC434040006123
3.580"	6.123"	360	Internal	SC436035806123
4.000"	6.123"	360	Internal	SC436040006123

CHRYSLER BIG BLOCK

Fits Chrysler "B" and "RB" big block engines and accepts stock 440 style conrods.

Stroke	Rods	Flange	Balance	Part No.
3.750"	6.760"	8-Bolt	Internal	SC4440375067602
3.763"	6.760"	8-Bolt	Internal	SC4440376367602
4.150"	6.760"	8-Bolt	Internal	SC4440415067602
4.250"	6.760"	8-Bolt	Internal	SC4440425067602
4.500"	6.760"	8-Bolt	Internal	SC4440450067602

4340 FORGED CRANKSHAFTS - LIGHTWEIGHT

Made from the same strong aircraft quality forging as our standard weight cranks, but with profiled counterweights for less weight.

Perfect for engines wanting quicker rpm's

- Profiled aero-wing counterweights
- Straight shot & chamfered oil holes
- Nitride hardened for superior wear resistance,
- Lightening holes in all rod throws
- Large radius on all journals,
- CNC machined

CHRYSLER SMALL BLOCK

These cranks fit Chrysler small block engines. Cranks with 340 mains fit 273, 318 & 340 engines and the 360 mains fit 360 engines only.

Stroke	Rods	Mains	Balance	Part No.
4.000"	6.123"	360	Internal	SC4360400061232

SCAT FORD CRANKSHAFTS SERIES 9000 CAST CRANKSHAFTS

A perfect way to increase cubic inches on mild to moderate street or race engines

- Aero-wing counterweights
- Straight shot oil holes
- Lightening holes in all rod throws
- Precision ground and micropolished,
- Made from SCAT's exclusive space-age 9000 material

FORD 302 WINDSOR

These cranks fit Ford 289-302 Windsor engines. They are externally balanced and must be used with a 280z balancer and flywheel.

Stroke	Rod Length	Rod Pin	Balance	Part No.
3.250"	5.400"	2.123"	External	SC9302325054002
3.400"	5.400"	2.123"	External	SC9302340054002

FORD 351 WINDSOR

These cranks fit standard 351 Windsor blocks with 3.00" mains. They are externally balanced and must be used with a 280z balancer and flywheel.

Stroke	Rod Length	Rod Pin	Balance	Part No.
3.500"	5.955"	2.311"	External	SC9351W35005955
3.850"	5.955"	2.311"	External	SC935138595523
4.000"	6.000"	2.100"	External	SC93514006000W

FORD 351 SVO & CLEVELAND

Fits 351 Cleveland blocks and aftermarket 351 Windsor blocks with 2.75" mains. They are externally balanced and must be used with a 280z balancer and flywheel. Cleveland blocks must use timing set part number ROC3110.

Stroke	Rod Length	Rod Pin	Balance	Part No.
3.850"	6.000"	2.100"	External	SC93513859555C
4.000"	6.000"	2.100"	External	SC93513859555C
4.250"	6.250"	2.100"	Internal	SC4351C42506250

FORD FLATHEAD

Fits Ford Flathead V8 engines with 239 mains and uses Chev small block style conrods.

Stroke	Rod Length	Rod Pin	Balance	Part No.
4.000"	7.000"	2.100"	Internal	SC923940002000
4.125"	7.000"	2.100"	Internal	SC923941252000

FORD BIG BLOCK FE 390-428

Fits Ford FE big block engines. Cranks with the 2.200" rod pin accept Chev big block style conrods.

Stroke	Rod Length	Rod Pin	Balance	Part No.
3.980"	6.490"	2.438"	External	SC9428398064902
4.125"	6.700"	2.200"	Internal	SC9FE4125670022
4.250"	6.700"	2.200"	Internal	SC9FE4250670022

FORD BIG BLOCK 429-460

Fits Ford 429-460 big block engines and accepts Chev big block style conrods.

Stroke	Rod Length	Rod Pin	Balance	Part No.
4.150"	6.700"	2.200"	Internal	SC9460415067002
4.500"	6.700"	2.200"	Internal	SC9460450067002

4340 FORGED CRANKSHAFTS

Our standard weight forged crankshaft is designed for street or race engines with substantially increased horsepower

- Straight shot & chamfered oil holes,
- Nitride hardened for superior wear resistance
- Lightening holes in all rod throws
- Large radius on all journals
- Precision ground
- Heat treated, shot peened
- Inspected & micropolished at SCAT

FORD 302 WINDSOR

These cranks fit Ford 289-302 Windsor engines. They are externally balanced and must be used with a 280z balancer and flywheel.

Stroke	Rod Length	Rod Pin	Balance	Part No.
3.000"	5.090"	2.123"	External	SC430230005090
3.250"	5.400"	2.123"	External	SC430232505400
3.400"	5.400"	2.123"	External	SC430234005400

FORD 351 WINDSOR

These cranks fit standard 351 Windsor blocks with 3.00" mains. Externally balanced cranks must be used with a 280z balancer and flywheel.

Stroke	Rod Length	Rod Pin	Balance	Part No.
3.850"	6.000"	2.100"	Internal	SC4351W38506000
3.850"	6.125"	2.100"	Internal	SC435138506125W
4.000"	6.000"	2.100"	External	SC435140006000W
4.000"	6.125"	2.100"	Internal	SC435140006125W
4.000"	6.200"	2.100"	Internal	SC435140006200W
4.100"	6.000"	2.100"	External	SC4351W41006000
4.100"	6.200"	2.100"	Internal	SC4351W41006200

FORD 351 SVO & CLEVELAND

Fits 351 Cleveland blocks and aftermarket 351 Windsor blocks with 2.75" mains. The externally balanced cranks must be used with a 280z balancer and flywheel. Cleveland blocks must use timing set part number ROC3110.

Stroke	Rod Length	Rod Pin	Balance	Part No.
3.500"	6.000"	2.100"	External	SC4351C35006000
3.750"	6.000"	2.100"	External	SC4351C37506000
3.850"	6.000"	2.100"	External	SC4351C38506000
3.850"	6.125"	2.100"	Internal	SC4351C38506125
3.850"	6.200"	2.100"	Internal	SC4351C38506200
4.000"	6.000"	2.100"	External	SC4351C40006000
4.000"	6.200"	2.100"	Internal	SC4351C40006200
4.100"	6.200"	2.100"	Internal	SC4351C41006200

FORD BIG BLOCK 429-460

Fits Ford 429-460 big block engines and accepts Chev big block style conrods.

Stroke	Rod Length	Rod Pin	Balance	Part No.
4.150"	6.700"	2.200"	Internal	SC4460415067002
4.300"	6.700"	2.200"	Internal	SC4460430067002
4.500"	6.700"	2.200"	Internal	SC4460450067002

CONNECTING RODS



4340 FORGED STOCK REPLACEMENT I-BEAM ROD

This rod is perfect for the street/strip racer that wants a little extra insurance.

- ARP 3/8" WaveLoc rod bolts
- Press pin or bushed
- Sized and balanced to ± 1 gram
- Lightweight I-Beam design

CHEV SMALL BLOCK

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	2.100"	0.927"	SC3-ICR5700
5.700"	Press	2.100"	0.927"	SC3-ICR5700P
6.000"	Bushed	2.100"	0.927"	SC3-ICR6000
6.000"	Press	2.100"	0.927"	SC3-ICR6000P

FORD 302 WINDSOR

Rod Length	Pin Type	Big End	Small End	Part Number
5.090"	Press	2.123"	0.912"	SC3-ICR5090P

PRO STOCK PREMIUM 4340 FORGED I-BEAM RODS

Lightweight I-Beam design with even more strength to step up to more horsepower.

- ARP 3/8" 8740 cap screw bolts
- Sized and balanced to ± 1 gram
- Special doweled cap for perfect cap-to-rod alignment
- Press pin or bushed
- Extra clearance for stroker applications

CHEV SMALL BLOCK - Large Journal

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	2.100"	0.927"	SC2-ICR5700
5.700"	Press	2.100"	0.927"	SC2-ICR5700P
6.000"	Bushed	2.100"	0.927"	SC2-ICR6000
6.000"	Press	2.100"	0.927"	SC2-ICR6000P

CHEV SMALL BLOCK - Small Journal

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	2.000"	0.927"	SC2-ICR57002000
5.700"	Press	2.000"	0.927"	SC2-ICR5700200P

CHEV BIG BLOCK

Rod Length	Pin Type	Big End	Small End	Part Number
6.135"	Bushed	2.200"	0.990"	SC2-ICR6135
6.135"	Pressed	2.200"	0.990"	SC2-ICR6135P

FORD SMALL BLOCK

Rod Length	Pin Type	Big End	Small End	Part Number
5.400"	Bushed	2.123"	0.912"	SC2-ICR5400-912
5.400"	Bushed	2.123"	0.927"	SC2-ICR5400-927
5.955"	Bushed	2.123"	0.912"	SC2-ICR5955-912

PRO COMP 4340 FORGED I-BEAM RODS

The ultimate I-Beam rod that incorporates the strength and technology of the H-Beam rod.

- ARP 7/16" Cap Screw Bolts
- Sized and balanced to ± 1 gram
- One rib cap design for added strength and bearing support
- Polished beams to eliminate stress risers
- Special hollow dowels
- Profiled clearance for stroker applications

CHEV SMALL BLOCK

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	2.100"	0.927"	SC2-ICR5700-716
6.000"	Bushed	2.100"	0.927"	SC2-ICR6000-716
6.125"	Bushed	2.100"	0.927"	SC2-ICR6125-716
6.200"	Bushed	2.100"	0.927"	SC2-ICR6200-716

CHEV & HOLDEN LS-1

Rod Length	Pin Type	Big End	Small End	Part Number
6.100"	Press	2.100"	0.944"	SC2-ICR6000-944

CHEV BIG BLOCK

Rod Length	Pin Type	Big End	Small End	Part Number
6.135"	Bushed	2.200"	0.990"	SC2-ICR6135-716
6.385"	Bushed	2.200"	0.990"	SC2-ICR6385-716
6.700"	Bushed	2.200"	0.990"	SC2-ICR6700-716

HOLDEN V8 253-308

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	2.124"	0.927"	SC2-ICR3085700



4340 FORGED H-BEAM RODS

The Bad Boy of all SCAT Rods available for serious horsepower engines.

- ARP 7/16" Cap Screw Bolts
- Sized and balanced to ± 1 gram
- Profiled clearance for stroker applications
- H-Beam design is the strongest SCAT rod available
- Perfect for supercharged and nitrous applications
- Special doweled cap for specific cap-to-rod alignment



CHEV SMALL BLOCK - Large Journal

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	2.100"	0.927"	SC235057002100
5.850"	Bushed	2.100"	0.927"	SC235058502100
6.000"	Bushed	2.100"	0.927"	SC235060002100
6.125"	Bushed	2.100"	0.927"	SC235061252100
6.200"	Bushed	2.100"	0.927"	SC235062002100
6.250"	Bushed	2.100"	0.927"	SC235062502100
6.300"	Bushed	2.100"	0.927"	SC235063002100

CHEV SMALL BLOCK - Large Journal (ARP2000 Bolts)

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	2.100"	0.927"	SC235057002100A
6.000"	Bushed	2.100"	0.927"	SC235060002100A
6.125"	Bushed	2.100"	0.927"	SC235061252100A
6.200"	Bushed	2.100"	0.927"	SC235062002100A
6.250"	Bushed	2.100"	0.927"	SC235062502100A

CHEV SMALL BLOCK - Large Journal (Lightweight)

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	2.100"	0.927"	SC235057002100L
6.000"	Bushed	2.100"	0.927"	SC235060002100L

CHEV & HOLDEN LS-1

Rod Length	Pin Type	Big End	Small End	Part Number
6.100"	Bushed	2.100"	0.927"	SC2LS161002100

CHEV SMALL BLOCK - Small Journal

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	2.000"	0.927"	SC235057002000
6.000"	Bushed	2.000"	0.927"	SC235060002000

CHEV & HOLDEN LS-1 (ARP2000 Bolts)

Rod Length	Pin Type	Big End	Small End	Part Number
6.100"	Bushed	2.100"	0.927"	SC2LS161002100A
6.100"	Bushed	2.100"	0.945"	SC2LS161002100B

CHEV BIG BLOCK

Rod Length	Pin Type	Big End	Small End	Part Number
6.135"	Bushed	2.200"	0.990"	SC245461352200
6.385"	Bushed	2.200"	0.990"	SC245463852200
6.535"	Bushed	2.200"	0.990"	SC245465352200
6.700"	Bushed	2.200"	0.990"	SC245467002200
6.800"	Bushed	2.200"	0.990"	SC245468002200
7.100"	Bushed	2.200"	0.990"	SC245471002200

CHEV BIG BLOCK (ARP2000 Bolts)

Rod Length	Pin Type	Big End	Small End	Part Number
6.135"	Bushed	2.200"	0.990"	SC245461352200A
6.385"	Bushed	2.200"	0.990"	SC245463852200A
6.535"	Bushed	2.200"	0.990"	SC245465352200A
6.700"	Bushed	2.200"	0.990"	SC245467002200A

CHRYSLER SMALL BLOCK 360

FORD 302 WINDSOR (ARP2000 Rod Bolts)

Rod Length	Pin Type	Big End	Small End	Part Number
5.400"	Bushed	2.000"	0.927"	SC230254200927A
5.400"	Bushed	2.100"	0.927"	SC230254210927A
5.400"	Bushed	2.123"	0.927"	SC230254212927A

FORD 351 WINDSOR

Rod Length	Pin Type	Big End	Small End	Part Number
5.955"	Bushed	2.311"	0.912"	SC235159552311
6.125"	Bushed	2.311"	0.912"	SC235161252311
6.200"	Bushed	2.311"	0.927"	SC235162002311

FORD MODULAR V8

Rod Length	Pin Type	Big End	Small End	Part Number
5.933"	Bushed	2.086"	0.866"	SC2-46L-5933
6.657"	Bushed	2.086"	0.866"	SC2-54L-6657

FORD BA XR6 TURBO

Rod Length	Pin Type	Big End	Small End	Part Number
6.059"	Bushed	2.242"	0.867"	SC2605922429938

FORD BIG BLOCK 390-428

Rod Length	Pin Type	Big End	Small End	Part Number
6.490"	Bushed	2.438"	0.975"	SC2428649024389

FORD BIG BLOCK 429-460

Rod Length	Pin Type	Big End	Small End	Part Number
6.605"	Bushed	2.500"	1.040"	SC246066052500

FORD FLATHEAD

Rod Length	Pin Type	Big End	Small End	Part Number
7.000"	Bushed	2.000"	0.750"	SC223970002000

HOLDEN V8 253-308

Rod Length	Pin Type	Big End	Small End	Part Number
5.627"	Bushed	2.124"	0.927"	SC230856272124
5.700"	Bushed	2.124"	0.927"	SC230857002124

HOLDEN V6 SUPERCHARGED

Rod Length	Pin Type	Big End	Small End	Part Number
5.970"	Bushed	2.249"	0.970"	SC2385970224994

NISSAN

Rod Length	Pin Type	Big End	Small End	Part Number
RB30 6.000"	Bushed	2.086"	.827"	SC26002208685782
SR20 5.365"	Bushed	1.888"	0.866"	SC2536518888988
VG30 6.071"	Bushed	1.967"	0.866"	SC2607119678178

HONDA

Rod Length	Pin Type	Big End	Small End	Part Number
B16A 5.290"	Bushed	1.771"	0.827"	SC2529017719358
D16 5.394"	Bushed	1.771"	0.748"	SC2539417718987
B18A 5.934"	Bushed	1.771"	0.827"	SC2539417719358
B18C 5.430"	Bushed	1.771"	0.827"	SC2543017718588
B20B 5.934"	Bushed	1.771"	0.827"	SC2539417719358
H22 5.630"	Bushed	1.890"	0.866"	SC2563018909358

MAZDA 626

Rod Length	Pin Type	Big End	Small End	Part Number
Early 5.906"	Bushed	1.771"	0.827"	SC2590617711158
Late 5.906"	Bushed	1.771"	0.866"	SC2590617711038

SUBARU ENGINES

Rod Length	Pin Type	Big End	Small End	Part Number
EJ20 5.138"	Bushed	2.047"	0.905"	SC2513820478429
EJ25 5.180"	Bushed	2.047"	0.905"	SC2518020478429

SCAT H-BEAM CONNECTING RODS

EXTRA CLEARANCE

These H-beam connecting rods are the strongest Scat connecting rods available. These Scat H-beam connecting rods are perfect for supercharged and nitrous applications. These rods incorporate a special dove-tailed cap for specific cap-to-rod alignment and are profiled with extra clearance for stroker applications

CHEV SMALL BLOCK - Large Journal

Rod Length	Pin Type	Big End	Small End	Part Number
6.000"	Bushed	2.100"	0.927"	SC235060002100S
6.000"	Bushed	2.100"	0.927"	SC235060002100SA
(WITH 2000 ROD BOLTS)				
6.000"	Bushed	2.100"	0.927"	SC235060002100QLSA
(Q-LITE WITH 2000 ROD BOLTS)				

ROD BOLTS

Replacement rod bolts for Scat conrods in ARP 8740 or ARP 2000 material.

Description	Part No.
3/8" x 1.6" ARP 8740 Bolts For I-Beam Rods (2)	SC4AJ16011SLU-2
3/8" x 1.6" ARP 8740 Bolts For I-Beam Rods (16)	SC4AJ16011SLU-16
3/8" x 1.6" ARP 2000 Bolts For I-Beam Rods (2)	SC4AJ16012SLU-2
3/8" x 1.6" ARP 2000 Bolts For I-Beam Rods (16)	SC4AJ16012SLU-16
7/16" x 1.450" ARP 2000 Bolts For I-Beam Rods (1)	SC4AP1.450-2LU
7/16" x 1.6" ARP 8740 Bolts For H-Beam Rods (2)	SC4AP16021LU-2
7/16" x 1.6" ARP 8740 Bolts For H-Beam Rods (16)	SC4AP16021LU-16
7/16" x 1.6" ARP 2000 Bolts For H-Beam Rods (1)	SC4AP16022LU-1
7/16" x 1.6" ARP 2000 Bolts For H-Beam Rods (16)	SC4AP16022LU-16

GUDGEON PIN BUSHES

Replacement gudgeon pin bushes for Scat conrods are supplied with undersized bores ready to hone to size.

Pin Diam.	OD	Length	Part No.
0.750"	0.830"	1.313"	SCB8750-1
0.912"	0.975"	1.014"	SCB8912-1
0.927"	0.972"	0.972"	SCB927-1
0.990"	1.037"	1.135"	SCB990-1

HOLLOW DOWELS

Replacement hollow dowels for Scat H-beam rods.

Required when resizing/reconditioning conrods.

Hollow Dowels (pair) SC44375BEAM-2

SCAT ROD CAP ALIGNMENT SLEEVES

ALIGNMENT SLEEVES (DOWELS)

FOR 7/16" BOLT - I & H BEAM RODS

SC-S4375



Billet machined from 4340 steel, BC Pro Series rods are designed for high horsepower forced induction engines. Manufactured on state of the art CNC machining centers, they include ARP 220,000 psi bolts and aluminum bronze bushings. These rods are a billet steel I-beam design which is far superior to a forged H-beam rod.

Application	Length	Beam	Series	Part No.
Honda B18C	5.433"	H	BC625+	BC6025
Honda F20C	6.023"	H	BC625+	BC6069
Mitsubishi 4G63 - 21mm pin	5.906"	H	ARP625+*	BC6104
Mitsubishi 4G63 - 22mm pin	5.906"	H	ARP625+*	BC6108
Mitsubishi 4B11 EVO X	5.659	H	ARP625+	BC6134
Mitsubishi 4B11 EVO X	5.659	H	Sportsman	BC6135
Mitsubishi 4B11 EVO X	5.659	I	ARP2000	BC6137
Mitsubishi 4B11 EVO X	5.659	I	ARP625+	BC6136
Nissan SR20DET	5.366"	H	ARP625+*	BC6208
Nissan RB26DETT	4.783"	I	ARP625+*	BC6236
Nissan RB26DETT	4.783"	I	ARP2000	BC6237
Nissan RB26DETT	4.783"	H	ARP625+*	BC6238
Nissan RB26DETT	4.783"	H	S/man ARP2000	BC6239
Nissan RB30DET	5.995"	H	7/16" ARP2000	BC6230
Nissan SR20DET	5.366"	I	ARP625+*	BC6206
Nissan SR20DET	5.366"	I	ARP2000	BC6207
Nissan SR20DET	5.366"	H	ARP625+*	BC6208
Nissan SR20DET	5.366"	H	S/man ARP2000	BC6209
Subaru WRX EJ20 & EJ25	5.141"	I	ARP625+*	BC6606
Subaru WRX EJ20 & EJ25	5.141"	I	ARP 2000	BC6607
Subaru WRX EJ20 & EJ25	5.141"	H	ARP625+*	BC6608
Subaru WRX EJ20 & EJ25	5.141"	H	S/man ARP 2000	BC6609
Subaru BRZ, Scion FR-S,				
Toyota GT86	5.094"	H	ARP625+	BC6618
Subaru BRZ, Scion FR-S,				
Toyota GT86	5.094"	H	ARP2000	BC6619
Toyota 2JZ-GTE	5.590"	H	S/man ARP2000	BC6305
Toyota 2JZ-GTE	5.590"	H	ARP625+*	BC6309
Toyota 7M-GTE	5.980"	H	S/man ARP 2000	BC6329
Toyota 3SGTE	5.433"	H	ARP625+*	BC6350
Toyota 3SGTE	5.433"	H	S/man ARP 2000	BC6351
Toyota 4AGE	4.803"	H	ARP625+*	BC6354
Toyota 4AGE	4.803"	H	S/man ARP 2000	BC6355

Note: * ARP625+ = ARP Custom Age 625+ Rod Bolts.

S/man signifies Sportsman series



BME CONNECTING RODS

From 1975 to 1995, BME Forged Aluminum Connecting Rods were made of 7075 aluminum, heat-treated to the T6 specification. In 1996, after a comprehensive research and development program, Bill Miller Engineering introduced rods made of a new, advanced, aluminum alloy. Alcoa originally developed this revolutionary material for the Boeing Company to use for wing spars and other high-strength, lightweight structures in military and commercial aircraft.

For a given part, compared to 7075-T6, this newer type of aluminum provides an average, 15% increase in tensile and yield strength along with equal or better elongation and other mechanical qualities with, most importantly--no increase in weight. In short, with Bill Miller Engineering rods, racers get longer fatigue life for their money, but no extra weight.

- 1) Bill Miller Engineering Forged Aluminum Connecting Rods are made from a unique variety of aluminum and are the only rods forged from aluminum extrusions rather than cut out of ordinary flat stock.
- 2) BME Rods outperform and outlast all other aluminum connecting rods.
- 3) In 36 years of manufacturing aluminum connecting rods, Bill Miller Engineering has earned for a reputation for innovative technology, high quality, continuous improvement and outstanding service.
- 4) BME puts overriding emphasis on quality through testing, inspection and manufacturing process controls
- 5) Bill Miller has raced a Top Fuel car since the early 1980s. There is no better way to find out what it takes to make the best drag race connecting rod in the world than to regularly test it in your own Top Fueler
- 6) BME Rods are MADE IN AMERICA with the finest materials and the best workmanship of any racing connecting rod available today

BME ALUMINUM RODS UNPARALLELED SUCCESS..

AVAILABLE BY SPECIAL ORDER PLEASE CALL
ROCKET FOR YOUR ENQUIRY



SIR I-BEAM CONRODS

SIR connecting rods are Forged form 5140 steel and utilize ARP 3/8" capscrew style bolts with alignment sleeves for easier assembly. Packaged in weight-matched sets (+/- 2g). Sizing is performed by in-house CNC equipment. SIR rods are the perfect choice for engines up to 500 HP.

CHEV SMALL BLOCK

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	2.100"	0.927"	EACSI5700BBLW
5.700"	Press	2.100"	0.927"	EACSI5700BPLW
6.000"	Bushed	2.100"	0.927"	EACSI6000BBLW
6.000"	Press	2.100"	0.927"	EACSI6000BPLW

FORD 302 WINDSOR

Rod Length	Pin Type	Big End	Small End	Part Number
5.400"	Bushed	2.100"	0.927"	EASIR5400CB
5.090"	Press-fit	2.123"	0.912"	EASIR5090FP

CHRYSLER SMALL BLOCK

Rod Length	Pin Type	Big End	Small End	Part Number
6.123"	Press-fit	2.125"	0.984"	EASIR6123CP

ESP H-BEAM CONRODS

ESP connecting rods are forged form 4340 steel and utilize ARP 7/16" capscrew-style bolts with alignment sleeves for a perfect fit. Packaged in weight-matched sets (+/- 1g). Sizing is done on the state of the art Sunnen Krossgrinding system. The perfect choice for engines up to 700 HP.

CHEV SMALL BLOCK - Large Journal

Rod Length	Pin Type	Big End	Small End	Part Number
5.565"	Bushed	2.100"	0.927"	EACRS5565B3D
5.700"	Bushed	2.100"	0.927"	EACRS5700B3D
5.850"	Bushed	2.100"	0.927"	EACRS5850B3D
6.000"	Bushed	2.100"	0.927"	EACRS6000B3D
6.125"	Bushed	2.100"	0.927"	EACRS6125B3D
6.200"	Bushed	2.100"	0.927"	EACRS6200B3D
6.250"	Bushed	2.100"	0.927"	EACRS6250B3D
6.300"	Bushed	2.100"	0.927"	EACRS6300B3D

CHEV SMALL BLOCK - Small Journal

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	2.000"	0.927"	EACRS5700S3D
5.850"	Bushed	2.000"	0.927"	EACRS5850S3D

CHEV SMALL BLOCK - Honda Journal

Rod Length	Pin Type	Big End	Small End	Part Number
5.700"	Bushed	1.899"	0.927"	EACRS5700H3D
6.000"	Bushed	1.899"	0.927"	EACRS6000H3D
6.125"	Bushed	1.899"	0.927"	EACRS6125H3D

CHEV SMALL BLOCK - (LS GEN III)

Rod Length	Bolt Type	Big End	Small End	Part Number
6.100"	L19	2.100"	0.927"	EACRS6100L3DL19
6.125"	L19	2.100"	0.927"	EACRS6125B3DL19

CHEV & HOLDEN LS1

Rod Length	Pin Type	Big End	Small End	Part Number
6.100"	Bushed	2.100"	0.927"	EACRS6100L3D
6.100"	Bushed	2.100"	0.945"	EACRS6100M3D
6.125"	Bushed	2.100"	0.927"	EACRS6125O3D
6.200"	Bushed	2.100"	0.927"	EACRS6200O3D

CHEV BIG BLOCK

Rod Length	Pin Type	Big End	Small End	Part Number
6.135"	Bushed	2.200"	0.990"	EACRS6135B3D
6.385"	Bushed	2.200"	0.990"	EACRS6385B3D
6.535"	Bushed	2.200"	0.990"	EACRS6535B3D
6.635"	Bushed	2.200"	0.990"	EACRS6635B3D
6.700"	Bushed	2.200"	0.990"	EACRS6700B3D
7.100"	Bushed	2.200"	0.990"	EACRS7100B3D

CHRYSLER SMALL BLOCK

Rod Length	Pin Type	Big End	Small End	Part Number
6.123"	Bushed	2.124"	0.984"	EACRS6123C3D

CHRYSLER BIG BLOCK & HEMI

Rod Length	Pin Type	Big End	Small End	Part Number
6.760"	Bushed	2.374"	1.094"	EACRS6760C3D
6.760"	Bushed	2.374"	0.990"	EACRS6760B3D
6.860"	Bushed	2.374"	1.030"	EACRS6860C3D

FORD 289-302 WINDSOR

Rod Length	Pin Type	Big End	Small End	Part Number
5.090"	Bushed	2.123"	0.912"	EACRS5090F3D
5.155"	Bushed	2.123"	0.912"	EACRS5155F3D
5.315"	Bushed	2.100"	0.927"	EACRS5315C3D
5.400"	Bushed	2.100"	0.927"	EACRS5400C3D

FORD 351 CLEVELAND

NB: Must use 351 Windsor bearings

Rod Length	Pin Type	Big End	Small End	Part Number
5.780"	Bushed	2.311"	0.912"	EACRS5780F3D

FORD BIG BLOCK 429-460

Rod Length	Pin Type	Big End	Small End	Part Number
6.605"	Bushed	2.500"	1.040"	EACRS6605F3D

EXTREME DUTY BOLT UPGRADES

For extreme horsepower applications, Eagle ESP H-beam conrods are available with the bolts upgraded to ARP's exotic ARP2000 or L19 material. The ARP2000 bolts are recommended for up to 1100 horsepower and the L19 are good for 1400 horsepower!

CHEV SMALL BLOCK - Large Journal

Rod Length	Bolt Type	Big End	Small End	Part Number
6.000"	2000	2.100"	0.927"	EACRS6000B3D200
6.000"	L19	2.100"	0.927"	EACRS6000B3DL19

CHEV BIG BLOCK

Rod Length	Bolt Type	Big End	Small End	Part Number
6.385"	2000	2.200"	0.990"	EACRS6385D2000
6.535"	2000	2.200"	0.990"	EACRS6535D2000
6.700"	L19	2.200"	0.990"	EACRS6700DL19
6.800"	L19	2.200"	0.990"	EACRS6800DL19

CHRYSLER SMALL BLOCK

Rod Length	Bolt Type	Big End	Small End	Part Number
6.123"	2000	2.124"	0.984"	EACRS6123C3D200

MAXIMUM STROKE H-BEAM CONRODS

ESP maximum stroke H-beam conrods have all the features of the regular ESP rods plus they are CNC machined for increased camshaft clearance when using a 4.00" stroke crankshaft.

CHEV SMALL BLOCK

Rod Length	Bolt Type	Big End	Small End	Part Number
6.000"	8740	2.100"	0.927"	EACRS6000BST
6.000"	2000	2.100"	0.927"	EACRS6000BST200

ESP H-BEAM SPORT COMPACT CONRODS

ESP connecting rods are forged from 4340 steel and utilize 3/8" ARP 2000 capscrew-style bolts with alignment sleeves for a perfect fit. Packaged in weight-matched sets (+/-1g). Sizing is done on the state of the art Sunnen Krossgrinding system. ESP connecting rods are the perfect choice for engines up to 900 HP.

FORD ZETEC 1.9L

Rod Length	Pin Type	Big End	Small End	Part Number
5.483"	Bushed	1.728"	0.787"	EACRS5483F3D

FORD DURATEC 2.3L

Rod Length	Pin Type	Big End	Small End	Part Number
6.094"	Bushed	2.046"	0.826"	EACRS6094F3D

HONDA ENGINES

Rod Length	Pin Type	Big End	Small End	Part Number
B16A	5.290"	1.771"	0.827"	EACRS5290H3D
D16	5.394"	1.771"	0.748"	EACRS5394H3D
B18A	5.934"	1.771"	0.827"	EACRS5394A3D
B18C	5.430"	1.771"	0.827"	EACRS5430A3D
B20B	5.934"	1.771"	0.827"	EACRS5394A3D
H22	5.630"	1.890"	0.866"	EACRS5630H3D

MITSUBISHI 4G63

Rod Length	Pin Type	Big End	Small End	Part Number
Early	5.900"	1.771"	0.827"	EACRS5900MA3D
Late	5.900"	1.771"	0.866"	EACRS5900MB3D

NISSAN ENGINES

Rod Length	Pin Type	Big End	Small End	Part Number
SR20	5.365"	1.888"	0.866"	EACRS5365N3D
RB26	4.783"	1.888"	0.826"	EACRS4783N3D
VG30	6.071"	1.967"	0.866"	EACRS6071N3D

SUBARU EJ20

Rod Length	Pin Type	Big End	Small End	Part Number
EJ20	5.137"	2.047"	0.905"	EACRS5137S3D

TOYOTA ENGINES

Rod Length	Pin Type	Big End	Small End	Part Number
3TC	4.850"	1.889"	0.866"	EACRS4850TA3D
3SGTE	5.428"	1.889"	0.866"	EACRS5428T3D
2JZGTE	5.590"	2.047"	0.866"	EACRS5590T3D

MAZDA ENGINES

Rod Length	Pin Type	Big End	Small End	Part Number
B16A	5.233"	1.771"	0.787"	EACRS5233M3D

ROD BOLTS

Replacement ARP rod bolts for Eagle conrods. Sold in sets of 16.

Description	Part No.
7/16" x 1.600" ARP8740 Bolts (16)	EAG12000
7/16" x 1.600" ARP2000 Bolts (16)	EAG20000
7/16" x 1.600" ARPL19 Bolts (16)	EAG14000
7/16" x 1.800" ARP2000 Bolts (16)	EAG20030

CHEV LS SERIES

Rod Length	Bolt Type	Big End	Small End	Part Number
6.125"	2000	2.100"	0.927"	EACRS612503D2000



COMPSTAR H-BEAM RODS

Produced from heat treated and stress relieved 4340 material, our H-beam Compstar rods are fully machined with a shot blasted Stress Riser free surface. Finished and sized in our plant in Ohio, every detail of this highly stressed component has been carefully analysed to maximize repeatability and dependability. All lengths are stroker cleared.

CHEV SMALL BLOCK, ARP 2000 BOLTS

Rod Length	Big End	Small End	Part Number
5.700"	2.000"	0.927"	CACSA5700CS2A2AH
5.700"	2.100"	0.927"	CACSA5700DS2A2AH
5.850"	2.000"	0.927"	CACSA5850CS2A2AH
5.850"	2.100"	0.927"	CACSA5850DS2A2AH
6.000"	1.888"	0.927"	CACSA6000AS2A0AH
6.000"	2.000"	0.927"	CACSA6000CS2A2AH
6.000"	2.100"	0.927"	CACSA6000DS2A2AH
6.100"	2.100"	0.927"	CACSA6100DS2A2AH
6.125"	2.000"	0.927"	CACSA6125CS2A2AH
6.125"	2.100"	0.927"	CACSA6125DS2A2AH
6.200"	2.000"	0.927"	CACSA6200CS2A2AH
6.200"	2.100"	0.927"	CACSA6200DS2A2AH
6.250"	2.100"	0.927"	CACSA6250DS2A2AH
6.300"	2.100"	0.927"	CACSA6300DS2A2AH

CHEV LS SERIES, ARP 2000 BOLTS

Rod Length	Big End	Small End	Part Number
6.100"	2.100"	0.927"	CSC6100DS2A2AH
6.100"	2.100"	0.943"	CSC6100DS6A2AH
6.125"	2.000"	0.927"	CSC6125CS2A2AH
6.125"	2.100"	0.927"	CSC6125DS2A2AH
6.200"	2.100"	0.927"	CSC6200DS2A2AH

CHEV LSX TALL DECK BLOCK, ARP 2000 BOLTS

Rod Length	Big End	Small End	Part Number
6.340"	2.000"	0.927"	CSC6340CS2A2AH
6.440"	2.000"	0.927"	CSC6440CS2A2AH
6.460"	2.100"	0.927"	CSC6460DS2A2AH
6.560"	2.100"	0.927"	CSC6560DS2A2AH

CHEV BIG BLOCK, ARP L19 BOLTS

Rod Length	Big End	Small End	Part Number
6.135"	2.200"	0.990"	CACSB6135ES3B9AH
6.385"	2.100"	0.990"	CACSB6385DS3B9AH
6.385"	2.200"	0.990"	CACSB6385ES3B9AH
6.535"	2.200"	0.990"	CACSB6535ES3B9AH
6.660"	2.200"	0.990"	CACSB6660ES3B9AH
6.700"	2.200"	0.990"	CACSB6700ES3B9AH
6.800"	2.200"	0.990"	CACSB6800ES3B9AH
7.100"	2.200"	0.990"	CACSB7100ES3B9AH

FORD SMALL BLOCK, ARP 2000 BOLTS

Rod Length	Big End	Small End	Part Number
5.400"	2.123"	0.990"	CACSF5400HS2F2AH

COMPSTAR SPORTS SERIES H-BEAM RODS

Sport Series connecting rods are available with either ARP 2000 or Custom Age 625 bolts for High Output applications. All Sport Series rods are H-beam design machined from fine grained steel. Wrist pin bushings are of deformation resistant Ampco 18 material.

MITSUBISHI 4G63

Length	Big End	Small End	Bolts	Part Number
5.906"	1.890"	0.866"	ARP 2000	CACSM5906BS7GBAH
5.906"	1.890"	0.866"	CA625+	CACSM5906BS7GBCA

MITSUBISHI 4B11T

Length	Big End	Small End	Bolts	Part Number
5.659"	2.165"	.906"	ARP CA625+	CACSM5659BS8KACA
5.659"	2.165"	.906"	ARP 2000	CACSM5659BS8KAH

SUBARU EJ20

Length	Big End	Small End	Bolts	Part Number
5.138"	1.890"	0.905"	ARP2000	CACSS5138HS81BAH
5.138"	1.890"	0.905"	ARPCA625+	CACSS5138HS81BCA



CALLIES ULTRA RODS

Ultra connecting rods are made entirely in the U.S.A. Every Ultra connecting rod is produced from specially formulated Timken 4330V steel. This material is then precision forged in Michigan and fully machined in our Fostoria, Ohio facility. Ultra connecting rods are fastened by high alloy cap screws made specifically for severe duty service by ARP. Produced with rolled threads, these unique bolts offer improved thread engagement for a smoother more consistent net clamping load. To eliminate deformation and extrusion only AMS 642 bronze alloy is used within the wrist pin housing bore.

CHEV SMALL BLOCK I-BEAM

Rod Length	Big End	Small End	Part Number
5.700"	2.000"	0.927"	CAU14125
5.700"	2.000"	0.927"	CAU14126
5.700"	1.888"	0.927"	CAU14127
5.850"	2.100"	0.927"	CAU14130
5.850"	2.000"	0.927"	CAU14131
5.850"	1.888"	0.927"	CAU14132
6.000"	2.100"	0.927"	CAU14135
6.000"	2.000"	0.927"	CAU14136
6.000"	1.888"	0.927"	CAU14137
6.125"	2.100"	0.927"	CAU14140
6.125"	2.000"	0.927"	CAU14141
6.200"	2.100"	0.927"	CAU14145
6.250"	2.100"	0.927"	CAU14150
6.300"	2.100"	0.927"	CAU14155

CHEV SMALL BLOCK LIGHT WEIGHT I-BEAM

Rod Length	Big End	Small End	Part Number
5.850"	2.100"	0.927"	CAU14133
5.850"	2.000"	0.927"	CAU14134
6.000"	2.100"	0.927"	CAU14138
6.000"	2.000"	0.927"	CAU14139
6.125"	2.100"	0.927"	CAU14143

CHEV SMALL BLOCK H-BEAM

Rod Length	Big End	Small End	Part Number
6.000"	2.000"	.927"	CAU16101
6.000"	2.100"	.927"	CAU16100
6.125"	2.100"	.927"	CAU16110

CHEV LS SERIES I-BEAM

Rod Length	Big End	Small End	Part Number
6.100"	2.100"	0.927"	CAU17170
6.125"	2.100"	0.927"	CAU17171
6.125"	2.000"	0.927"	CAU17172
6.125"	1.888"	0.927"	CAU17173
6.350"	2.100"	0.927"	CAU17178
6.450"	2.100"	0.927"	CAU17177

CHEV LS SERIES H-BEAM

Rod Length	Big End	Small End	Part Number
6.100"	2.100"	.927"	CAU16290
6.125"	2.100"	.927"	CAU16300
6.200"	2.100"	.927"	CAU16303
6.350"	2.100"	.927"	CAU16302
6.460"	2.100"	.927"	CAU16301

CHEV BIG BLOCK I-BEAM

Rod Length	Big End	Small End	Part Number
6.385"	2.200"	0.990"	CAU15110
6.385"	2.100"	0.990"	CAU15117
6.535"	2.200"	0.990"	CAU15111
6.535"	2.100"	0.990"	CAU15118
6.660"	2.200"	0.990"	CAU15113
6.700"	2.200"	0.990"	CAU15114
6.750"	2.200"	0.990"	CAU15115
6.800"	2.200"	0.990"	CAU15116

CHEV BIG BLOCK H-BEAM

Rod Length	Big End	Small End	Part Number
6.385"	2.200"	.990"	CAU16200
6.535"	2.200"	.990"	CAU16210
6.700"	2.200"	.990"	CAU16230

SB FORD ULTRA H-BEAM RODS

Rod Length	Big End	Small End	Part Number
5.400"	2.123"	.927"	CAU16600

NISSAN GTR R35 VR38DETT I-BEAM

Rod Length	Big End	Small End	Part Number
6.500"	2.205"	.905"	CAU15300

TOYOTA 2JZ-GTE, ARP 3.5 BOLTS

Rod Length	Big End	Small End	Part Number
5.590"	2.165"	.866"	CAU18100-3.5

CALLIES ULTRA XD RODS

Callies is pleased to introduce the Ultra XD connecting rod. This unique patent pending configuration is designed for additional cam to rod clearance in long stroke Small and Big Block Chevy racing engines. In most cases, the XD connecting rod will provide approximately .050" more cam clearance than our conventional Ultras, and substantially more over many of our competitor's connecting rods.

CHEV SMALL BLOCK I-BEAM

Rod Length	Big End	Small End	Part Number
5.850"	2.100"	.927"	CAU18130
6.000"	2.100"	.927"	CAU18135

CHEV SMALL BLOCK H-BEAM

Rod Length	Big End	Small End	Part No
6.000"	2.100"	.927"	CAU19135

CHEV LS SERIES I-BEAM

Rod Length	Big End	Small End	Part No
6.125"	2.100"	.927"	CAU18170

CHEV BIG BLOCK I-BEAM

Rod Length	Big End	Small End	Part No
6.700"	2.200"	.990"	CAU18114

CHEV BIG BLOCK H-BEAM

Rod Length	Big End	Small End	Part No
6.700"	2.200"	.990"	CAU19114



ULTRA ENFORCER I-BEAM CONRODS

Callies Ultra Enforcer Rods have been designed for the harshest of boosted applications with increased mass and extra material where it counts. Forged from 4330 Vanadium enhanced steel and fitted with tough Ampco 45 pin bushings and H11 rod bolts, these rods are rated for 2400 horsepower in V8 applications.



EARLY HEMI CONRODS

These K1 Technologies billet 4340 steel H-Beam connecting rods for the 392 Hemi are designed and finish honed in the USA, shot peened for improved fatigue life and feature bronze pin bushings and ARP 2000 fasteners.

Application	Length	Journal	Pin	Part No.
392 Hemi	6.950"	2.375"	.984"	FGDH6950AUPB8

PISTONS



JE Pistons Foot Notes

A	fits 3.480 and 3.500 stroke
B	Oil Rail Support is Included
C	.927 Pin Diameter
D	.912 Pin Diameter
E	.990 wrist pin
F	Indicates 1.040 Pin Diameter
H	Indicates 1.094 Pin Diameter
J	Indicates 3mm Oil Ring
K	.945 Pin Diameter
L	Limited Quantities available
M	Made To Order
P	.975 Pin Diameter
S	Solid dome design
W	428 Crank Shaft
X	angle milled heads

LS SERIES F.S.R (FLAT TOP)

Our New FSR (Forged Side Relief) slipper forging design allows the use of the most popular stroke and rod combinations while eliminating reluctor wheel clearance problems (see photo). Lightweight and extremely durable, these pistons are machined for 1.5, 1.5, 3mm rings and have an inverted dome designed to achieve optimum compression ratio with forced induction applications (CR calculated with .042 gasket thickness and 0.00" deck clearance).

Std Bore: 3.900"-5.7L, 4.000"-6.0L. Ring package designed for: 1.5, 1.5, 3MM Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	64cc	66cc	72cc	Dome	Gram	Footnote	Overize	Recom Ring Set
J243016	403	4.005	4.000	6.125	9.240	1.115	11.6	11.3	10.6	-5.0	402	B, C, M	0.005	J60008-4000-5
J243017	408	4.030	4.000	6.125	9.240	1.115	11.7	11.4	10.7	-5.0	410	B, C	0.030	J60008-4030-5
J243018	427	4.125	4.000	6.125	9.240	1.115	12.1	11.9	11.1	-5.0	440	B, C	STD LS7	J60008-4125-5

LS SERIES F.S.R (INVERTED DOME)

Our FSR (Forged Side Relief) forging design allows the use of the most popular stroke and rod combinations while eliminating reluctor wheel clearance problems. Lightweight and extremely durable, these pistons are machined for 1.5, 1.5, 3mm rings and have an inverted dome designed to achieve optimum compression ratio with forced induction applications (CR calculated with .042 gasket thickness and 0.00" deck clearance).

Std Bore: 3.900"-5.7L, 4.000"-6.0L. Ring package designed for: 1.5, 1.5, 3MM Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	64cc	66cc	72cc	Dome	Gram	Footnote	Overize	Recom Ring Set
J264041	383	3.905	4.000	6.125	9.240	1.115	10.5	10.3	9.7	-10.0	382	B, C	0.005	J68008-3900-3
J264042	403	4.005	4.000	6.125	9.240	1.115	11.0	10.7	10.1	-10.0	407	B, C	0.030	J60008-4000-5
J221176	408	4.030	4.000	6.125	9.240	1.115	9.2	9.0	8.6	-29.0	395	B, C	0.030	J60008-4030-5
J264043	408	4.030	4.000	6.125	9.240	1.115	11.1	10.8	10.2	-10.0	418	B, C	0.030	J60008-4030-5
J221178	414	4.060	4.000	6.125	9.240	1.115	9.3	9.1	8.7	-29.0	400	B, C, M	0.060	J60008-4060-5
J290665	415	4.065	4.000	6.125	9.240	1.115	9.3	9.1	8.8	-29.0	403	B, C	STD LS3	JG31F8-4070-0
J290666	416	4.070	4.000	6.125	9.240	1.115	9.3	9.1	8.8	-29.0	405	B, C	.005 LS3	JG31F8-4070-0
J221180	427	4.125	4.000	6.125	9.240	1.115	9.5	9.3	8.9	-29.0	425	B, C	STD LS7	J60008-4125-5

15° LS1 Series

Featuring our traditional style full round skirt, these pistons are designed for the stock rod (.945" dia. wrist pin) or aftermarket/small block chevy (.927" dia. wrist pin) connecting rods. Flat top design achieves compression ratios suitable for normally aspirated applications (CR calculated with .057" gasket thickness and +.010" deck clearance). Pistons are machined for 1.5, 1.5, 3mm rings.

Std Bore: 3.900. Ring package designed for: 1.5, 1.5, 3MM Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	64cc	66cc	72cc	Dome	Gram	Footnote	Overize	Recom Ring Set
J194881	383	3.905	4.000	6.200	9.250	1.050	11.5	11.3	10.5	-2.0	390	B, C	0.005	J68008-3900-3
J194882	373	3.905	3.900	6.125	9.250	1.175	11.3	11.0	10.3	-2.0	410	C, M	0.005	J68008-3900-3
J194883	347	3.905	3.622	6.125	9.251	1.315	10.6	10.3	9.6	-2.0	428	C	0.005	J68008-3900-3
J194884	347	3.905	3.622	6.098	9.249	1.340	10.6	10.3	9.6	-2.0	434	K	0.005	J68008-3900-3

GM LS ASYMMETRICAL FSR FLAT TOP

GM LS Flat Top Our brand new Asymmetrical FSR (Forged Side Relief) forging design allows for the use of the most popular stroke and rod combinations while eliminating reluctor wheel clearance problems. Asymmetrical forging design maintains a larger skirt on the heavily stressed major thrust side, while reducing friction with a smaller skirt on the minor thrust side. The result is a high strength, lightweight piston that significantly reduces friction in your engine. Lightweight and extremely durable, these pistons are machined for 1.2mm, 1.5mm, 3.0mm rings.

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	64cc	68cc	70cc	Dome	Gram	Footnote	Overize	Recom Ring Set
J311990	413	4.000	4.100	6.125	9.240	1.065	11.8	11.3	11.1	-5	Call	B, M, V	STD LS2	JG3108-4000-7
J311991	413	4.005	4.100	6.125	9.240	1.065	11.9	11.3	11.1	-5	Call	B, M, V	.005 LS2	JG3108-4000-7
J311992	414	4.010	4.100	6.125	9.240	1.065	11.9	11.4	11.1	-5	Call	B, M, V	.010 LS2	JG3108-4010-4
J311993	418	4.030	4.100	6.125	9.240	1.065	12.0	11.5	11.2	-5	Call	B, M, V	.030 LS2	JG31F8-4030-2
J311994	426	4.065	4.100	6.125	9.240	1.065	12.2	11.6	11.4	-5	Call	B, M, V	STD LS3	JG31F8-4070-0
J311995	427	4.070	4.100	6.125	9.240	1.065	12.2	11.6	11.4	-5	Call	B, M, V	.005 LS3	JG31F8-4070-0
J311996	428	4.075	4.100	6.125	9.240	1.065	12.2	11.7	11.4	-5	Call	B, M, V	.010 LS3	JG31F8-4075-5
J311997	429	4.080	4.100	6.125	9.240	1.065	12.2	11.7	11.4	-5	Call	B, M, V	.015 LS3	JG31F8-4075-5
J311998	438	4.125	4.100	6.125	9.240	1.065	12.5	11.9	11.6	-5	Call	B, M, V	STD LSX	JG31F8-4125-2
J311999	439	4.130	4.100	6.125	9.240	1.065	12.5	11.9	11.7	-5	Call	B, M, V	.005 LSX	JG31F8-4135-2
J312000	440	4.135	4.100	6.125	9.240	1.065	12.5	12.0	11.7	-5	Call	B, M, V	.010 LSX	JG31F8-4135-2
J312001	445	4.155	4.100	6.125	9.240	1.065	12.6	12.0	11.8	-5	Call	B, M, V	.030 LSX	JG31F8-4155-3
J312002	451	4.185	4.100	6.125	9.240	1.065	12.8	12.2	11.9	-5	Call	B, M, V	.060 LSX	JG3108-4185-3
J311976	402	4.000	4.000	6.125	9.240	1.115	11.6	11.1	10.8	-5	Call	B, V	STD LS2	JG3108-4000-7
J311977	403	4.005	4.000	6.125	9.240	1.115	11.6	11.1	10.8	-5	Call	B, V	.005 LSD	JG3108-4000-7
J311978	404	4.010	4.000	6.125	9.240	1.115	11.6	11.1	10.9	-5	Call	B, M, V	.010 LS2	JG3108-4010-4
J311979	408	4.030	4.000	6.125	9.240	1.115	11.7	11.2	11.0	-5	Call	B, M, V	.030 LS2	JG31F8-4030-2
J311980	405	4.065	4.000	6.125	9.240	1.115	11.9	11.4	11.1	-5	Call	B, V	STD LS3	JG31F8-4070-0
J311981	416	4.070	4.000	6.125	9.240	1.115	11.9	11.4	11.1	-5	Call	B, V	.005 LS3	JG31F8-4070-0
J311982	417	4.075	4.000	6.125	9.240	1.115	11.9	11.4	11.2	-5	Call	B, M, V	.010 LS3	JG31F8-4075-5
J311984	418	4.080	4.000	6.125	9.240	1.115	12.0	11.4	11.2	-5	Call	B, M, V	.015 LS3	JG31F8-4075-5
J311985	427	4.125	4.000	6.125	9.240	1.115	12.2	11.6	11.4	-5	Call	B, V	STD LSX	JG31F8-4125-2
J311986	429	4.130	4.000	6.125	9.240	1.115	12.2	11.7	11.4	-5	Call	B, V	.005 LSX	JG31F8-4135-2
J311987	430	4.135	4.000	6.125	9.240	1.115	12.2	11.7	11.4	-5	Call	B, M, V	.010 LSX	JG31F8-4135-2
J311988	434	4.155	4.000	6.125	9.240	1.115	12.3	11.7	11.5	-5	Call	B, M, V	.030 LSX	JG31F8-4155-3
J311989	440	4.185	4.000	6.125	9.240	1.115	12.5	11.9	11.7	-5	Call	B, M, V	.060 LSX	JG3108-4185-3
J323978	392	4.000	3.900	6.125	9.240	1.165	11.0	10.5	10.3	-5	378	V	STD LS2	JG3108-4000-7
J323979	393	4.005	3.900	6.125	9.240	1.165	11.0	10.6	10.3	-5	379	V	.005 LS2	JG3108-4000-7
J323980	394	4.010	3.900	6.125	9.240	1.165	11.0	10.6	10.3	-5	380	M, V	.010 LS2	JG3108-4010-4
J323981	398	4.030	3.900	6.125	9.240	1.165	11.1	10.7	10.4	-5	385	M, V	.030 LS2	JG31F8-4030-2
J323982	405	4.065	3.900	6.125	9.240	1.165	11.3	10.8	10.6	-5	388	V	STD LS3	JG31F8-4070-0
J323983	406	4.070	3.900	6.125	9.240	1.165	11.3	10.8	10.6	-5	389	V	.005 LS3	JG31F8-4070-0
J323984	407	4.075	3.900	6.125	9.240	1.165	11.3	10.8	10.6	-5	391	M, V	.010 LS3	JG31F8-4075-5
J323985	408	4.080	3.900	6.125	9.240	1.165	11.4	10.9	10.6	-5	395	M, V	.015 LS3	JG3108-4075-5
J323986	417	4.125	3.900	6.125	9.240	1.165	11.5	11.1	10.8	-5	408	M, V	STD LSX	JG31F8-4125-2
J323987	418	4.130	3.900	6.125	9.240	1.165	11.6	11.1	10.8	-5	409	M, V	.005 LSX	JG31F8-4135-2
J323988	419	4.135	3.900	6.125	9.240	1.165	11.6	11.1	10.9	-5	411	M, V	.010 LSX	JG31F8-4135-2
J323989	423	4.155	3.900	6.125	9.240	1.165	11.7	11.2	10.9	-5	415	M, V	.030 LSX	JG31F8-4155-3
J323990	429	4.185	3.900	6.125	9.240	1.165	11.8	11.3	11.1	-5	420	M, V	.060 LSX	JG3108-4185-3
J311961	364	4.000	3.622	6.125	9.240	1.304	10.6	10.1	9.9	-5	Call	V	STD LS2	JG3108-4000-7
J311955	364	4.000	3.622	6.098	9.240	1.340	10.6	10.1	9.9	-5	Call	K, V	STD LS2	JG3108-4000-7
J311956	365	4.005	3.622	6.098	9.240	1.340	10.6	10.1	9.9	-5	Call	K, V	.005 LS2	JG3108-4000-7
J311962	365	4.005	3.622	6.125	9.240	1.304	10.6	10.1	9.9	-5	Call	V	.005 LS2	JG3108-4000-7

GM LS ASYMMETRICAL FSR FLAT TOP Continued...

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	64cc Compression Ratio	68cc	70cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J311957	366	4.010	3.622	6.125	9.240	1.340	10.6	9.9	-5	Call	M, V	.010 LS2	JG3108-4010-4	JG3108-4010-4
J311958	370	4.030	3.622	6.098	9.240	1.340	10.7	10.2	10.0	-5	Call	K, M, V	.030 LS2	JG31F8-4030-2
J311964	370	4.030	3.622	6.125	9.240	1.304	10.7	10.2	10.0	-5	Call	M, V	.030 LS2	JG31F8-4030-2
J311965	376	4.065	3.622	6.125	9.240	1.304	10.9	10.4	10.2	-5	Call	V	STD LS3	JG31F8-4070-0
J311959	376	4.065	3.622	6.098	9.240	1.340	10.9	10.4	10.2	-5	Call	K, V	STD LS3	JG31F8-4070-0
J311960	377	4.070	3.622	6.098	9.240	1.340	10.9	10.4	10.2	-5	Call	K, M, V	.005 LS3	JG31F8-4070-0
J311966	377	4.070	3.622	6.125	9.240	1.304	10.9	10.4	10.2	-5	Call	V	.005 LS3	JG31F8-4070-0
J311967	378	4.075	3.622	6.125	9.240	1.304	10.9	10.4	10.2	-5	Call	M, V	.010 LS3	JG31F8-4075-5
J311968	378	4.080	3.622	6.125	9.240	1.304	10.9	10.4	10.2	-5	Call	M, V	.015 LS3	JG31F8-4075-5
J311969	387	4.125	3.622	6.125	9.240	1.304	11.1	10.6	10.4	-5	Call	V	STD LSX	JG31F8-4125-2
J311970	388	4.130	3.622	6.125	9.240	1.304	11.1	10.6	10.4	-5	Call	V	.005 LSX	JG31F8-4135-2
J311971	389	4.135	3.622	6.125	9.240	1.304	11.2	10.7	10.4	-5	Call	M, V	.010 LSX	JG31F8-4135-2
J311972	393	4.155	3.622	6.125	9.240	1.304	11.3	10.8	10.5	-5	Call	M, V	.030 LSX	JG31F8-4155-3
J311973	399	4.185	3.622	6.125	9.240	1.304	11.4	10.9	10.6	-5	Call	M, V	.060 LSX	JG3108-4185-3

GM LS ASYMMETRICAL FSR DISH / INVERTED DOME

GM LS Inverted Dome Our brand new Asymmetrical FSR (Forged Side Relief) forging design allows for the use of the most popular stroke and rod combinations while eliminating reluctor wheel clearance problems. Asymmetrical forging design maintains a larger skirt on the heavily stressed major thrust side, while reducing friction with a smaller skirt on the minor thrust side. The result is a high strength, lightweight piston that significantly reduces friction in your engine. Lightweight and extremely durable, these pistons are machined for 1.2mm, 1.5mm, 3.0mm rings.

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	64cc Compression Ratio	68cc	70cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J312052	413	4.000	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-28.7	Call	B, M, T	STD LSX	JG3108-4000-7
J324073	413	4.000	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-9.6	407	B, M	STD LS2	JG3108-4000-7
J312053	413	4.005	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-29.0	Call	B, M, T	.005 LS2	JG3108-4000-7
J324074	413	4.005	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-9.8	408	B, M	.005 LS2	JG3108-4000-7
J312054	414	4.010	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-29.2	Call	B, M, T	.010 LS2	JG3108-4010-4
J324075	414	4.010	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-10	409	B, M	.010 LS2	JG3108-4010-4
J312055	418	4.030	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-30.2	Call	B, M, T	.030 LS2	JG31F8-4030-2
J324076	418	4.030	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-10.8	410	B, M	.030 LS2	JG31F8-4030-2
J312056	426	4.065	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-31.9	Call	B, M, T	STD LS3	JG31F8-4070-0
J324077	426	4.065	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-12.1	409	B, M	STD LS3	JG31F8-4070-0
J312057	427	4.070	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-32.1	Call	B, M, T	.005 LS3	JG31F8-4070-0
J324078	427	4.070	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-12.4	410	B, M	.005 LS3	JG31F8-4070-0
J312058	428	4.075	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-32.4	Call	B, M, T	.010 LS3	JG31F8-4075-5
J324079	428	4.075	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-12.6	411	B, M	.010 LS3	JG3108-4075-5
J312059	429	4.080	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-32.6	Call	B, M, T	.015 LS3	JG31F8-4075-5
J324080	429	4.080	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-12.8	412	B, M	.015 LS3	JG3108-4075-5
J312060	438	4.125	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-34.9	Call	B, M, T	STD LSX	JG31F8-4125-2
J324081	438	4.125	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-14.6	417	B, M	STD LSX	JG31F8-4125-2
J312061	439	4.130	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-35.1	Call	B, M, T	.005 LSX	JG31F8-4135-2
J324082	439	4.130	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-14.8	418	B, M	.005 LSX	JG31F8-4135-2
J312062	440	4.135	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-35.4	Call	B, M, T	.010 LSX	JG31F8-4135-2
J324083	440	4.135	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-15	419	B, M	.010 LSX	JG31F8-4135-2
J312063	445	4.155	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-36.4	Call	B, M, T	.030 LSX	JG31F8-4155-3
J324084	445	4.155	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-15.8	430	B, M	.030 LSX	JG31F8-4155-3
J312064	451	4.185	4.100	6.125	9.240	1.065	9.3	9.0	8.8	-37.9	Call	B, M, T	.060 LSX	JG3108-4185-3
J324085	451	4.185	4.100	6.125	9.240	1.065	10.9	10.5	10.3	-17.0	440	B, M	.060 LSX	JG3108-4185-3
J312039	402	4.000	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-26.1	Call	B, T	STD LS2	JG3108-4000-7
J324060	402	4.000	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-7.4	NEW		STD LS2	JG3108-4000-7
J312040	403	4.005	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-26.4	Call	B, T	.005 LS2	JG3108-4000-7
J324061	403	4.005	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-7.6	NEW		.005 LS2	JG3108-4000-7
J312041	404	4.010	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-26.6	Call	B, M, T	.010 LS2	JG3108-4010-4
J324062	404	4.010	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-7.8	NEW	M	.010 LS2	JG3108-4010-4
J312042	408	4.030	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-27.6	Call	B, M, T	.030 LS2	JG31F8-4030-2
J324063	408	4.030	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-8.6	NEW	M	.030 LS2	JG31F8-4030-2
J312043	415	4.065	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-29.2	Call	B, T	STD LS3	JG31F8-4070-0
J324064	415	4.065	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-9.9	NEW	STD LS3	STD LS3	JG31F8-4070-0
J312044	416	4.070	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-29.5	Call	B, T	.005 LS3	JG31F8-4070-0
J324065	416	4.070	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-10.1	NEW		.005 LS3	JG31F8-4070-0
J312045	417	4.075	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-29.7	Call	B, M, T	.010 LS3	JG31F8-4075-5
J324066	417	4.075	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-10.3	NEW	M	.010 LS3	JG3108-4075-5
J312046	418	4.080	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-30	Call	B, M, T	.015 LS3	JG3108-4075-5
J324067	418	4.080	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-10.5	NEW	M	.015 LS3	JG3108-4075-5
J312047	427	4.125	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-32.1	Call	B, T	STD LSX	JG31F8-4125-2
J324068	427	4.125	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-12.2	NEW	M	STD LSX	JG31F8-4125-2
J312048	429	4.130	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-32.4	Call	B, T	.005 LSX	JG31F8-4135-2
J324069	429	4.130	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-12.4	NEW	M	.005 LSX	JG31F8-4135-2
J312049	430	4.135	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-32.6	Call	B, M, T	.010 LSX	JG31F8-4135-2
J324070	430	4.135	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-12.6	NEW	M	.010 LSX	JG31F8-4135-2
J312050	434	4.155	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-33.6	Call	B, M, T	.030 LSX	JG31F8-4155-3
J324071	434	4.155	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-13.4	NEW	M	.030 LSX	JG31F8-4155-3
J312051	440	4.185	4.000	6.125	9.240	1.115	9.3	9.0	8.8	-35	Call	B, M, T	.060 LSX	JG3108-4185-3
J324072	440	4.185	4.000	6.125	9.240	1.115	10.9	10.5	10.3	-14.6	NEW	M	.060 LSX	JG3108-4185-3
J324029	392	4.000	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-21.1	398		STD LS2	JG3108-4000-7
J324030	393	4.005	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-21.3	400		.005 LS2	JG3108-4000-7
J324031	394	4.010	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-21.6	401	M	.010 LS2	JG3108-4010-4
J324032	398	4.030	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-22.5	405	M	.030 LS2	JG31F8-4030-2
J324033	405	4.065	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-24	406		STD LS3	JG31F8-4070-0
J324041	406	4.070	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-24.3	407		.005 LS3	JG31F8-4070-0
J324034	407	4.075	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-24.5	408	M	.010 LS3	JG3108-4075-5
J324035	408	4.080	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-24.7	409	M	.015 LS3	JG3108-4075-5
J324036	417	4.125	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-26.8	427	M	STD LSX	JG31F8-4125-2
J324037	418	4.130	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-27	428	M	.005 LSX	JG31F8-4135-2
J324038	419	4.135	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-27.3	429	M	.010 LSX	JG31F8-4135-2
J324039	423	4.155	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-28.2	435	M	.030 LSX	JG31F8-4155-3
J324040	429	4.185	3.900	6.125	9.240	1.165	9.3	9.0	8.8	-29.6	445	M	.060 LSX	JG3108-4185-3
J312024	364	4.000	3.622	6.125	9.240	1.304	9.3	9.0	8.8	-16.4	Call	T	STD LS2	JG3108-4000-7
J312018	364	4.000	3.622	6.098	9.240	1.340	9.3	9.0	8.8	-16.4	Call	K, T	STD LS2	JG3108-4000-7
J312019	365	4.005	3.622	6.098	9.240	1.340	9.3	9.0	8.8	-16.6	Call	K, T	.005 LS2	JG3108-4000-7
J312025	365	4.005	3.622	6.125	9.240	1.304	9.3	9.0	8.8	-16.6	Call	T	.005 LS2	JG3108-4000-7
J312026	366	4.010	3.622	6.125	9.240	1.304	9.3	9.0	8.8	-16.8	Call	M, T	.010 LS2	JG3108-4010-4

GM LS ASYMMETRICAL FSR DOME

GM LS Dome - 15° Head Our brand new Asymmetrical FSR (Forged Side Relief) forging design allows for the use of the most popular stroke and rod combinations while eliminating reluctor wheel clearance problems. Asymmetrical forging design maintains a larger skirt on the heavily stressed major thrust side, while reducing friction with a smaller skirt on the minor thrust side. The result is a high strength, lightweight piston that significantly reduces friction in your engine. Lightweight and extremely durable, these pistons are machined for 1.2mm, 1.5mm, 3.0mm rings.

Rod Part No	Block CID	Comp Bore	64cc Stroke	68cc Length	70cc Ht	Dome Ht	Gram Compression Ratio	Vol	Wt	Footnote	Enlarge	Recom Ring Set
J312120	413	4.000	4.100	6.125	9.240	1.065	13.2	12.5	12.2	3.4	Call	B, M STD LS2 JG3108-4000-7
J312121	413	4.005	4.100	6.125	9.240	1.065	13.2	12.5	12.2	3.3	Call	B, M .005 LS2 JG3108-4000-7
J312122	414	4.010	4.100	6.125	9.240	1.065	13.2	12.5	12.2	3.1	Call	B, M .010 LS2 JG3108-4010-4
J312123	418	4.030	4.100	6.125	9.240	1.065	13.2	12.5	12.2	2.5	Call	B, M .030 LS2 JG31F8-4030-2
J312124	426	4.065	4.100	6.125	9.240	1.065	13.2	12.5	12.2	1.3	Call	B, M STD LS3 JG31F8-4070-0
J312125	427	4.070	4.100	6.125	9.240	1.065	13.2	12.5	12.2	1.1	Call	B, M .005 LS3 JG31F8-4070-0
J312126	428	4.075	4.100	6.125	9.240	1.065	13.2	12.5	12.2	1.0	Call	B, M .010 LS3 JG31F8-4075-5
J312127	429	4.080	4.100	6.125	9.240	1.065	13.2	12.5	12.2	.8	Call	B, M .015 LS3 JG31F8-4075-5
J312128	438	4.125	4.100	6.125	9.240	1.065	13.2	12.5	12.2	-.7	Call	B, M STD LSX JG31F8-4125-2
J312129	439	4.130	4.100	6.125	9.240	1.065	13.2	12.5	12.2	-.8	Call	B, M .005 LSX JG31F8-4135-2
J312130	440	4.135	4.100	6.125	9.240	1.065	13.2	12.5	12.2	-1.0	Call	B, M .010 LSX JG31F8-4135-2
J312131	445	4.155	4.100	6.125	9.240	1.065	13.2	12.5	12.2	-1.7	Call	B, M .030 LSX JG31F8-4155-3
J312132	451	4.185	4.100	6.125	9.240	1.065	13.2	12.5	12.2	-2.7	Call	B, M .060 LSX JG3108-4185-3
J312105	402	4.000	4.000	6.125	9.240	1.115	13.2	12.5	12.2	5.2	Call	B, M STD LS2 JG3108-4000-7
J312106	403	4.005	4.000	6.125	9.240	1.115	13.2	12.5	12.2	5.0	Call	B, M .005 LS2 JG3108-4000-7
J312107	404	4.010	4.000	6.125	9.240	1.115	13.2	12.5	12.2	4.9	Call	B, M .010 LS2 JG3108-4010-4
J312108	408	4.030	4.000	6.125	9.240	1.115	13.2	12.5	12.2	4.3	Call	B, M .030 LS2 JG31F8-4030-2
J312109	415	4.065	4.000	6.125	9.240	1.115	13.2	12.5	12.2	3.1	Call	B, M STD LS3 JG31F8-4070-0
J312110	416	4.070	4.000	6.125	9.240	1.115	13.2	12.5	12.2	3.0	Call	B, M .005 LS3 JG31F8-4070-0
J312111	417	4.075	4.000	6.125	9.240	1.115	13.2	12.5	12.2	2.8	Call	B, M .010 LS3 JG31F8-4075-5
J312112	418	4.080	4.000	6.125	9.240	1.115	13.2	12.5	12.2	2.7	Call	B, M .015 LS3 JG31F8-4075-5
J312113	427	4.125	4.000	6.125	9.240	1.115	13.2	12.5	12.2	1.2	Call	B, M STD LSX JG31F8-4125-2
J312114	429	4.130	4.000	6.125	9.240	1.115	13.2	12.5	12.2	1.0	Call	B, M .005 LSX JG31F8-4135-2
J312115	430	4.135	4.000	6.125	9.240	1.115	13.2	12.5	12.2	.9	Call	B, M .010 LSX JG31F8-4135-2
J312116	434	4.155	4.000	6.125	9.240	1.115	13.2	12.5	12.2	.2	Call	B, M .030 LSX JG31F8-4155-3
J312117	440	4.185	4.000	6.125	9.240	1.115	13.2	12.5	12.2	-.8	Call	B, M .060 LSX JG3108-4185-3
J324009	392	4.000	3.900	6.125	9.240	1.165	13.2	12.5	12.2	9.4	424	F, M STD LS2 JG3108-4000-7
J324010	393	4.005	3.900	6.125	9.240	1.165	13.2	12.5	12.2	9.3	425	F, M .005 LS2 JG3108-4000-7
J324011	394	4.010	3.900	6.125	9.240	1.165	13.2	12.5	12.2	9.2	426	F, M .010 LS2 JG3108-4010-4
J324012	398	4.030	3.900	6.125	9.240	1.165	13.2	12.5	12.2	8.6	428	F, M .030 LS2 JG31F8-4030-2
J324013	405	4.065	3.900	6.125	9.240	1.165	13.2	12.5	12.2	7.5	428	F, M STD LS3 JG31F8-4070-0
J324014	406	4.070	3.900	6.125	9.240	1.165	13.2	12.5	12.2	7.4	429	F, M .005 LS3 JG31F8-4070-0
J324015	407	4.075	3.900	6.125	9.240	1.165	13.2	12.5	12.2	7.2	431	F, M .010 LS3 JG3108-4075-5
J324016	408	4.080	3.900	6.125	9.240	1.165	13.2	12.5	12.2	7.1	433	F, M .015 LS3 JG3108-4075-5
J324017	417	4.125	3.900	6.125	9.240	1.165	13.2	12.5	12.2	5.7	440	F, M STD LSX JG31F8-4125-2
J324018	418	4.130	3.900	6.125	9.240	1.165	13.2	12.5	12.2	5.6	441	F, M .005 LSX JG31F8-4135-2
J324019	419	4.135	3.900	6.125	9.240	1.165	13.2	12.5	12.2	5.4	442	F, M .010 LSX JG31F8-4135-2
J324020	423	4.155	3.900	6.125	9.240	1.165	13.2	12.5	12.2	4.8	450	F, M .030 LSX JG31F8-4155-3
J324021	429	4.185	3.900	6.125	9.240	1.165	13.2	12.5	12.2	3.9	465	F, M .060 LSX JG3108-4185-3
J312092	364	4.000	3.622	6.125	9.240	1.304	13.2	12.5	12.2	12.0	Call	M STD LS2 JG3108-4000-7
J312086	364	4.000	3.622	6.098	9.240	1.340	13.2	12.5	12.2	12.0	Call	K, M STD LS2 JG3108-4000-7
J312087	365	4.005	3.622	6.098	9.240	1.340	13.2	12.5	12.2	11.8	Call	K, M .005 LS2 JG3108-4000-7
J312093	365	4.005	3.622	6.125	9.240	1.304	13.2	12.5	12.2	11.8	Call	M .005 LS2 JG3108-4000-7
J312094	366	4.010	3.622	6.125	9.240	1.304	13.2	12.5	12.2	11.7	Call	M .010 LS2 JG3108-4010-4
J312088	366	4.010	3.622	6.098	9.240	1.340	13.2	12.5	12.2	11.7	Call	K, M .010 LS2 JG3108-4010-4
J312089	370	4.030	3.622	6.098	9.240	1.340	13.2	12.5	12.2	11.1	Call	K, M .030 LS2 JG31F8-4030-2
J312095	370	4.030	3.622	6.125	9.240	1.304	13.2	12.5	12.2	11.1	Call	M .030 LS2 JG31F8-4030-2
J312090	376	4.065	3.622	6.098	9.240	1.340	13.2	12.5	12.2	10.0	Call	K, M STD LS3 JG31F8-4070-0
J312096	376	4.065	3.622	6.125	9.240	1.304	13.2	12.5	12.2	10.1	Call	M STD LS3 JG31F8-4070-0
J312091	377	4.070	3.622	6.098	9.240	1.340	13.2	12.5	12.2	9.9	Call	K, M .005 LS3 JG31F8-4070-0
J312097	377	4.070	3.622	6.125	9.240	1.304	13.2	12.5	12.2	10.0	Call	M .005 LS3 JG31F8-4070-0
J312098	378	4.075	3.622	6.125	9.240	1.304	13.2	12.5	12.2	9.9	Call	M .010 LS3 JG31F8-4075-5
J312099	378	4.080	3.622	6.125	9.240	1.304	13.2	12.5	12.2	9.7	Call	M .015 LS3 JG31F8-4075-5
J312100	387	4.125	3.622	6.125	9.240	1.304	13.2	12.5	12.2	8.4	Call	M STD LSX JG31F8-4125-2
J312101	388	4.130	3.622	6.125	9.240	1.304	13.2	12.5	12.2	8.3	Call	M .005 LSX JG31F8-4135-2
J312102	389	4.135	3.622	6.125	9.240	1.304	13.2	12.5	12.2	8.1	Call	M .010 LSX JG31F8-4135-2
J312103	393	4.155	3.622	6.125	9.240	1.304	13.2	12.5	12.2	7.5	Call	M .030 LSX JG31F8-4155-3
J312104	399	4.185	3.622	6.125	9.240	1.304	13.2	12.5	12.2	6.7	Call	M .060 LSX JG3108-4185-3

GM LS7 ASYMMETRICAL FSR FLAT TOP

GM LS7 Flat Top Our brand new Asymmetrical FSR (Forged Side Relief) forging design allows for the use of the most popular stroke and rod combinations while eliminating reluctor wheel clearance problems. Asymmetrical forging design maintains a larger skirt on the heavily stressed major thrust side, while reducing friction with a smaller skirt on the minor thrust side. The result is a high strength, lightweight piston that significantly reduces friction in your engine. Lightweight and extremely durable, these pistons are machined for 1.2mm, 1.5mm, 3.0mm rings. (CR calculated with .040 gasket thickness and 0.00" deck clearance). STOCK ROD MUST BE HONED TO ACCEPT .927" DIA PIN. MILLING OF ROD BALANCE PAD MAY BE NEEDED DUE TO VARIATION FROM FACTORY.

Rod Part No	Block CID	Comp Bore	Stroke	70cc Length	Ht	Dome Ht	Gram Compression Ratio	Vol	Wt	Footnote	Enlarge	Recom Ring Set
J311909	438	4.125	4.100	6.125	9.240	1.065	12.0	12.0	-2.0	Call	B, M	STD JG31F8-4125-2
J311910	438	4.1275	4.100	6.125	9.240	1.065	12.0	12.0	-2.0	Call	B, M	.0025 JG31F8-4125-2
J311911	439	4.130	4.100	6.125	9.240	1.065	12.0	12.0	-2.0	Call	B, M	.005 JG31F8-4135-2
J311902	427	4.125	4.000	6.077	9.240	1.163	11.7	11.7	-2.0	Call		STD JG31F8-4125-2
J311905	427	4.125	4.000	6.125	9.240	1.115	11.7	11.7	-2.0	Call	B	STD JG31F8-4125-2
J311906	428	4.1275	4.000	6.125	9.240	1.115	11.7	11.7	-2.0	Call	B, M	.0025 JG31F8-4125-2
J311903	428	4.1275	4.000	6.077	9.240	1.163	11.7	11.7	-2.0	Call	M	.0025 JG31F8-4125-2
J311904	429	4.130	4.000	6.077	9.240	1.163	11.7	11.7	-2.0	Call	M	.005 JG31F8-4135-2
J311907	429	4.130	4.000	6.125	9.240	1.115	11.7	11.7	-2.0	Call	B, M	.005 JG31F8-4135-2

GM LS7 ASYMMETRICAL FSR DISH

GM LS7 Dish Our brand new Asymmetrical FSR (Forged Side Relief) forging design allows for the use of the most popular stroke and rod combinations while eliminating reluctor wheel clearance problems. Asymmetrical forging design maintains a larger skirt on the heavily stressed major thrust side, while reducing friction with a smaller skirt on the minor thrust side. The result is a high strength, lightweight piston that significantly reduces friction in your engine. Lightweight and extremely durable, these pistons are machined for 1.2mm, 1.5mm, 3.0mm rings. (CR calculated with .040 gasket thickness and 0.00" deck clearance). STOCK ROD MUST BE HONED TO ACCEPT .927" DIA PIN. MILLING OF ROD BALANCE PAD MAY BE NEEDED DUE TO VARIATION FROM FACTORY.

Rod	Block	Comp		70cc		Dome	Gram							
Part No	CID	Bore	Stroke	Length	Ht	Ht	Compression	Ratio	Vol	Wt	Footnote	Enlarge	Recom	Ring Set
J311919	438	4.125	4.100	6.125	9.240	1.065	9.0			-33.0	Call	B, M	STD	JG31F8-4125-2
J311920	438	4.1275	4.100	6.125	9.240	1.065	9.0			-33.0	Call	B, M	.0025	JG31F8-4125-2
J311921	439	4.130	4.100	6.125	9.240	1.065	9.0			-33.0	Call	B, M	.005	JG31F8-4135-2
J311916	427	4.125	4.000	6.125	9.240	1.115	9.0			-30.0	Call	B	STD	JG31F8-4125-2
J311917	428	4.1275	4.000	6.125	9.240	1.115	9.0			-30.0	Call	B, M	.0025	JG31F8-4125-2
J311918	429	4.130	4.000	6.125	9.240	1.115	9.0			-30.0	Call	B, M	.005	JG31F8-4135-2

GM LS7 ASYMMETRICAL FSR DOME

GM LS7 Dome Our brand new Asymmetrical FSR (Forged Side Relief) forging design allows for the use of the most popular stroke and rod combinations while eliminating reluctor wheel clearance problems. Asymmetrical forging design maintains a larger skirt on the heavily stressed major thrust side, while reducing friction with a smaller skirt on the minor thrust side. The result is a high strength, lightweight piston that significantly reduces friction in your engine. Lightweight and extremely durable, these pistons are machined for 1.2mm, 1.5mm, 3.0mm rings. (CR calculated with .040 gasket thickness and 0.00" deck clearance). STOCK ROD MUST BE HONED TO ACCEPT .927" DIA PIN. MILLING OF ROD BALANCE PAD MAY BE NEEDED DUE TO VARIATION FROM FACTORY.

Rod Part No	Block CID	Comp Bore	Stroke	70cc Length	Ht	Dome Ht	Gram Compression Ratio	Vol	Wt	Footnote	Enlarge	Recom Ring Set
J311928	438	4.125	4.100	6.125	9.240	1.065	12.5	12.5	1.3	Call	B, M	STD JG31F8-4125-2
J311929	438	4.1275	4.100	6.125	9.240	1.065	12.5	12.5	1.2	Call	B, M	.0025 JG31F8-4125-2
J311930	439	4.130	4.100	6.125	9.240	1.065	12.5	12.5	1.1	Call	B, M	.005 JG31F8-4135-2
J311922	427	4.125	4.000	6.077	9.240	1.163	12.5	12.5	3.2	Call	M	STD JG31F8-4125-2
J311925	427	4.125	4.000	6.125	9.240	1.115	12.5	12.5	3.2	Call	B, M	STD JG31F8-4125-2
J311926	428	4.1275	4.000	6.125	9.240	1.115	12.5	12.5	3.1	Call	B, M	.0025 JG31F8-4125-2
J311923	428	4.1275	4.000	6.077	9.240	1.163	12.5	12.5	3.1	Call	M	.0025 JG31F8-4125-2
J311924	429	4.130	4.000	6.077	9.240	1.163	12.5	12.5	3.0	Call	M	.005 JG31F8-4135-2
J311927	429	4.130	4.000	6.125	9.240	1.115	12.5	12.5	3.0	Call	B, M	.005 JG31F8-4135-2

LS7 F.S.R. DISH

FSR (Forged Side Relief) slipper forging design accommodates factory stroke and rod length while easily clearing the reluctor wheel. These Heavy-Duty LS7 pistons are designed for extreme levels of Nitrous/Boost (Pin upgrade recommended above 700 HP). CNC-machined ring grooves accept 1.5, 1.5, 3mm rings. (CR calculated with .042 gasket thickness and 0.00" deck clearance). STOCK ROD MUST BE HONED TO ACCEPT .927" DIA PIN. MILLING OF ROD BALANCE PAD MAY BE NEEDED DUE TO VARIATION FROM FACTORY.

Rod Part No	Block CID	Comp Bore	64cc Stroke	66cc Length	72cc Ht	Dome Ht	Gram Compression	Ratio	Vol	Wt	Footnote	Oversize	Recom Ring Set
J279779	427	4.125	4.000	6.077	9.240	1.163	10.1	10.0	9.5	-22.0	434	B,C	STD
J279780	428	4.130	4.000	6.077	9.240	1.163	10.1	10.0	9.5	-22.0	436	B,C	0.005 J60008-4130-0

GM 15° LS1

We have redesigned and expanded our GM LS1 series product lines! These new pistons utilized our dedicated Forged Side Relief (FSR) forging that was specifically designed for the demands of the GM LS1 series of engines. In addition we have found ways to reduce weight and maintain the durability needed for both street and racing use. (CR calculated with .051" gasket thickness and +.009-.011" deck clearance). Lightweight and extremely durable, these pistons are machined for 1.5mm, 1.5mm, 3.0mm rings.

LS1 SERIES - FSR SERIES

Rod Part No	Block CID	Comp Bore	64cc Stroke	66cc Length	72cc Ht	Dome Ht	Gram Compression	Ratio	Vol	Wt	Footnote	Oversize	Recom Ring Set
J326374	382	3.898	4.000	6.125	9.240	1.115	8.6	8.5	8.1	-29.9	399	B,C,M	STD JG6008-3905
J326376	382	3.898	4.000	6.125	9.240	1.115	11.5	11.2	10.5	-2.0	412	B,C,M	STD JG6008-3905
J321247	382	3.898	4.000	6.200	9.250	1.050	11.5	11.2	10.5	-2.0	405	B,C,M	STD JG6008-3905
J326375	383	3.905	4.000	6.125	9.240	1.115	8.6	8.5	8.1	-30.2	401	B,C,M	.007 JG6008-3905
J264041	383	3.905	4.000	6.125	9.240	1.115	10.5	10.3	9.7	-10.0	382	B,C,M	.007 J68008-3900-3
J326377	383	3.905	4.000	6.125	9.240	1.115	11.5	11.2	10.5	-2.0	414	B,C,M	.007 JG6008-3905
J321248	383	3.905	4.000	6.200	9.250	1.050	11.5	11.2	10.5	-2.0	407	B,C,M	.007 JG6008-3905
J321245	372	3.898	3.900	6.125	9.250	1.175	11.2	10.9	10.2	-2.0	421	C,M	STD JG6008-3905
J321246	374	3.905	3.900	6.125	9.250	1.175	11.2	11.0	10.2	-2.0	423	C,M	.007 JG6008-3905
J321241	346	3.898	3.622	6.125	9.251	1.315	8.7	8.5	8.0	-19.9	Call	C	STD JG6008-3905
J321237	346	3.898	3.622	6.098	9.249	1.340	8.7	8.5	8.0	-19.5	419	K	STD JG6008-3905
J321239	346	3.898	3.622	6.098	9.249	1.340	10.4	10.2	9.6	-2.0	439	K	STD JG6008-3905
J321243	346	3.898	3.622	6.125	9.251	1.315	10.5	10.2	9.6	-2.0	432	C	STD JG6008-3905
J321238	347	3.905	3.622	6.098	9.249	1.340	8.7	8.5	8.0	-21.8	421	K	.007 JG6008-3905
J321242	347	3.905	3.622	6.125	9.251	1.315	8.7	8.5	8.0	-20.2	Call	C	.007 JG6008-3905
J321244	347	3.905	3.622	6.125	9.251	1.315	10.5	10.3	9.6	-2.0	434	C	.007 JG6008-3905
J321240	347	3.905	3.622	6.098	9.249	1.340	10.4	10.2	9.6	-2.0	439	K	.007 JG6008-3905

LS1 SERIES - FULL ROUND SERIES

Rod Part No	Block CID	Comp Bore	64cc Stroke	66cc Length	72cc Ht	Dome Ht	Gram Compression	Ratio	Vol	Wt	Footnote	Oversize	Recom Ring Set
J194881	383	3.905	4.000	6.200	9.250	1.050	11.5	11.3	10.5	-2.0	390	B,C	0.007 J68008-3900-3
J194882	373	3.905	3.900	6.125	9.250	1.175	11.3	11.0	10.3	-2.0	410	C, M	0.007 J68008-3900-3
J194883	347	3.905	3.622	6.125	9.251	1.315	10.6	10.3	9.6	-2.0	428	C	0.007 J68008-3900-3
J194884	347	3.905	3.622	6.098	9.249	1.340	10.6	10.3	9.6	-2.0	434	K	0.007 J68008-3900-3

23° 350 / STANDARD FLAT TOP

These classic, race winning JE flat top pistons work with most aftermarket 23° heads. They have extra deep valve pockets and a low-friction skirt design. These pistons are designed to use 1/16, 1/16, 3/16 rings or 1/16, 1/16, 3mm rings, see footnote J. Std Bore: 4.000 Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc Compression	64cc Ratio	76cc Vol	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J181920	383	4.030	3.750	5.700	9.000	1.425	11.9	11.1	9.7	-5.0	424	M	0.030	J10008-4030-5
J181915	355	4.020	3.500	6.000	9.000	1.250	11.2	10.3	9.1	-5.0	397	A	0.020	J10008-4020-5
J181916	357	4.030	3.500	6.000	9.000	1.250	11.2	10.3	9.1	-5.0	399	A	0.030	J10008-4030-5
J181924	358	4.030	3.500	5.700	9.000	1.550	11.2	10.3	9.1	-5.0	439	A,M	0.030	J10008-4030-5
J181907	357	4.030	3.500	6.250	9.000	1.000	11.2	10.3	9.1	-5.0	369	A,B	0.030	J10008-4030-5
J181925	358	4.035	3.500	5.700	9.000	1.550	11.2	10.3	9.1	-5.0	442	A,M	0.035	J10008-4030-5
J181917	358	4.035	3.500	6.000	9.000	1.250	11.2	10.3	9.1	-5.0	403	A,M	0.035	J10008-4030-5
J181918	359	4.040	3.500	6.000	9.000	1.250	11.2	10.3	9.1	-5.0	406	A	0.040	J10008-4040-5
J181926	359	4.040	3.500	5.700	9.000	1.550	11.2	10.3	9.1	-5.0	449	A	0.040	J10008-4040-5
J181908	359	4.040	3.500	6.250	9.000	1.000	11.2	10.3	9.1	-5.0	370	A,B,M	0.040	J10008-4040-5
J181909	359	4.040	3.500	6.200	9.000	1.050	11.2	10.3	9.1	-5.0	379	A,B	0.040	J10008-4040-5
J181927	362	4.060	3.500	5.700	9.000	1.550	11.2	10.3	9.1	-5.0	459	A	0.060	J10008-4060-5
J181919	362	4.060	3.500	6.000	9.000	1.250	11.2	10.3	9.1	-5.0	412	A	0.060	J10008-4060-5
J207511	364	4.070	3.500	6.000	9.000	1.250	11.2	10.3	9.1	-5.0	416	A	0.070	J100L8-4070-5

23° 400 / STANDARD FLAT TOP

These classic, race winning JE flat top pistons work with most aftermarket 23° heads. They have extra deep valve pockets and a low-friction skirt design. These pistons are designed to use 1/16, 1/16, 3/16 rings or 1/16, 1/16, 3mm rings, see footnote J. Std Bore: 4.125 Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc Compression	64cc Ratio	76cc Vol	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J242886	428	4.125	4.000	6.000	9.000	1.000	13.1	12.2	10.7	-5.0	391	B	STD	J10008-4125-5
J194339	434	4.155	4.000	6.000	9.000	1.000	13.3	12.3	10.8	-5.0	407	B	0.030	J10008-4155-5
J194340	436	4.165	4.000	6.000	9.000	1.000	13.3	12.4	10.9	-5.0	411	B	0.040	J10008-4165-5
J207512	440	4.185	4.000	6.000	9.000	1.000	13.5	12.5	11.0	-5.0	420	B	0.060	J100F8-4185-5
J181938	401	4.125	3.750	6.000	9.000	1.125	12.3	11.4	10.1	-5.0	418	B	STD	J10008-4125-5
J181939	405	4.145	3.750	6.000	9.000	1.125	12.4	11.5	10.1	-5.0	422	B,M	0.020	J10008-4145-5
J181940	407	4.155	3.750	6.000	9.000	1.125	12.5	11.6	10.2	-5.0	426	B	0.030	J10008-4155-5
J181944	407	4.155	3.750	5.700	9.000	1.425	12.5	11.6	10.2	-5.0	472	M	0.030	J10008-4155-5
J181941	409	4.165	3.750	6.000	9.000	1.125	12.5	11.6	10.2	-5.0	431	B	0.040	J10008-4165-5
J181942	380	4.155	3.500	6.000	9.000	1.250	11.7	10.9	9.6	-5.0	445	A	0.030	J10008-4155-5
J181944	380	4.155	3.500	5.850	9.025	1.425	11.7	10.9	9.6	-5.0	472	M	0.030	J10008-4155-5
J181943	381	4.165	3.500	6.000	9.000	1.250	11.7	10.9	9.6	-5.0	447	A,M	0.040	J10008-4165-5

EXTREME DUTY 23° INVERTED DOME / 350 CHEV

These pistons are specially designed for forced induction and nitrous applications. Pistons include .310" pocket depths and precision CNC machined ring grooves that accept 1/16, 1/16, 3/16 rings. Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc Compression	64cc Ratio	76cc Vol	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J131631	383	4.030	3.750	5.700	9.000	1.425	9.0	8.5	7.8	-31.0	485		0.030	J10008-4030-5
J170817	383	4.030	3.750	6.000	9.000	1.125	9.3	8.8	8.2	-28.0	430	B	0.030	J10008-4030-5
J194887	388	4.060	3.750	6.000	9.000	1.125	9.4	8.9	8.3	-28.0	445	B	0.060	J10008-4060-5
J232513	352	4.000	3.500	6.000	9.020	1.270	8.8	8.3	7.5	-26.0	473	A,B,M	STD	J100F8-4000-5
J218591	355	4.030	3.500	6.000	9.000	1.250	8.9	8.4	7.6	-26.0	458	A,B	0.030	J100F8-4030-5
J131635	353	4.020	3.480	5.700	9.000	1.560	9.1	8.6	7.8	-22.0	512	A	0.020	J10008-4020-5
J131636	355	4.030	3.480	5.700	9.000	1.560	9.2	8.7	7.8	-22.0	515	A	0.030	J10008-4030-5
J131631-040	384	4.040"	3.750"	5.700"	9.000"	1.425	9.0	8.5	7.8	-31.0	495		0.040"	J100F8-4040-5

EXTREME DUTY 23° INVERTED DOME / 400 CHEV

These pistons are specially designed for forced induction and nitrous applications. Pistons include .310" pocket depths and precision CNC machined ring grooves that accept 1/16, 1/16, 3/16 rings. Std Bore: 4.125. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc Compression	64cc Ratio	76cc Vol	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J232514	400	4.125	3.750	5.700	9.020	1.445	8.9	8.5	7.8	-36.0	512		STD	J100F8-4125-5
J242885	400	4.125	3.750	6.000	9.000	1.125	9.6	9.1	8.5	-28.0	459	B	STD	J10008-4125-5
J232516	400	4.125	3.750	6.000	9.020	1.145	9.6	9.1	8.2	-28.0	466	B	STD	J100F8-4125-5
J131633	407	4.155	3.750	5.700	9.000	1.425	9.1	8.7	7.8	-36.0	518		0.030	J10008-4155-5
J170818	407	4.155	3.750	6.000	9.000	1.125	9.7	9.2	8.6	-28.0	476	B	0.030	J10008-4155-5
J194888	409	4.165	3.750	6.000	9.000	1.125	9.8	9.2	8.6	-28.0	483	B	0.040	J10008-4165-5

23° 350 SMALL BLOCK DOME TOP PISTON

These high-compression pistons are compatible with most aftermarket 23° heads and are ideal for drag racing and circle track applications. Valve reliefs will accommodate oversized valves and long duration, tight lobe separation cams. Precision CNC ring grooves are designed for 1/16, 1/16, 3/16 rings. Will not fit Pro Topline or Brodix 11X cylinder heads.

Std Bore: 4.000 Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	76cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J182016	383	4.030	3.750	5.700	9.000	1.425	15.0	13.7	11.6	11.0	470	M	0.030	J10008-4030-5
J182005	383	4.030	3.750	6.000	9.000	1.125	15.0	13.6	11.6	11.0	420	B	0.030	J10008-4030-5
J182006	385	4.040	3.750	6.000	9.000	1.125	15.1	13.7	11.6	11.0	424	B	0.040	J10008-4040-5
J182017	385	4.040	3.750	5.700	9.000	1.425	15.1	13.7	11.6	11.0	473	M	0.040	J10008-4040-5
J182018	388	4.060	3.750	5.700	9.000	1.425	15.2	13.8	11.7	11.0	482	M	0.060	J10008-4060-5
J182007	388	4.060	3.750	6.000	9.000	1.125	15.2	13.8	11.7	11.0	432	B	0.060	J10008-4060-5
J182008	370	4.030	3.625	6.000	9.000	1.187	15.2	13.7	11.6	13.5	439		0.030	J10008-4030-5
J182009	363	4.030	3.562	6.000	9.000	1.219	14.8	13.4	11.3	13.0	444		0.030	J10008-4030-5
J182010	365	4.040	3.562	6.000	9.000	1.219	14.8	13.4	11.4	13.0	454		0.040	J10008-4040-5
J217240	352	4.000	3.500	6.000	9.000	1.250	14.5	13.1	11.1	13.5	438	A	STD	J10008-4000-5
J217241	353	4.010	3.500	6.000	9.000	1.250	14.4	13.0	11.0	13.0	443	A,M	0.010	J10008-4010-0
J182011	355	4.020	3.500	6.000	9.000	1.250	14.6	13.2	11.2	13.5	445	A,M	0.020	J10008-4020-5
J182012	357	4.030	3.500	6.000	9.000	1.250	14.7	13.3	11.3	13.5	450	A	0.030	J10008-4030-5
J182020	357	4.030	3.500	5.700	9.000	1.550	14.7	13.3	11.2	13.5	495	A,M	0.030	J10008-4030-5
J182021	358	4.035	3.500	5.700	9.000	1.550	14.7	13.3	11.2	13.0	497	A,M	0.035	J10008-4030-5
J182013	358	4.035	3.500	6.000	9.000	1.250	14.7	13.4	11.3	13.5	452	A	0.035	J10008-4030-5
J182014	359	4.040	3.500	6.000	9.000	1.250	14.8	13.4	11.3	13.5	455	A	0.040	J10008-4040-5
J182022	359	4.040	3.500	5.700	9.000	1.550	14.7	13.4	11.3	13.5	498	A,M	0.040	J10008-4040-5
J182023	362	4.060	3.500	5.700	9.000	1.550	14.8	13.5	11.4	13.5	510	A,M	0.060	J10008-4060-5
J182015	362	4.060	3.500	6.000	9.000	1.250	14.9	13.5	11.4	13.5	463	A	0.060	J10008-4060-5
J207510	364	4.070	3.500	6.000	9.000	1.250	14.9	13.5	11.4	13.5	471	A,M	0.070	J100F8-4070-5

23° 400 SMALL BLOCK DOME TOP PISTONS

These high-compression pistons are compatible with most aftermarket 23° heads and are ideal for drag racing and circle track applications. Valve reliefs will accommodate oversized valves and long duration, tight lobe separation cams. Precision CNC ring grooves are designed for 1/16, 1/16, 3/16 rings. Will not fit Pro Topline or Brodix 11X cylinder heads.

Std Bore: 4.125 Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	76cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J182024	428	4.125	4.000	6.000	9.000	1.000	15.3	14.0	12.0	6.1	433	S,B	std	J10008-4125-5
J182029	428	4.125	4.000	6.000	9.000	1.000	16.4	15.0	12.7	10.8	423	B	std	J10008-4125-5
J182025	429	4.130	4.000	6.000	9.000	1.000	15.3	14.0	12.1	6.1	435	S,B	0.005	J10008-4130-5
J182026	432	4.145	4.000	6.000	9.000	1.000	15.4	14.1	12.1	6.1	445	S,B	0.020	J10008-4145-5
J182030	432	4.145	4.000	6.000	9.000	1.000	16.6	15.1	12.8	10.8	432	B	0.020	J10008-4145-5
J182027	434	4.155	4.000	6.000	9.000	1.000	15.5	14.2	12.2	6.2	445	S,B	0.030	J10008-4155-5
J182031	434	4.155	4.000	6.000	9.000	1.000	16.6	15.2	12.9	10.8	435	B	0.030	J10008-4155-5
J182028	436	4.165	4.000	6.000	9.000	1.000	15.6	14.3	12.3	6.2	453	S,B	0.040	J10008-4165-5
J182032	436	4.165	4.000	6.000	9.000	1.000	16.8	15.2	13.0	10.9	441	B	0.040	J10008-4165-5
J207513	440	4.185	4.000	6.000	9.000	1.000	16.9	15.4	13.1	10.9	448	B	0.060	J100F8-4185-5
J182033	414	4.125	3.875	6.000	9.000	1.062	14.7	13.5	11.6	5.6	444	S,B	std	J10008-4125-5
J182038	414	4.125	3.875	6.000	9.000	1.062	16.0	14.5	12.4	10.8	434	B	std	J10008-4125-5
J182034	417	4.130	3.875	6.000	9.000	1.062	14.7	13.5	11.6	5.6	447	S,B	0.005	J10008-4130-5
J182039	417	4.130	3.875	6.000	9.000	1.062	16.5	15.0	12.8	10.8	436	B	0.005	J10008-4130-5
J182035	418	4.145	3.875	6.000	9.000	1.062	14.8	13.6	11.7	5.6	455	B	0.020	J10008-4145-5
J182040	418	4.145	3.875	6.000	9.000	1.062	16.6	15.1	12.8	10.8	448	B	0.020	J10008-4145-5
J182036	420	4.155	3.875	6.000	9.000	1.062	14.9	13.7	11.8	5.6	457	S,B	0.030	J10008-4155-5
J182041	420	4.155	3.875	6.000	9.000	1.062	16.2	14.7	12.5	10.8	450	B	0.030	J10008-4155-5
J182037	422	4.165	3.875	6.000	9.000	1.062	15.0	13.8	11.8	5.6	464	S,B	0.040	J10008-4165-5
J182042	422	4.165	3.875	6.000	9.000	1.062	16.3	14.8	12.6	10.8	453	B	0.040	J10008-4165-5
J207514	426	4.185	3.875	6.000	9.000	1.062	16.4	14.9	12.7	10.8	466	B	0.060	J100F8-4185-5
J182047	406	4.125	3.800	6.000	9.000	1.100	15.7	14.3	12.1	10.8	437	B	STD	J10008-4125-5
J182050	410	4.145	3.800	6.000	9.000	1.100	15.8	14.4	12.2	10.8	440	B	0.020	J10008-4145-5
J182045	412	4.155	3.800	6.000	9.000	1.100	14.6	13.4	11.6	5.6	456	B,M	0.030	J10008-4155-5
J182051	412	4.155	3.800	6.000	9.000	1.100	15.9	14.5	12.3	10.8	449	B	0.030	J10008-4155-5
J182052	414	4.165	3.800	6.000	9.000	1.100	15.9	14.5	12.3	10.8	448	B	0.040	J10008-4165-5
J182053	401	4.125	3.750	6.000	9.000	1.125	14.3	13.1	11.3	5.6	450	S,B	STD	J10008-4125-5
J182058	401	4.125	3.750	6.000	9.000	1.125	15.5	14.1	12.0	10.8	437	B	STD	J10008-4125-5
J242890	401	4.125	3.750	6.000	9.000	1.125	16.0	14.5	12.3	12.8	448	B	STD	J10008-4125-5
J182059	402	4.130	3.750	6.000	9.000	1.125	15.5	14.1	12.0	10.8	440	B	0.005	J10008-4130-5
J182055	405	4.145	3.750	6.000	9.000	1.125	14.4	13.2	11.4	5.6	461	S,B,M	0.020	J10008-4145-5
J182060	405	4.145	3.750	6.000	9.000	1.125	15.8	14.4	12.2	10.8	447	B	0.020	J10008-4145-5
J182056	407	4.155	3.750	6.000	9.000	1.125	14.4	13.3	11.4	5.6	460	S,B	0.030	J10008-4155-5
J182070	407	4.155	3.750	5.700	9.000	1.425	14.8	13.6	11.6	7.3	491	M	0.030	J10008-4155-5
J182061	407	4.155	3.750	6.000	9.000	1.125	15.9	14.5	12.3	10.8	451	B	0.030	J10008-4155-5
J242891	407	4.155	3.750	6.000	9.000	1.125	16.2	14.7	12.5	12.8	466	B	0.030	J10008-4155-5
J182057	409	4.165	3.750	6.000	9.000	1.125	14.5	13.3	11.5	5.6	464	S,B	0.040	J10008-4165-5
J182071	409	4.165	3.750	5.700	9.000	1.425	14.9	13.6	11.7	7.3	490	M	0.040	J10008-4165-5

23° 400 SMALL BLOCK DOME TOP PISTONS CONTINUED

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	76cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J182062	409	4.165	3.750	6.000	9.000	1.125	15.7	14.3	12.2	10.8	460	B	0.040	J10008-4165-5
J242892	409	4.165	3.750	6.000	9.000	1.125	16.3	14.8	12.5	12.8	468	B	0.040	J10008-4165-5
J182063	388	4.125	3.625	6.000	9.000	1.187	15.6	14.1	11.9	12.9	451	B	STD	J10008-4125-5
J182064	391	4.145	3.625	6.000	9.000	1.187	15.7	14.2	12.0	12.9	459	B	0.020	J10008-4145-5
J182065	393	4.155	3.625	6.000	9.000	1.187	15.7	14.3	12.1	12.9	469	B	0.030	J10008-4155-5
J182066	386	4.155	3.562	6.000	9.000	1.219	15.5	14.1	11.9	12.9	475		0.030	J10008-4155-5
J242890	374	4.125	3.500	6.125	9.000	1.125	15.0	13.6	11.6	12.8	448	B	STD	J10008-4125-5
J182067	374	4.125	3.500	6.000	9.000	1.250	15.1	13.7	11.6	13.0	453	A	STD	J10008-4125-5
J182068	378	4.145	3.500	6.000	9.000	1.250	15.2	13.8	11.7	13.0	463	A	0.020	J10008-4145-5
J242891	380	4.155	3.500	6.125	9.000	1.125	15.2	13.8	11.7	12.8	466	B	0.030	J10008-4155-5
J182069	380	4.155	3.500	6.000	9.000	1.250	15.3	13.8	11.7	13.0	468	A	0.030	J10008-4155-5
J242892	382	4.165	3.500	6.125	9.000	1.125	15.3	13.9	11.7	12.8	468	B	0.040	J10008-4165-5

BIG BLOCK CHEVY FLAT TOP SERIES

These big block pistons are compatible with forced induction, nitrous and angle milled heads. Valve reliefs will accommodate oversized valves and long duration, tight lobe separation cams.

Compression Height figured using 9.780" block height with zero deck clearance. Precision CNC machined ring grooves accept 1/16, 1/16, 3/16 rings. Will fit both open and closed chamber cylinder heads.

Std Bore: 4.27/454 = 4.250, 502 BBC = 4.466 Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	110cc	118cc	124cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J257977	489	4.280	4.250	6.135	9.780	1.520	9.1	8.6	8.3	-3.0	595	M	0.030	J100F8-4280-5
J257974	496	4.310	4.250	6.135	9.780	1.520	9.2	8.7	8.4	-3.0	611		0.060	J100F8-4310-5
J257964	496	4.310	4.250	6.385	9.780	1.270	9.2	8.7	8.4	-3.0	558	B	0.060	J100F8-4310-5
J257965	540	4.500	4.250	6.385	9.780	1.270	10.0	9.4	9.1	-3.0	617	B	0.034	J100F8-4500-5
J257975	540	4.500	4.250	6.135	9.780	1.520	10.0	9.4	9.1	-3.0	667		0.034	J100F8-4500-5
J257976	548	4.530	4.250	6.135	9.780	1.520	10.1	9.6	9.2	-3.0	681	M	0.064	J100F8-4530-5
J257966	548	4.530	4.250	6.385	9.780	1.270	10.1	9.6	9.2	-3.0	626	B	0.064	J100F8-4530-5
J257967	555	4.560	4.250	6.385	9.780	1.270	10.2	9.7	9.3	-3.0	643	B	0.094	J100S8-4560-5
J257978	555	4.560	4.250	6.135	9.780	1.520	10.2	9.7	9.3	-3.0	686		0.094	J100S8-4560-5
J257968	565	4.600	4.250	6.385	9.780	1.270	10.3	9.8	9.4	-3.0	639	B	0.134	J100L8-4600-5
J281959	565	4.600	4.250	6.535	9.780	1.120	10.3	9.7	9.3	-3.0	589	B,U	0.134	J100U8-4600-5
J282040	571	4.625	4.250	6.385	9.780	1.270	10.4	9.8	9.4	-3.0	654	B	0.159	J100F8-4625-5
J281961	571	4.625	4.250	6.535	9.780	1.120	10.4	9.8	9.4	-3.0	597	B,U,M	0.159	J100F8-4625-5
J257979	455	4.255	4.000	6.135	9.775	1.640	8.6	8.1	7.8	-3.0	605	M	0.005	J100F8-4250-5

BIG BLOCK CHEVY FLAT TOP SERIES Continued

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	110cc Compression Ratio	118cc Compression Ratio	124cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J257980	460	4.280	4.000	6.135	9.775	1.640	8.7	8.2	7.9	-3.0	618		0.030	J100F8-4280-5
J257969	460	4.280	4.000	6.385	9.780	1.395	8.7	8.2	7.9	-3.0	574		0.030	J100F8-4280-5
J257970	467	4.310	4.000	6.385	9.780	1.395	8.8	8.3	8.0	-3.0	580		0.060	J100F8-4310-5
J257981	467	4.310	4.000	6.135	9.775	1.640	8.8	8.3	8.0	-3.0	631		0.060	J100F8-4310-5
J257960	467	4.310	4.000	6.535	9.780	1.245	8.8	8.3	8.0	-3.0	560	B,M	0.060	J100F8-4310-5
J257983	501	4.466	4.000	6.135	9.780	1.645	9.3	8.8	8.4	-3.0	682	M	0.000	J100S8-4470-5
J257984	509	4.500	4.000	6.135	9.780	1.645	9.5	9.0	8.6	-3.0	690		0.034	J100F8-4500-5
J257971	509	4.500	4.000	6.385	9.780	1.395	9.5	9.0	8.6	-3.0	637		0.034	J100F8-4500-5
J257961	509	4.500	4.000	6.535	9.780	1.245	9.5	9.0	8.6	-3.0	611	B	0.034	J100F8-4500-5
J257972	516	4.530	4.000	6.385	9.780	1.395	9.6	9.1	8.7	-3.0	647		0.064	J100F8-4530-5
J257985	515	4.530	4.000	6.135	9.780	1.645	9.6	9.1	8.7	-3.0	702		0.064	J100F8-4530-5
J257986	522	4.560	4.000	6.135	9.780	1.645	9.7	9.2	8.8	-3.0	714		0.094	J100H8-4560-5
J257973	523	4.560	4.000	6.385	9.780	1.395	9.7	9.2	8.8	-3.0	662		0.094	J100S8-4560-5
J257962	522	4.560	4.000	6.535	9.780	1.245	9.7	9.2	8.8	-3.0	634	B,M	0.094	J100S8-4560-5
J257963	532	4.600	4.000	6.535	9.780	1.245	9.8	9.2	8.9	-3.0	631	B	0.134	J100L8-4600-5
J257987	433	4.280	3.766	6.135	9.783	1.765	8.2	7.8	7.5	-3.0	649		0.030	J100F8-4280-5
J257988	439	4.310	3.766	6.135	9.783	1.765	8.3	7.9	7.6	-3.0	653		0.060	J100F8-4310-5
J257974	439	4.310	3.766	6.385	9.788	1.520	8.3	7.9	7.6	-3.0	611		0.060	J100F8-4310-5
J257989	441	4.320	3.766	6.135	9.783	1.765	8.3	7.9	7.6	-3.0	663	M	0.070	J100F8-4320-5
J257975	479	4.500	3.766	6.385	9.788	1.520	9.0	8.5	8.2	-3.0	673		0.034	J100F8-4500-5
J257976	486	4.530	3.766	6.385	9.788	1.520	9.1	8.6	8.2	-3.0	381	M	0.064	J100F8-4530-5

BIG BLOCK FLAT TOP - TALL DECK

These big block pistons are compatible with forced induction or nitrous (EXCEPT 1.120 CD). Valve reliefs will accommodate oversized valves and long duration, tight lobe separation cams. Compression Height figured using either 10.180" or 10.195" block height with zero deck clearance. Precision CNC machined ring grooves accept 1/16, 1/16, 3/16 rings. Will fit both open and closed chamber cylinder heads, including angle milled versions.

Std Bore: 427/454 = 4.250, 502 BBC = 4.466 Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	110cc Compression Ratio	118cc Compression Ratio	124cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J281959	632	4.600	4.750	6.700	10.195	1.120	11.4	10.7	10.3	-3.0	589	B,U	0.134	J100L8-4600-5
J281962	638	4.625	4.750	6.700	10.195	1.120	11.5	10.8	10.4	-3.0	597	M,B,U	0.159	
J257969	518	4.280	4.500	6.535	10.180	1.395	9.6	9.1	8.7	-3.0	574		0.030	J100F8-4280-5
J257970	525	4.310	4.500	6.535	10.180	1.395	9.7	9.2	8.8	-3.0	580		0.060	J100F8-4310-5
J257960	525	4.310	4.500	6.700	10.195	1.245	9.7	9.2	8.8	-3.0	560	B	0.060	J100F8-4310-5
J257961	572	4.500	4.500	6.700	10.195	1.245	10.4	9.9	9.5	-3.0	614	B	0.034	J100F8-4500-5
J257971	572	4.500	4.500	6.535	10.180	1.395	10.4	9.9	9.5	-3.0	637		0.034	J100F8-4500-5
J257972	580	4.530	4.500	6.535	10.180	1.395	10.7	10.1	9.7	-3.0	652		0.064	J100F8-4530-5
J257973	587	4.560	4.500	6.535	10.180	1.395	10.8	10.2	9.8	-3.0	670		0.094	J100S8-4560-5
J257962	588	4.560	4.500	6.700	10.195	1.245	10.7	10.1	9.7	-3.0	634	B,M	0.094	J100S8-4560-5
J257963	598	4.600	4.500	6.700	10.195	1.245	10.9	10.3	9.9	-3.0	637	B	0.134	J100L8-4600-5
J282042	598	4.600	4.500	6.535	10.180	1.395	10.9	10.3	9.9	-3.0	680		0.134	J100L8-4600-5
J282043	601	4.610	4.500	6.535	10.180	1.395	10.9	10.3	9.9	-3.0	682	M	0.144	J100H8-4610-5
J257977	489	4.280	4.250	6.535	10.180	1.520	9.1	8.6	8.3	-3.0	595	M	0.030	J100F8-4280-5
J257974	496	4.310	4.250	6.535	10.180	1.520	9.2	8.7	8.4	-3.0	611		0.060	J100F8-4310-5
J257975	541	4.500	4.250	6.535	10.180	1.520	9.9	9.4	9.0	-3.0	667		0.034	J100F8-4500-5
J257976	548	4.530	4.250	6.535	10.180	1.520	10.1	9.6	9.2	-3.0	681	M	0.064	J100F8-4530-5
J257978	555	4.560	4.250	6.535	10.180	1.520	10.2	9.7	9.3	-3.0	686	M	0.094	J100S8-4560-5

BIG BLOCK INVERTED DOME

These big block pistons are compatible with forced induction, nitrous and angle milled heads. The inverted dome shape has been designed for maximum efficiency and horsepower. Valve reliefs will accommodate oversized valves and long duration, tight lobe separation cams. Compression Height figured using 9.780 block height with zero deck clearance. Precision CNC machined ring grooves accept 1/16, 1/16, 3/16 rings. Will fit both open and closed chamber cylinder heads.

Std Bore: 427/454 = 4.250, 502 BBC = 4.466 Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	110cc Compression Ratio	118cc Compression Ratio	124cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J257942	540	4.500	4.250	6.385	9.780	1.270	8.8	8.4	8.1	-20.0	569	B	0.034	J100F8-4500-5
J257951	540	4.500	4.250	6.135	9.780	1.520	8.8	8.4	8.1	-20.0	626		0.034	J100F8-4500-5
J257953	548	4.530	4.250	6.135	9.780	1.520	8.9	8.5	8.2	-20.0	632	M	0.064	J100F8-4530-5
J257943	548	4.530	4.250	6.385	9.780	1.270	8.9	8.5	8.2	-20.0	611	B	0.064	J100F8-4530-5
J257944	555	4.560	4.250	6.385	9.780	1.270	9.0	8.6	8.3	-20.0	591	B	0.094	J100S8-4560-5
J257954	555	4.560	4.250	6.135	9.780	1.520	9.0	8.6	8.3	-20.0	645	M	0.094	J100S8-4560-5
J257955	565	4.600	4.250	6.135	9.780	1.520	9.2	8.8	8.5	-20.0	670		0.134	J100L8-4600-5
J257945	565	4.600	4.250	6.385	9.780	1.270	9.2	8.8	8.5	-20.0	608	B	0.134	J100L8-4600-5
J257946	467	4.310	4.000	6.385	9.780	1.395	8.0	7.6	7.4	-14.5	576	B	0.060	J100F8-4310-5
J257947	509	4.500	4.000	6.385	9.780	1.395	8.0	7.6	7.4	-28.0	586	B	0.034	J100F8-4500-5
J257956	509	4.500	4.000	6.135	9.780	1.645	8.8	8.4	8.1	-11.5	661		0.034	J100F8-4500-5
J257948	516	4.530	4.000	6.385	9.780	1.395	8.1	7.7	7.5	-28.0	597	B	0.064	J100F8-4530-5
J257957	515	4.530	4.000	6.135	9.780	1.645	8.9	8.5	8.2	-11.5	674		0.064	J100F8-4530-5
J257949	523	4.560	4.000	6.385	9.780	1.395	8.2	7.8	7.5	-28.0	610	B	0.094	J100S8-4560-5
J257950	532	4.600	4.000	6.385	9.780	1.395	8.3	7.9	7.7	-28.0	627	B	0.134	J100L8-4600-5
J281922	534	4.610	4.000	6.385	9.780	1.395	8.3	7.9	7.7	-28.0	633	B	0.144	J100H8-4610-5
J281923	537	4.625	4.000	6.385	9.780	1.395	8.4	8.0	7.7	-28.0	634	B,M	0.159	J100F8-4625-5

BIG BLOCK INVERTED DOME - TALL DECK

These big block pistons are compatible with forced induction, nitrous and angle milled heads. The inverted dome shape has been designed for maximum efficiency and horsepower. Valve reliefs will accommodate oversized valves and long duration, tight lobe separation cams. Compression height figured using 10.180" "tall deck" height with zero deck clearance. Precision CNC machined ring grooves accept 1/16, 1/16, 3/16 rings. Will fit both open and closed chamber cylinder heads.

Std Bore: 427/454 = 4.250, 502 BBC = 4.466 Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	110cc Compression Ratio	118cc Compression Ratio	124cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J257946	525	4.310	4.500	6.535	10.180	1.395	9.0	8.6	8.2	-14.5	636	B	0.060	J100F8-4310-5
J257947	572	4.500	4.500	6.535	10.180	1.395	8.9	8.5	8.2	-28.0	612	B	0.034	J100F8-4500-5
J257948	580	4.530	4.500	6.535	10.180	1.395	9.0	8.6	8.3	-28.0	630	B	0.064	J100F8-4530-5
J257949	587	4.560	4.500	6.535	10.180	1.395	9.1	8.7	8.4	-28.0	627	B	0.094	J100S8-4560-5
J257950	598	4.600	4.500	6.535	10.180	1.395	9.2	8.8	8.5	-28.0	644	B	0.134	J100L8-4600-5
J281922	601	4.610	4.500	6.535	10.180	1.395	9.2	8.8	8.5	-28.0	633	B	0.144	J100H8-4610-5
J281923	605	4.625	4.500	6.535	10.180	1.395	9.3	8.9	8.6	-28.0	634	M,B	0.159	J100F8-4625-5
J257951	540	4.500	4.250	6.535	10.180	1.520	8.8	8.4	8.1	-20.0	626		0.034	J100F8-4500-5
J257953	548	4.530	4.250	6.535	10.180	1.520	9.0	8.6	8.3	-20.0	632	M	0.064	J100F8-4530-5
J257954	555	4.560	4.250	6.535	10.180	1.520	9.1	8.7	8.4	-20.0	645	M	0.094	J100S8-4560-5
J257955	565	4.600	4.250	6.535	10.180	1.520	9.2	8.8	8.5	-20.0	662		0.134	J100L8-4600-5

B/B NITROUS SERIES DOME

These big block pistons have ring lands designed specifically for nitrous applications. Valve reliefs are designed to accept oversized valves and long duration, wide lobe separation camshafts, they are also compatible with angle milled heads. Precision CNC machined ring grooves accept 1/16, 1/16, 3/16 rings. Fits open chamber cylinder heads.

Std Bore: 4.466 Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod	Block	Comp	110cc	118cc	124cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
				Length	Ht	Ht	Compression Ratio			Vol	Wt			
J258238	540	4.500	4.250	6.385	9.780	1.270	15.7	14.3	13.4	45.0	641	B	0.034	J10008-4500-5
J258239	548	4.530	4.250	6.385	9.780	1.270	15.9	14.5	13.6	45.0	657	B	0.064	J10008-4530-5
J258240	555	4.560	4.250	6.385	9.780	1.270	16.0	14.6	13.7	45.0	668	B	0.094	J10008-4560-5
J258197	560	4.580	4.250	6.385	9.780	1.270	16.1	14.7	13.8	45.0	677	B,M	0.114	J100F8-4580-5
J258241	565	4.600	4.250	6.385	9.780	1.270	16.3	14.8	13.9	45.0	686	B	0.134	J100U8-4600-5
J258198	568	4.610	4.250	6.385	9.780	1.270	16.4	14.9	14.0	45.0	693	B	0.144	J100H8-4610-5

BIG DUKE / BIG CHIEF / BIG VICTOR GP 18°

These pistons are specifically designed for Big Duke/Big Chief cylinder heads and feature our race proven dome and skirt design. Valve reliefs are designed to accept oversized valves and long duration, tight lobe separation roller cams. Precision CNC machined ring grooves accept .043 D-wall, 1/16, 3/16 rings.
Std Bore: 4.250 (427/454), 4.466 (502). Ring package designed for: .043 D-WALL, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	82cc	87cc	97cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J170668	621	4.560	4.750	6.700	10.195	1.120	16.8	15.9	14.3	13.0	584	B,M	0.094	J20008-4560-5
J170669	632	4.600	4.750	6.700	10.195	1.120	17.0	16.1	14.5	13.0	598	B	0.134	J200U8-4600-5
J218585	632	4.600	4.750	6.700	10.195	1.120	18.6	17.5	15.6	20.0	605	B	0.134	J200U8-4600-5
J170671	548	4.530	4.250	6.385	9.780	1.270	15.1	14.2	12.9	13.0	593	B,M	0.064	J20008-4530-5
J170672	555	4.560	4.250	6.385	9.780	1.270	15.1	14.3	12.9	13.0	625	B,M	0.094	J20008-4560-5
J170668	555	4.560	4.250	6.535	9.780	1.120	15.1	14.3	12.9	13.0	569	B,M	0.094	J20008-4560-5
J170669	565	4.600	4.250	6.535	9.780	1.120	15.3	14.5	13.1	13.0	582	B	0.134	J200U8-4600-5
J170673	565	4.600	4.250	6.385	9.780	1.270	15.3	14.5	13.1	13.0	641	B	0.134	J200U8-4600-5
J218585	565	4.600	4.250	6.535	9.780	1.120	16.7	15.7	14.1	20.0	593	B	0.134	J200U8-4600-5

Std Bore: 4.250. Ring package designed for: .043 BACKCUT, .043 D-WALL, 3.0MM Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	82cc	87cc	97cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J243315	632	4.600	4.750	6.700	10.195	1.120	18.6	17.5	15.6	20.0	602	B	0.134	J77008-4600-5
J243316	634	4.610	4.750	6.700	10.195	1.120	18.7	17.6	15.7	20.0	617	B	0.144	J77008-4610-5
J243313	565	4.600	4.375	6.535	9.783	1.060	16.8	15.8	14.2	18.0	589	B,M	0.134	J77008-4600-5
J243314	568	4.610	4.375	6.535	9.783	1.060	16.8	15.8	14.2	18.0	577	B	0.144	J77008-4610-5
J243315	565	4.600	4.250	6.535	9.780	1.120	16.7	15.7	14.1	20.0	602	B	0.134	J77008-4600-5
J243316	568	4.610	4.250	6.535	9.780	1.120	16.8	15.8	14.1	20.0	616	B	0.144	J77008-4610-5

NITROUS SERIES

Std Bore: 4.250. Ring package designed for: .043 BACKCUT, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	82cc	87cc	97cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J243317	621	4.560	4.750	6.700	10.195	1.120	16.7	15.9	14.3	13.0	580	B,M	0.094	J86008-4560-5
J243318	632	4.600	4.750	6.700	10.195	1.120	17.0	16.1	14.5	13.0	619	B	0.134	J860L8-4600-5
J243321	632	4.600	4.750	6.700	10.195	1.120	18.6	17.5	15.6	20.0	632	B	0.134	J860L8-4600-5
J243319	634	4.610	4.750	6.700	10.195	1.120	17.1	16.2	14.6	13.0	621	B	0.144	J860L8-4610-5
J243322	634	4.610	4.750	6.700	10.195	1.120	18.7	17.6	15.7	20.0	627	B,M	0.144	J860L8-4610-5
J243317	555	4.560	4.250	6.535	9.780	1.120	15.1	14.3	12.9	13.0	NEW!	B,M	0.094	J86008-4560-5
J243323	555	4.560	4.250	6.385	9.780	1.270	15.1	14.3	12.9	13.0	640	B,M	0.094	J86008-4560-5
J243324	565	4.600	4.250	6.385	9.780	1.270	15.3	14.5	13.1	13.0	654	B,M	0.134	J860L8-4600-5
J243318	565	4.600	4.250	6.535	9.780	1.120	15.3	14.5	13.1	13.0	619	B	0.134	J860L8-4600-5
J243321	565	4.600	4.250	6.535	9.780	1.120	16.7	15.7	14.1	20.0	638	B	0.134	J860L8-4600-5
J243319	568	4.610	4.250	6.535	9.780	1.120	15.4	14.6	13.2	13.0	621	B	0.144	J860L8-4610-5
J243325	568	4.610	4.250	6.385	9.780	1.270	15.4	14.6	13.2	13.0	659	B	0.144	J860L8-4610-5
J243322	568	4.610	4.250	6.535	9.780	1.120	16.8	15.8	14.1	20.0	629	B,M	0.144	J860L8-4610-5

BIG BLOCK 12° / 14° 632 FLAT TOP

Specifically designed for Naturally Aspirated 632 engines to fit the following cylinder heads: 12° Raptor, 12° Pro-File, Dart Big Chief 14° (program #'s 3815 & 384), Sonny Tru-Pro 14.5°, and Brodix PB1200. Precision CNC machined ring grooves are designed for .043 back-cut top rings, .043 D-wall 2nd rings, and 3.0mm oil rings. Compression distance and compression ratio calculated with zero deck clearance at listed block height. Double spiro locks, Double Forced Pin Oilers, Accumulator Grooves, and Vertical gas ports for maximum top ring seal
Std Bore: Aftermarket Race Block 4.600. Ring package designed for: .043 BACKCUT, .043 D-wall, 3.0mm Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	65cc	70cc	77cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J280263	632	4.600	4.750	6.700	10.195	1.120	16.4	15.5	14.5	-7.3	575	B	STD	J77008-4600-5
J280265	634	4.610	4.750	6.700	10.195	1.120	16.5	15.6	14.5	-7.3	578	B	0.010	J77008-4610-5
J280266	638	4.625	4.750	6.700	10.195	1.120	16.5	15.7	14.6	-7.3	583	B	0.025	J77008-4625-5

BIG BLOCK 12° / 14° 632 NITROUS FLAT TOP

Specifically designed for Nitrous-fed 632 engines using aluminium rods. Valve reliefs fit the following cylinder heads: 12° Raptor, 12° Pro-File, Dart Big Chief 14° (program #'s 3815 & 384), Sonny Tru-Pro 14.5°, and Brodix PB1200. Precision CNC machined ring grooves are designed for .043 back-cut top rings, .043 D-wall 2nd rings, and 3/16 oil rings. Compression distance and compression ratio calculated with - .025" deck clearance at listed block height. Double spiro locks, Double Forced Pin Oilers, Accumulator Grooves, and Vertical gas ports for maximum top ring seal
Std Bore: Aftermarket Race Block 4.600. Ring package designed for: .043 BACKCUT, .043 D-wall, 3/16" Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	65cc	70cc	77cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J293518	632	4.600	4.750	6.660	10.175	1.140	15.2	14.5	13.6	-7.3	582	B	STD	J81008-4600-5
J293519	634	4.610	4.750	6.660	10.175	1.140	15.3	14.5	13.6	-7.3	585	B,M	0.010	J81008-4610-5
J293520	638	4.625	4.750	6.660	10.175	1.140	15.4	14.6	13.7	-7.3	590	B,M	0.025	J81008-4625-5

FORD 4.6L / 5.4L MODULAR

These pistons are designed for 4.6/5.4L engines and are compatible with forced induction and nitrous applications. Low compression pistons feature our spherical dish for the ultimate in combustion efficiency. These pistons are race proven in turbo modular motors posting mid 6-second times in the 1/4 mile. 4.6L part numbers now include valve reliefs for either 3V or 4V heads as noted below. 5.4L part numbers have no valve reliefs. Accept 1.5, 1.5, 3.0mm rings.

4.6L 4V Flat Top

Std Bore: 3.552. Ring package designed for: 1.5, 1.5, 3MM Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	42cc	46cc	52cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J257540	281	3.552	3.543	5.933	8.925	1.220	12.1	11.5	10.3	-3.0	364	M	STD	J68008-3550-5
J257541	284	3.572	3.543	5.933	8.925	1.220	12.2	11.6	10.4	-3.0	376		0.020	J68008-3570-5

4.6L 4V Dish

Std Bore: 3.552. Ring package designed for: 1.5, 1.5, 3MM Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	42cc	46cc	52cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J257542	281	3.552	3.543	5.933	8.925	1.220	9.7	9.2	8.6	-17.0	375	M	STD	J68008-3550-5
J257544	281	3.552	3.543	5.933	8.925	1.220	10.7	10.2	9.3	-10.0	364	M	STD	J68008-3550-5
J257543	284	3.572	3.543	5.933	8.925	1.220	9.8	9.3	8.6	-17.0	380		0.020	J68008-3570-5
J257545	284	3.572	3.543	5.933	8.925	1.220	10.8	10.2	9.4	-10.0	376		0.020	J68008-3570-5

4.6L 3 VALVE FLAT TOP

Std Bore: 3.552

Ring package designed for: 1.5, 1.5, 3MM Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	42cc	46cc	52cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J232468	281	3.552	3.543	5.933	8.925	1.220	12.7	11.8	10.7	-1.0	361	M	STD	J68008-3550-5
J232469	284	3.572	3.543	5.933	8.925	1.220	12.8	11.9	10.8	-1.0	372	M	0.020	J68008-3570-5

4.6L 3 VALVE DISH

Std Bore: 3.552. Ring package designed for: 1.5, 1.5, 3MM Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	42cc	46cc	52cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J232466	281	3.552	3.543	5.933	8.925	1.220	9.7	9.2	8.6	-17.0	375	M	STD	J68008-3550-5
J232467	284	3.572	3.543	5.933	8.925	1.220	9.8	9.3	8.6	-17.0	379	M	0.020	J68008-3570-5

5.4L DISH

Std Bore: 3.552. Ring package designed for: 1.5, 1.5, 3MM Rings

Note: (* Compression Ratio's for 5.4L Pistons are calculated with .120" deck clearance)

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	42cc	46cc	52cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J227125	330	3.552	4.165	6.657	9.960	1.220	8.5	8.2	7.8	-21.0	409	*M	STD	J68008-3550-5
J227127	334	3.572	4.165	6.657	9.960	1.220	8.6	8.3	7.9	-21.0	385	*	0.020	J68008-3570-5

FORD COYOTE 5.0L MODULAR - NEW FSR SERIES

We have redesigned and expanded our Ford Modular product line! The new pistons utilize a dedicated Forged Side Relief (FSR) forging that was specifically designed for high horsepower Modular engines. In addition we have found ways to reduce weight and maintain the durability needed for both street and racing use. Lightweight and extremely durable, these pistons are machined for 1.0mm, 1.2mm, 2.8mm rings.

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	57cc Compression Ratio	Dome Vol/cc	Gram Wt	Footnote	Oversize	Recom Ring Set
J314411	302	3.630	3.650	5.933	8.932	1.174	8.5:1	-17.4	347	T	STD	JG1008-3632
J314415	302	3.630	3.650	5.933	8.932	1.174	9.5:1	-7.6	356	T	STD	JG1008-3632
J314419	302	3.630	3.650	5.933	8.932	1.174	11.0:1	3.3	362	V	STD	JG1008-3632

COYOTE 5.0L MODULAR

These pistons were specifically designed for 5.0L Coyote engines. Applications include forced induction, nitrous, and high revving naturally aspirated engines. Low compression pistons feature our spherical dish for the ultimate in combustion efficiency. Accept 1.0, 1.2, 2.8mm Gas Nitride rings. Std Bore: 3.630"

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	57cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J308836	302	3.630	3.650	5.933	8.932	1.174	8.5:1	-17.4	NEW	T	STD	JG1008-3632
J308841	302	3.630	3.650	5.933	8.932	1.174	9.5:1	-7.6	NEW	T	STD	JG1001-3632
J308845	302	3.630	3.650	5.933	8.932	1.174	11.0:1	3.3	NEW	V	STD	JG1001-3632
J308849	302	3.630	3.650	5.933	8.932	1.174	12.5:1	11.3	NEW		STD	JG1008-3632
J308838	304	3.640	3.650	5.933	8.932	1.174	8.5:1	-17.8	NEW	T	0.010	JG1008-3642
J308842	304	3.640	3.650	5.933	8.932	1.174	9.5:1	-8.0	NEW	T	0.010	JG1008-3652
J308846	304	3.640	3.650	5.933	8.932	1.174	11.0:1	3.0	NEW	V	0.010	JG1001-3642
J308850	304	3.640	3.650	5.933	8.932	1.174	12.5:1	11.1	NEW		0.010	JG1008-3642
J308839	306	3.650	3.650	5.933	8.932	1.174	8.5:1	-18.2	NEW	T	0.020	JG1008-3652
J308843	306	3.650	3.650	5.933	8.932	1.174	9.5:1	-8.4	NEW	T	0.020	JG1008-3652
J308847	306	3.650	3.650	5.933	8.932	1.174	11.0:1	2.7	NEW	V	0.020	JG1008-3652
J308851	306	3.650	3.650	5.933	8.932	1.174	12.5:1	10.8	NEW		0.020	JG1008-3652
J308840	307	3.660	3.650	5.933	8.932	1.174	8.5:1	-18.6	NEW	T	0.030	JG1008-3661
J308844	307	3.660	3.650	5.933	8.932	1.174	9.5:1	-8.7	NEW	T	0.030	JG1008-3661
J308848	307	3.660	3.650	5.933	8.932	1.174	11.0:1	2.4	NEW	V	0.030	JG1008-3661
J308852	307	3.660	3.650	5.933	8.932	1.174	12.5:1	10.6	NEW		0.030	JG1008-3661

FORD 331 / 347 HEAVY DUTY FLAT TOPS

These pistons are designed to be compatible with nitrous applications, and will accommodate larger valves and long duration, tight lobe separation cams. Precision CNC machined ring grooves accept 1/16, 1/16, 3/16 rings.

302 STROKER

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	56cc Compression Ratio	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J188703	347	4.030	3.400	5.400	8.200	1.100	11.2	10.6	10.1	-5.0	411	B,C	0.030	J10008-4030-5
J232472	364	4.125	3.400	5.400	8.200	1.100	11.6	11.0	10.5	-5.0	438	B,C	0.125	J10008-4125-5
J170855	331	4.030	3.250	5.400	8.200	1.175	10.8	10.2	9.7	-5.0	451	B,C	0.030	J10008-4030-5
J232473	347	4.125	3.250	5.400	8.200	1.175	11.1	10.6	10.1	-5.0	447	B,C	0.125	J10008-4125-5

351W STROKER HEAVY DUTY FLAT TOP

These pistons are designed to be compatible with nitrous applications, and will accommodate larger valves and long duration, tight lobe separation cams. All block deck heights have been adjusted to reflect zero deck clearance and precision CNC ring grooves accept 1/16, 1/16, 3/16 rings.

Std Bore: 3.900"-5.7L, 4.000"-6.0L. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	56cc Compression Ratio	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J188705	406	4.020	4.000	6.250	9.500	1.250	12.9	12.3	11.7	-5.0	434	L,C	0.020	J10008-4020-5
J188704	408	4.030	4.000	6.250	9.500	1.250	12.9	12.3	11.7	-5.0	438	C	0.030	J10008-4030-5
J232459	410	4.040	4.000	6.200	9.480	1.280	12.9	12.3	11.7	-5.0	472	C	0.040	J10008-4040-5

SVO/DART BIG BORE RACE BLOCKS

Std Bore: 4.125. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	56cc Compression Ratio	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J232474	428	4.125	4.000	6.200	9.480	1.280	13.5	12.8	12.2	-5.0	490	B,C	STD	J10008-4125-5
J207419	427	4.125	4.000	6.125	9.475	1.350	13.5	12.8	12.2	-5.0	497	C	STD	J100F8-4125-5
J207419	414	4.125	3.875	6.200	9.488	1.350	13.1	12.5	11.9	-5.0	497	C	STD	J100F8-4125-5
J207419	411	4.125	3.850	6.200	9.475	1.350	13.0	12.4	11.8	-5.0	497	C	STD	J100F8-4125-5
J207419	406	4.125	3.800	6.250	9.500	1.350	12.8	12.2	11.6	-5.0	497	C	STD	J100F8-4125-5
J207419	401	4.125	3.750	6.250	9.475	1.350	12.7	12.0	11.5	-5.0	497	C	STD	J100F8-4125-5

302/331/347 HEAVY DUTY INVERTED DOME

These pistons are designed to be compatible with forced induction and nitrous applications. The valve reliefs are machined to accommodate larger valves and long duration, tight lobe separation cams. Precision CNC machined ring grooves accept 1/16, 1/16, 3/16 rings. Part number 293082 features a full round dish.

302 SERIES

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	56cc Compression Ratio	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J131656	306	4.030	3.000	5.090	8.190	1.600	9.3	8.8	8.4	-11.0	508	D,M	0.030	J10008-4030-5

302 STROKER

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	56cc Compression Ratio	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J170847	345	4.020	3.400	5.400	8.200	1.100	9.1	8.8	8.5	-22.0	416	B,C	0.020	J10008-4020-5
J170848	347	4.030	3.400	5.400	8.200	1.100	9.1	8.8	8.5	-22.0	415	B,C	0.030	J10008-4030-5
J232462	348	4.040	3.400	5.400	8.200	1.100	9.6	8.8	8.5	-22.0	424	B,C	0.040	J100F8-4040-5
J293082	364	4.125	3.400	5.400	8.200	1.100	9.1	8.8	8.5	-26.0	460	B,C	0.125	J10008-4125-5
J170850	331	4.030	3.250	5.400	8.200	1.175	8.4	8.1	7.8	-26.5	431	B,C,M	0.030	J10008-4030-5
J232463	348	4.040	3.250	5.400	8.200	1.175	8.8	8.5	8.2	-26.0	446	B,C,M	0.040	J100F8-4040-5

351W INVERTED DOME

Most of these pistons are designed to be compatible with forced induction and nitrous applications and will accommodate larger valves and long duration, tight lobe separation cams. New parts have been designed to suit the large bore after market race blocks and the T.F.S. "Twisted Wedge®" cylinder heads. All block deck heights have been adjusted to reflect zero deck clearance and precision CNC ring grooves accept 1/16, 1/16, 3/16 rings.

351 STROKER

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	56cc Compression Ratio	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J194951	418	4.030	4.100	6.200	9.480	1.230	11.5	11.0	10.5	-17.0	426	B,C,M	0.030	J10008-4030-5
J170393	408	4.030	4.000	6.200	9.480	1.280	9.8	9.4	9.1	-30.0	441	B,C	0.030	J10008-4030-5
J232464	410	4.040	4.000	6.200	9.480	1.280	9.8	9.4	9.1	-30.0	452	B,C,M	0.040	J100F8-4040-5
J131656	393	4.030	3.850	5.956	9.481	1.600	11.6	11.1	10.6	-11.0	495	D,M	0.030	J10008-4030-5

SVO/DART BIG BORE RACE BLOCKS

Std Bore: 4.125. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	56cc Compression Ratio	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J207417	438	4.125	4.100	6.200	9.480	1.230	10.4	10.0	9.7	-30.0	464	B,C	STD	J100F8-4125-5
J207418	427	4.125	4.000	6.125	9.475	1.350	10.0	9.6	9.3	-32.0	486	C,M	STD	J100F8-4125-5
J207417	427	4.125	4.000	6.250	9.480	1.230	10.2	9.8	9.5	-30.0	464	B,C	STD	J100F8-4125-5
J207418	414	4.125	3.875	6.200	9.488	1.350	9.7	9.4	9.1	-32.0	486	C,M	STD	J100F8-4125-5
J207418	411	4.125	3.850	6.200	9.475	1.350	9.7	9.3	9.0	-32.0	486	C,M	STD	J100F8-4125-5
J207418	406	4.125	3.800	6.250	9.500	1.350	9.5	9.2	8.9	-32.0	486	C,M	STD	J100F8-4125-5
J207418	401	4.125	3.750	6.250	9.475	1.350	9.4	9.1	8.8	-32.0	486	C,M	STD	J100F8-4125-5

302/351 BIG BORE DOME

All new small-block Ford dome pistons, available in large bore sizes to accommodate new aftermarket race blocks. These pistons will fit most aftermarket and factory heads. Cleveland and TFS Twisted Wedge heads will require custom pistons. Precision CNC machined ring grooves accept 1/16, 1/16, 3/16 rings.

302 8.200" DART/SVO BLOCK

Std Bore: 4.125. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	56cc	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J232475	364	4.125	3.400	5.400	8.200	1.100	13.6	12.8	12.1	6.5	432	B,S	STD	J10008-4125-5
J232477	347	4.125	3.250	5.400	8.200	1.175	13.1	12.3	11.6	6.5	420	B,S,M	STD	J10008-4125-5
J207416	331	4.125	3.100	5.400	8.180	1.230	12.5	11.8	11.1	6.5	449		STD	J10008-4125-5

351 9.500" DART/SVO BLOCK

Std Bore: 4.125 Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	56cc	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J207416	438	4.125	4.100	6.200	9.480	1.230	16.2	15.3	14.4	6.5	449		STD	J10008-4125-5
J207416	427	4.125	4.000	6.250	9.480	1.230	15.9	14.9	14.1	6.5	449		STD	J10008-4125-5
J232476	428	4.125	4.000	6.200	9.480	1.280	15.9	14.9	14.1	6.5	464	S	STD	J10008-4125-5

460 FLAT TOP

These pistons are compatible with OEM and aftermarket standard valve location heads, they will accommodate oversized valves and long duration, wide lobe separation cams. Precision CNC machined ring grooves accept 1/16, 1/16, 3/16 rings and compression height is figured for 10.300 block height. Note: SVO A, C, E and BOSS aluminium heads require custom pistons.

Pistons also available for TFS A460 13° & M-6049-SCJ 9°

460 FLAT TOPS (15° VALVE ANGLE)

Std Bore: 4.360. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	74cc	80cc	94cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J170877	545	4.390	4.500	6.700	10.300	1.350	13.8	13.0	11.4	-3.0	577	E	0.030	J10008-4390-5
J170878	557	4.440	4.500	6.700	10.300	1.350	14.1	13.3	11.6	-3.0	602	E	0.080	J10008-4440-5
J170877	520	4.390	4.300	6.800	10.300	1.350	13.4	12.5	11.0	-3.0	585	E	0.030	J10008-4390-5
J170878	532	4.440	4.300	6.800	10.300	1.350	13.6	12.7	11.2	-3.0	602	E	0.080	J10008-4440-5
J131685	466	4.390	3.850	6.605	10.300	1.770	12.0	11.3	9.9	-3.0	654	F,M	0.030	J10008-4390-5

460 INVERTED DOME

These inverted dome pistons are compatible with turbocharged, nitrous and forced induction systems. The valve reliefs are designed to accommodate oversized valves and long duration, wide lobe separation cams. Precision CNC machined ring grooves accept 1/16, 1/16, 3/16 rings and compression height is figured for a 10.300" deck block. Note: SVO A, C, E and BOSS aluminium heads require custom pistons. Also Available for M-6049-SCJ Heads

460 INVERTED DOME (15° VALVE ANGLE)

Std Bore: 4.360. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	74cc	80cc	94cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J170879	545	4.390	4.500	6.700	10.300	1.350	10.1	9.6	8.8	-39.0	568	E,M	0.030	J10008-4390-5
J170880	557	4.440	4.500	6.700	10.300	1.350	10.3	9.8	9.0	-39.0	596	E	0.080	J10008-4440-5
J170881	520	4.390	4.300	6.605	10.300	1.545	9.7	9.3	8.5	-39.0	603	F,L	0.030	J10008-4390-5
J170879	520	4.390	4.300	6.800	10.300	1.350	9.7	9.3	8.5	-39.0	568	E,M	0.030	J10008-4390-5
J170882	532	4.440	4.300	6.605	10.300	1.545	9.9	9.5	8.6	-39.0	626	F,L	0.080	J10008-4440-5
J170880	532	4.440	4.300	6.800	10.300	1.350	9.9	9.5	8.6	-39.0	596	E	0.080	J10008-4440-5

427/428 PISTONS

427/428 "FE" INVERTED DOME

Specially designed for the latest aftermarket blocks and heads, these pistons are for use with the 427 or the 428 crank and aftermarket 4.250" crank with aftermarket 6.700" rod. The factory block should be sonic checked for 4.280" and 4.310" bores. These pistons use 1/16, 1/16, 3/16 rings. The compression ratios are figured for 10.150 block height. Larger bore sizes available as customs,

427 INVERTED DOME Std Bore: 4.233. Ring package designed for: 1/16, 1/16, 3/16 Rings

Note: 162116 & 162117 Designed to work with OEM and aftermarket connecting rods. 242930, 242931, & 242932 designed for aftermarket connecting rod only.

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc	74cc	88cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J242930	482	4.250	4.250	6.700	10.150	1.325	10.2	10.1	9.0	-25.0	531	E	0.017	J100F8-4250-5
J242931	489	4.280	4.250	6.700	10.150	1.325	10.3	10.2	9.1	-25.0	521	E	0.047	J100F8-4280-5
J242932	496	4.310	4.250	6.700	10.150	1.325	10.4	10.3	9.2	-25.0	531	M,E	0.077	J100F8-4310-5
J162117	451	4.250	3.980	6.490	10.150	1.670	10.4	10.2	9.1	-16.0	598	P,W	0.017	J10008-4250-5
J162116	429	4.250	3.780	6.490	10.150	1.770	10.4	10.2	9.0	-11.0	612	P	0.017	J10008-4250-5

427 FLAT TOP SERIES

Std Bore: 4.233. Ring package designed for: 1/16, 1/16, 3/16 Rings Note: Does not work with OEM Connecting Rods. Designed for Aftermarket Connecting Rods only.

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc	74cc	88cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J242933	482	4.250	4.250	6.700	10.150	1.325	12.3	12.1	10.6	-5.0	513		0.017	J100F8-4250-5
J242934	489	4.280	4.250	6.700	10.150	1.325	12.5	12.3	10.8	-5.0	518	M	0.047	J100F8-4280-5
J242935	496	4.310	4.250	6.700	10.150	1.325	12.7	12.5	11.0	-5.0	528	M	0.077	J100F8-4310-5

427 DOME SERIES

Std Bore: 4.233 . Ring package designed for: 1/16, 1/16, 3/16 Rings Notes: Works with OEM and Aftermarket Connecting Rods.

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc	74cc	88cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J168741	451	4.250	3.980	6.490	10.150	1.670	12.5	12.2	10.5	2.5	569	M,P,W	0.017	J10008-4250-5
J168742	429	4.250	3.780	6.490	10.150	1.770	12.5	12.2	10.5	6.0	594	M,P	0.017	J10008-4250-5

440 INVERTED DOME

Designed for use in high-performance street/strip applications, these inverted dome pistons are compatible with nitrous and forced induction systems. These pistons are machined to accept 1/16, 1/16, 3/16 rings. Please check footnote listings for wrist pin diameter listings. Available in either .990" or 1.094" wrist pin diameters.

Std Bore: 4.320. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	73cc	80cc	90cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J232452	493	4.350	4.150	6.766	10.699	1.858	10.0	9.5	8.8	-28.9	714	E	0.030	J10008-4350-5
J232454	493	4.350	4.150	6.766	10.699	1.858	10.0	9.5	8.8	-28.9	710	H,L	0.030	J10008-4350-5
J232453	499	4.375	4.150	6.766	10.699	1.858	10.1	9.6	8.9	-30.1	725	E,M	0.055	J10008-4375-5
J232456	446	4.350	3.750	6.766	10.699	2.058	10.0	9.4	8.7	-18.1	745	E	0.030	J10008-4350-5
J232457	457	4.375	3.750	6.766	10.699	2.058	10.1	9.5	8.8	-19.1	757	E,L	0.055	J10008-4375-5

400 / 440 WEDGE FLAT TOP

These pistons feature a completely new design configuration that will accommodate intake valve diameters of up to 2.250". Valve reliefs have been machined to accept long duration, tight lobe separation cam profiles and ring grooves are machined for 1/16, 1/16, 3/16 rings. These pistons are available with either .990" or 1.094" diameter wrist pins (see footnotes).

400 Series

Std Bore: 4.342. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	73cc	80cc	90cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J213460	499	4.375	4.150	6.766	9.954	1.113	12.5	11.7	10.7	-5.0	481	E,M	0.033	J10008-4375-5

440 Series

Std Bore: 4.320. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	73cc	80cc	90cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J213462	493	4.350	4.150	6.766	10.699	1.858	12.5	11.7	10.7	-5.0	613	E,M	0.030	J10008-4350-5
J213463	499	4.375	4.150	6.766	10.699	1.858	12.5	11.7	10.7	-5.0	625	E	0.055	J10008-4375-5
J213466	446	4.350	3.750	6.766	10.699	2.058	11.5	10.7	9.8	-5.0	636	H,M	0.030	J10008-4350-5
J213467	446	4.350	3.750	6.766	10.699	2.058	11.5	10.7	9.8	-5.0	653	E,M	0.030	J10008-4350-5

440 WEDGE DOME

All new design 400/440 Wedge dome pistons will accommodate intake valve diameters up to 2.250" and accept long duration, tight lobe separation cams. Available with either .990" or 1.094" diameter wrist pins (see footnotes) these pistons are machined for 1/16, 1/16, 3/16 rings.

Std Bore: 4.320. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	73cc Compression	80cc Compression	90cc Compression	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J213683	493	4.350	4.150	6.766	10.699	1.858	15.0	13.7	12.3	11.0	614	E	0.030	J10008-4350-5
J213684	446	4.350	3.750	6.766	10.699	2.058	13.6	12.5	11.2	11.0	645	H,M	0.030	J10008-4350-5

S/B CHRYSLER FLAT TOP

These small block Chrysler pistons are machined to accommodate large valves and long duration, tight lobe separation cams these pistons are machined for 1/16, 1/16, 3/16 rings and .927" diameter wrist pins.

340 Series

Std Bore: 4.040. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	60cc Compression	66cc Compression	70cc Compression	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J207421	416	4.070	4.000	6.125	9.585	1.460	12.3	11.6	10.9	-6.8	489	M	0.030	J100F8-4070-5

360 Series

Std Bore: 4.040. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	60cc Compression	66cc Compression	70cc Compression	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J207423	408	4.030	4.000	6.125	9.585	1.460	12.0	11.4	10.6	-6.8	476	M	0.030	J100F8-4030-5

S/B CHRYSLER INVERTED DOME

Designed for use in high-performance street/strip machines these inverted dome pistons are compatible with turbocharged, nitrous and forced induction systems. Machined to accommodate large valves and long duration, tight lobe separation cams these pistons are machined for 1/16, 1/16, 3/16 rings and .927" diameter wrist pins.

340 Series

Std Bore: 4.040. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	60cc Compression	65cc Compression	70cc Compression	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J207422	416	4.070	4.000	6.125	9.585	1.460	10.3	9.8	9.5	-21.5	480	M	0.030	J100F8-4070-5

360 Series

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	60cc Compression	65cc Compression	70cc Compression	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
J207420	408	4.030	4.000	6.125	9.585	1.460	10.3	9.8	9.5	-20.0	461	M	0.030	J100F8-4030-5

JE SPORT COMPACT FORGED PISTONS

- Dome/Dish requires no deburring or preparation
- 2618 T6 high tensile forged aluminium
- JE designs are specifically engineered for extreme applications up to, and including, professional competition. In this environment, the higher compression ratios, highest boost or heavy nitrous usage necessitate the higher tensile strength 2618 aluminium alloy.
- Dome and dishes feature smooth flowing radii for excellent flame travel.
- 1.0 x 1.2 x 2.8mm ring widths.
- straight wall carbon steel wrist pin provided.
- Pin fitting and wire locks included
- Rings Now Included

VARIOUS MODELS AVAILABLE: HONDA, AUDI, BMW, DODGE, FORD, PORSCHE & VOLKSWAGEN

MAZDA MIATA 1994-2005 BP 1.8 LITRE

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
J255773	83.5	0.50	85	132.95	30.6	50.0	9.0:1	-2.0	294	T	R	JG1004-3287
J255774	84.0	1.00	85	132.95	30.6	50.0	9.0:1	-2.7	301	T	R	JG1004-3307
J255775	84.5	1.50	85	132.95	30.6	50.0	9.0:1	-3.4	307	M,T	R	JG1004-3327

MITSUBISHI 1988-92 ECLIPSE / TALON / EVO 4G63 21MM PIN

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
J270665	85.5	0.50	100	150	1.13	47.0	8.5:1	-22.0	285	T,M	R	JG2704-3366
J270668	86.0	1.00	100	150	1.13	47.0	8.5:1	-22.0	292	T,M	R	JG1004-3386
J208478	85.5	0.50	88	150	1.37	47.0	8.5:1	-13.2	317	T	R	JG2704-3366
J253995	86.0	1.00	88	150	1.37	47.0	8.5:1	-14.0	319	T,M	R	JG2804-3386

MITSUBISHI 1993-99 ECLIPSE / LANCER & EVO 4G63 22MM PIN - NEW ASYMMETRICAL FSR

TRADITIONAL FULL ROUND - PART #'S 208477 & 254006 USE 1.2, 1.5, 3.0mm RING PKG

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
J208477	85.5	0.5	88	150	34.72	47	8.5:1	-13.2	316	T	R	JG2704-3366
J297511	85.5	0.50	88	150	34.72	47.0	8.5:1	-13.2	311	T	F	JG1004-3366
J254006	86.0	1.0	88	150	34.72	47	8.5:1	-14.0	319	T	R	JG2804-3386
J297512	86.0	1.00	88	150	34.72	47.0	8.5:1	-14.0	313	T	F	JG1004-3386
J270666	85.5	0.5	100	150	28.7	47	8.5:1	-22.0	285	T	R	JG1004-3366
J297506	85.5	0.50	100	150	28.7	47.0	8.5:1	-22.0	276	T	F	JG1004-3366
J297507	86.0	1.00	100	150	28.7	47.0	8.5:1	-23.3	278	T	F	JG1004-3386
J270667	86.0	1.0	100	150	28.7	47	8.5:1	-23.3	286	T	R	JG1004-3386

MITSUBISHI 1999-2007 EVOLUTION VI - IX / 4G63 22MM PIN

NEW ASYMMETRICAL FSR

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
J297047	85.0	STD	100	150	28.7	47	8.5:1	-21.7	268	T	F	JG1004-3346
J297048	85.5	0.5	100	150	28.7	47	8.5:1	-22.0	272	T	F	JG1004-3366
J297049	86.0	1.0	100	150	28.7	47	8.5:1	-23.3	283	T	F	JG1004-3386
J297478	85.0	STD	94	150	31.7	47	8.5:1	-17.1	293	T,M	F	JG1004-3346
J297479	85.5	0.5	94	150	31.7	47	8.5:1	-17.9	296	T	F	JG1004-3366
J297480	86.0	1.0	94	150	31.7	47	8.5:1	-18.6	299	T	F	JG1004-3386
J297050	85.0	STD	88	150	34.7	47	8.5:1	-12.5	303	T	F	JG1004-3346
J297007	85.0	STD	88	150	34.7	47	10.0:1	-2.1 / FT	313	T	F	JG1004-3346
J297051	85.5	0.5	88	150	34.7	47	8.5:1	-13.3	306	T	F	JG1004-3366
J297008	85.5	0.5	88	150	34.7	47	10.0:1	-2.1 / FT	315	T	F	JG1004-3366
J297052	86.0	1.0	88	150	34.7	47	8.5:1	-14.0	309	T	F	JG1004-3386
J297009	86.0	1.0	88	150	34.7	47	10.0:1	-2.1 / FT	317	T,M	F	JG1004-3386

NISSAN GTR VR38DETT 2007 - UP

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
J297681	95.5	STD	88.39	165	34.3	64.25	9.0	-7.2	421	T,M	F	JC2806-3760

NISSAN R32-R34 SKYLINE RB26DETT

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
J209849	86.5	0.50	73.7	121.5	30.1	70.0	8.2:1	15.3	355	T	R	JC2106-3406
J209855	87.0	1.00	73.7	121.5	30.1	70.0	8.2:1	15.3	360	T	R	JC2106-3425

NISSAN SENTRA/200SX SE-R, SILVIA, 180SX & BLUEBIRD SR20DET

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
J298727	86.0	STD	86	136.25	31.83	46.5	8.5:1	-13.0	309	T	F	JG1004-3386
J309212	86.0	STD	86	136.25	31.83	46.5	10.0:1	-2.0	313	T	F	JG1004-3386

NISSAN 2003-UP 350Z & G35 VQ35DE

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/Dome	Gram	Footnote	Skirt	Recom Ring Set
J231532	95.5	STD	81.4	144.2	29.6	56.0	8.5:1	-12.6	380	T	R	JC2806-3760
J231580	95.5	STD	81.4	144.2	29.6	56.0	10.5:1	4.7	363	V	R	JC2806-3760
J277484	96.0	0.50	81.4	144.2	29.6	56.0	8.5:1	-14.6	393	T	R	JC2806-3780

SUBARU 2002-2005 IMPREZA WRX EJ205

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/Dome	Gram	Footnote	Skirt	Recom Ring Set
J205090	92.0	STD	75	130.5	32.7	48.0	8.5:1	-11.8	364	T	R	JC9004-3622
J226378	92.5	0.50	75	130.5	32.7	48.0	8.5:1	-11.8	371	T	R	JC2404-3642

SUBARU 2004+ IMPREZA STI , 2005+ FORESTER XT, LEGACY GT, 2006+ WRX EJ257

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/Dome	Gram	Footnote	Skirt	Recom Ring Set
J291063	99.5	STD	83	130.5	28.7	57.0	8.5:1	-21.5	398	T	F	JC3104-3917
J296352	99.75	0.25	83	130.5	28.7	57.0	8.5:1	-21.1	399	T,M	F	JC4404-3928
J291064	100	0.50	83	130.5	28.7	57.0	8.5:1	-21.5	404	T	F	JC4404-3938
J291061	99.5	STD	79	130.5	30.7	57.0	8.5:1	-16.5	407	T	F	JC3104-3917
J296348	99.75	0.25	79	130.5	30.7	57.0	8.5:1	-17.0	405	T	F	JC4404-3928
J291062	100	0.50	79	130.5	30.7	57.0	8.5:1	-17.3	413	T	F	JC4404-3938

SUBARU 2002-2005 IMPREZA WRX EJ20

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/Dome	Gram	Footnote	Skirt	Recom Ring Set
J314438	92.50	0.50	75	130.5	32.7	48	8.5:1	-11.7		T	F	JG1004-3642
J314447	92.50	0.50	79	130.5	30.7	48	8.5:1	-15.3		T,M	F	JG1004-3642
J314449	92.00	STD	79	130.5	30.7	48	9.5:1	-6.4		T,M	F	JG1004-3622

TOYOTA 1993-98 SUPRA TURBO 2JZGTE - NEW ASYMMETRICAL FSR

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/Dome	Gram	Footnote	Skirt	Recom Ring Set
J296932	86.5	0.5	86	142	34	44.5	8.5:1	-16.4	304	T	F	JG1006-3405
J296933	87.0	1.0	86	142	34	44.5	8.5:1	-17.1	306	T	F	JG1006-3425

TOYOTA 1993-98 SUPRA TURBO 2JZGTE - TRADITIONAL FULL ROUND SERIES

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/Dome	Gram	Footnote	Skirt	Recom Ring Set
J252059	86.5	0.50	86	142	34	44.5	8.0:1	-20.8	330	T	R	JG1006-3405
J252060	87.0	1.00	86	142	34	44.5	8.0:1	-21.5	333	T	R	JG1006-3425

TOYOTA 1991-95 MR2 TURBO 3SGTE

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/Dome	Gram	Footnote	Skirt	Recom Ring Set
J252061	86.5	.50	86	138	35	50.0	9.0:1	-6.7	351	T	R	JG1004-3405
J252-062	87.0	1.00	86	138	35	50.0	9.0:1	-7.3	356	T	R	JG1004-3425

TOYOTA 1987-92 SUPRA TURBO 7MGTE

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/Dome	Gram	Footnote	Skirt	Recom Ring Set
J302000	83.5	.50	91	152	32.75	40.0	8.8:1	-16.1	291	T	R	JG1006-3287
J302001	84.0	1.00	91	152	32.75	40.0	8.9:1	-16.1	293	T	R	JG1006-3307

HOLDEN/NISSAN RB30ET 3.0L

Part No	CID	Bore	Stroke	Rod	Height	62cc	Dish	Weight
J310988	3.0L	86.5	3.346	6.010	1.270	7.18	-9cc	330
J310989	3.0L	87	3.346	6.010	1.270	7.25	-9cc	335



SRP Pistons Foot Notes

- A fits 3.480 and 3.500 stroke
- B Oil Rail Support is Included
- C .927 Pin Diameter
- D .912 Pin Diameter
- E .990 wrist pin
- F Indicates 1.040 Pin Diameter
- H Indicates 1.094 Pin Diameter

- J Indicates 3mm Oil Ring
- K .945 Pin Diameter
- L Limited Quantities available
- M Made To Order
- P .975 Pin Diameter
- S Solid dome design
- W 428 Crank Shaft
- X angle milled heads

SRP PROFESSIONAL LS2 / LS3 / LS6 / L92: INVERTED DOME PROFESSIONAL SERIES

PISTON DESIGN

- Advanced, lightweight FSR forging that eliminates stress concentrations for superior strengt
- High-silicon 4032 aluminium alloy for reduced piston-to-wall clearance and quiet operation
- Designed for normally aspirated or moderate forced induction/nitrous applications

- Up to 20% lighter than traditional equivalent
- Accumulator grooves for improved ring seal
- Compatible with GM L92 Cylinder Heads

•Now includes high performance skirt coating!

RINGS INCLUDED

- Lightweight, low friction metric ring package included •1.2mm top ring, 1.5mm Napier 2nd ring, 3.0mm standard tension oil ring •Napier 2nd ring for improved oil control •Minimal filing required

LS2 / LS3 / LS6 / L92: INVERTED DOME PROFESSIONAL SERIES

Std Bore: 4.000 (LS2/LS6), 4.065 (LS3). Ring package: 1.2mm, 1.5mm, 3.0mm Premium Rings Included

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	64cc	66cc	72cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
SRP271100	403	4.005	4.000	6.125	9.240	1.115	11.0	10.7	10.1	-10	399	B	0.005	JG3108-4000-7
SRP271102	408	4.030	4.000	6.125	9.240	1.115	11.1	10.8	10.2	-10	406	B	0.030	JG31F8-4030-2
SRP271105	416	4.065	4.000	6.125	9.240	1.115	11.2	11.0	10.3	-10	418	B,M	STD LS3	JG31F8-4070-0
SRP279525	416	4.070	4.000	6.125	9.240	1.115	11.3	11.0	10.4	-10	420	B	.005 LS3	JG31F8-4070-0
SRP287994	364	4.000	3.622	6.098	9.240	1.340	9.6	9.4	8.8	-14.3	429	K,M	STD	JG3108-4000-7
SRP288003	364	4.000	3.622	6.125	9.240	1.315	9.6	9.4	8.8	-14.3	427	C,M	STD	JG3108-4000-7
SRP288004	365	4.005	3.622	6.125	9.240	1.315	9.6	9.4	8.9	-14.3	428	C,M	0.005	JG3108-4000-7
SRP287995	365	4.005	3.622	6.098	9.240	1.340	9.6	9.4	8.9	-14.3	431	K,M	0.005	JG3108-4000-7
SRP287996	370	4.030	3.622	6.098	9.240	1.340	9.6	9.4	8.8	-15.5	442	K,M	0.030	JG31F8-4030-2
SRP288005	370	4.030	3.622	6.125	9.240	1.315	9.6	9.4	8.8	-15.5	437	C,M	0.030	JG31F8-4030-2
SRP288006	376	4.065	3.622	6.125	9.240	1.315	9.6	9.4	8.9	-17.2	445	C,M	STD LS3	JG31F8-4070-0
SRP287997	376	4.065	3.622	6.098	9.240	1.340	9.6	9.4	8.9	-17.2	448	K,M	STD LS3	JG31F8-4070-0
SRP287999	377	4.070	3.622	6.098	9.240	1.340	9.6	9.4	8.9	-17.2	450	K	0.005	JG31F8-4070-0
SRP288007	377	4.070	3.622	6.125	9.240	1.315	9.6	9.4	8.9	-17.2	447	C,M	0.005	JG31F8-4070-0

LS2 / LS3 / LS6 / L92: FLAT TOP PROFESSIONAL SERIES

Std Bore: 4.000 (LS2/LS6), 4.065 (LS3). Ring package designed for: 1.2mm, 1.5mm, 3.0mm Premium Rings Included

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	64cc	66cc	72cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
SRP279585	403	4.005	4.000	6.125	9.240	1.115	11.6	11.3	10.6	-5	385	B	0.005	JG3108-4000-7
SRP279586	408	4.030	4.000	6.125	9.240	1.115	11.7	11.5	10.7	-5	393	B	0.030	JG31F8-4030-2
SRP279587	416	4.065	4.000	6.125	9.240	1.115	11.9	11.6	10.9	-5	404	B	STD LS3	JG31F8-4070-0
SRP279589	416	4.070	4.000	6.125	9.240	1.115	12.0	11.7	10.9	-5	405	B	.005 LS3	JG31F8-4070-0
SRP298766	418	4.080	4.000	6.125	9.240	1.115	12.0	11.7	10.9	-5	410		.015 LS3	J91008-4080-5
SRP279590	365	4.005	3.622	6.125	9.240	1.315	10.6	10.4	9.7	-5	417		0.005	JG3108-4000-7
SRP279591	370	4.030	3.622	6.125	9.240	1.315	10.7	10.4	9.8	-5	426		0.060	JG31F8-4030-2
SRP279592	376	4.065	3.622	6.125	9.240	1.315	10.9	10.6	10.0	-5	440	M	STD LS3	JG31F8-4070-0
SRP279593	377	4.070	3.622	6.125	9.240	1.315	10.9	10.6	10.0	-5	439		.005 LS3	JG31F8-4070-0
SRP298616	377	4.070	3.622	6.098	9.240	1.340	10.9	10.6	10.0	-5	445		.005 LSD	JG31F8-4070-0
SRP298617	379	4.080	3.622	6.098	9.240	1.340	10.9	10.6	10.0	-5	440		.015 LS3	J91008-4080-5
SRP325258	378	4.075	3.622	6.125	9.240	1.315	10.9	10.6	10.0	-5	443	M	.010 LS3	JG31F8-4075-5
SRP325259	379	4.080	3.622	6.125	9.240	1.315	10.9	10.7	10.0	-5	447	M	.015 LS3	JG31F8-4075-5
SRP329379	376	4.065	3.622	6.098	9.249	1.340	10.8	10.6	9.9	-5	438	K	STD LS3	JG31F8-4070-5
SRP329380	378	4.075	3.622	6.098	9.249	1.340	10.9	10.6	10.0	-5	443	K,M	.010 LS3	JG31F8-4075-5

350 / 400 SMALL BLOCK FLAT TOP PROFESSIONAL SERIES

350 FLAT TOP PROFESSIONAL SERIES

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression	Ratio	Vol/cc					
SRP271054	408	4.030	4.000	6.000	9.000	1.000	12.6	11.7	11.0	-5	372	B,M	0.030	JG31F8-4030-2
SRP279578	395	4.030	3.875	6.000	9.000	1.062	12.2	11.4	10.6	-5	383	B	0.030	JG31F8-4030-2
SRP295440	377	4.000	3.750	6.000	9.000	1.125	11.7	10.9	10.2	-5	388	B	STD	JG3108-4000-7
SRP268830	383	4.030	3.750	6.000	9.000	1.125	11.9	11.1	10.3	-5	394	B	0.030	JG31F8-4030-2
SRP271055	383	4.030	3.750	5.700	9.000	1.425	11.9	11.1	10.3	-5	434		0.030	JG31F8-4030-2
SRP279479	385	4.040	3.750	5.700	9.000	1.425	11.9	11.1	10.3	-5	435		0.040	JG31F8-4040-2
SRP279477	385	4.040	3.750	6.000	9.000	1.125	11.9	11.1	10.3	-5	399	B	0.040	JG31F8-4040-2
SRP295441	350	4.000	3.480	6.000	9.000	1.260	11.0	10.2	9.5	-5	409	A	STD	JG3108-4000-7
SRP295442	350	4.000	3.480	5.700	9.000	1.560	11.0	10.2	9.5	-5	447	A	0.030	JG3108-4000-7
SRP271056	355	4.030	3.480	6.000	9.000	1.260	11.1	10.3	9.7	-5	414	A	0.030	JG31F8-4030-2
SRP271057	355	4.030	3.480	5.700	9.000	1.560	11.1	10.3	9.7	-5	452	A	0.030	JG31F8-4030-2
SRP271054	355	4.030	3.480	6.250	8.990	1.000	11.1	10.3	9.7	-5	372	A,B,M	0.030	JG31F8-4030-2
SRP268830	355	4.030	3.480	6.125	8.990	1.125	11.1	10.3	9.7	-5	394	A,B	0.030	JG31F8-4030-2
SRP279477	357	4.040	3.480	6.125	8.990	1.125	11.2	10.4	9.8	-5	399	A,B	0.040	JG31F8-4040-2
SRP279481	357	4.040	3.480	5.700	9.000	1.560	11.1	10.3	9.7	-5	451	A	0.040	JG31F8-4040-2
SRP279480	357	4.040	3.480	6.000	9.000	1.260	11.1	10.3	9.7	-5	422	A	0.040	JG31F8-4040-2

400 FLAT TOP PROFESSIONAL SERIES

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression	Ratio	Vol/cc					
SRP295444	428	4.125	4.000	6.000	9.000	1.000	13.1	12.2	11.4	-5	378	B	STD	JG31F8-4125-2
SRP271063	434	4.155	4.000	6.000	9.000	1.000	13.3	12.3	11.5	-5	383	B	0.030	JG31F8-4155-3
SRP295445	414	4.125	3.875	6.000	9.000	1.062	12.7	11.8	11.1	-5	390	B	STD	JG31F8-4125-2
SRP271064	421	4.155	3.875	6.000	9.000	1.062	12.9	12.0	11.2	-5	395	B	0.030	JG31F8-4155-3
SRP295447	400	4.125	3.750	6.000	9.000	1.125	12.3	11.5	10.7	-5	399	B	STD	JG31F8-4125-2
SRP271065	406	4.155	3.750	6.000	9.000	1.125	12.5	11.6	10.9	-5	405	B	0.030	JG31F8-4155-3
SRP309948	374	4.125	3.500	6.000	9.000	1.250	11.6	10.8	10.1	-5	415	A	STD	JG31F8-4125-2
SRP309948	380	4.125	3.500	6.000	9.000	1.250	11.7	10.9	10.2	-5	425	A	.030	JG31F8-4125-2
SRP309948	372	4.125	3.480	6.000	8.990	1.250	11.5	10.7	10.0	-5	415	A	STD	JG31F8-4125-2
SRP309949	377	4.155	3.480	6.000	8.990	1.250	11.6	10.8	10.1	-5	425	A	.030	JG31F8-4155-3
SRP271063	377	4.155	3.480	6.250	8.990	1.000	11.7	10.8	10.1	-5	383	A,B	0.030	JG31F8-4155-3
SRP271065	377	4.155	3.480	6.125	8.990	1.125	11.7	10.8	10.1	-5	405	A,B	0.030	JG31F8-4155-3

350 / 400 SMALL BLOCK DOME PROFESSIONAL SERIES

350 SMALL BLOCK DOME

Std Bore: 4.000. Ring package: 1.2mm, 1.5mm, 3.0mm Premium Rings Included

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression	Ratio	Vol/cc					
SRP271058	383	4.030	3.750	6.000	9.000	1.125	14.1	12.9	11.9	7	416	B	0.030	JG31F8-4030-2
SRP271059	383	4.030	3.750	5.850	8.990	1.260	14.7	13.4	12.3	11	442		0.030	JG31F8-4030-2
SRP279483	385	4.040	3.750	6.000	9.000	1.125	14.1	12.9	11.9	7	415	B	0.040	JG31F8-4040-2
SRP271058	355	4.030	3.480	6.125	8.990	1.125	13.1	12.0	11.1	7	416	A,B	0.030	JG31F8-4030-2
SRP271059	355	4.030	3.480	6.000	9.000	1.260	14.0	12.7	11.7	11	442	A	0.030	JG31F8-4030-2
SRP279483	357	4.040	3.480	6.125	8.990	1.125	13.2	12.1	11.2	7	415	A,B	0.040	JG31F8-4040-2

400 SMALL BLOCK DOME

Std Bore: 4.125. Ring package: 1.2mm, 1.5mm, 3.0mm Premium Rings Included

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression	Ratio	Vol/cc					
SRP310182	401	4.125	3.750	6.000	9.000	1.125	14.0	12.8	11.9	4	417	B	STD	JG31F8-4125-2
SRP271066	406	4.155	3.750	6.000	9.000	1.125	14.1	13.0	12.0	4	424	B	0.030	JG31F8-4155-3
SRP310182	372	4.125	3.480	6.125	8.990	1.125	13.0	12.0	11.1	4	417	A,B	STD	JG31F8-4125-2
SRP271066	377	4.155	3.480	6.125	8.990	1.125	13.2	12.1	11.2	4	424	A,B	0.030	JG31F8-4155-3

WINDSOR 302/351W INVERTED DOME PROFESSIONAL SERIES

Professional Series Flat Top - 302 Block

Std Bore: 4.000. Ring package: 1.2mm, 1.5mm, 3.0mm Premium Rings Included

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression	Ratio	Vol/cc					
SRP271099	347	4.030	3.400	5.400	8.200	1.100	10.9	10.1	9.5	-5	395	B	0.030	JG31F8-4030-2
SRP279524	348	4.040	3.400	5.400	8.200	1.100	10.9	10.2	9.5	-5	399	B,M	0.040	JG31F8-4040-2
SRP271097	331	4.030	3.250	5.400	8.190	1.165	10.4	9.7	9.1	-5	407	B	0.030	JG31F8-4030-2
SRP279671	316	4.030	3.100	5.400	8.180	1.230	10.0	9.3	8.7	-5	417		0.030	JG31F8-4030-2
SRP279670	306	4.030	3.000	5.090	8.190	1.600	9.7	9.0	8.4	-5	466	D	0.030	JG31F8-4030-2

351W Block - Professional Series Flat Top

Std Bore: 4.000. Ring package: 1.2mm, 1.5mm, 3.0mm Premium Rings Included

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression	Ratio	Vol/cc					
SRP271099	434	4.030	4.250	6.250	9.475	1.100	13.3	12.4	11.6	-5	395	B	0.030	JG31F8-4030-2
SRP279524	435	4.040	4.250	6.250	9.475	1.100	13.4	12.4	11.6	-5	399	B,M	0.040	JG31F8-4040-2
SRP279671	418	4.030	4.100	6.200	9.480	1.230	12.9	12.0	11.2	-5	417		0.030	JG31F8-4030-2
SRP279671	408	4.030	4.000	6.250	9.480	1.230	12.6	11.7	11.0	-5	399		0.030	JG31F8-4030-2
SRP279670	392	4.030	3.850	5.956	9.481	1.600	12.2	11.3	10.6	-5	466	D	0.030	JG31F8-4030-2

302 Block - Professional Series Inverted Dome

Std Bore: 4.000. Ring package: 1.2mm, 1.5mm, 3.0mm Premium Rings Included

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression	Ratio	Vol/cc					
SRP279672	347	4.030	3.400	5.400	8.200	1.100	9.9	9.3	8.7	-12.5	372	B	0.030	JG31F8-4030-2
SRP279673	316	4.030	3.100	5.400	8.180	1.230	8.5	8.0	7.6	-19	395		0.030	JG31F8-4030-2
SRP279674	316	4.040	3.100	5.400	8.180	1.230	8.6	8.1	7.6	-19	399	M	0.040	JG31F8-4040-2

351W Block - Professional Series Inverted Dome

Std Bore: 4.000. Ring package: 1.2mm, 1.5mm, 3.0mm Premium Rings Included

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression	Ratio	Vol/cc					
SRP279672	434	4.030	4.250	6.250	9.475	1.100	12.2	11.4	10.7	-12.5	372	B	0.030	JG31F8-4030-2
SRP279673	418	4.030	4.100	6.200	9.480	1.230	11.0	10.3	9.7	-19	395		0.030	JG31F8-4030-2
SRP279674	420	4.040	4.100	6.200	9.480	1.230	11.0	10.4	9.8	-19	399	M	0.040	JG31F8-4040-2
SRP279673	408	4.030	4.000	6.250	9.480	1.230	10.7	10.1	9.5	-19	395		0.030	JG31F8-4030-2
SRP291056	408	4.030	4.000	6.200	9.500	1.300	10.7	10.1	9.5	-19	405		0.030	JG31F8-4030-2
SRP279674	410	4.040	4.000	6.250	9.480	1.230	10.7	10.1	9.5	-19	399		0.040	JG31F8-4040-2

SPORT COMPACT PROFESSIONAL

MITSUBISHI 1988-92 ECLIPSE / TALON / EVO 4G63 21MM PIN

Professional Series. NEW Lightweight FSR forging

1.0 X 1.2 X 2.8mm Rings / .826 X 2.350 Straight Wall Carbon Steel (Rings Included)

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With .040	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
SRP287582	85.5	0.50	100	150	28.7	47	9.0:1	-18.4	283	T,M	F	JG1004-3366
SRP288282	86.0	1.00	100	150	28.7	47	9.0:1	-19.2	288	T,M	F	JG1004-3386
SRP283415	85.5	0.50	88	150	34.72	47	9.0:1	-9.1	328	T,M	F	JG1004-3366
SRP283416	86.0	1.00	88	150	34.72	47	9.0:1	-9.8	333	T,M	F	JG1004-3386

mitsubishi 1988-92 ECLIPSE / TALON / EVO 4G63 22MM PIN

Professional Series

NEW Lightweight FSR forging. 1.0 X 1.2 X 2.8mm Rings / .866 X 2.350 Straight Wall Carbon Steel (Rings Included)

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
SRP287579	85.00	STD	100	150	28.7	47.0	9.0:1	-17.6	276	T	F	JG1004-3346
SRP287580	85.50	0.50	100	150	28.7	47.0	9.0:1	-18.4	284	T,M	F	JG1004-3366
SRP278905	85.00	STD	88	150	34.72	47.0	9.0:1	-9.1	317	T	F	JG1004-3346
SRP278906	85.50	0.50	88	150	34.72	47.0	9.0:1	-9.8	324	T	F	JG1004-3366

MITSUBISHI 2007-UP EVO X 4B11T FSR

Std Bore: 86.0. Ring package designed for: 1.0mm, 1.2mm, 2.8mm (Rings Included)

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
SRP289315	86.00	STD	86	143.8	34.72	50.5	9.0:1	-5	316	T,M	F	JG1004-3386

NISSAN SENTRA/200SX SE-R, SILVIA, 180SX & BLUEBIRD SR20DET

FSR PROFESSIONAL SERIES

Std Bore: 86.0. Ring package designed for: 1.0 x 1.2 x 2.8mm (Rings Included)

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
SRP282310	86.00	STD	86	136.3	31.83	46.5	9.0:1	-9.5	311	T,M	F	JG1004-3386
SRP282311	86.50	0.50	86	136.3	31.83	46.5	9.0:1	-10.2	317	T,M	F	JG1004-3405

TOYOTA 1991-95 MR2 TURBO 3SGTE FSR

Std Bore: 86.0. Ring package designed for: 1.0 x 1.2 x 2.8mm (Rings Included)

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Head CC	CR With	Dish/ Dome	Gram	Footnote	Skirt	Recom Ring Set
SRP283458	86.00	STD	86	138	35	50.0	9.0:1	-6.0	321	T,M	F	JG1004-3386
SRP282309	86.50	0.50	86	138	35	50.0	9.0:1	-7.2	326	T,M	F	JG1004-3405

SRP**LS1 / LS2 / LS6 15° INVERTED DOME**

- Ideal for naturally aspirated or moderate boost/nitrous street/strip applications.
- Forced Pin Oiling for increased wrist pin lubrication
- 927-2250-150 wall wrist pin (106 grams) included

- Forged from 4032 low expansion high silicon aluminum alloy for quiet operation
- Pin fitting, round wire locks included
- CNC Machined ring grooves accept 1.5, 1.5, 3.0mm rings (Sold Separately)

Part No	Bore	Oversize	Stroke	Rod Length	Block Ht	Comp Ht	64cc	66cc	72cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
SRP260534	383	3.905	4.000	6.125	9.240	1.115	9.1	8.9	8.4	-25cc	379	B,C,M	0.005	J68008-3900-3
SRP254276	403	4.005	4.000	6.125	9.240	1.115	9.1	8.9	8.5	-29cc	392	B,C	0.005	J60008-4000-5

350/400 FLAT TOP

- Ideal for oval track to street/strip applications.
- Forced Pin Oiler for increased wrist pin lubrication
- 927-2750-150 wall wrist pin (130 grams) included

- Forged from 4032 low expansion high silicon aluminium alloy heat treated to SRP specifications
- Pin fitting, and double spiro locks included
- CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately)

350 Flat Top

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
SRP144995	395	4.030	3.875	6.000	9.000	1.062	12.2	11.4	10.6	-5cc	402	B	0.030	J100F8-4030-5
SRP259605	397	4.040	3.875	6.000	9.000	1.062	12.3	11.4	10.7	-5cc	405	B	0.040	J100F8-4040-5
SRP140033	391	4.030	3.832	5.700	9.000	1.384	12.1	11.3	10.5	-5cc	470	M	0.030	J100F8-4030-5
SRP178676	377	4.000	3.750	6.000	9.000	1.125	11.8	11.0	10.3	-5cc	409	B	STD	J100F8-4000-5
SRP231303	377	4.000	3.750	5.700	9.000	1.425	11.7	10.9	10.2	-5cc	462	M	STD	J100F8-4000-5
SRP138092	381	4.020	3.750	5.700	9.000	1.425	11.8	11.0	10.3	-5cc	467		0.020	J100F8-4020-5
SRP138096	381	4.020	3.750	6.000	9.000	1.125	11.8	11.0	10.3	-5cc	406	B	0.020	J100F8-4020-5
SRP138093	383	4.030	3.750	6.000	9.000	1.125	11.8	11.0	10.3	-5cc	419	B	0.030	J100F8-4030-5
SRP146998	383	4.030	3.750	5.850	9.010	1.285	11.8	11.0	10.3	-5cc	445		0.030	J100F8-4030-5
SRP138089	383	4.030	3.750	5.700	9.000	1.425	11.8	11.0	10.3	-5cc	472		0.030	J100F8-4030-5
SRP138090	385	4.040	3.750	5.700	9.000	1.425	11.9	11.1	10.4	-5cc	475		0.040	J100F8-4040-5
SRP138094	385	4.040	3.750	6.000	9.000	1.125	11.9	11.1	10.4	-5cc	416	B	0.020	J100F8-4040-5
SRP138095	388	4.060	3.750	6.000	9.000	1.125	11.9	11.1	10.4	-5cc	426	B	0.060	J100F8-4060-5
SRP138091	388	4.060	3.750	5.700	9.000	1.425	11.9	11.1	10.4	-5cc	492		0.060	J100F8-4060-5
SRP140053	364	4.030	3.562	5.700	9.000	1.519	11.3	10.5	9.9	-5cc	475		0.030	J100F8-4030-5
SRP178676	351	4.000	3.500	6.125	9.000	1.125	11.8	11.0	10.3	-5cc	409	A,B	STD	J100F8-4000-5
SRP138096	355	4.020	3.500	6.125	9.000	1.125	11.8	11.0	10.3	-5cc	406	A,B	0.020	J100F8-4020-5
SRP138093	357	4.030	3.500	6.125	9.000	1.125	11.8	11.0	10.3	-5cc	416	A,B	0.030	J100F8-4030-5
SRP138094	359	4.040	3.500	6.125	9.000	1.125	11.9	11.1	10.4	-5cc	419	A,B	0.020	J100F8-4040-5
SRP138095	362	4.060	3.500	6.125	9.000	1.125	11.9	11.1	10.4	-5cc	426	A,B	0.060	J100F8-4060-5
SRP231301	350	4.000	3.480	5.700	9.000	1.560	11.0	10.2	9.5	-5cc	482	A	STD	J100F8-4000-5
SRP231302	350	4.000	3.480	6.000	9.000	1.260	11.0	10.2	9.5	-5cc	429	A	STD	J100F8-4000-5
SRP138088	353	4.020	3.480	6.000	9.000	1.260	11.0	10.2	9.6	-5cc	439	A	0.020	J100F8-4020-5
SRP138084	353	4.020	3.480	5.700	9.000	1.560	11.0	10.2	9.6	-5cc	492	A	0.020	J100F8-4020-5
SRP138081	355	4.030	3.480	5.700	9.000	1.560	11.1	10.3	9.6	-5cc	497	A	0.030	J100F8-4030-5
SRP138085	355	4.030	3.480	6.000	9.000	1.260	11.1	10.3	9.6	-5cc	442	A	0.030	J100F8-4030-5
SRP175937	355	4.035	3.480	6.000	9.000	1.260	11.1	10.3	9.6	-5cc	448	A	0.035	S100S8-4030-5
SRP175993	356	4.035	3.480	5.700	9.000	1.560	11.1	10.3	9.6	-5cc	499	A,M	0.035	J100F8-4030-5
SRP138082	357	4.040	3.480	5.700	9.000	1.560	11.1	10.3	9.6	-5cc	495	A	0.040	J100F8-4040-5
SRP138086	357	4.040	3.480	6.000	9.000	1.260	11.1	10.3	9.6	-5cc	450	A	0.040	J100F8-4040-5
SRP138087	360	4.060	3.480	6.000	9.000	1.260	11.2	10.4	9.7	-5cc	457	A	0.060	J100F8-4060-5
SRP138083	360	4.060	3.480	5.700	9.000	1.560	11.2	10.4	9.7	-5cc	516	A	0.060	J100F8-4060-5
SRP140033	331	4.030	3.250	6.000	9.009	1.384	10.4	9.7	9.1	-5cc	470	M	.030	J100F8-4030-5

400 Flat Top

Std Bore: 4.125. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
SRP231307	400	4.125	3.750	5.700	9.000	1.425	12.3	11.4	10.7	-5cc	484		STD	J100F8-4125-5
SRP231308	400	4.125	3.750	6.000	9.000	1.125	12.3	11.4	10.7	-5cc	425		STD	J100F8-4125-5
SRP138102	405	4.145	3.750	6.000	9.000	1.125	12.4	11.5	10.8	-5cc	435	B	0.020	J100F8-4145-5
SRP138099	405	4.145	3.750	5.700	9.000	1.425	12.4	11.5	10.8	-5cc	494	M	0.020	J100F8-4145-5
SRP138097	407	4.155	3.750	5.700	9.000	1.425	12.5	11.6	10.8	-5cc	501		0.030	J100F8-4155-5
SRP150417	407	4.155	3.750	5.565	9.000	1.560	12.5	11.6	10.9	-5cc	515		0.030	J100F8-4155-5
SRP138100	407	4.155	3.750	6.000	9.000	1.125	12.4	11.6	10.8	-5cc	440	B	0.030	J100F8-4155-5
SRP138101	409	4.165	3.750	6.000	9.000	1.125	12.5	11.6	10.8	-5cc	441	B	0.040	J100F8-4165-5
SRP138098	409	4.165	3.750	5.700	9.000	1.425	12.5	11.6	10.8	-5cc	507		0.040	J100F8-4165-5
SRP231371	372	4.125	3.480	6.000	9.000	1.260	11.5	10.7	10.0	-5cc	454	A	STD	J100F8-4125-5
SRP206039	377	4.155	3.480	6.000	9.000	1.260	11.6	10.8	10.1	-5cc	469	A	0.030	J100F8-4155-5
SRP150417	377	4.155	3.480	5.700	9.000	1.560	11.6	10.8	10.1	-5cc	515	A	0.030	J100F8-4155-5

350 / 400 DOME

•CNC machined domes with radiused valve reliefs provide optimum flame travel •Designed for use with most popular 23º heads •Forged from Premium 2618 aluminium alloy •Pin fitting and double spiro locks included •927-2750-150 wall wrist pin (130 grams) included •CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately) •Optional bearing steel pins available

350 Engine Block

•Std Bore: 4.000 •Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression Ratio			Vol	Wt			
SRP231312	377	4.000	3.750	6.000	9.000	1.125	13.9	12.7	11.7	7cc	414		STD	J100F8-4000-5
SRP140347	381	4.020	3.750	6.000	9.000	1.125	14.0	12.8	11.8	7cc	417	B,M	0.020	J100F8-4020-5
SRP140348	383	4.030	3.750	6.000	9.000	1.125	14.0	12.9	11.9	7cc	426	B	0.030	S100S8-4030-5
SRP140344	383	4.030	3.750	5.700	9.000	1.425	14.0	12.9	11.9	7cc	483		0.030	J100F8-4030-5
SRP140345	385	4.040	3.750	5.700	9.000	1.425	14.1	12.9	11.9	7cc	488		0.040	J100F8-4040-5
SRP140349	385	4.040	3.750	6.000	9.000	1.125	14.1	12.9	11.9	7cc	430	B	0.040	J100F8-4040-5
SRP140350	388	4.060	3.750	6.000	9.000	1.125	14.2	13.0	12.0	7cc	441	B	0.060	J100F8-4060-5
SRP140346	388	4.060	3.750	5.700	9.000	1.425	14.2	13.0	12.0	7cc	498		0.060	J100F8-4060-5
SRP231309	350	4.000	3.480	5.700	9.000	1.560	13.8	12.6	11.6	11cc	495	A	STD	J100F8-4000-5
SRP231310	350	4.000	3.480	6.000	9.000	1.260	13.8	12.6	11.6	11cc	448	A	STD	J100F8-4000-5
SRP140678	355	4.030	3.480	6.000	9.000	1.260	14.2	12.9	11.9	11cc	459	A	0.030	J100F8-4030-5
SRP206040	355	4.030	3.480	5.700	9.000	1.560	11.9	11.1	10.4	1cc	516	A,S	0.030	J100F8-4030-5
SRP140674	355	4.030	3.480	5.700	9.000	1.560	14.0	12.7	11.7	11cc	509	A	0.030	J100F8-4030-5
SRP206041	355	4.030	3.480	6.000	9.000	1.260	11.9	11.1	10.4	1cc	464	A,S	0.030	J100F8-4030-5
SRP140675	357	4.040	3.480	5.700	9.000	1.560	14.1	12.8	11.7	11cc	511	A	0.040	J100F8-4040-5
SRP140679	357	4.040	3.480	6.000	9.000	1.260	14.2	13.0	12.0	11cc	461	A	0.040	J100F8-4040-5
SRP140680	360	4.060	3.480	6.000	9.000	1.260	14.3	13.0	12.0	11cc	474	A	0.060	J100F8-4060-5
SRP140676	360	4.060	3.480	5.700	9.000	1.560	14.6	12.9	11.8	11cc	530	A	0.060	J100F8-4060-5

400 Engine Block

•Std Bore: 4.125 •Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression Ratio			Vol	Wt			
SRP231314	400	4.125	3.750	6.000	9.000	1.125	14.0	12.8	11.8	4cc	430		STD	J100F8-4125-5
SRP231313	400	4.125	3.750	5.700	9.000	1.425	14.0	12.8	11.8	4cc	484		STD	J100F8-4125-5
SRP142023	405	4.145	3.750	6.000	9.000	1.125	14.0	12.8	11.8	4cc	437	B	0.020	J100F8-4145-5
SRP142024	407	4.155	3.750	6.000	9.000	1.125	14.0	12.9	11.9	4cc	445	B	0.030	J100F8-4155-5
SRP142021	407	4.155	3.750	5.700	9.000	1.425	14.0	12.9	11.9	4cc	500		0.030	J100F8-4155-5
SRP142022	409	4.165	3.750	5.700	9.000	1.425	14.1	12.9	11.9	4cc	504		0.040	J100F8-4165-5
SRP142025	409	4.165	3.750	6.000	9.000	1.125	14.1	12.9	11.9	4cc	449	B	0.040	J100F8-4165-5
SRP142033	375	4.145	3.480	6.000	9.000	1.260	14.2	13.0	12.0	9cc	483	A,M	0.020	J100F8-4145-5
SRP142034	377	4.155	3.480	6.000	9.000	1.260	14.2	13.0	12.0	9cc	485	A	0.030	J100F8-4155-5
SRP142031	377	4.155	3.480	5.700	9.000	1.560	14.2	13.0	12.0	9cc	530	A	0.030	J100F8-4155-5
SRP142035	379	4.165	3.480	6.000	9.000	1.260	14.2	13.0	12.0	9cc	493	A	0.040	J100F8-4165-5

350 / 400 INVERTED DOME

•4032 low expansion high silicon aluminium alloy heat treated to SRP specifications •Ring land and crown thickness specifically engineered for mild turbo, supercharged and nitrous applications
•Forced Pin Oiler for increased wrist pin lubrication •Pin fitting and double spiro locks included •927-2750-150 wall wrist pin (130 grams) included
•CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately) •Optional bearing steel pins available.

350 Series

•Std Bore: 4.000. •Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression Ratio			Vol	Wt			
SRP148988	395	4.030	3.875	5.850	9.001	1.213	11.0	10.3	9.7	-14cc	417	B,M	0.030	J100F8-4030-5
SRP231317	377	4.000	3.750	6.000	9.000	1.125	10.3	9.7	9.1	-16cc	390		STD	J100F8-4000-5
SRP231316	377	4.000	3.750	5.700	9.000	1.425	10.3	9.7	9.1	-16cc	449		STD	J100F8-4000-5
SRP139627	381	4.020	3.750	5.700	9.000	1.425	10.4	9.8	9.2	-16cc	451		0.020	J100F8-4020-5
SRP138106	381	4.020	3.750	6.000	9.000	1.125	10.4	9.8	9.2	-16cc	400	B,M	0.020	J100F8-4020-5
SRP138103	383	4.030	3.750	6.000	9.000	1.125	10.4	9.8	9.2	-16cc	403	B	0.030	J100F8-4030-5
SRP139628	383	4.030	3.750	5.700	9.000	1.425	10.4	9.8	9.2	-16cc	457		0.030	J100F8-4030-5
SRP148750	383	4.030	3.750	5.700	9.000	1.425	9.0	8.5	8.1	-31cc	469		0.030	J100F8-4030-5
SRP139632	383	4.030	3.750	5.565	9.000	1.560	9.6	9.0	8.6	-24cc	492		0.030	J100F8-4030-5
SRP146997	383	4.030	3.750	5.850	9.010	1.285	10.4	9.8	9.2	-16cc	434		0.030	J100F8-4030-5
SRP139633	385	4.040	3.750	5.565	9.000	1.560	9.6	9.0	8.6	-24cc	503		0.040	J100F8-4040-5
SRP259611	385	4.040	3.750	5.700	9.000	1.425	9.0	8.6	8.1	-31cc	481		0.040	J100F8-4040-5
SRP139629	385	4.040	3.750	5.700	9.000	1.425	10.4	9.8	9.2	-16cc	467		0.040	J100F8-4040-5
SRP138104	385	4.040	3.750	6.000	9.000	1.125	10.5	9.8	9.2	-16cc	405	B	0.040	J100F8-4040-5
SRP138105	388	4.060	3.750	6.000	9.000	1.125	10.4	9.9	9.3	-16cc	416	B	0.060	J100F8-4060-5
SRP139630	388	4.060	3.750	5.700	9.000	1.425	10.5	9.9	9.3	-16cc	473		0.060	J100F8-4060-5
SRP139634	388	4.060	3.750	5.565	9.000	1.560	9.6	9.0	8.6	-24cc	505		0.060	J100F8-4060-5
SRP231315	350	4.000	3.480	5.700	9.000	1.560	8.9	8.4	8.0	-24cc	481	A	STD	J100F8-4000-5
SRP139631	353	4.020	3.480	5.700	9.000	1.560	9.0	8.5	8.0	-24cc	491	A,M	0.020	J100F8-4020-5
SRP139632	355	4.030	3.480	5.700	9.000	1.560	9.0	8.5	8.0	-24cc	492	A	0.030	J100F8-4030-5
SRP203194	355	4.030	3.480	6.000	9.000	1.260	9.0	8.5	8.0	-24cc	439	A,B	0.030	J100F8-4030-5
SRP203195	357	4.040	3.480	6.000	9.000	1.260	9.0	8.5	8.0	-24cc	441	A,B	0.040	J100F8-4040-5
SRP139633	357	4.040	3.480	5.700	9.000	1.560	9.0	8.5	8.0	-24cc	503	A	0.040	J100F8-4040-5
SRP139634	360	4.060	3.480	5.700	9.000	1.560	9.0	8.5	8.0	-24cc	505	A	0.060	J100F8-4060-5
SRP203196	360	4.060	3.480	6.000	9.000	1.260	9.0	8.5	8.0	-24cc	453	A,B	0.060	J100F8-4060-5

400 Series

Std Bore: 4.125. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	58cc	64cc	70cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression Ratio			Vol	Wt			
SRP259616	427	4.125	4.000	5.850	9.000	1.150	10.9	10.3	9.7	-21cc	424	B,M	STD	J100F8-4125-5
SRP259619	432	4.145	4.000	5.850	9.000	1.150	11.0	10.4	9.8	-21cc	434	B	0.020	J100F8-4145-5
SRP259620	434	4.155	4.000	5.850	9.000	1.150	11.0	10.4	9.8	-21cc	436	B	0.030	J100F8-4155-5
SRP259661	421	4.155	3.875	5.850	9.001	1.213	11.3	10.6	10.0	-16cc	442	B,M	0.030	J100F8-4155-5
SRP231319	400	4.125	3.750	6.000	9.000	1.125	10.8	10.2	9.6	-16cc	410	B	STD	J100F8-4125-5
SRP231318	400	4.125	3.750	5.700	9.000	1.425	10.3	9.7	9.2	-21cc	473		STD	J100F8-4125-5
SRP139624	405	4.145	3.750	5.700	9.000	1.425	10.4	9.8	9.2	-21cc	479	M	0.020	J100F8-4145-5
SRP147548	405	4.145	3.750	6.000	9.000	1.125	10.9	10.3	9.7	-16cc	421	B	0.020	J100F8-4145-5
SRP147549	407	4.155	3.750	6.000	9.000	1.125	11.0	10.3	9.7	-16cc	422	B	0.030	J100F8-4155-5
SRP139625	407	4.155	3.750	5.700	9.000	1.425	10.4	9.8	9.2	-21cc	485		0.030	J100F8-4155-5
SRP139626	409	4.165	3.750	5.700	9.000	1.425	10.4	9.8	9.2	-21cc	489		0.040	J100F8-4165-5
SRP147550	409	4.165	3.750	6.000	9.000	1.125	11.0	10.3	9.8	-16cc	426	B	0.040	J100F8-4165-5
SRP206042	375	4.145	3.480	6.000	9.000	1.260	9.2	8.8	8.3	-26cc	458	A,M	0.020	J100F8-4145-5
SRP206043	377	4.155	3.480	6.000	9.000	1.260	9.2	8.8	8.3	-26cc	464	A,M	0.030	J100F8-4155-5

OPEN CHAMBER - BBC FLAT TOP / INVERTED DOME

•4032 low expansion high silicon aluminium alloy heat treated to SRP specifications •Ring land and crown thickness specifically engineered for mild turbo, supercharged and nitrous applications
•Forced Pin Oiler for increased wrist pin lubrication •Pin fitting and double spiro locks included
•990-2930-150 wall wrist pin (150 grams) included •CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately)
•Optional bearing steel pins available

OPEN CHAMBER - BBC FLAT TOP / INVERTED DOME

Std Bore: 454 = 4.250, 502 = 4.470. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	112cc	118cc	124cc	Dome	Gram	Footnote	Oversize	Recom Ring Set
							Compression Ratio			Vol	Wt			
SRP142979	489	4.280	4.250	6.385	9.780	1.270	9.0	8.6	8.3	-3cc	520	B	0.030	J100F8-4280-5
SRP139506	489	4.280	4.250	6.135	9.780	1.520	9.0	8.6	8.3	-3cc	568		0.030	J100F8-4280-5
SRP139507	496	4.310	4.250	6.135	9.780	1.520	9.1	8.7	8.3	-3cc	591		0.060	J100F8-4310-5
SRP142980	496	4.310	4.250	6.385	9.780	1.270	9.1	8.7	8.4	-3cc	532	B	0.060	J100F8-4310-5
SRP142981	498	4.320	4.250	6.385	9.780	1.270	9.1	8.8	8.4	-3cc	538	B	0.070	J100F8-4320-5
SRP139508	498	4.320	4.250	6.135	9.780	1.520	9.1	9.8	8.4	-3cc	601	M	0.070	J100F8-4320-5
SRP142982	505	4.350	4.250	6.385	9.780	1.270	9.3	8.9	8.5	-3cc	552	B	0.100	J100F8-4350-5

SRP142983	533	4.470	4.250	6.385	9.780	1.270	9.7	9.3	9.0	-3cc	572	B,M	.STD	J100S8-4470-5
SRP142984	540	4.500	4.250	6.385	9.780	1.270	9.8	9.4	9.1	-3cc	595	B	0.030	J100F8-4500-5
SRP139521	540	4.500	4.250	6.135	9.780	1.520	9.8	9.4	9.1	-3cc	644		0.030	J100F8-4500-5
SRP139522	547	4.530	4.250	6.135	9.780	1.520	9.9	9.5	9.2	-3cc	664		0.010	J100F8-4530-5
SRP142985	547	4.530	4.250	6.385	9.780	1.270	9.9	9.5	9.2	-3cc	607	B	0.060	J100F8-4530-5
SRP231513	555	4.560	4.250	6.385	9.780	1.270	10.0	9.6	9.2	-3cc	628	B	0.040	J100H8-4560-5
SRP139477	460	4.280	4.000	6.135	9.780	1.645	8.5	8.2	7.9	-3cc	594		0.030	J100F8-4280-5
SRP142972	460	4.280	4.000	6.385	9.780	1.395	8.5	8.2	7.9	-3cc	549		0.030	J100F8-4280-5
SRP142973	466	4.310	4.000	6.385	9.780	1.395	8.6	8.3	8.0	-3cc	562		0.060	J100F8-4310-5
SRP139478	466	4.310	4.000	6.135	9.780	1.645	8.6	8.3	8.0	-3cc	611		0.060	J100F8-4310-5
SRP139479	469	4.320	4.000	6.135	9.780	1.645	8.7	8.3	8.0	-3cc	615		0.070	J100F8-4320-5
SRP142974	469	4.320	4.000	6.385	9.780	1.395	8.7	8.3	8.0	-3cc	568		0.070	J100F8-4320-5
SRP142975	475	4.350	4.000	6.385	9.780	1.395	8.8	8.4	8.1	-3cc	582	M	0.100	J100F8-4350-5
SRP139480	475	4.350	4.000	6.135	9.780	1.645	8.8	8.4	8.1	-3cc	630		0.100	J100F8-4350-5
SRP139481	502	4.470	4.000	6.135	9.780	1.645	9.2	8.8	8.5	-3cc	653		.STD	J100S8-4470-5
SRP139482	508	4.500	4.000	6.135	9.780	1.645	9.3	8.9	8.6	-3cc	670		0.030	J100F8-4500-5
SRP142977	508	4.500	4.000	6.385	9.780	1.395	9.3	8.9	8.6	-3cc	618		0.030	J100F8-4500-5
SRP142978	515	4.530	4.000	6.385	9.780	1.395	9.4	9.0	8.7	-3cc	635		0.060	J100F8-4530-5
SRP139483	515	4.530	4.000	6.135	9.780	1.645	9.4	9.0	8.7	-3cc	686		0.060	J100F8-4530-5

BBC Inverted Dome

Std Bore: 4.468. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	112cc Compression Ratio	118cc Compression Ratio	124cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP181553	540	4.500	4.250	6.385	9.780	1.270	9.4	9	8.7	-9cc	592	B	0.032	J100F8-4500-5

OPEN CHAMBER - BBC SMALL DOME PROFILE

- Designed to fit Edelbrock STD Series Heads.
- CNC machined domes with radiused valve reliefs provide optimum flame travel
- 990-2930-150 wall wrist pin (150 grams) included
- Std Bore: 454 = 4.250, 502 = 4.470. Ring package designed for: 1/16, 1/16, 3/16 Rings
- 4032 low expansion high silicon aluminium alloy heat treated to SRP specifications
- Pin fitting and double spiro locks included
- CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings, closed chamber accepts 5/64, 5/64, 3/16 rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	112cc Compression Ratio	118cc Compression Ratio	124cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP212156	489	4.280	4.250	6.385	9.780	1.270	10.7	10.2	9.7	18cc	545	B	0.030	J100F8-4280-5
SRP212149	489	4.280	4.250	6.135	9.780	1.520	10.5	10.0	9.5	17cc	587		0.030	J100F8-4280-5
SRP212150	496	4.310	4.250	6.135	9.780	1.520	10.6	10.1	9.6	17cc	605		0.060	J100F8-4310-5

OPEN CHAMBER - BBC SMALL DOME PROFILE CONTINUED

SRP212157	496	4.310	4.250	6.385	9.780	1.270	10.7	10.2	9.7	18cc	558	B	0.060	J100F8-4310-5
SRP212158	498	4.320	4.250	6.385	9.780	1.270	10.8	10.3	9.8	18cc	560	B	0.070	J100F8-4320-5
SRP212151	498	4.320	4.250	6.135	9.780	1.520	10.7	10.1	9.7	17cc	611	M	0.070	J100F8-4320-5
SRP212159	505	4.350	4.250	6.385	9.780	1.270	10.9	10.4	9.9	18cc	576	B	0.100	J100F8-4350-5
SRP212160	533	4.470	4.250	6.385	9.780	1.270	10.7	10.2	9.8	10cc	590	B,M	.STD	J100S8-4470-5
SRP212161	540	4.500	4.250	6.385	9.780	1.270	10.9	10.4	9.9	10cc	601	B	0.030	J100F8-4500-5
SRP212162	547	4.530	4.250	6.385	9.780	1.270	11.0	10.5	10.0	10cc	616	B	0.060	J100F8-4530-5
SRP211760	550	4.560	4.250	6.385	9.780	1.270	11.1	10.6	10.1	10cc	630	B	0.090	J100H8-4560-5
SRP306724	460	4.280	4.000	6.135	9.780	1.645	9.5	9.0	8.5	9cc	Call	M	0.030	J100F8-4280-5
SRP212135	460	4.280	4.000	6.135	9.780	1.645	10.5	9.9	9.5	23cc	616		0.030	J100F8-4280-5
SRP212142	460	4.280	4.000	6.385	9.780	1.395	10.8	10.2	9.7	26cc	583		0.030	J100F8-4280-5
SRP212143	466	4.310	4.000	6.385	9.780	1.395	10.9	10.3	9.8	26cc	591		0.060	J100F8-4310-5
SRP212136	466	4.310	4.000	6.135	9.780	1.645	10.6	10.1	9.6	23cc	630		0.060	J100F8-4310-5
SRP306725	466	4.310	4.000	6.135	9.780	1.645	9.5	9.0	8.5	11cc	Call	M	0.060	J100F8-4310-5
SRP212137	469	4.320	4.000	6.135	9.780	1.645	10.7	10.1	9.6	23cc	638		0.070	J100F8-4320-5
SRP212144	469	4.320	4.000	6.385	9.780	1.395	10.9	10.3	9.8	26cc	603		0.070	J100F8-4320-5
SRP212145	475	4.350	4.000	6.385	9.780	1.395	11.0	10.5	10.0	26cc	617	M	0.100	J100F8-4350-5
SRP212138	475	4.350	4.000	6.135	9.780	1.645	10.8	10.3	9.8	23cc	654		0.100	J100F8-4350-5
SRP212139	502	4.470	4.000	6.135	9.780	1.645	10.8	10.2	9.8	17cc	662		.STD	J100S8-4470-5
SRP212146	502	4.470	4.000	6.385	9.780	1.395	10.7	10.2	9.7	17cc	619	L	.STD	J100S8-4470-5
SRP212147	508	4.500	4.000	6.385	9.780	1.395	10.8	10.3	9.8	17cc	639		0.030	J100F8-4500-5
SRP212140	508	4.500	4.000	6.135	9.780	1.645	10.9	10.4	9.9	17cc	680		0.030	J100F8-4500-5
SRP212141	515	4.530	4.000	6.135	9.780	1.645	11.0	10.5	10.0	17cc	695		0.010	J100F8-4530-5
SRP212148	515	4.530	4.000	6.385	9.780	1.395	11.1	10.4	9.9	17cc	648		0.060	J100F8-4530-5
SRP212133	432	4.280	3.760	6.135	9.780	1.765	10.6	10.0	9.5	30cc	660		0.030	J100F8-4280-5
SRP212134	438	4.310	3.760	6.135	9.780	1.765	10.6	10.0	9.5	29cc	674		0.060	J100F8-4310-5

OPEN CHAMBER - BBC HIGH COMPRESSION DOME

- Hollow dome design fits most open chamber STD GM®, Dart®, and Brodix® Heads
- CNC machined domes with radiused valve reliefs provide optimum flame travel
- 990-2930-150 wall wrist pin (150 grams) included
- Fits tall deck, when used with .400 long rods.
- 60449, 60459, 61459, 60479, 60499
- Std Bore: 454 = 4.250, 502 = 4.470. Ring package designed for: 1/16, 1/16, 3/16 Rings
- Forged from Premium 2618 aluminium alloy
- Pin fitting and double spiro locks included
- CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately)
- Will not fit GM Signature Series or Edelbrock Cylinder Heads: P/N# 60549, 60559, 61559,

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	112cc	118cc	124cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP139831	489	4.280	4.250	6.385	9.780	1.270	13.8	12.7	11.8	43cc	574	B	0.030	J100F8-4280-5
SRP139832	496	4.310	4.250	6.385	9.780	1.270	13.8	12.7	11.8	43cc	592	B	0.060	J100F8-4310-5
SRP139542	496	4.310	4.250	6.135	9.780	1.520	13.8	12.9	12.1	43cc	647	M	0.060	J100F8-4310-5
SRP139543	498	4.320	4.250	6.135	9.780	1.520	13.8	12.9	12.1	43cc	652	M	0.070	J100F8-4320-5
SRP139833	498	4.320	4.250	6.385	9.780	1.270	13.8	12.9	12.1	43cc	595	B	0.070	J100F8-4320-5
SRP139834	505	4.350	4.250	6.385	9.780	1.270	14.0	13.1	12.3	43cc	611	B	0.100	J100F8-4350-5
SRP139544	505	4.350	4.250	6.135	9.780	1.520	14.0	13.1	12.3	43cc	664		0.100	J100F8-4350-5
SRP140328	533	4.470	4.250	6.385	9.780	1.270	13.9	12.8	12.0	36cc	609	B,L	.STD	J100S8-4470-5
SRP140329	540	4.500	4.250	6.385	9.780	1.270	13.9	12.8	12.0	36cc	625	B	0.030	J100F8-4500-5
SRP140341	540	4.500	4.250	6.535	9.780	1.120	13.9	12.8	12.0	36cc	596	B	0.030	J100F8-4500-5
SRP140342	548	4.530	4.250	6.535	9.780	1.120	13.9	12.8	12.0	36cc	611	B	0.060	J100F8-4530-5
SRP140330	548	4.530	4.250	6.385	9.780	1.270	13.8	13.0	12.0	36cc	640	B	0.060	J100F8-4530-5
SRP152156	555	4.560	4.250	6.385	9.780	1.270	13.6	12.8	12.1	33cc	631	B	0.090	J100H8-4560-5
SRP231510	555	4.560	4.250	6.535	9.780	1.120	13.9	12.8	12.0	36cc	632	B	0.090	J100H8-4560-5
SRP152157	565	4.600	4.250	6.385	9.780	1.270	13.8	13.0	12.3	33cc	650	B	0.130	J100L8-4600-5
SRP139530	460	4.280	4.000	6.135	9.780	1.645	13.7	12.8	11.9	48cc	662		0.030	J100F8-4280-5
SRP139835	460	4.280	4.000	6.535	9.780	1.245	13.7	12.8	11.9	48cc	585	B,L	0.030	J100F8-4280-5
SRP139836	466	4.310	4.000	6.535	9.780	1.245	13.7	12.8	11.9	48cc	599	B	0.060	J100F8-4310-5
SRP139531	466	4.310	4.000	6.135	9.780	1.645	13.9	12.9	12.1	48cc	690		0.060	J100F8-4310-5
SRP140685	466	4.310	4.000	6.385	9.780	1.395	13.9	12.9	12.1	48cc	634		0.060	J100F8-4310-5
SRP140686	469	4.320	4.000	6.385	9.780	1.395	13.9	13.0	12.8	48cc	643		0.070	J100F8-4320-5
SRP139532	469	4.320	4.000	6.135	9.780	1.645	13.9	12.9	12.1	48cc	689		0.070	J100F8-4320-5
SRP139837	469	4.320	4.000	6.535	9.780	1.245	13.7	12.8	11.9	48cc	606	B	0.070	J100F8-4320-5
SRP139838	475	4.350	4.000	6.535	9.780	1.245	14.0	13.1	12.3	48cc	621	B	0.100	J100F8-4350-5
SRP139533	475	4.350	4.000	6.135	9.780	1.645	14.1	13.2	12.3	48cc	702		0.100	J100F8-4350-5
SRP140687	475	4.350	4.000	6.385	9.780	1.395	14.1	13.2	12.3	48cc	659		0.100	J100F8-4350-5
SRP139534	502	4.470	4.000	6.135	9.780	1.645	13.7	12.8	12.0	41cc	702	M	.STD	J100S8-4470-5
SRP139535	508	4.500	4.000	6.135	9.780	1.645	13.8	12.9	12.2	41cc	720	M	0.030	J100F8-4500-5
SRP140682	508	4.500	4.000	6.385	9.780	1.395	14.0	13.1	12.3	41cc	668		0.030	J100F8-4500-5
SRP152159	508	4.500	4.000	6.535	9.780	1.245	13.7	12.8	12.1	41cc	634	B	0.030	J100F8-4500-5
SRP152160	515	4.530	4.000	6.535	9.780	1.245	13.9	12.9	12.0	41cc	650	B,M	0.060	J100F8-4530-5
SRP152161	522	4.560	4.000	6.535	9.780	1.245	13.7	12.8	12.1	39cc	636	B	0.090	J100H8-4560-5
SRP152154	522	4.560	4.000	6.385	9.780	1.395	13.7	12.8	12.1	39cc	672	M	0.090	J100H8-4560-5
SRP152155	531	4.600	4.000	6.385	9.780	1.395	13.9	13.0	12.3	39cc	697		0.130	J100L8-4600-5
SRP152162	531	4.600	4.000	6.535	9.780	1.245	13.9	13.0	12.3	39cc	655	B	0.130	J100L8-4600-5

400 / 440 BIG BLOCK WEDGE

- 4032 low expansion high silicon aluminum alloy heat treated to SRP specifications
 - Pin fitting and double spiro locks included
 - 1.094 x 2.930 x .150 straight wall wrist pin included (170 grams) Note H
 - Redesigned valve pockets for larger valves and high-lift cams
- Forced Pin Oiler for increased wrist pin lubrication
 - CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately)
 - .990 x 2.930 x .150 straight wall wrist pin included (150 grams) Note E

400 Flat Top

Std Bore: 4.345. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc Compression	80cc Ratio	84cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP213453	462	4.375	3.750	6.768	9.963	1.320	11.4	10.5	10.1	-6cc	558	E	0.030	J100F8-4375-5

440 Flat Top

Std Bore: 4.320. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc Compression	80cc Ratio	84cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP231521	493	4.350	4.150	6.768	10.708	1.865	12.4	11.4	11.0	-6cc	656	E	0.030	J100F8-4350-5
SRP213459	499	4.375	4.150	6.768	10.708	1.865	12.5	11.5	11.1	-6cc	670	E	0.055	J100F8-4375-5
SRP213455	445	4.350	3.750	6.768	10.705	2.062	11.4	10.5	10.1	-6cc	690	H	0.030	J100F8-4350-5
SRP213456	447	4.360	3.750	6.768	10.705	2.062	11.4	10.5	10.1	-6cc	699	H	0.040	J100F8-4360-5
SRP213457	450	4.375	3.750	6.768	10.705	2.062	11.4	10.5	10.1	-6cc	701	H	0.055	J100F8-4375-5
SRP213458	450	4.375	3.750	6.768	10.705	2.062	11.4	10.5	10.1	-6cc	707	E	0.055	J100F8-4375-5

SMALL BLOCK 340 / 360

- 4032 low expansion high silicon alloy heat treated to SRP specifications
 - Pin fitting and double spiro locks included
 - .984 x 2.750 x .150 straight wall wrist pin included (138 grams)
- Forced Pin Oiler for increased wrist pin lubrication
 - CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately)

340 Flat Top

Std Bore: 4.040. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	60cc Compression	65cc Ratio	70cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP142068	345	4.070	3.313	6.125	9.586	1.804	10.5	9.8	9.2	-5cc	530		0.030	J100F8-4070-5
SRP310725	347	4.080	3.313	6.125	9.586	1.804	10.6	10.0	9.4	-5CC	541		0.040	J100F8-4080-5

360 Flat Top

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	60cc Compression	65cc Ratio	70cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP142069	365	4.030	3.580	6.125	9.585	1.670	11.1	10.5	9.9	-5cc	489		0.030	J100F8-4030-5
SRP142070	367	4.040	3.580	6.125	9.585	1.670	11.1	10.5	10.0	-5cc	497		0.040	J100F8-4040-5
SRP142071	371	4.060	3.580	6.125	9.585	1.670	11.2	10.6	10.0	-5cc	503		0.060	J100F8-4060-5

360 Stroker Inverted Dome

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	60cc Compression	65cc Ratio	70cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP220156	408	4.030	4.000	6.125	9.585	1.460	10.7	10.2	9.7	-16.9cc	457		0.030	J100F8-4030-5
SRP220157	410	4.040	4.000	6.125	9.585	1.460	10.8	10.3	9.8	-16.9cc	462		0.040	J100F8-4040-5

BOSS 302 Dome

- Ideal for high performance street/strip or vintage road racing.
 - Forced Pin Oiler for increased wrist pin lubrication
 - CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately)
- Forged from Premium 4032 aluminium alloy
 - Solid dome w/ special profile fits small chamber Australian 302 2V head. Can also be milled flat for use with aftermarket heads
 - .912 x 2.750 x .140 straight wall wrist pin (123g), pin fitting and double spiro locks included

Boss 302

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	52cc Compression	60cc Ratio	74cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP289554	304	4.020	3.000	5.155	8.195	1.540	11.9	10.5	8.9	3.5cc	536	D,S,M	0.020	S100S8-4020-5
SRP289555	306	4.030	3.000	5.155	8.195	1.540	11.9	10.6	8.9	3.5cc	540	D,S	0.030	S100S8-4030-5

WINDSOR DOME

- Ideal for oval track to street/strip applications.
 - CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately)
- Forged from Premium 2618 aluminium alloy
 - 912 x 2.750 x .140 straight wall wrist pin included (123g)
- Forced Pin Oiler for increased wrist pin lubrication
 - Pin fitting and double spiro locks included

302 Series

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	54cc Compression	60cc Ratio	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP150069	306	4.030	3.000	5.090	8.190	1.600	14.9	13.3	12.4	18cc	525		0.030	J100F8-4030-5
SRP150070	307	4.040	3.000	5.090	8.190	1.600	15.0	13.4	12.5	18cc	528		0.040	J100F8-4040-5

351W Series

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	54cc Compression	60cc Ratio	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP150072	355	4.020	3.500	5.956	9.480	1.774	14.8	13.4	12.6	10cc	540	L	0.020	J100F8-4020-5
SRP150073	357	4.030	3.500	5.956	9.480	1.774	14.8	13.4	12.6	10cc	543		0.030	J100F8-4030-5
SRP150075	362	4.060	3.500	5.956	9.480	1.774	15.0	13.6	12.8	10cc	560	M	0.060	J100F8-4060-5

WINDSOR FLAT TOP

- Fits Ford® TFS®, GT40®, Canfield®, Brodix® Track I, OE & Dart® Windsor.
 - 4032 low expansion high silicon aluminium alloy heat treated to SRP specifications
 - Includes wrist pin see footnotes for diameter D=912x2750 140 wall, C=927x2750 150 wall
- Does not fit Twisted Wedge®, N351 or Edlebrock 7721.
 - CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately)

302 Stock Block

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	54cc Compression	60cc Ratio	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP151866	302	4.000	3.000	5.090	8.190	1.600	9.6	8.9	8.4	-5cc	497	D	STD	J100F8-4000-5
SRP138733	304	4.020	3.000	5.090	8.190	1.600	9.7	9.0	8.4	-5cc	504	D	0.020	J100F8-4020-5
SRP138734	306	4.030	3.000	5.090	8.190	1.600	9.7	9.0	8.4	-5cc	513	D	0.030	J100F8-4030-5
SRP138735	307	4.040	3.000	5.090	8.190	1.600	9.8	9.1	8.5	-5cc	518	D	0.040	J100F8-4040-5
SRP138736	310	4.060	3.000	5.090	8.190	1.600	9.8	9.2	8.6	-5cc	524	D,M	0.060	J100F8-4060-5

302 Stroker Combinations

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	54cc Compression	60cc Ratio	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP140688	345	4.020	3.400	5.400	8.200	1.100	10.8	10.1	9.4	-5cc	416	B,C	0.020	J100F8-4020-5
SRP140689	346	4.030	3.400	5.400	8.200	1.100	10.8	10.1	9.4	-5cc	423	B,C	0.030	J100F8-4030-5
SRP140690	348	4.040	3.400	5.400	8.200	1.100	10.9	10.2	9.5	-5cc	431	B,C	0.040	J100F8-4040-5
SRP146077	352	4.060	3.400	5.400	8.200	1.100	11.0	10.2	9.5	-5cc	437	B,C	0.060	J100F8-4060-5
SRP231589	363	4.125	3.400	5.400	8.200	1.100	11.4	10.6	9.9	-5cc	472	B,C	0.125	J100F8-4125-5
SRP206066	331	4.030	3.250	5.400	8.190	1.165	10.4	9.7	9.1	-5cc	429	C	0.030	J100F8-4030-5
SRP206057	316	4.030	3.100	5.400	8.180	1.230	10.0	9.3	8.7	-5cc	442	C,L	0.030	J100F8-4030-5

351W Stock Block

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	54cc Compression	60cc Ratio	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP138730	357	4.030	3.500	5.956	9.480	1.774	11.2	10.4	9.7	-5cc	541	D	0.030	J100F8-4030-5
SRP138731	358	4.040	3.500	5.956	9.480	1.774	11.2	10.4	9.8	-5cc	548	D	0.040	J100F8-4040-5
SRP138732	362	4.060	3.500	5.956	9.480	1.774	11.3	10.5	9.8	-5cc	549	D	0.060	J100F8-4060-5

351W Stroker Combinations

Std Bore: 4.000 (Stock Block), 4.125 (Aftermarket/SVO block). Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	54cc	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
							Compression Ratio							
SRP140688	432	4.020	4.250	6.250	9.475	1.100	13.3	12.3	11.5	-5cc	418	B,C	0.020	J100F8-4020-5
SRP140689	434	4.030	4.250	6.250	9.475	1.100	13.3	12.4	11.6	-5cc	421	B,C	0.030	J100F8-4030-5
SRP140690	435	4.040	4.250	6.250	9.475	1.100	13.4	12.5	11.7	-5cc	425	B,C	0.040	J100F8-4040-5
SRP146077	437	4.060	4.250	6.250	9.475	1.100	13.5	12.6	11.7	-5cc	430	B,C	0.060	J100F8-4060-5
SRP231589	454	4.125	4.250	6.250	9.475	1.100	13.9	12.9	12.0	-5cc	472	B,C	0.125	J100F8-4125-5
SRP206059	418	4.030	4.100	6.125	9.475	1.300	12.9	12.0	11.2	-5cc	458	C	0.030	J100F8-4030-5
SRP206057	418	4.030	4.100	6.200	9.480	1.230	12.9	12.0	11.2	-5cc	447	C	0.030	J100F8-4030-5
SRP206058	418	4.040	4.100	6.200	9.480	1.230	12.9	12.0	11.2	-5cc	449	C	0.040	J100F8-4040-5
SRP206060	408	4.030	4.000	6.125	9.475	1.350	12.6	11.7	11.0	-5cc	468	C	0.030	J100F8-4030-5
SRP206059	408	4.030	4.000	6.200	9.500	1.300	12.6	11.7	11.0	-5cc	458	C	0.030	J100F8-4030-5
SRP206057	408	4.030	4.000	6.250	9.480	1.230	12.2	11.4	10.7	-5cc	447	C	0.030	J100F8-4030-5
SRP206058	408	4.040	4.000	6.250	9.480	1.230	12.7	11.8	11.0	-5cc	449	C	0.040	J100F8-4040-5
SRP231591	427	4.125	4.000	6.250	9.480	1.230	13.2	12.2	11.4	-5cc	460	C	0.125	J100F8-4125-5
SRP206060	395	4.030	3.875	6.200	9.488	1.350	12.3	11.4	10.6	-5cc	468	C	0.030	J100F8-4030-5
SRP206059	395	4.030	3.875	6.250	9.488	1.300	12.3	11.4	10.6	-5cc	458	C	0.030	J100F8-4030-5
SRP206059	393	4.030	3.850	6.250	9.475	1.300	12.2	11.3	10.6	-5cc	458	C	0.030	J100F8-4030-5
SRP206060	393	4.030	3.850	6.200	9.475	1.350	12.2	11.3	10.6	-5cc	468	C	0.030	J100F8-4030-5
SRP138734	392	4.030	3.850	5.956	9.481	1.600	12.2	11.3	10.6	-5cc	460	D	0.030	J100F8-4030-5
SRP138735	394	4.040	3.850	5.956	9.481	1.600	12.2	11.3	10.6	-5cc	518	D	0.040	J100F8-4040-5
SRP138736	398	4.060	3.850	5.956	9.481	1.600	12.3	11.5	10.7	-5cc	523	D,M	0.060	J100F8-4060-5
SRP231593	411	4.125	3.850	5.956	9.481	1.600	12.7	11.8	11.0	-5cc	517	D,L	0.125	J100F8-4125-5
SRP206060	388	4.030	3.800	6.250	9.500	1.350	12.0	11.2	10.5	-5cc	468	C	0.030	J100F8-4030-5
SRP206060	383	4.030	3.750	6.250	9.475	1.350	11.9	11.1	10.3	-5cc	468	C	0.030	J100F8-4030-5
SRP140692	377	4.030	3.700	6.200	9.480	1.430	11.7	10.9	10.2	-5cc	483	C	0.030	J100F8-4030-5

WINDSOR INVERTED DOME

•Fits Ford® TFS®, GT40®, Canfield®, Brodix® Track I, OE & Dart® Windsor.

•4032 low expansion high silicon aluminium alloy heat treated to SRP specifications

•Includes wrist pin see footnotes for diameter D=912x2750 140 wall, C=927x2750 150 wall

•Does not fit Twisted Wedge®, N351 or Edlebrock 7721.

•CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately)

302 Stock Block

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	54cc	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
							Compression Ratio							
SRP138726	306	4.030	3.000	5.090	8.190	1.600	8.5	8.0	7.5	-14.5cc	488	D	0.030	J100F8-4030-5
SRP138727	307	4.040	3.000	5.090	8.190	1.600	8.5	8.0	7.5	-14.5cc	496	D	0.040	J100F8-4040-5
SRP138728	310	4.060	3.000	5.090	8.190	1.600	8.6	8.1	7.6	-14.5cc	501	D,M	0.060	J100F8-4060-5

302 Stroker Combinations

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	54cc	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
							Compression Ratio							
SRP151867	341	4.000	3.400	5.400	8.200	1.100	9.8	9.8	8.7	-12.5cc	393	B,C	.STD	J100F8-4000-5
SRP151868	346	4.030	3.400	5.400	8.200	1.100	9.9	9.9	8.7	-12.5cc	403	B,C	0.030	J100F8-4030-5
SRP231569	363	4.125	3.400	5.400	8.200	1.100	10.3	9.7	9.1	-12.5cc	416	B,C	0.125	J100F8-4125-5
SRP206068	331	4.030	3.250	5.400	8.190	1.165	9.0	8.5	8.0	-15cc	419	B,C	0.030	J100F8-4030-5
SRP231573	347	4.125	3.250	5.400	8.190	1.165	9.4	8.9	8.4	-15cc	428	B,C,M	0.125	J100F8-4125-5

351W Stock Block

Std Bore: . Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	54cc	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
							Compression Ratio							
SRP138722	357	4.030	3.500	5.956	9.480	1.774	8.7	8.2	7.8	-24cc	521	D	0.030	J100F8-4030-5
SRP149606	357	4.030	3.500	5.956	9.490	1.784	9.8	9.2	8.7	-14cc	515	D	0.030	J100F8-4030-5
SRP149607	388	4.040	3.500	5.956	9.490	1.784	9.8	9.2	8.7	-14cc	519	D	0.040	J100F8-4040-5

351W Stroker Combinations

Std Bore: . Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	54cc	60cc	64cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
							Compression Ratio							
SRP151867	427	4.000	4.250	6.250	9.475	1.100	11.4	10.7	10.0	-12.5cc	392	B,C	STD	J100F8-4000-5
SRP151868	434	4.040	4.250	6.250	9.475	1.100	11.5	10.8	10.2	-12.5cc	408	B,C	0.030	J100F8-4030-5
SRP231569	454	4.125	4.250	6.250	9.475	1.100	11.9	11.2	10.6	-12.5cc	416	B,C	0.125	J100F8-4125-5
SRP206063	418	4.030	4.100	6.125	9.475	1.300	9.3	9.1	8.6	-28cc	450	C	0.030	J100F8-4030-5
SRP206061	418	4.030	4.100	6.200	9.480	1.230	10.5	9.9	9.4	-19cc	434	C	0.030	J100F8-4030-5
SRP206062	418	4.040	4.100	6.200	9.480	1.230	10.5	9.9	9.4	-19cc	439	C	0.040	J100F8-4040-5
SRP206064	408	4.030	4.000	6.125	9.475	1.350	9.0	8.6	8.2	-32cc	462	C	0.030	J100F8-4030-5
SRP206063	408	4.030	4.000	6.200	9.500	1.300	9.8	9.3	8.8	-28cc	450	C	0.030	J100F8-4030-5
SRP206061	408	4.030	4.000	6.250	9.480	1.230	10.3	9.7	9.2	-19cc	434	C	0.030	J100F8-4030-5
SRP206062	408	4.040	4.000	6.250	9.480	1.230	10.3	9.7	9.2	-19cc	439	C	0.040	J100F8-4040-5
SRP231596	427	4.125	4.000	6.250	9.480	1.230	10.7	10.1	8.5	-19cc	436	C	0.125	J100F8-4125-5
SRP206064	393	4.030	3.875	6.200	9.488	1.350	9.0	8.5	8.0	-32cc	462	C	0.030	J100F8-4030-5
SRP206063	395	4.030	3.875	6.250	9.488	1.300	9.3	8.8	8.3	-28cc	450	C	0.030	J100F8-4030-5
SRP206064	393	4.030	3.850	6.200	9.475	1.350	8.7	8.3	7.9	-32cc	462	C	0.030	J100F8-4030-5
SRP206063	395	4.030	3.850	6.250	9.475	1.300	9.0	8.6	8.2	-28cc	450	C	0.030	J100F8-4030-5
SRP138726	392	4.030	3.850	5.956	9.481	1.600	10.4	9.8	9.2	-14.5cc	488	D	0.030	J100F8-4030-5
SRP138727	394	4.040	3.850	5.956	9.481	1.600	10.5	9.9	9.3	-14.5cc	496	D	0.040	J100F8-4040-5
SRP138728	398	4.060	3.850	5.956	9.481	1.600	10.5	9.9	9.3	-14.5cc	501	D,M	0.060	J100F8-4060-5
SRP231597	411	4.125	3.850	6.250	9.475	1.300	9.4	9.0	8.5	-28cc	452	C	0.125	J100F8-4125-5
SRP206064	388	4.030	3.800	6.250	9.500	1.350	9.0	8.6	8.5	-32cc	462	C	0.030	J100F8-4030-5
SRP206064	383	4.030	3.750	6.250	9.475	1.350	8.5	8.1	7.7	-32cc	462	C	0.030	J100F8-4030-5

351 CLEVELAND FLAT TOP

•4032 low expansion high silicon aluminium alloy heat treated to SRP specifications

•Includes wrist pin see footnotes for diameter

•Footnote C =927x2750 150 wall.

•Pin fitting and double spiro locks included

•Footnote D =912x2750 140 wall,

Std Bore: 4.000. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc	80cc	84cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
							Compression Ratio							
SRP206069	393	4.030	3.850	6.000	9.175	1.250	10.6	9.8	9.4	-3cc	470	C	0.030	J100F8-4030-5
SRP231321	395	4.040	3.850	6.000	9.175	1.250	10.6	9.8	9.4	-3cc	475	C	0.040	J100F8-4040-5
SRP206044	357	4.030	3.500	5.778	9.188	1.660	9.7	9.0	8.6	-3cc	542	D	0.030	J100F8-4030-5
SRP206045	357	4.030	3.500	6.000	9.190	1.440	9.7	9.0	8.6	-3cc	507	C	0.030	J100F8-4030-5
SRP231320	359	4.040	3.500	5.778	9.188	1.660	9.8	9.0	8.7	-3cc	547	D	0.040	J100F8-4040-5

SRP FORD CLEVELAND 351 - 408 FLAT TOP PISTONS 1/16" - 1/16" - 3/16"

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc	80cc	84cc	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP305535	393	4.020	3.850	6.000	9.2	1.190	10.49	9.67	9.31	-3	472		.020	J100F8-4020-5
SRP345682	381	4.020	4.000	6.000	9.2	1.200	10.9	10.0	9.7	-3		B,C,M	.020	JS100S8-4020-5
SRP345683	383	4.030	4.000	6.000	9.2	1.200	11.0	10.1	9.7	-3		B,C,M	.030	JS100S8-4030-5
SRP345684	385	4.040	4.000	6.000	9.2	1.200	11.0	10.1	9.8	-3		B,C,M	.040	JS100S8-4040-
SRP345682	406	4.020	3.750	6.125	9.2	1.200	10.3	9.5	9.1	-3		B,C,M	.020	JS100S8-4020-5
SRP345683	408	4.030	3.750	6.125	9.2	1.200	10.3	9.5	9.2	-3		B,C,M	.030	JS100S8-4030-5
SRP310728	408	4.020	4.000	6.000	9.2	1.190	10.90	10.04	9.67	-3cc	458		.020	J100F8-4020-5
SRP310729	408	4.030	4.000	6.000	9.2	1.190	10.95	10.09	9.71	-3cc	463		.030	J100F8-4030-5
SRP310730	408	4.040	4.000	6.000	9.2	1.250	11.00	10.13	9.75	-3cc	471		.040	J100F8-4040-5
SRP345684	410	4.040	3.750	6.125	9.2	1.200	10.4	9.6	9.2	-3		B,C,M	.040	JS100S8-4040-5

SRP FORD CLEVELAND 351 - 427 FLAT TOP PISTONS 1/16" - 1/16" - 3/16"

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc Compression Ratio	80cc Compression Ratio	84cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP310787	427	4.125	4.000	6.000	9.2	1.200	10.38	9.64	9.31	-12cc	474		STD	J100F8-4125-5
SRP310788	427	4.125	4.000	6.000	9.2	1.200	9.99	9.31	9.01	-16cc	479		STD	J100F8-4125-5

SRP FORD CLEVELAND 351 - 408 DISH PISTONS 1/16" - 1/16" - 3/16"

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc Compression Ratio	80cc Compression Ratio	84cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP310743	408	4.020	4.000	6.000	9.2	1.190	9.67	9.00	8.70	-15cc	443		.020	J100F8-4020-5
SRP310744	408	4.030	4.000	6.000	9.2	1.190	9.71	9.04	8.74	-15cc	448		.030	J100F8-4030-5
SRP310745	408	4.040	4.000	6.000	9.2	1.190	9.75	9.08	8.78	-15cc	456		.040	J100F8-4040-5

SRP FORD CLEVELAND 351 - 393 DISH PISTONS 1/16" - 1/16" - 3/16"

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc Compression Ratio	80cc Compression Ratio	84cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP345771	381	4.020	3.750	6.125	9.200	1.200	9.0	8.4	8.2	-16		B,C,M	.020	JS100S8-4020-5
SRP345772	383	4.030	3.750	6.125	9.200	1.200	9.0	8.4	8.2	-16		B,C,M	.030	JS100S8-4030-5
SRP345774	385	4.040	3.750	6.125	9.200	1.200	9.1	8.5	8.3	-16		B,C,M	.040	JS100S8-4040-5
SRP302431	393	4.020	3.850	6.000	9.2	1.250	9.60	8.92	8.62	-11.7	455		.020	J100F8-4020-5
SRP302432	393	4.030	3.850	6.000	9.2	1.250	9.64	8.96	8.66	-11.7	458		.030	J100F8-4030-5
SRP351393-040	393	4.040	3.850	6.000	9.2	1.250	9.69	9.00	8.70	-11.7	463		.040	J100F8-4040-5
SRP345771	406	4.020	4.000	6.000	9.200	1.200	9.6	9.0	8.6	-16		B,C,M	.020	JS100S8-4020-5
SRP345772	408	4.030	4.000	6.000	9.200	1.200	9.6	9.0	8.6	-16		B,C,M	.030	JS100S8-4030-5
SRP345774	410	4.040	4.000	6.000	9.200	1.200	9.7	9.0	8.7	-16		B,C,M	.040	JS100S8-4040-5

FOR CLEVELAND 351 - 434 WITH DART 9.2 DECK BLOCK

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc Compression Ratio	80cc Compression Ratio	84cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP315481	434	4.155"	4.000"	6.125"	9.2	1.070"	10.75	9.96	9.61	-10CC	448		.030	JS100S8-4155-5
SRP313299	434	4.155"	4.000"	6.125"	9.2	1.070"	11.50	10.64	10.24	-3CC	444		.030	JS100S8-4155-5

FORD 6CYL DOHC 4.0L

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	66cc Compression Ratio	80cc Compression Ratio	84cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP309126	4.0L	3.650	3.910	6.059		1.213		8.70		-12CC	373			
SRP309127	4.0L	3.670	3.910	6.059		1.213		8.81		-12CC	376			

460 FLAT TOP & INVERTED DOME

*4032 low expansion high silicon aluminium alloy heat treated to SRP specifications •CNC Machined ring grooves accept 1/16, 1/16, 3/16 rings (Rings Sold Separately)
 *Includes wrist pin see footnotes for diameter •Footnote F =1.040 x 2.930 x .150 straight wall. •Footnote E =.990 x 2.930 x .150 straight wall

460 Flat Top Series

Std Bore: 4.360. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc Compression Ratio	80cc Compression Ratio	84cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP150727	501	4.390	4.140	6.800	10.290	1.420	12.5	11.7	10.8	-3cc	583	E	0.030	J100F8-4390-5
SRP150725	501	4.390	4.140	6.700	10.290	1.520	12.5	11.7	10.8	-3cc	602	E	0.030	J100F8-4390-5
SRP150726	512	4.440	4.140	6.700	10.290	1.520	12.6	11.9	10.9	-3cc	628	E	0.080	J100F8-4440-5
SRP150728	512	4.440	4.140	6.800	10.290	1.420	12.6	11.9	10.9	-3cc	604	E	0.080	J100F8-4440-5
SRP150723	466	4.390	3.850	6.605	10.300	1.770	11.7	11.0	10.1	-3cc	648	F	0.030	J100F8-4390-5
SRP150724	477	4.440	3.850	6.605	10.290	1.760	11.8	11.1	10.2	-3cc	674	F	0.080	J100F8-4440-5

460 Inverted Dome Series

Std Bore: 4.360. Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	72cc Compression Ratio	80cc Compression Ratio	84cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP154166	501	4.390	4.140	6.700	10.290	1.520	9.9	9.5	8.9	-28cc	619	E	0.030	J100F8-4390-5
SRP154167	512	4.440	4.140	6.700	10.290	1.520	10.1	9.6	9.0	-28cc	646	E	0.080	J100F8-4440-5

390/428 "FE" FLAT TOP

For the first time ever, our race-proven SRP design is available for the Big Block Ford "FE" series. Available for both stock stroke and stroker applications. Bore sizes for the 428 block are set at .025" over to allow the use of popular file-fit rings. These pistons offer thick .250" top ring lands for use with limited nitrous or boost while still offering substantial weight savings. Wrist pin diameter is .975" for part numbers designed for 6.490" OEM rods and .990" for part numbers designed for aftermarket 6.700" rods (see footnotes). Includes: Pin#: 975-2750-16-51S (Footnote P) or 990-2750-15-51S (Footnote E) Double Spiro Locks (#990-042-CS)

390/428 FE FLAT TOP SERIES

Std Bore: 4.050 (390), 4.130 (428). Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	68cc Compression Ratio	72cc Compression Ratio	76cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP261497	434	4.080	4.150	6.700	10.150	1.375	11.8	11.3	10.9	-5cc	485	E,L	0.030	J100F8-4080-5
SRP261500	450	4.155	4.150	6.700	10.150	1.375	12.2	11.7	11.2	-5cc	492	E,L	0.025	S100S8-4155-5
SRP261496	416	4.080	3.980	6.490	10.150	1.670	11.4	10.9	10.5	-5cc	534	P	0.030	J100F8-4080-5
SRP261499	432	4.155	3.980	6.490	10.150	1.670	11.7	11.2	10.8	-5cc	544	P	0.025	S100S8-4155-5

390/428 FE INVERTED DOME SERIES

Std Bore: 4.050 (390), 4.130 (428). Ring package designed for: 1/16, 1/16, 3/16 Rings

Part No	CID	Bore	Stroke	Rod Length	Block Ht	Comp Ht	68cc Compression Ratio	72cc Compression Ratio	76cc Compression Ratio	Dome Vol	Gram Wt	Footnote	Oversize	Recom Ring Set
SRP271155	445	4.080	4.250	6.700	10.150	1.325	9.8	9.5	9.2	-26cc	463	E, M	0.030	J100F8-4080-5
SRP271156	461	4.155	4.250	6.700	10.150	1.325	10.0	9.6	9.3	-28cc	468	E, M	0.025	S100S8-4155-5
SRP271151	416	4.080	3.980	6.490	10.150	1.670	9.8	9.4	9.1	-20cc	519	P, M	0.030	J100F8-4080-5
SRP271152	432	4.155	3.980	6.490	10.150	1.670	9.9	9.5	9.2	-22cc	518	P, M	0.025	S100S8-4155-5

HOLDEN 355 DISH PISTONS

SRP HOLDEN 355 DISH PISTONS 1/16" - 1/16" - 3/16"

Part No	CID	Bore	Stroke	Rod Length	Height	44cc	56cc	62cc	Dish	Weight
SRP302424	355	4.020	3.480	5.627	1.500	12.14	10.40	9.72	-12cc	480
SRP302425	355	4.030	3.480	5.627	1.500	12.19	10.45	9.76	-12cc	483
SRP302426	355	4.040	3.480	5.627	1.500	12.25	10.49	9.81	-12cc	488
SRP302427	355	4.060	3.480	5.627	1.500	12.36	10.59	9.89	-12cc	497

SRP HOLDEN 355 FLAT TOP PISTONS 1/16" - 1/16" - 3/16"

Part No	CID	Bore	Stroke	Rod Length	Height	44cc	56cc	62cc	Dish	Weight
SRP302428	355	4.030	3.480	5.627	1.500	14.72	12.19	11.25	Flat	518
SRP302430	355	4.040	3.480	5.627	1.500	14.79	12.25	11.30	Flat	516

SRP HOLDEN 355 DISH PISTONS WITH 5.7 CHEV ROD 1/16" - 1/16" - 3/16"

Part No	CID	Bore	Stroke	Rod Length	Height	44cc	56cc	62cc	Dish	Weight
SRP311074	355	4.030	3.480	5.700	1.420	12.19	10.45	9.76	-12cc	477
SRP311075	355	4.040	3.480	5.700	1.420	12.25	10.49	9.81	-12cc	482
SRP311076	355	4.060	3.480	5.700	1.420	12.36	10.59	9.89	-12cc	490

SRP HOLDEN 355 FLAT TOP PISTONS WITH 5.7 ROD 1/16" - 1/16" - 3/16"

Part No	CID	Bore	Stroke	Rod Length	Height	44cc	56cc	62cc	Dish	Weight
SRP311080	355	4.030	3.480	5.700	1.420	14.72	12.19	11.25	Flat	504
SRP311081	355	4.040	3.480	5.700	1.420	14.79	12.25	11.30	Flat	509
SRP311082	355	4.060	3.480	5.700	1.420	14.93	12.36	11.40	Flat	517



SUBARU BRZ FA20 / TOYOTA FRS 4U-GSE / TOYOTA GT-86 4U-GSE

Part No	Bore	Over	Stroke	Rod Length	C/D	Head CC	CR With .024	Dish/Dome	Gram	Footnote	Skirt	Included Ring Set
SRP315114	86.0	STD	86	129.3	32.75	39	9.5:1	-16.4	324	T	FSR	JG1004-3386
SRP315117	86.0	STD	86	129.3	32.75	39	10.5:1	-10.2	Call	T	FSR	JG1004-3386
SRP315120	86.0	STD	86	129.3	32.75	39	13.5:1	2.5	Call	V	FSR	JG1004-3386
SRP315115	86.5	0.50	86	129.3	32.75	39	9.5:1	-17	Call	T	FSR	JG1004-3405
SRP315118	86.5	0.50	86	129.3	32.75	39	10.5:1	-10.7	Call	T	FSR	JG1004-3405
SRP315121	86.5	0.50	86	129.3	32.75	39	13.5:1	2.0	Call	V	FSR	JG1004-3405
SRP315116	87.0	1.00	86	129.3	32.75	39	9.5:1	-17.7	Call	T,M	FSR	JG1004-3425
SRP315119	87.0	1.00	86	129.3	32.75	39	10.5:1	-11.3	Call	T,M	FSR	JG1004-3425
SRP315122	87.0	1.00	86	129.3	32.75	39	13.5:1	1.6	Call	V,M	FSR	JG1004-3425

JE PISTON RINGS PREMIUM RACE SERIES PISTON RINGS**1/16" – 1/16" – 3/16" Low Tension Rings****Series: J100**

Top Ring Type •DMB, Moly
Second Ring Type •IPT, Cast
Oil Ring Type •CUF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.390"	1/16-1/16-3/16	JJ10008-4390-5
3.935"	1/16-1/16-3/16	JJ10008-3935-5
4.000"	1/16-1/16-3/16	JJ10008-4000-5
4.010"	1/16-1/16-3/16	JJ10008-4010-0
4.020"	1/16-1/16-3/16	JJ10008-4020-5
4.030"	1/16-1/16-3/16	JJ10008-4030-5
4.040"	1/16-1/16-3/16	JJ10008-4040-5
4.060"	1/16-1/16-3/16	JJ10008-4060-5
4.080"	1/16-1/16-3/16	JJ10008-4080-5
4.095"	1/16-1/16-3/16	JJ10008-4095-5
4.120"	1/16-1/16-3/16	JJ10008-4120-5
4.125"	1/16-1/16-3/16	JJ10008-4125-5
4.130"	1/16-1/16-3/16	JJ10008-4130-5
4.135"	1/16-1/16-3/16	JJ10008-4135-5
4.145"	1/16-1/16-3/16	JJ10008-4145-5
4.155"	1/16-1/16-3/16	JJ10008-4155-5
4.165"	1/16-1/16-3/16	JJ10008-4165-5
4.250"	1/16-1/16-3/16	JJ10008-4250-5
4.280"	1/16-1/16-3/16	JJ10008-4280-5
4.310"	1/16-1/16-3/16	JJ10008-4310-5
4.310"	1/16-1/16-3/16	JJ10008-4320-5
4.350"	1/16-1/16-3/16	JJ10008-4350-5
4.360"	1/16-1/16-3/16	JJ10008-4360-5
4.375"	1/16-1/16-3/16	JJ10008-4375-5
4.440"	1/16-1/16-3/16	JJ10008-4440-5
4.500"	1/16-1/16-3/16	JJ10008-4500-5
4.530"	1/16-1/16-3/16	JJ10008-4530-5
4.560"	1/16-1/16-3/16	JJ10008-4560-5
4.625"	1/16-1/16-3/16	JJ10008-4625-5

1/16" – 1/16" – 3/16" Low Tension Rings**Series: J100**

Top Ring Type •DMB, Moly
Second Ring Type •IPT, Cast
Oil Ring Type •CUF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.070"	1/16-1/16-3/16	JJ100L8-4070-5
4.600"	1/16-1/16-3/16	JJ100L8-4600-5

1/16" – 1/16" – 3/16" Standard Tension Rings**Series: J100**

Top Ring Type •DMB, Moly
Second Ring Type •IPT, Cast
Oil Ring Type •CUF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.470"	1/16-1/16-3/16	JJ100S8-4470-5
4.560"	1/16-1/16-3/16	JJ100S8-4560-5
4.600"	1/16-1/16-3/16	JJ100S8-4600-5

1/16" – 1/16" – 3/16" Standard Tension Rings**Series: J100**

Top Ring Type •DMB, Moly
Second Ring Type •IPT, Cast
Oil Ring Type •CUS, Chrome, SS50U Style, Carbon Steel

Bore	Thickness	Part No.
3.766"	1/16-1/16-3/16	JJ100F8-3766-5
4.390"	1/16-1/16-3/16	JJ100F8-4390-5
4.000"	1/16-1/16-3/16	JJ100F8-4000-5
4.010"	1/16-1/16-3/16	JJ100F8-4010-0
4.020"	1/16-1/16-3/16	JJ100F8-4020-5
4.030"	1/16-1/16-3/16	JJ100F8-4030-5
4.040"	1/16-1/16-3/16	JJ100F8-4040-5
4.060"	1/16-1/16-3/16	JJ100F8-4060-5
4.070"	1/16-1/16-3/16	JJ100F8-4070-5
4.080"	1/16-1/16-3/16	JJ100F8-4080-5
4.120"	1/16-1/16-3/16	JJ100F8-4120-5
4.125"	1/16-1/16-3/16	JJ100F8-4125-5
4.130"	1/16-1/16-3/16	JJ100F8-4130-5
4.135"	1/16-1/16-3/16	JJ100F8-4135-5
4.145"	1/16-1/16-3/16	JJ100F8-4145-5
4.155"	1/16-1/16-3/16	JJ100F8-4155-5
4.165"	1/16-1/16-3/16	JJ100F8-4165-5
4.185"	1/16-1/16-3/16	JJ100F8-4185-5
4.210"	1/16-1/16-3/16	JJ100F8-4210-5
4.250"	1/16-1/16-3/16	JJ100F8-4250-5
4.280"	1/16-1/16-3/16	JJ100F8-4280-5
4.310"	1/16-1/16-3/16	JJ100F8-4310-5
4.320"	1/16-1/16-3/16	JJ100F8-4320-5
4.350"	1/16-1/16-3/16	JJ100F8-4350-5
4.360"	1/16-1/16-3/16	JJ100F8-4360-5
4.375"	1/16-1/16-3/16	JJ100F8-4375-5
4.440"	1/16-1/16-3/16	JJ100F8-4440-5
4.500"	1/16-1/16-3/16	JJ100F8-4500-5
4.530"	1/16-1/16-3/16	JJ100F8-4530-5
4.580"	1/16-1/16-3/16	JJ100F8-4580-5
4.625"	1/16-1/16-3/16	JJ100F8-4625-5

**1.2mm – 1.5mm – 3.0mm Standard Tension****Series: JG31F8**

Top Ring Type •Carbon Steel, nitride, Barrel Face, Back Cut, Torsional
Second Ring Type •Iron, Phosphate, napier, Back Cut, Neutral
Oil Ring Type •Carbon Steel, Chrome, Full Seal, Flex Vent

Bore	Thickness	Part No.
4.075"	1.2-1.5-3.0mm	JG31F8-4075-5

1/16" – 1/16" – 3/16" High Tension Rings**Series: J100**

Top Ring Type •DMB, Moly
Second Ring Type •IPT, Cast
Oil Ring Type •CUS, Chrome, SS50U Style, Carbon Steel

Bore	Thickness	Part No.
4.560"	1/16-1/16-3/16	JJ100H8-4560-5
4.610"	1/16-1/16-3/16	JJ100H8-4610-5

.043 – 1/16" – 3/16" Low Tension Rings**Series: J200**

Top Ring Type DMB, Moly • Second Ring Type IPT, Cast
• Oil Ring Type UF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.000"	.043-1/16-3/16	JJ20008-4000-5
4.020"	.043-1/16-3/16	JJ20008-4020-5
4.030"	.043-1/16-3/16	JJ20008-4030-5
4.040"	.043-1/16-3/16	JJ20008-4040-5
4.060"	.043-1/16-3/16	JJ20008-4060-5
4.125"	.043-1/16-3/16	JJ20008-4125-5
4.130"	.043-1/16-3/16	JJ20008-4130-5
4.145"	.043-1/16-3/16	JJ20008-4145-5
4.155"	.043-1/16-3/16	JJ20008-4155-5
4.280"	.043-1/16-3/16	JJ20008-4280-5
4.310"	.043-1/16-3/16	JJ20008-4310-5
4.375"	.043-1/16-3/16	JJ20008-4375-5
4.440"	.043-1/16-3/16	JJ20008-4400-5
4.530"	.043-1/16-3/16	JJ20008-4530-5
4.560"	.043-1/16-3/16	JJ20008-4560-5

.043 – 1/16" – 3/16" Ultra Low Tension Rings**Series: J200**

Top Ring Type DMB, Moly • Second Ring Type IPT, Cast
• Oil Ring Type CUF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.600"	.043-1/16-3/16	JJ200U8-4600-5

1/16" – 1/16" – 3mm Low Tension Rings**Series: J300**

Top Ring Type •DMB, Moly
Second Ring Type •IPT, Cast
Oil Ring Type •CUF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.000"	1/16-1/16-3mm	JJ30008-4000-5
4.010"	1/16-1/16-3mm	JJ30008-4010-0
4.020"	1/16-1/16-3mm	JJ30008-4020-5
4.030"	1/16-1/16-3mm	JJ30008-4030-5
4.040"	1/16-1/16-3mm	JJ30008-4040-5
4.060"	1/16-1/16-3mm	JJ30008-4060-5
4.070"	1/16-1/16-3mm	JJ30008-4070-5
4.080"	1/16-1/16-3mm	JJ30008-4080-5
4.095"	1/16-1/16-3mm	JJ30008-4095-5
4.120"	1/16-1/16-3mm	JJ30008-4120-5
4.125"	1/16-1/16-3mm	JJ30008-4125-5
4.130"	1/16-1/16-3mm	JJ30008-4130-5
4.135"	1/16-1/16-3mm	JJ30008-4135-5
4.145"	1/16-1/16-3mm	JJ30008-4145-5
4.155"	1/16-1/16-3mm	JJ30008-4155-5
4.165"	1/16-1/16-3mm	JJ30008-4165-5
4.185"	1/16-1/16-3mm	JJ30008-4185-5
4.500"	1/16-1/16-3mm	JJ30008-4500-5

1/16" – 1/16" – 3/16" Low Tension Rings**Gapless 2nd ring****Series: J500**

Top Ring Type DMB, Moly • Second Ring Type IPG, Gapless
• Oil Ring Type CUF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.000"	1/16-1/16-3/16	JJ50008-4000-5
4.020"	1/16-1/16-3/16	JJ50008-4020-5
4.030"	1/16-1/16-3/16	JJ50008-4030-5
4.040"	1/16-1/16-3/16	JJ50008-4040-5
4.060"	1/16-1/16-3/16	JJ50008-4060-5
4.080"	1/16-1/16-3/16	JJ50008-4080-5
4.120"	1/16-1/16-3/16	JJ50008-4120-5
4.125"	1/16-1/16-3/16	JJ50008-4125-5
4.130"	1/16-1/16-3/16	JJ50008-4130-5
4.135"	1/16-1/16-3/16	JJ50008-4135-5
4.145"	1/16-1/16-3/16	JJ50008-4145-5

**1/16" – 1/16" – 3/16" Std Tension Rings****Gapless 2nd ring Series: J500**

Top Ring Type DMB, Moly • Second Ring Type IPG Gapless
• Oil Ring Type : CUS, Chrome, SS50U Style, Carbon Steel

Bore	Thickness	Part No.
4.000"	1/16-1/16-3/16	JJ500F8-4000-5
4.020"	1/16-1/16-3/16	JJ500F8-4020-5
4.030"	1/16-1/16-3/16	JJ500F8-4030-5
4.040"	1/16-1/16-3/16	JJ500F8-4040-5
4.060"	1/16-1/16-3/16	JJ500F8-4060-5
4.125"	1/16-1/16-3/16	JJ500F8-4125-5
4.130"	1/16-1/16-3/16	JJ500F8-4130-5
4.135"	1/16-1/16-3/16	JJ500F8-4135-5
4.140"	1/16-1/16-3/16	JJ500F8-4140-5
4.145"	1/16-1/16-3/16	JJ500F8-4145-5
4.165"	1/16-1/16-3/16	JJ500F8-4165-5

1.5mm - 1.5mm - 3mm Low Tension**Series: J600**

Top Ring Type DMR, Moly
Second Ring Type IPE, Iron, phosphate, Napier Back cut
Oil Ring Type CUF, Chrome, Flex Vent, Carbon Steel

Bore	Thickness	Part No.
4.040	1.5-1.5-3.0mm	JJ61908-4040-5
4.125	1.5-1.5-3.0mm	JJ61908-41A25-5

1.5mm – 1.5mm – 3mm Low Tension Rings**Series: J600**

Top Ring Type DMR, Moly • Second Ring Type • IPC, Cast
• Oil Ring Type: CUF, Chrome, Flexvent, Carbon Steel
Backcut Top & 2nd Ring

Bore	Thickness	Part No.
3.550"	1.5-1.5-3mm	JJ68008-3550-5
3.570"	1.5-1.5-3mm	JJ68008-3570-5
3.900"	1.5-1.5-3mm	JJ68008-3900-3
3.910"	1.5-1.5-3mm	JJ68008-3910-3
4.000"	1.5-1.5-3mm	JJ60008-4000-5
4.020"	1.5-1.5-3mm	JJ60008-4020-5
4.040"	1.5-1.5-3mm	JJ60008-4040-5
4.060"	1.5-1.5-3mm	JJ60008-4060-5
4.080"	1.5-1.5-3mm	JJ60008-4080-5
4.125"	1.5-1.5-3mm	JJ60008-4125-5
4.130"	1.5-1.5-3mm	JJ60008-4130-0
4.135"	1.5-1.5-3mm	JJ60008-4135-5
4.145"	1.5-1.5-3mm	JJ60008-4145-5
4.150"	1.5-1.5-3mm	JJ60008-4150-5
4.155"	1.5-1.5-3mm	JJ60008-4155-5
4.165"	1.5-1.5-3mm	JJ60008-4165-5
4.185"	1.5-1.5-3mm	JJ60008-4185-5

.043" – .043" – 3mm Low Tension Rings**Backcut Top & 2nd Ring****Series: J700**

Top Ring Type •DMR, Moly
Second Ring Type •IPC, Cast
Oil Ring Type •CUF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.000"	.043-.043-3mm	JJ70008-4000-5
4.020"	.043-.043-3mm	JJ70008-4020-5
4.030"	.043-.043-3mm	JJ70008-4030-5
4.040"	.043-.043-3mm	JJ70008-4040-5
4.060"	.043-.043-3mm	JJ70008-4060-5
4.080"	.043-.043-3mm	JJ70008-4080-5
4.120"	.043-.043-3mm	JJ70008-4120-5
4.125"	.043-.043-3mm	JJ70008-4125-5
4.130"	.043-.043-3mm	JJ70008-4130-5
4.135"	.043-.043-3mm	JJ70008-4135-5
4.145"	.043-.043-3mm	JJ70008-4145-5
4.155"	.043-.043-3mm	JJ70008-4155-5
4.165"	.043-.043-3mm	JJ70008-4165-5
4.175"	.043-.043-3mm	JJ70008-4175-5
4.185"	.043-.043-3mm	JJ70008-4185-5
4.190"	.043-.043-3mm	JJ70008-4190-5
4.200"	.043-.043-3mm	JJ70008-4200-5
4.215"	.043-.043-3mm	JJ70008-4215-5
4.610"	.043-.043-3mm	JJ70008-4610-5

.043" - .043" - 3mm Low Tension

Series: J700

Top Ring Type: DMR, Moly
Second Ring Type: IPC, Iron, phosphate, Taper Face, Back cut
Oil Ring Type: CUF, Chrome, Flex Vent, Carbon Steel

Bore	Thickness	Part No.
4.185	.043". .043" 3.0mm	JJ70108-4185-5

.043" - .043" - 3mm Low Tension Rings

Backcut Top Ring

Series: J770

Top Ring Type: •DMR, Moly
Second Ring Type: •IPT, Cast
Oil Ring Type: •CUF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.560"	.043-.043-3mm	JJ77008-4560-5
4.600"	.043-.043-3mm	JJ77008-4600-5
4.610"	.043-.043-3mm	JJ77008-4610-5
4.625"	.043-.043-3mm	JJ77008-4625-5
4.675"	.043-.043-3mm	JJ77008-4675-5

.017" - 1/16" - 3/16" High Tension Rings

Series: J880 - D017 Dykes Top Ring

Top Ring Type: •DMR, Moly
Second Ring Type: •IPT, Cast
Oil Ring Type: •DMD, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.310"	017-1/16-3/16	JJ880H8-4310-5

JE PRO STEEL SERIES

1.2mm - 1.5mm - 3mm Low Tension Rings

Series: J750

Top Ring Type: •CMR, Moly/Steel
Second Ring Type: •IPE, Cast/Hook
Oil Ring Type: •CUF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.030"	1.2-1.5-3.0mm	JJ75008-4030-5
4.040"	1.2-1.5-3.0mm	JJ75008-4040-5
4.060"	1.2-1.5-3.0mm	JJ75008-4060-5
4.125"	1.2-1.5-3.0mm	JJ75008-4125-5
4.130"	1.2-1.5-3.0mm	JJ75008-4130-5
4.135"	1.2-1.5-3.0mm	JJ75008-4135-5
4.145"	1.2-1.5-3.0mm	JJ75008-4145-5
4.155"	1.2-1.5-3.0mm	JJ75008-4155-5
4.165"	1.2-1.5-3.0mm	JJ75008-4165-5
4.170"	1.2-1.5-3.0mm	JJ75008-4170-5
4.185"	1.2-1.5-3.0mm	JJ75008-4185-5

1.2mm - 1.5mm - 3mm Standard Tension Rings

Series: J750

Top Ring Type: •CMR, Moly/Steel
Second Ring Type: •IPE, Cast/Hook
Oil Ring Type: •CUF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.030"	1.2-1.5-3.0mm	JJ750F8-4030-5
4.040"	1.2-1.5-3.0mm	JJ750F8-4040-5
4.060"	1.2-1.5-3.0mm	JJ750F8-4060-5
4.125"	1.2-1.5-3.0mm	JJ750F8-4125-5
4.135"	1.2-1.5-3.0mm	JJ750F8-4135-5
4.145"	1.2-1.5-3.0mm	JJ750F8-4145-5
4.155"	1.2-1.5-3.0mm	JJ750F8-4155-5
4.165"	1.2-1.5-3.0mm	JJ750F8-4165-5

1/16 - 1/16" - 3/16" Low Tension Rings

Halffire Ring Set - Hardened Ductile Iron

Series: J820

Top Ring Type: •HPB, Hard Ductile Iron
Second Ring Type: •IPT, Cast
Oil Ring Type: •CUF, Chrome, Flexvent, Carbon Steel

Bore	Thickness	Part No.
4.155"	1/16" 1/16" 3/16"	JJ82008-4155-5

HNS - HARDENED NITROUS SERIES

.043" - 1/16" - 3/16" Low Tension Rings

Series: J840

Top Ring Type: •HPB, Hard Ductile Iron
Second Ring Type: •IPT, Cast
Oil Ring Type: •CUS, Chrome, SS50U Style, Carbon Steel

Bore	Thickness	Part No.
4.600"	.043-1/16-3/16	JJ840L8-4600-5

.043" - 1/16" - 3/16" Low Tension Rings

Series: J860 - Backcut Top

Top Ring Type: •HPR, Hard Ductile Iron
Second Ring Type: •IPT, Cast
Oil Ring Type: •CUS, Chrome, SS50U Style, Carbon Steel

Bore	Thickness	Part No.
4.600"	.043-1/16-3/16	JJ860L8-4600-5
4.610"	.043-1/16-3/16	JJ860L8-4610-5
4.625"	.043-1/16-3/16	JJ860L8-4625-5

.043" - 1/16" - 3/16" Standard Tension Rings

Series: J860 - Backcut Top

Top Ring Type: •HPR, Hard Ductile Iron
Second Ring Type: •IPT, Cast
Oil Ring Type: •CUS, Chrome, SS50U Style, Carbon Steel

Bore	Thickness	Part No.
4.500"	.043-1/16-3/16	JJ860F8-4500-5
4.530"	.043-1/16-3/16	JJ860F8-4530-5
4.580"	.043-1/16-3/16	JJ860F8-4580-5
4.625"	.043-1/16-3/16	JJ860F8-4625-5

.043" - 1/16" - 3/16" High Tension Rings

Series: J860 - Backcut Top

Top Ring Type: •HPR, Hard Ductile Iron
Second Ring Type: •IPT, Cast
Oil Ring Type: •CUS, Chrome, SS50U Style, Carbon Steel

Bore	Thickness	Part No.
4.560"	.043-1/16-3/16	JJ860H8-4560-5
4.610"	.043-1/16-3/16	JJ860H8-4610-5

.017" - 1/16" - 3/16" High Tension Rings

Series: J890 - D017 Dykes Top Ring

Top Ring Type: •DMD, Moly/Dykes
Second Ring Type: •IPT, Cast
Oil Ring Type: •CUS, Chrome, SS50U Style, Carbon Steel

Bore	Thickness	Part No.
4.185"	017-1/16-3/16	JJ890F8-4185-5
4.250"	017-1/16-3/16	JJ890F8-4250-5
4.310"	017-1/16-3/16	JJ890F8-4310-5
4.375"	017-1/16-3/16	JJ890F8-4375-5
4.500"	017-1/16-3/16	JJ890F8-4500-5
4.530"	017-1/16-3/16	JJ890F8-4530-5

1/16" - 1/16 - 3/16" Standard Tension Rings

Economy Ring Set

Top Ring Type: •DMK

Second Ring Type: •IPT

Oil Ring Type: •CUF

Bore	Thickness	Part No.
4.020"	1/16-1/16-3/16	JS100S8-4020-5
4.030"	1/16-1/16-3/16	JS100S8-4030-5
4.040"	1/16-1/16-3/16	JS100S8-4040-5
4.060"	1/16-1/16-3/16	JS100S8-4060-5
4.125"	1/16-1/16-3/16	JS100S8-4125-5
4.145"	1/16-1/16-3/16	JS100S8-4145-5
4.155"	1/16-1/16-3/16	JS100S8-4155-5
4.165"	1/16-1/16-3/16	JS100S8-4165-5
4.280"	1/16-1/16-3/16	JS100S8-4280-5
4.310"	1/16-1/16-3/16	JS100S8-4310-5
4.350"	1/16-1/16-3/16	JS100S8-4350-5
4.500"	1/16-1/16-3/16	JS100S8-4500-5
4.530"	1/16-1/16-3/16	JS100S8-4530-5
4.560"	1/16-1/16-3/16	JS100S8-4560-5
4.600"	1/16-1/16-3/16	JS100S8-4600-5

CHROME PISTON RING SETS

4 Cylinder Chrome ring sets

Top Ring Type: •CUR, CUS
Second Ring Type: •Various (Refer To JE Cat)
Oil Ring Type: •CUF, CUS

Cyl	Bore	Thickness mm	Part No.
4cyl	72.5mm	1.0-1.2-2.8-72.50	JJC2504-2854
4cyl	75.5mm	1.2-1.5-3.0-75.50	JJC2304-2972
4cyl	76.987mm	1.2-1.5-4.0-77.00	JJC1604-3031
4cyl	77.495mm	1.2-1.5-4.0-77.50	JJC1604-3051
4cyl	78mm	1.2-1.2-2.8-78.00	JJC42F4-3071
4cyl	78mm	1.2-1.5-2.8-78.00	JJC3004-3071
4cyl	78.5mm	1.2-1.5-2.8-78.50	JJC3004-3091
4cyl	81.5mm	1.0-1.2-2.8-81.50	JJC2604-3209
4cyl	83.5mm	1.5-1.5-3.0-83.50	JJC6004-3287
4cyl	85.496mm	1.2-1.5-3.0-85.49	JJC1904-3366
4cyl	85.750mm	1.2-1.5-3.0-3.76	JJC1904-3376
4cyl	86mm	1.2-1.2-3.0-86.00	JJC2704-3386
4cyl	86mm	1.2-1.5-3.0-3.86	JJC1904-3386
4cyl	86mm	1.5-1.5-3.0-86.00	JJC2904-3386
4cyl	86.487mm	1.2-1.5-4.0-3.405	JJC15F4-3405
4cyl	86.487mm	1.5-1.5-4.0-3.405	JJC11F4-3405
4cyl	86.5mm	1.2-1.5-3.0-86.50	JJC2104-3406
4cyl	87mm	1.2-1.5-3.0-87.00	JJC2104-3425
4cyl	87.503mm	1.2-1.2-2.8-3.445	JJC8004-3445
4cyl	88.011mm	1.2-1.2-3.0-3.465	JJC1204-3465
4cyl	88.011mm	1.2-1.5-4.0-80.00	JJC1704-3150
4cyl	88.992mm	1.2-1.2-2.8-90.00	JJC1304-3543
4cyl	89mm	1.2-1.2-2.5-89.00	JJC7004-3504
4cyl	89.5mm	1.2-1.2-2.5-89.50	JJC7004-3524
4cyl	91.1mm	1.2-1.5-3.0-3.587	JJC2204-3587
4cyl	92mm	1.2-1.5-3.0-3.622	JJC9004-3622
4cyl	92mm	1.2-1.5-4.0-92.00	JJC4004-3622
4cyl	92.5mm	1.2-1.5-4.0-92.50	JJC4004-3642
4cyl	92.989mm	1.5-1.5-3.0-93.00	JJC1804-3661
4cyl	99.492mm	1.2-1.5-2.8-3.917	JJC14F4-3917
4cyl	99.5mm	1.2-1.2-2.5-99.50	JJC3104-3917
4cyl	3.642"	1.2-1.5-3.0-3.642	JJC2404-3642

(Subaru Rings)

4cyl	99.75mm	1.2-1.2-2.5-99.75	JJC4404-3928
4cyl	100mm	1.2-1.2-2.5-100.0	JJC4404-3938

6 CYLINDER CHROME RING SETS

Cyl	Bore	Thickness	Part No.
6cyl	86.5mm	1.2-1.5-3.0-86.50	JJC2106-3406
6cyl	87mm	1.2-1.5-3.0-87.00	JJC2106-3425
6cyl	91.59mm	1.2-1.5-3.0-3.606	JJC2206-3606
6cyl	92.989mm	1.5-1.5-3.0-93.00	JJC1806-3661
6cyl	95.5mm	1.2-1.2-2.5-95.50	JJC2806-3760
6cyl	95.75mm	1.2-1.2-2.5-95.75	JJC2806-3770
6cyl	96mm	1.2-1.2-2.5-96.00	JJC2806-3780
6cyl	96.25mm	1.2-1.2-2.5-96.25	JJC2806-3789
6cyl	96.5mm	1.2-1.2-2.5-96.50	JJC2806-3799
6 cyl	3.405"	1.5-1.5-4.0-3.405	JJC11F6-3405
6cyl	3.445"	1.5-1.5-2.8-3.445	JJC50F6-3445
6cyl	3.386"	1.2-1.5-3.0-3.386	JJC1906-3386

8 CYLINDER CHROME RING SETS

Cyl	Bore	Thickness	Part No.
8cyl	3.760"	1.2-1.2-2.5-95.50	JJC2808-3760
8cyl	3.770"	1.2-1.2-2.5-95.75	JJC2808-3770
8cyl	3.780"	1.2-1.2-2.5-96.00	JJC2808-3780
8cyl	3.780"	1.2-1.2-2.5-96.25	JJC2808-3789
8cyl	3.799"	1.2-1.2-2.5-96.50	JJC2808-3799

GAS NITRIDED PISTON RING SETS

4 Cylinder Gas Nitrided Piston ring Sets

Top Ring Type: •CNS

Second Ring Type: •DPE

Oil Ring Type: •CNF

Cyl	Bore	Thickness	Part No.
4cyl	73mm	1.0-1.2-2.8-2.874	JJG1004-2874
4cyl	75mm	1.0-1.2-2.8-2.953	JJG1004-2953
4cyl	75.5mm	1.0-1.2-2.8-2.972	JJG1004-2972
4cyl	76mm	1.0-1.2-2.8-2.992	JJG1004-2992

Cyl	Bore	Thickness	Part No.
4cyl	79mm	1.0-1.2-2.8-79.00	JJG1004-3110
4cyl	81mm	1.0-1.2-2.8-81.00	JJG1004-3189
4cyl	81.5mm	1.0-1.2-2.8-3.209	JJG1004-3209
4cyl	82mm	1.0-1.2-2.8-3.228	JJG1004-3228
4cyl	82.29mm	1.2-1.5-3.0-82.29	JJG2604-3240
4cyl	82.55mm	1.0-1.2-2.8-3.250	JJG1004-3250
4cyl	83mm	1.0-1.2-2.8-3.268	JJG1004-3268
4cyl	83mm	1.2-1.5-3.0-83.00	JJG2904-3268
4cyl	83.5mm	1.0-1.2-2.8-3.287	JJG1004-3287
4cyl	83.99	1.0-1.2-2.8-83.99	JJG1004-3307
4cyl	84.5mm	1.0-1.2-2.8-3.327	JJG1004-3327
4cyl	85mm	1.0-1.2-2.8-3.346	JJG1004-3346
4cyl	85mm	1.2-1.5-3.0-85.00	JJG2704-3347
4cyl	85.49mm	1.0-1.2-2.8-85.49	JJG1004-3366
4cyl	85.5mm	1.2-1.5-3.0-85.49	JJG2704-3366
4cyl	85.75mm	1.2-1.5-3.0-85.75	JJG2704-3376
4cyl	86mm	1.0-1.2-2.8-3.386	JJG1004-3386
4cyl	86mm	1.2-1.5-3.0-86.00	JJG2804-3386
4cyl	86.5mm	1.0-1.2-2.8-3.405	JJG1004-3405
4cyl	87mm	1.0-1.2-2.8-3.425	JJG1004-3425
4cyl	87mm	1.5-1.5-4.0-87.00	JJG2104-3425
4cyl	87.5mm	1.0-1.2-2.8-3.445	JJG1004-3445
4cyl	87.5mm	1.5-1.5-4.0-87.50	JJG2204-3445
4cyl	87.75mm	1.5-1.5-4.0-87.75	JJG2304-3455
4cyl	88mm	1.0-1.2-2.8-3.465	JJG1004-3465
4cyl	88.01mm	1.5-1.5-4.0-88.01	JJG2304-3465
4cyl	88.5mm	1.0-1.2-2.8-3.484	JJG1004-3484
4cyl	88.5mm	1.5-1.5-4.0-88.50	JJG2206-3484
4cyl	89mm	1.0-1.2-2.8-3.504	JJG1004-3504
4cyl	89mm	1.5-1.5-4.0-89.00	JJG2004-3504
4cyl	89.25mm	1.5-1.5-4.0-89.25	JJG2004-3514
4cyl	89.5mm	1.0-1.2-2.8-3.524	JJG1004-3524
4cyl	89.5mm	1.5-1.5-4.0-3.524	JJG2004-3524
4cyl	89.76mm	1.5-1.5-4.0-89.76	JJG2004-3534
4cyl	90mm	1.0-1.2-2.8-3.543	JJG1004-3543
4cyl	91mm	1.0-1.2-2.8-3.583	JJG1004-3583
4cyl	91.1mm	1.5-1.5-4.0-91.10	JJG2404-3587
4cyl	92mm	1.0-1.2-2.8-3.622	JJG1004-3622
4cyl	92.1mm	1.5-1.5-4.0-92.10	JJG2404-3626
4cyl	92.5mm	1.0-1.2-2.8-3.642	JJG1004-3642
4cyl	92.5mm	1.5-1.5-4.0-92.50	JJG2504-3642
4cyl	92.76mm	1.5-1.5-4.0-92.76	JJG2504-3652
4cyl	93mm	1.0-1.2-2.8-3.661	JJG1004-3661
4cyl	94mm	1.0-1.2-2.8-3.701	JJG1004-3701

CHEV SMALL BLOCK 350

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.700" • Pin: 0.927" Press Fit

Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.000"	3.480"	1.560"	-5cc	9.65:1	9.25:1	8.90:1	SPH345ACP STD
4.020"	3.480"	1.560"	-5cc	9.70:1	9.30:1	8.93:1	SPH345ACP 020
4.030"	3.480"	1.560"	-5cc	9.73:1	9.33:1	8.97:1	SPH345ACP 030
4.040"	3.480"	1.560"	-5cc	9.77:1	9.37:1	9.00:1	SPH345ACP 040
4.060"	3.480"	1.560"	-5cc	9.85:1	9.45:1	9.08:1	SPH345ACP 060

CHEV SMALL BLOCK 350

• Ring Grooves: 1/16 - 1/16 - 1/8" • Rod Length: 6.000" • Pin: 0.927" Press Fit or Floating

Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.020"	3.480"	1.260"	-5cc	9.69:1	9.29:1	8.93:1	SPH140CL 020
4.030"	3.480"	1.260"	-5cc	9.73:1	9.33:1	8.97:1	SPH140CL 030
4.040"	3.480"	1.260"	-5cc	9.77:1	9.37:1	9.00:1	SPH140CL 040

CHEV SMALL BLOCK 350

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.700" • Pin: 0.927" Press Fit or Floating

Bore	Stroke	Height	Dome	64cc	68cc	72cc	Part No.
4.030"	3.480"	1.560"	3.5cc	10.7:1	10.2:1	9.78:1	SPH618CP 030
4.040"	3.480"	1.560"	3.5cc	10.8:1	10.3:1	9.82:1	SPH618CP 040

CHEV SMALL BLOCK 383

• Ring Grooves: 1/16 - 1/16 - 3/16" • Rod Length: 6.000" • Pin: 0.927" Press Fit or Floating

Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.000"	3.750"	1.130"	-5cc	10.4:1	9.96:1	9.56:1	SPH124CL STD
4.020"	3.750"	1.130"	-5cc	10.5:1	10.0:1	9.64:1	SPH124CL 020
4.030"	3.750"	1.130"	-5cc	10.5:1	10.1:1	9.68:1	SPH124CL 030
4.040"	3.750"	1.130"	-5cc	10.6:1	10.1:1	9.72:1	SPH124CL 040
4.060"	3.750"	1.130"	-5cc	10.7:1	10.2:1	9.81:1	SPH124CL 060

CHEV SMALL BLOCK 383

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.700" • Pin: 0.927" Press Fit or Floating

Bore	Stroke	Height	Dome	64cc	68cc	72cc	Part No.
4.030"	3.750"	1.425"	3.5cc	11.5:1	10.9:1	10.5:1	SPH624CP 030
4.040"	3.750"	1.425"	3.5cc	11.5:1	11.0:1	10.5:1	SPH624CP 040

CHEV SMALL BLOCK 383

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.700" • Pin: 0.927" Press Fit or Floating

Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.000"	3.750"	1.425"	-12.5cc	9.55:1	9.18:1	8.85:1	SPH859CP STD
4.020"	3.750"	1.425"	-12.5cc	9.63:1	9.26:1	8.93:1	SPH859CP 020
4.030"	3.750"	1.425"	-12.5cc	9.67:1	9.30:1	8.96:1	SPH859CP 030
4.040"	3.750"	1.425"	-12.5cc	9.71:1	9.34:1	9.00:1	SPH859CP 040
4.060"	3.750"	1.425"	-12.5cc	9.79:1	9.42:1	9.08:1	SPH859CP 060

CHEV SMALL BLOCK 383

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.700" • Pin: 0.927" Press Fit or Floating

Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.000"	3.750"	1.425"	-5cc	10.3:1	9.84:1	9.45:1	SPH860CP STD
4.020"	3.750"	1.425"	-5cc	10.4:1	9.92:1	9.53:1	SPH860CP 020
4.030"	3.750"	1.425"	-5cc	10.4:1	9.97:1	9.57:1	SPH860CP 030
4.040"	3.750"	1.425"	-5cc	10.4:1	10.0:1	9.61:1	SPH860CP 040
4.060"	3.750"	1.425"	-5cc	10.5:1	10.1:1	9.69:1	SPH860CP 060

CHEV SMALL BLOCK 400

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.565" • Pin: 0.927" Press Fit

Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.145"	3.750"	1.560"	-12.5cc	10.1:1	9.72:1	9.37:1	SPH601CP 020
4.155"	3.750"	1.560"	-12.5cc	10.1:1	9.76:1	9.40:1	SPH601CP 030
4.165"	3.750"	1.560"	-12.5cc	10.2:1	9.80:1	9.44:1	SPH601CP 040

CHEV SMALL BLOCK 400

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.700" • Pin: 0.927" Press Fit

Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.125"	3.750"	1.425"	-6cc	10.7:1	10.3:1	9.87:1	SPH616CP
4.145"	3.750"	1.425"	-6cc	10.8:1	10.4:1	9.95:1	SPH616CP 020
4.155"	3.750"	1.425"	-6cc	10.8:1	10.4:1	9.99:1	SPH616CP 030
4.165"	3.750"	1.425"	-6cc	10.9:1	10.4:1	10.0:1	SPH616CP 040

CHEV SMALL BLOCK 400

• Ring Grooves: 1/16 - 1/16 - 3/16" • Rod Length: 6.000" • Pin: 0.927" Press Fit or Floating

Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.125"	3.750"	1.130"	-5cc	11.0:1	10.5:1	10.1:1	SPH122CL STD
4.155"	3.750"	1.130"	-5cc	11.1:1	10.6:1	10.2:1	SPH122CL 030

CHEV BIG BLOCK 454

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 6.135" • Pin: 0.990" Press Fit or Floating

Bore	Stroke	Height	Dome	107cc	119cc	124cc	Part No.
4.280"	4.000"	1.640"	10.5cc	9.37:1	8.56:1	8.27:1	SPH426CP 030
4.290"	4.000"	1.640"	10.5cc	9.41:1	8.59:1	8.30:1	SPH426CP 040
4.310"	4.000"	1.640"	10.5cc	9.48:1	8.66:1	8.36:1	SPH426CP 060

CHEV BIG BLOCK 454

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 6.135" • Pin: 0.990" Press Fit or Floating

Bore	Stroke	Height	Dish	107cc	119cc	124cc	Part No.
4.280"	4.000"	1.640"	-2cc	8.50:1	7.84:1	7.60:1	SPH625CP 030
4.290"	4.000"	1.640"	-2cc	8.54:1	7.87:1	7.63:1	SPH625CP 040
4.310"	4.000"	1.640"	-2cc	8.60:1	7.94:1	7.69:1	SPH625CP 060

CHEV BIG BLOCK 454

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 6.135" • Pin: 0.990" Press Fit or Floating

Bore	Stroke	Height	Dome	107cc	119cc	124cc	Part No.
4.280"	4.000"	1.640"	22cc	10.3:1	9.32:1	8.97:1	SPH693CP 030
4.290"	4.000"	1.640"	22cc	10.4:1	9.36:1	9.01:1	SPH693CP 040

CHEV BIG BLOCK 454 STROKER

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 6.135" • Pin: 0.990" Press Fit or Floating

Bore	Stroke	Height	Dome	107cc	119cc	124cc	Part No.
4.280"	4.250"	1.525"	11.2cc	10.1:1	8.88:1	8.58:1	SPH552CP 030
4.310"	4.250"	1.525"	11.2cc	10.2:1	9.31:1	8.98:1	SPH552CP 060
4.350"	4.250"	1.525"	11.2cc	10.4:1	9.46:1	9.13:1	SPH552CP 100

CHRYSLER SMALL BLOCK 360

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 6.123" • Pin: 0.984" Press Fit or Floating

Bore	Stroke	Height	Dish	63cc	65cc	68cc	Part No.
4.000"	3.578"	1.660"	-5cc	9.94:1	9.72:1	9.39:1	SPH116CP
4.030"	3.578"	1.660"	-5cc	10.0:1	9.85:1	9.50:1	SPH116CP 030
4.040"	3.578"	1.660"	-5cc	10.1:1	9.89:1	9.54:1	SPH116CP 040
4.060"	3.578"	1.660"	-5cc	10.2:1	9.97:1	9.62:1	SPH116CP 060

CHRYSLER SMALL BLOCK 360

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 6.123" • Pin: 0.984" Press Fit

Bore	Stroke	Height	Dish	63cc	65cc	68cc	Part No.
4.000"	3.578"	1.637"	-10cc	9.00:1	8.83:1	8.56:1	SPH405CP
4.030"	3.578"	1.637"	-10cc	9.11:1	8.94:1	8.66:1	SPH405CP 030
4.060"	3.578"	1.637"	-10cc	9.22:1	9.04:1	8.77:1	SPH405CP 060

FORD 302 WINDSOR

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.090" • Pin: 0.912" Press Fit

Bore	Stroke	Height	Dish	55cc	58cc	63cc	Part No.
4.000"	3.000"	1.605"	-8cc	8.86:1	8.51:1	8.09:1	SPH273CP STD
4.020"	3.000"	1.605"	-8cc	8.93:1	8.58:1	8.16:1	SPH273CP 020
4.030"	3.000"	1.605"	-8cc	8.97:1	8.61:1	8.19:1	SPH273CP 030
4.040"	3.000"	1.605"	-8cc	9.00:1	8.64:1	8.22:1	SPH273CP 040
4.060"	3.000"	1.605"	-8cc	9.08:1	8.71:1	8.29:1	SPH273CP 060

FORD 347 WINDSOR

• Ring Grooves: 1/16 - 1/16 - 1/8" • Rod Length: 5.400" • Pin: 0.912" Press Fit or Floating

Bore	Stroke	Height	Dish	55cc	58cc	63cc	Part No.
4.000"	3.400"	1.090"	-5cc	10.8:1	10.3:1	9.77:1	SPH139CL STD
4.020"	3.400"	1.090"	-5cc	10.9:1	10.4:1	9.86:1	SPH139CL 020
4.030"	3.400"	1.090"	-5cc	11.0:1	10.5:1	9.90:1	SPH139CL 030
4.040"	3.400"	1.090"	-5cc	11.0:1	10.5:1	9.94:1	SPH139CL 040
4.060"	3.400"	1.090"	-5cc	11.1:1	10.6:1	10.0:1	SPH139CL 060

FORD 347 WINDSOR

• Ring Grooves: 1/16 - 1/16 - 1/8" • Rod Length: 5.400" • Pin: 0.927" Press Fit or Floating

Bore	Stroke	Height	Dish	55cc	58cc	63cc	Part No.
4.020"	3.400"	1.090"	-5cc	10.9:1	10.4:1	9.86:1	SPH146CL 020
4.030"	3.400"	1.090"	-5cc	11.0:1	10.5:1	9.90:1	SPH146CL 030
4.040"	3.400"	1.090"	-5cc	11.0:1	10.5:1	9.94:1	SPH146CL 040
4.060"	3.400"	1.090"	-5cc	11.1:1	10.6:1	10.0:1	SPH146CL 060

FORD 351 WINDSOR

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.955" • Pin: 0.912" Press Fit

Bore	Stroke	Height	Dish	60cc	63cc	69cc	Part No.
4.000"	3.500"	1.772"	-16cc	9.08:1	8.80:1	8.33:1	SPH336CP
4.020"	3.500"	1.772"	-16cc	9.11:1	8.88:1	8.40:1	SPH336CP 020
4.030"	3.500"	1.772"	-16cc	9.14:1	8.91:1	8.43:1	SPH336CP 030
4.040"	3.500"	1.772"	-16cc	9.18:1	8.95:1	8.47:1	SPH336CP 040

FORD 393 WINDSOR

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.955" • Pin: 0.912" Press Fit

Bore	Stroke	Height	Dish	60cc	63cc	69cc	Part No.
4.030"	3.850"	1.615"	-15cc	10.4:1	10.2:1	9.56:1	SPH132CP 030

FORD 393 WINDSOR

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.955" • Pin: 0.912" Press Fit

Bore	Stroke	Height	Dish	60cc	63cc	69cc	Part No.
4.020"	3.850"	1.605"	-8cc	10.9:1	10.5:1	9.89:1	SPH273CP 020
4.030"	3.850"	1.605"	-8cc	10.9:1	10.6:1	9.94:1	SPH273CP 030
4.040"	3.850"	1.605"	-8cc	11.0:1	10.6:1	9.98:1	SPH273CP 040
4.060"	3.850"	1.605"	-8cc	11.1:1	10.7:1	10.1:1	SPH273CP 060

FORD 351 CLEVELAND

• Ring Grooves: 5/64 - 5/64 - 3/16" • Rod Length: 5.780" • Pin: 0.912" Press Fit

Bore	Stroke	Height	Dish	63cc	
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CHEV & HOLDEN LS1

•Ring Grooves: 1.5 - 1.5 - 3.0mm •Rod Length: 6.125" •Pin: 0.927" Press Fit or Floating							
Bore	Stroke	Height	Dish	64cc	66cc	72cc	Part No.
3.897"	4.000"	1.125"	-5cc	10.7:1	10.5:1	9.85:1	SPLW2624F STD
3.917"	4.000"	1.125"	-5cc	10.8:1	10.6:1	9.94:1	SPLW2624F.25MM

CHEV & HOLDEN LS2

•Ring Grooves: 1.5 - 1.5 - 3.0mm •Rod Length: 6.100" •Pin: 0.945" Press Fit or Floating							
Bore	Stroke	Height	Dish	64cc	66cc	72cc	Part No.
4.000"	3.620"	1.328"	-5cc	10.4:1	10.2:1	9.53:1	SPL2640F STD
4.020"	3.620"	1.328"	-5cc	10.5:1	10.3:1	9.61:1	SPL2640F 50MM

CHEV SMALL BLOCK 327

•Ring Grooves: 5/64 - 5/64 - 3/16" •Rod Length: 5.700" •Pin: 0.927" Press Fit							
Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.000"	3.250"	1.671"	-5.4cc	8.96:1	8.60:1	8.27:1	SPL2165F STD
4.030"	3.250"	1.671"	-5.4cc	9.07:1	8.71:1	8.37:1	SPL2165F 030
4.040"	3.250"	1.671"	-5.4cc	9.11:1	8.74:1	8.41:1	SPL2165F 040
4.060"	3.250"	1.671"	-5.4cc	9.18:1	8.81:1	8.47:1	SPL2165F 060

CHEV SMALL BLOCK 350

•Ring Grooves: 5/64 - 5/64 - 3/16" •Rod Length: 5.700" •Pin: 0.927" Press Fit							
Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.000"	3.480"	1.563"	-6cc	9.60:1	9.21:1	8.85:1	SPL2256F STD
4.020"	3.480"	1.563"	-6cc	9.68:1	9.28:1	8.92:1	SPL2256F 020
4.030"	3.480"	1.563"	-6cc	9.72:1	9.32:1	8.96:1	SPL2256F 030
4.040"	3.480"	1.563"	-6cc	9.76:1	9.36:1	9.00:1	SPL2256F 040
4.060"	3.480"	1.563"	-6cc	9.85:1	9.44:1	9.07:1	SPL2256F 060

CHEV SMALL BLOCK 350

•Ring Grooves: 5/64 - 5/64 - 3/16" •Rod Length: 5.700" •Pin: 0.927" Press Fit							
Bore	Stroke	Height	Dome	64cc	68cc	72cc	Part No.
4.000"	3.480"	1.560"	2.4cc	10.5:1	10.0:1	9.59:1	SPL2304F STD
4.030"	3.480"	1.560"	2.4cc	10.6:1	10.2:1	9.71:1	SPL2304F 030
4.060"	3.480"	1.560"	2.4cc	10.8:1	10.3:1	9.83:1	SPL2304F 06

CHEV SMALL BLOCK 350

•Ring Grooves: 1/16 - 1/16 - 1/8" •Rod Length: 5.700" •Pin: 0.927" Press Fit or Floating							
Bore	Stroke	Height	Dome	64cc	68cc	72cc	Part No.
4.030"	3.480"	1.560"	11cc	11.9:1	11.3:1	10.7:1	SPL2252AF 030
4.040"	3.480"	1.560"	11cc	11.9:1	11.3:1	10.7:1	SPL2252AF 040
4.060"	3.480"	1.560"	10cc	11.9:1	11.3:1	10.7:1	SPL2252AF 060

CHEV SMALL BLOCK 350

•Ring Grooves: 5/64 - 5/64 - 3/16" •Rod Length: 5.700" •Pin: 0.927" Press Fit or Floating							
Bore	Stroke	Height	Dome	64cc	68cc	72cc	Part No.
4.000"	3.480"	1.560"	-21cc	8.80:1	8.50:1	8.22:1	SPL2441F STD
4.030"	3.480"	1.560"	-21cc	8.92:1	8.61:1	8.32:1	SPL2441F 030

CHEV SMALL BLOCK 383

•Ring Grooves: 1/16 - 1/16 - 3/16" •Rod Length: 5.700" •Pin: 0.927" Press Fit or Floating							
Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.030"	3.750"	1.430"	-3.4cc	10.8:1	10.3:1	9.88:1	SPL2491F 030
4.060"	3.750"	1.430"	-3.4cc	10.9:1	10.4:1	10.0:1	SPL2491F 060

CHEV SMALL BLOCK 383

•Ring Grooves: 1/16 - 1/16 - 3/16" •Rod Length: 5.700" •Pin: 0.927" Press Fit or Floating							
Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.030"	3.750"	1.430"	-12cc	9.68:1	9.31:1	8.97:1	SPLW2605F 030

CHEV SMALL BLOCK 400

•Ring Grooves: 1/16 - 1/16 - 3/16" •Rod Length: 5.700" •Pin: 0.927" Press Fit or Floating							
Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.155"	3.750"	1.425"	-16cc	9.78:1	9.43:1	9.10:1	SPLW2606F 030

CHEV SMALL BLOCK 400

•Ring Grooves: 5/64 - 5/64 - 3/16" •Rod Length: 5.700" •Pin: 0.927" Press Fit or Floating							
Bore	Stroke	Height	Dish	64cc	68cc	72cc	Part No.
4.155"	3.750"	1.420"	-3.4cc	11.0:1	10.6:1	10.2:1	SPL2489F 030

CHEV BIG BLOCK 454

•Ring Grooves: 5/64 - 5/64 - 3/16" •Rod Length: 6.135" •Pin: 0.990" Press Fit							
Bore	Stroke	Height	Dome	107cc	117cc	119cc	Part No.
4.250"	4.000"	1.645"	31cc	11.2:1	10.2:1	10.0:1	SPL2349F STD
4.280"	4.000"	1.645"	30cc	11.2:1	10.2:1	10.0:1	SPL2349F 030

CHEV BIG BLOCK 454

•Ring Grooves: 5/64 - 5/64 - 3/16" •Rod Length: 6.135" •Pin: 0.990" Press Fit							
Bore	Stroke	Height	Dish	107cc	117cc	119cc	Part No.
4.280"	4.000"	1.640"	-5cc	8.36:1	7.83:1	7.73:1	SPL2377F 030
4.290"	4.000"	1.640"	-5cc	8.40:1	7.86:1	7.76:1	SPL2377F 040
4.310"	4.000"	1.640"	-5cc	8.46:1	7.92:1	7.82:1	SPL2377F 060

CHRYSLER SMALL BLOCK 318

•Ring Grooves: 5/64 - 5/64 - 3/16" •Rod Length: 6.123" •Pin: 0.984" Press Fit or Floating							
Bore	Stroke	Height	Dish	63cc	65cc	68cc	Part No.
3.940"	3.313"	1.759"	-1.5cc	8.70:1	8.52:1	8.24:1	SPL2329F 030

CHRYSLER SMALL BLOCK 360

•Ring Grooves: 5/64 - 5/64 - 3/16" •Rod Length: 6.123" •Pin: 0.984" Press Fit							
Bore	Stroke	Height	Dish	63cc	65cc	68cc	Part No.
4.030"	3.578"	1.591"	0cc	9.13:1	8.96:1	8.68:1	SPL2386F 030
4.040"	3.578"	1.591"	0cc	9.16:1	8.99:1	8.71:1	SPL2386F 040

FORD 302 WINDSOR

•Ring Grooves: 5/64 - 5/64 - 3/16" •Rod Length: 5.090" •Pin: 0.912" Press Fit							
Bore	Stroke	Height	Dish	58cc	60cc	63cc	Part No.
4.000"	3.000"	1.605"	-3cc	9.55:1	9.30:1	9.02:1	SPL2482F
4.030"	3.000"	1.605"	-3cc	9.67:1	9.42:1	9.13:1	SPL2482F 030
4.040"	3.000"	1.605"	-3cc	9.72:1	9.46:1	9.17:1	SPL2482F 040
4.060"	3.000"	1.605"	-3cc	9.80:1	9.54:1	9.25:1	SPL2482F 060

FORD 351 CLEVELAND

•Ring Grooves: 5/64 - 5/64 - 3/16" •Rod Length: 5.780" •Pin: 0.912" Press Fit							
Bore	Stroke	Height	Dish	63cc	67cc	76cc	Part No.
4.000"	3.500"	1.647"	-1.5cc	10.1:1	9.66:1	8.79:1	SPL2379F STD
4.030"	3.500"	1.647"	-1.5cc	10.2:1	9.78:1	8.90:1	SPL2379F 030
4.040"	3.500"	1.647"	-1.5cc	10.3:1	9.82:1	8.94:1	SPL2379F 040

HOLDEN V8 355 STROKER

•Ring Grooves: 1/16 - 1/16 - 3/16" •Rod Length: 5.700" •Pin: 0.927" Press Fit or Floating							
Bore	Stroke	Height	Dish	44cc	56cc	62cc	Part No.
4.030"	3.480"	1.430"	-12cc	12.3:1	10.5:1	9.82:1	SPLW2605F 030

HOLDEN V8 355 STROKER

•Ring Grooves: 1/16 - 1/16 - 3/16" •Rod Length: 5.700" •Pin: 0.927" Press Fit or Floating							
Bore	Stroke	Height	Dish	44cc	56cc	62cc	Part No.
4.030"	3.480"	1.430"	-3.4cc	14.0:1	11.7:1	10.8:1	SPL2491F 030
4.060"	3.480"	1.430"	-3.4cc	14.2:1	11.8:1	11.0:1	SPL2491F 060



SPEED-PRO E-SERIES RING SETS

Speed-Pro's E-series piston rings are suitable for stock replacement and mild performance applications. They are available in cast or moly.

Cast rings are recommended for use in dusty conditions or with improper bore finishes such as when re-ringing a block without honing. Moly rings are recommended for all performance applications and will last longer than cast rings when used with the proper bore finish.

CHEVROLET RING SETS

Application	Bore	Thickness	Cast Part No	Moly Part No
Chevrolet 305	3.736"	5/64 - 5/64 - 3/16		SPE356K STD
Chevrolet 305	3.756"	5/64 - 5/64 - 3/16		SPE356K 020
Chevrolet 305	3.766"	5/64 - 5/64 - 3/16		SPE356K 030
Chevrolet 305	3.776"	5/64 - 5/64 - 3/16		SPE356K 040
Chevrolet 305	3.796"	5/64 - 5/64 - 3/16		SPE356K 060
Chevrolet 283-307	3.875"	5/64 - 5/64 - 3/16	SPE245X STD	
Chevrolet 283-307	3.895"	5/64 - 5/64 - 3/16	SPE245X 020	SPE245K 020
Chevrolet 283-307	3.905"	5/64 - 5/64 - 3/16		SPE245K 030
Chevrolet 283-307	3.915"	5/64 - 5/64 - 3/16		SPE245K 040
Chevrolet 283-307	3.935"	5/64 - 5/64 - 3/16		SPE245K 060
Chevrolet 327-350	4.000"	5/64 - 5/64 - 3/16	SPE251X STD	SPE251K STD
Chevrolet 327-350	4.020"	5/64 - 5/64 - 3/16	SPE251X 020	SPE251K 020
Chevrolet 327-350	4.030"	5/64 - 5/64 - 3/16	SPE251X 030	SPE251K 030
Chevrolet 327-350	4.040"	5/64 - 5/64 - 3/16	SPE251X 040	SPE251K 040
Chevrolet 327-350	4.060"	5/64 - 5/64 - 3/16	SPE251X 060	SPE251K 060
Chevrolet 400	4.125"	5/64 - 5/64 - 3/16	SPE243X STD	SPE243K STD
Chevrolet 400	4.145"	5/64 - 5/64 - 3/16	SPE243X 020	SPE243K 020
Chevrolet 400	4.155"	5/64 - 5/64 - 3/16	SPE243X 030	SPE243K 030
Chevrolet 400	4.165"	5/64 - 5/64 - 3/16	SPE243X 040	SPE243K 040
Chevrolet 400	4.185"	5/64 - 5/64 - 3/16	SPE243X 060	SPE243K 060
Chevrolet 396	4.094"	5/64 - 5/64 - 3/16	SPE232X STD	
Chevrolet 396	4.114"	5/64 - 5/64 - 3/16		SPE232K 030
Chevrolet 396	4.124"	5/64 - 5/64 - 3/16		SPE232K 040
Chevrolet 396	4.134"	5/64 - 5/64 - 3/16		
Chevrolet 396	4.154"	5/64 - 5/64 - 3/16	SPE232X 060	
Chevrolet 427-454	4.250"	5/64 - 5/64 - 3/16	SPE233X STD	SPE233K STD
Chevrolet 427-454	4.270"	5/64 - 5/64 - 3/16		SPE233K 020
Chevrolet 427-454	4.280"	5/64 - 5/64 - 3/16	SPE233X 030	SPE233K 030
Chevrolet 427-454	4.290"	5/64 - 5/64 - 3/16	SPE233X 040	SPE233K 040
Chevrolet 427-454	4.310"	5/64 - 5/64 - 3/16	SPE233X 060	SPE233K 060
Chev LS1 & LS6	3.900"	1.5 - 1.5 - 3.0mm		SPE938K STD
Chev LS1 & LS6	3.910"	1.5 - 1.5 - 3.0mm		SPE938K 25MM
Chev Vortec & LS2	4.000"	1.5 - 1.5 - 3.0mm		SPE921K STD
Chev Vortec & LS2	4.020"	1.5 - 1.5 - 3.0mm		SPE921K 020
Chev Vortec & LS2	4.030"	1.5 - 1.5 - 3.0mm		SPE921K 030
Chev Vortec & LS2	4.040"	1.5 - 1.5 - 3.0mm		SPE921K 040
Chev Vortec & LS2	4.060"	1.5 - 1.5 - 3.0mm		SPE921K 060

CHRYSLER RING SETS

Application	Bore	Thickness	Cast Part No	Moly Part No
Chrysler 273	3.625"	5/64 - 5/64 - 3/16		SPE239K STD
Chrysler 273	3.645"	5/64 - 5/64 - 3/16	SPE239X 020	
Chrysler 273	3.655"	5/64 - 5/64 - 3/16	SPE239X 030	
Chrysler 273	3.685"	5/64 - 5/64 - 3/16	SPE239X 060	
Chrysler 318	3.910"	5/64 - 5/64 - 3/16		SPE178K STD
Chrysler 318	3.930"	5/64 - 5/64 - 3/16		SPE178K 020
Chrysler 318	3.940"	5/64 - 5/64 - 3/16		SPE178K 030
Chrysler 318	3.950"	5/64 - 5/64 - 3/16		SPE178K 040
Chrysler 318	3.970"	5/64 - 5/64 - 3/16		SPE178K 060
Chrysler 340	4.040"	5/64 - 5/64 - 3/16		SPE286K STD
Chrysler 340	4.070"	5/64 - 5/64 - 3/16		SPE286K 030
Chrysler 340	4.080"	5/64 - 5/64 - 3/16	SPE286X 030	
Chrysler 340	4.100"	5/64 - 5/64 - 3/16	SPE286X 040	
Chrysler 360	4.000"	5/64 - 5/64 - 3/16	SPE251X STD	
Chrysler 360	4.020"	5/64 - 5/64 - 3/16	SPE251X 020	
Chrysler 360	4.030"	5/64 - 5/64 - 3/16	SPE251X 030	
Chrysler 360	4.040"	5/64 - 5/64 - 3/16	SPE251X 040	
Chrysler 360	4.060"	5/64 - 5/64 - 3/16	SPE251X 060	
Chrysler 440	4.320"	5/64 - 5/64 - 3/16		SPE424K STD
Chrysler 440	4.340"	5/64 - 5/64 - 3/16		SPE424K 020
Chrysler 440	4.350"	5/64 - 5/64 - 3/16		SPE424K 030
Chrysler 440	4.360"	5/64 - 5/64 - 3/16		SPE424K 040
Chrysler 440	4.380"	5/64 - 5/64 - 3/16		SPE424K 060

HOLDEN RING SETS

Application	Bore	Thickness	Cast Part No	Moly Part No
Holden LS1 & LS6	3.900"	1.5 - 1.5 - 3.0mm		SPE938K STD
Holden LS1 & LS6	3.910"	1.5 - 1.5 - 3.0mm		SPE938K 25MM
Holden L76 & LS2	4.000"	1.5 - 1.5 - 3.0mm		SPE921K STD
Holden L76 & LS2	4.020"	1.5 - 1.5 - 3.0mm		SPE921K 020
Holden L76 & LS2	4.030"	1.5 - 1.5 - 3.0mm		SPE921K 030
Holden L76 & LS2	4.040"	1.5 - 1.5 - 3.0mm		SPE921K 040
Holden L76 & LS2	4.060"	1.5 - 1.5 - 3.0mm		SPE921K 060

UNIVERSAL V8 RING SETS

Application	Bore	Thickness	Cast Part No	Moly Part No
4.000" Bore V8	4.000"	5/64 - 5/64 - 3/16	SPE251X STD	SPE251K STD
4.020" Bore V8	4.020"	5/64 - 5/64 - 3/16	SPE251X 020	SPE251K 020
4.030" Bore V8	4.030"	5/64 - 5/64 - 3/16	SPE251X 030	SPE251K 030
4.040" Bore V8	4.040"	5/64 - 5/64 - 3/16	SPE251X 040	SPE251K 040
4.060" Bore V8	4.060"	5/64 - 5/64 - 3/16	SPE251X 060	SPE251K 060
4.125" Bore V8	4.125"	5/64 - 5/64 - 3/16	SPE243X STD	SPE243K STD
4.145" Bore V8	4.145"	5/64 - 5/64 - 3/16	SPE243X 020	SPE243K 020
4.155" Bore V8	4.155"	5/64 - 5/64 - 3/16	SPE243X 030	SPE243K 030
4.165" Bore V8	4.165"	5/64 - 5/64 - 3/16	SPE243X 040	SPE243K 040
4.185" Bore V8	4.185"	5/64 - 5/64 - 3/16	SPE243X 060	SPE243K 060
4.250" Bore V8	4.250"	5/64 - 5/64 - 3/16	SPE233X STD	SPE233K STD
4.270" Bore V8	4.270"	5/64 - 5/64 - 3/16	SPE233X 020	SPE233K 020
4.280" Bore V8	4.280"	5/64 - 5/64 - 3/16	SPE233X 030	SPE233K 030
4.290" Bore V8	4.290"	5/64 - 5/64 - 3/16	SPE233X 040	SPE233K 040
4.310" Bore V8	4.310"	5/64 - 5/64 - 3/16	SPE233X 060	SPE233K 060

PLASMA MOLY RING SETS

Speed-Pro Plasma Moly ring sets are suitable for race and hot street engines. They feature high strength ductile iron top rings with plasma moly facing, cast iron tapered face second rings and SS-50 stainless steel oil rings. These rings have standard gaps and do not require file fitting.

Application	Size	Thickness	Part No
4.030" Bore V8	4.030"	5/64 - 5/64 - 3/16"	SPR9903 030
4.000" Bore V8	4.000"	1/16 - 1/16 - 3/16"	SPR9902 STD
4.020" Bore V8	4.020"	1/16 - 1/16 - 3/16"	SPR9902 020
4.030" Bore V8	4.030"	1/16 - 1/16 - 3/16"	SPR9902 030
4.040" Bore V8	4.040"	1/16 - 1/16 - 3/16"	SPR9902 040
4.060" Bore V8	4.060"	1/16 - 1/16 - 3/16"	SPR9902 060
4.000" Bore V8	4.000"	1/16 - 1/16 - 1/8"	SPR9968 STD
4.020" Bore V8	4.020"	1/16 - 1/16 - 1/8"	SPR9968 020
4.030" Bore V8	4.030"	1/16 - 1/16 - 1/8"	SPR9968 030
4.040" Bore V8	4.040"	1/16 - 1/16 - 1/8"	SPR9968 040
4.060" Bore V8	4.060"	1/16 - 1/16 - 1/8"	SPR9968 060
4.125" Bore V8	4.125"	1/16 - 1/16 - 3/16"	SPR10375 STD
4.155" Bore V8	4.155"	1/16 - 1/16 - 3/16"	SPR10375 030
4.250" Bore V8	4.250"	1/16 - 1/16 - 3/16"	SPR9904 STD
4.280" Bore V8	4.280"	1/16 - 1/16 - 3/16"	SPR9904 030
4.310" Bore V8	4.310"	1/16 - 1/16 - 3/16"	SPR9904 060

UNIVERSAL SPORT COMPACT RING SETS

Speed-Pro sealed power sport compact ring sets feature chrome top rings which makes them perfect for turbo and nitrous applications. The popular .86mm bore size suits many Honda, Mitsubishi, Nissan and Toyota 4 cylinder engines. Check ring thickness before ordering.

Application	Bore	Thickness	Part No
85.0mm Bore 4 Cyl.	85.0mm	1.5 - 1.5 - 4.0mm	SPE455K STD
86.0mm Bore 4 Cyl.	86.0mm	1.5 - 1.5 - 4.0mm	SPE455K 1.0MM
86.0mm Bore 4 Cyl.	86.0mm	1.5 - 1.5 - 4.0mm	SPE523K STD
86.0mm Bore 4 Cyl.	86.0mm	1.5 - 1.5 - 3.0mm	SPE539K STD
86.5mm Bore 4 Cyl.	86.5mm	1.5 - 1.5 - 3.0mm	SPE539K 50MM
86.0mm Bore 4 Cyl.	86.0mm	1.2 - 1.5 - 3.0mm	SPE885K STD

PLASMA MOLY RING SETS - FILE FIT

Speed-Pro Plasma Moly ring sets feature high strength ductile iron top rings with plasma moly facing, cast iron tapered face second rings and SS-50 stainless steel oil rings. They are supplied .005" oversize and must be filed to the proper gap on installation allowing engine builders to set ring gaps for maximum power.

Application	Size	Thickness	Part No
3.900" Bore LS1	3.905"	1.5 - 1.5 - 3.0mm	SPR10598 13
3.910" Bore LS1	3.915"	1.5 - 1.5 - 3.0mm	SPR10598 38
4.000" Bore LS2	4.005"	1.5 - 1.5 - 3.0mm	SPR10603 5
4.020" Bore LS2	4.025"	1.5 - 1.5 - 3.0mm	SPR10603 25
4.030" Bore LS2	4.035"	1.5 - 1.5 - 3.0mm	SPR10603 35
4.040" Bore LS2	4.045"	1.5 - 1.5 - 3.0mm	SPR10603 45
4.000" Bore V8	4.005"	5/64 - 5/64 - 3/16"	SPR9343 005
4.020" Bore V8	4.025"	5/64 - 5/64 - 3/16"	SPR9343 025
4.030" Bore V8	4.035"	5/64 - 5/64 - 3/16"	SPR9343 035
4.040" Bore V8	4.045"	5/64 - 5/64 - 3/16"	SPR9343 045
4.060" Bore V8	4.065"	5/64 - 5/64 - 3/16"	SPR9343 065
4.000" Bore V8	4.005"	1/16 - 1/16 - 3/16"	SPR9771 005
4.020" Bore V8	4.025"	1/16 - 1/16 - 3/16"	SPR9771 025
4.030" Bore V8	4.035"	1/16 - 1/16 - 3/16"	SPR9771 035
4.040" Bore V8	4.045"	1/16 - 1/16 - 3/16"	SPR9771 045
4.060" Bore V8	4.065"	1/16 - 1/16 - 3/16"	SPR9771 065
4.000" Bore V8	4.005"	1/16 - 1/16 - 1/8"	SPR9342 005
4.030" Bore V8	4.035"	1/16 - 1/16 - 1/8"	SPR9342 035
4.040" Bore V8	4.045"	1/16 - 1/16 - 1/8"	SPR9342 045
4.060" Bore V8	4.065"	1/16 - 1/16 - 1/8"	SPR9342 065
4.125" Bore V8	4.130"	5/64 - 5/64 - 3/16"	SPR5879 005
4.155" Bore V8	4.160"	5/64 - 5/64 - 3/16"	SPR5879 035
4.125" Bore V8	4.130"	1/16 - 1/16 - 3/16"	SPR10248 005
4.145" Bore V8	4.150"	1/16 - 1/16 - 3/16"	SPR10248 025
4.155" Bore V8	4.160"	1/16 - 1/16 - 3/16"	SPR10248 035
4.165" Bore V8	4.170"	1/16 - 1/16 - 3/16"	SPR10248 045
4.185" Bore V8	4.190"	1/16 - 1/16 - 3/16"	SPR10248 065
4.250" Bore V8	4.255"	5/64 - 5/64 - 3/16"	SPR9590 005
4.280" Bore V8	4.285"	5/64 - 5/64 - 3/16"	SPR9590 035
4.310" Bore V8	4.315"	5/64 - 5/64 - 3/16"	SPR9590 065
4.250" Bore V8	4.255"	1/16 - 1/16 - 3/16"	SPR9745 005
4.280" Bore V8	4.285"	1/16 - 1/16 - 3/16"	SPR9745 035
4.310" Bore V8	4.315"	1/16 - 1/16 - 3/16"	SPR9745 065
4.390" Bore V8	4.395"	5/64 - 5/64 - 3/16"	SPR10246 035
4.400" Bore V8	4.405"	5/64 - 5/64 - 3/16"	SPR10246 045
4.360" Bore V8	4.365"	1/16 - 1/16 - 3/16"	SPR9374 005
4.390" Bore V8	4.395"	1/16 - 1/16 - 3/16"	SPR9374 035
4.375" Bore V8	4.380"	1/16 - 1/16 - 3/16"	SPR9799 005
4.440" Bore V8	4.445"	1/16 - 1/16 - 3/16"	SPR10133 005
4.470" Bore V8	4.475"	1/16 - 1/16 - 3/16"	SPR10133 035
4.466" Bore V8	4.471"	2.0 - 1.5 - 4.0mm	SPR10575 005
4.500" Bore V8	4.505"	1/16 - 1/16 - 3/16"	SPR10451 005
4.530" Bore V8	4.535"	1/16 - 1/16 - 3/16"	SPR10451 035

Application	Size	Thickness	Part No
4.563" Bore V8	4.568"	.043 - 1/16 - 3/16	SPR10450 005
4.603" Bore V8	4.608"	.043 - 1/16 - 3/16	SPR10450 045
4.600" Bore V8	4.605"	1/16 - 1/16 - 3/16"	SPR10519 005
4.625" Bore V8	4.630"	1/16 - 1/16 - 3/16"	SPR10433 005

SPEED-PRO PLASMA MOLY RING SETS

- FILE FIT (Low Tension Oil Rings)

These Plasma Moly ring sets feature low tension oil rings which create less friction are normally used with a vacuum pump or dry sump system with vacuum in the crankcase. They are supplied .005" oversize and must be filed to the proper gap on installation

Application	Size	Thickness	Part No
3.905" Bore V8	3.910"	1/16 - 1/16 - 3/16	SPR9621 035
3.935" Bore V8	3.940"	1/16 - 1/16 - 3/16	SPR9621 065
4.000" Bore V8	4.005"	1/16 - 1/16 - 3/16"	SPR9401 005
4.030" Bore V8	4.035"	1/16 - 1/16 - 3/16"	SPR9401 035
4.000" Bore V8	4.005"	.043 - 1/16 - 3/16"	SPR9786 005
4.030" Bore V8	4.035"	.043 - 1/16 - 3/16"	SPR9786 035
4.060" Bore V8	4.065"	.043 - 1/16 - 3/16"	SPR9786 065
4.040" Bore V8	4.045"	1/16 - 1/16 - 3.0mm	SPR20107 045
4.030" Bore V8	4.035"	.043 - .043 - 3.0mm	SPR20100 035
4.040" Bore V8	4.045"	.043 - .043 - 3.0mm	SPR20100 045
4.020" Bore V8	4.025"	1.5 - 1.5 - 3.0mm	SPR20102 025
4.030" Bore V8	4.035"	1.5 - 1.5 - 3.0mm	SPR20102 035
4.040" Bore V8	4.045"	1.5 - 1.5 - 3.0mm	SPR20102 045
4.155" Bore V8	4.160"	1/16 - 1/16 - 1/8"	SPR10206 035
4.125" Bore V8	4.130"	1/16 - 1/16 - 1/8"	SPR9345 005
4.155" Bore V8	4.160"	1/16 - 1/16 - 1/8"	SPR9345 035
4.125" Bore V8	4.130"	.043 - 1/16 - 3/16"	SPR9787 005
4.155" Bore V8	4.160"	.043 - 1/16 - 3/16"	SPR9787 035
4.185" Bore V8	4.190"	.043 - 1/16 - 3/16"	SPR9787 065
4.155" Bore V8	4.160"	.043 - .043 - 3.0mm	SPR20109 035
4.165" Bore V8	4.170"	.043 - .043 - 3.0mm	SPR20109 045
4.185" Bore V8	4.190"	.043 - .043 - 3.0mm	SPR20109 065
4.250" Bore V8	4.255"	1/16 - 1/16 - 3/16"	SPR9344 005
4.280" Bore V8	4.285"	1/16 - 1/16 - 3/16"	SPR9344 035
4.310" Bore V8	4.315"	1/16 - 1/16 - 3/16"	SPR9344 065
4.280" Bore V8	4.285"	.043 - 1/16 - 3/16"	SPR9788 035
4.310" Bore V8	4.315"	.043 - 1/16 - 3/16"	SPR9788 065
4.563" Bore V8	4.568"	.043 - 1/16 - 3/16"	SPR10318 005
4.603" Bore V8	4.608"	.043 - 1/16 - 3/16"	SPR10318 045
4.600" Bore V8	4.605"	1/16 - 1/16 - 3/16"	SPR10519 005
4.600" Bore V8	4.605"	.043 - .043 - 3.0mm	SPR20104 005
4.600" Bore V8	4.605"	.043 - .043 - 3/16"	SPR20105 005
4.675" Bore V8	4.680"	.043 - .043 - 3.0mm	SPR20106 005

PISTON ACCESSORIES

SPEED-PRO GUDGEON PINS

Speed-Pro replacement gudgeon pins are internally tapered to reduce weight without compromising strength. For stock or high performance applications.

Application	Diameter	Length	Weight	Part No
Chev Big Block	0.990"	2.925"	155g	SPP-2283
Ford Small Block	0.912"	3.025"	145g	SPP-7007
Chev Small Block	0.927"	3.000"	147g	SPP-7054
Chev Small Block	0.927"	2.980"	145g	SPP-2208

SPEED-PRO CIRCLIPS & SPIROLOX

Replacement locks for Speed-Pro forged and hypereutectic pistons.

OD is approximate dimension when uninstalled.

Application	Type	OD	Thick	Part No.
Ford Big Block	Circlip	1.180"	0.050"	SPLR179
Chev BB, Chrysler	Circlip	1.120"	0.050"	SPLR186
Chev, Ford, Holden	Circlip	1.041"	0.042"	SPLR194
Chev, Ford, Holden	Spirolox	1.013"	0.042"	SPLR260
Chev BB, Chrysler	Spirolox	1.072"	0.050"	SPLR261

JE RAIL SUPPORTS

JE Rail Supports feature a special locking detent to prevent rotation of the rail and keep the rail support gap 90° from the pin bore opening on the piston. This JE exclusive feature prevents the rail from rotating in the oil groove.

Bore Range	Grams	Part no.
3.999-4.029	8	J4000-183
4.030-4.059	8	J4030-183
4.060-4.079	8	J4060-183
4.120-4.154	8	J4125-183
4.155-4.184	8	J4155-183
4.248-4.279	9	J4250-193
4.280-4.309	9	J4280-193
4.500-4.529	10	J4500-203
4.530-4.559	10	J4530-203
4.600-4.635	10	J4600-203

(Rail supports range from 2.999 to 4.700 available call rocket for more information)

JE WRIST PINS

JE's philosophy of supplying the finest products at competitive prices have never been more evident than in the line of wrist pins. Developed specifically for use with JE pistons, these pins are available in a wide variety of materials, diameters, length and wall thickness.

Part Number eg

Break Down: 945-2750-14-51S

Diameter - .095" Outside Dimension

Length 2.750" - Overall Length Of Wrist Pins In Inches

Wall Thickness .150" - Number Indicates First Two Decimal Places

Series/Material - 5115 Low Carbon Steel, Straight Wall

SLEEVES



L.A. Sleeve Co. Cylinder Sleeves

Re-sleeve worn or seized cylinders with sleeves manufactured by L.A. Sleeve Co. An economical solution available for all styles of engines including street, race, marine, motorcycle and more, great for boosted applications and saving you thousands. Centrifugal castings used in these sleeves are made from a carbon-chrome-molybdenum alloy of 200 Brinell hardness, ensuring ease of installation, trouble free boring and a dependable, long-lasting engine.

LA-3822	Block Sleeve 3.660 Bore Suit Ford 5.4L Modular V8
LA-FI3133D	Block Sleeve 3.970 Bore Suit S/B Chev 350
LA-FI3135D	Block Sleeve 3.970 Bore Suit S/B Chev 350
LA-FI3137D	Block Sleeve 4.090 Bore Suit S/B Chev 400
LA-FI3138D	Block Sleeve 4.090 Bore Suit S/B Chev 400
LA-FI3139D	Block Sleeve 4.210 Bore Suit B/B Chev 427-454
LA-FI3146	Block Sleeve 4.245 Bore Suit Ford 8.3L
LA-FI3186DF	Block Sleeve 3.150 Bore Suit Honda B18 (Double Flat)
LA-FI3186SF	Block Sleeve 3.150 Bore Suit Honda B18 (Single Flat)
LA-FL3188	Block Sleeve 4.050 Bore Suit Chev/Holden Lst
LA-FL3189	Block Sleeve 3.875 Bore Suit Chev/Holden Lst
LA-FL3216DF	Honda D16 Double Flat Per Cylinder
LA-FL3216SF	Honda D16 Singleflat Per Cylinder
LA-FL3229DF	Honda Double Flat Per Cylinder
LA-FL3229SF	Honda Single Flat Per Cylinder
LA-FL3235	LS1, LS6 Std Replacem Per Cylinder
LA-FL3236	LS2 4.060 To 4.155 Per Cylinder
LA-FL3237	Sbc Bowtie Per Cylinder
LA-FL3238	Sbc Oversize Od Per Cyl "Bowtie"
LA-FL3239	Bbc Flanged Per Cylinder
LA-FL3240	Bbc Flanged Per Cylinder
LA-FL3245	Ford 351 Windsor Per Cylinder
LA-FL3246	Ford 351 Cleveland Per Cylinder
LA-FL3250	Mopar Small Block Per Cylinder
LA-FL3251	Mopar Small Block Per Cylinder
LA-FL3252	Mopar S/Block Tall Per Cylinder
LA-FL3270DF	Honda B16 Doubleflat Per Cylinder
LA-FL3270SF	Honda B16 Singleflat Per Cylinder
LA-FI3275	Nissan SR20 Per Cylinder
LA-FL3276	Nissan SR20 Per Cylinder
LA-FL3277	Subaru EJ20/EJ25 Per Cylinder
LA-FL3278	Subaru EJ25100-102Mm Per Cylinder
LA-FL3283DF	Nissan RB26 Double Per Cylinder
LA-FL3283SF	Nissan RB26 Single Per Cylinder
LA-TFX1	Tfx Sleeve Suit BA Hemi 4.187 Suit Brad Anderson Hemi Block



Darton Sleeves BY SPECIAL ORDER

Darton has been manufacturing precision performance sleeves since 1978. Darton sleeves are made from centrifugally cast ductile iron material that is more abrasion resistant and harder on the surface than any other product available. This feature provides for good oil retention, ring seal, and the ultimate in leak down performance. Sold as complete sets of 4 or 6 sleeves.

Application	Bore	OD	Part No.
Nissan SR20	3.370"	3.751"	BC8208
Nissan RB30	3.345"	3.641"	BC8024
Nissan RB26	3.345	3.540	BC8023
Subaru EJ20	3.605"	4.101"	BC8060
Subaru EJ25	3.890"	4.251"	BC8062



LS Cylinder Sleeves 4.125" Bore, 9.241" Deck

Description	Part No.
Inner Cylinder 3,4,5,6	RHS549103-1
Outer L/H Cylinder 1, 8	RHS549114-1
Outer R/H Cylinder 2, 7	RHS549111-1

TIMING CHAINS AND SETS



Timing Chain Sets

These high quality timing sets feature a cast iron cam sprocket, full roller chain and 9-position multi-index crank sprocket.

289-302-351 Windsor Engines FMM-6268-A302
429-460 Big Block Engines FMM-6268-B429



TIMING CHAIN SETS

All JP Performance Timing Chain Sets are supplied with induction hardened and multiple keyway crank sprockets (which have the keyways index marked for easier timing) and balanced camshaft sprockets and a true roller timing chain. Also all sets for engines without factory fitted thrust plates are machined with a reverse oiler groove.

Application	Part No.
LS1 Single Row with Torrington	JP5618T
LS1 Double Row with Torrington	JP5615T
LS2 Single Row with Torrington	JP5622T
LS2 Double Row with Torrington	JP5623T
Chev Small Block 283-400	JP5981
Chev 348/409 "W" Series Double Row	JP5610
Chev SB W/Torrington Suit Raised Cam Rocket Block	JP5616T
Ford 302-351 Cleveland	JP5978
Ford 289-351 Windsor	JP5982
Holden V6 VR-VT Single Row	JP5619
Holden V6 VR-VT Double Row	JP5620
Holden B8 253-304-308	JP5979
Ford 6cyl 170-200	JP5608

HOLDEN 6 GEAR DRIVES

JP Engineering Products make a range of timing gears for Holden 6s cylinder. These cover all requirements whether they be standard replacement or performance. All sets include cam gear, crank gear and thrust plate.

Description	Part No.
FX-EJ Grey motor	JP5986
Helical Cut Steel/Alloy, Metric Pitch	JP5954
Helical Cut Steel/Alloy, Imperial Pitch	JP5993
Straight Cut Steel, Multi Keyway	JP5994
Helical Cut Steel/Alloy, Multi Keyway	JP5998
Helical Cut Steel, Multi Keyway	JP5999



ECONOMY BLUE

LABEL TIMING SETS

Rollmaster economy timing sets are for stock or mild engine rebuilds. They feature a single keyway crank sprocket and are fitted with a Rolon split roller chain. Not recommended for high performance engines.

Application	Part No.
Chev Small Block 283-400	ROEC1000
Ford 289-351 Windsor, pre-EFI	ROEC3010
Ford 302-351 Cleveland	ROEC3080
Ford 6 Cylinder XR-XF	ROEC3170
Holden V8 253-308	ROEC6000

PREMIUM RED LABEL TIMING SETS

Rollmaster premium timing sets are the strongest and lightest sets available. Fully CNC machined for accuracy, they feature 7 or 9 keyway crank sprockets for easy camshaft degreasing and Iwis full roller double row chains for strength and durability.

CHEVROLET SMALL BLOCK

Application	Part No.
Chev Small Block 283-400	ROCS1000
Chev Small Block with Torrington	ROCS1040
Chev Small Block Nitrided with Torrington	ROCS1050
Chev Small Block TPI and Vortec	ROCS1080
SB Chev.005 Tunnel Bore Timing Set	ROCS1000LB5
SB Chev .010" Tunnel Bore Timing Set	ROCS1000LB10
SB Chev Torrington, Nitrided, Line Bore .005"	ROCS1050LB5
SBC D/R Set W/BB Snout, Torr/Nitrided	ROCS1116
SBC D/R BB Snout Raised Cam,Torr/Nitrided	ROCS1120

CHEV & HOLDEN LS Engines

Application	Part No.
LSA Gen III Single Row - Must Use 3 bolt Cam With Torrington Bearing	ROCS10100
LSA Gen III Double Row - Must Use 3 bolt Cam With Torrington Bearing	ROCS10110
LS1 Single Row with Torrington	ROCS1135
LS1 Double Row with Torrington	ROCS1136
LS1 D/Row Timing Set W/Torr & Nitrided	ROCS1160
LS1 Gen 3 D/Row Chain Oil Pump Spacers	ROSP3M-LS1
LS1 .005" Tunnel Bore, Double Row with Torrington	ROCS1136LB5
LS1 .010" Tunnel Bore, Double Row with Torrington	ROCS1136LB10
LS2 Single Row with Torrington	ROCS1180
LS2 Double Row with Torrington	ROCS1185
LS2, RHS Block Raised Cam .388",1 Trigger Sens	ROCS10000
LS2, Double Row Torr/Nitrided 1 Trigger Sensor	ROCS10005
L98 GEN3 (VE Com) Single Row Single Bolt	ROCS1197
L98 GEN3 (VE Com) Double Row Single Bolt	ROCS1198
LS7 Single Row with Torrington	ROCS1190
LS7 GEN3 Double Row with Torrington 3 Bolt	ROCS1195
LS7 D/Timing Set 3 Bolt, Multi Trigger Sensor, Torr, Nitrided	ROCS10040

CHEVROLET BIG BLOCK

Application	Part No.
Chev Big Block 396-454	ROCS2000
Chev Big Block with Torrington	ROCS2020
Chev Big Block GEN 6 with Torrington	ROCS2090
Chev Big Block .010" Line Bore T/Set	ROCS2000LB10
Chev Big Block .005" Line Bore T/Set	ROCS2000LB5
BBC Merlin D/Row, Raised Cam, W/Torrington	ROCS2060

CHRYSLER

Application	Part No.
Chrysler Small Block 273-360	ROCS5000
Chrysler Big Block Single Bolt 361-440	ROCS5100
Chrysler Slant 6 Cylinder 225	ROCS5300
Chrysler Hemi 6 Cylinder 3-Bolt	ROCS5310
Chrysler Hemi 6 Cyl. 3-Bolt Nitrided	ROCS5315
Chrysler Hemi 6 Cylinder Single Bolt	ROCS5320
SB Chrysler W/.010" Line Bore	ROCS5000LB10
SB Chrysler W/.005" Line Bore	ROCS5000LB5
SB Chrysler Both Gears Nitrided	ROCS5010
SB Chrysler W/.010" L/B Both Gears Nitrided	ROCS5010LB10
SB Chrysler W/.005" L/B Both Gears Nitrided	ROCS5010LB5
BB Chrysler 3 Bolt T/Set Torr/ Nitrided	ROCS5150
Hemi 6, 3 Bolt L/B-.005" Torr/Nitr Both Gears	ROCS5315LB5

FORD SMALL BLOCK

Application	Part No.
Ford 289-351 Windsor, pre-EFI	ROCS3010
Ford 5.0L HO with Hyd Roller Cam	ROCS3040
Ford 302W HO EFI	ROCS3071
Ford 302-351 Cleveland	ROCS3080
Ford 302-351 Cleveland SVO, Scat Crank	ROCS3110
Ford 302-351C SVO, Scat, Nitrided/Torrington	ROCS3130
Ford 302-351 Windsor Pre-EFI, Nitrided Sprockets	ROCS3020
Ford .010" Line Bore 302-351 Cleveland	ROCS3080LB10
Ford 302-351 Cleveland .010 Line Bore with Scat Crank	ROCS3110LB10
Ford 6 Cylinder XR-XF	ROCS3170
Ford W D/Row, Pre EFI, W/Torr & Thrust Plate	ROCS10025
Ford 289-351W,302 Boss, .005 Lb Fits Dart Block	ROCS3010LB5
Ford 289-351W,302 Boss, Fits Dart Block	ROCS3031
Ford W 302 HO EFI Torr/Nitrided .005 Line bore	ROCS3071LB5
Ford 302-351 Clev With .005 Thou Line Bore	ROCS3080LB5
Ford 302-351 Clev L/B .010" W/Shim & Nitrided	ROCS3090LB10
Ford 302-351 Clev w/Torr & Nitrided Gears	ROCS3091
Ford Boss SVO 351C Scat/Eagle Crank .005" L/B	ROCS3110LB5
Ford SVO W/.010" Line Bore Torr/Nitrided	ROCS3130LB10
Ford SVO W/.005" Line Bore Torr/Nitrided	ROCS3130LB5
Ford 289-351W,302 Boss, Fits Dart Block w/Torrington Brg & Nitrided Sprockets	ROCS3031
Ford 289-351W,302 Boss, .005" L/B, Fits Dart Block w/Torrington Brg & Nitrided Sprockets	ROCS3031LB5

FORD 4CYL

Ford 1100-1600 4cyl OHV	ROCS3140
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FORD BIG BLOCK

Application	Part No.
Ford Big Block 429-460	ROCS4000
Ford Big Block FE 352-428	ROCS4040
Ford Y-Block 239-312	ROCS4060
Ford Big Block 429-460 Torr/Nitrid	ROCS4020
Ford 429-460 .005"LB Torrington,Both Nitrided	ROCS4020LB5
Ford FE 390-427-428 L/Bore .005"	ROCS4040LB5
Ford FE 390-427-428 L/Bore .010"	ROCS4040LB10

HOLDEN

Application	Part No.
Holden V8 253-304-308	ROCS6000
Holden V6 VN Single Row	ROCS6100
Holden V6 VP Single Row	ROCS6110
Holden V6 VN Double Row *	ROCS6120
Holden V6 VR-VT Single Row & Keyway	ROCS6140
Holden V6 & L67 VR-VT Single Row	ROCS6141
Holden V6 & L67 VR-VT Double Row *	ROCS6150
Holden 173-202 Straight Cut Gear Drive	ROGD6000
Holden 173-202 Straight Cut Gear Drive With Vernier Adjustment	ROGD6000HV
Holden V8.010" Line Bore	ROCS6000LB10
Holden V8 .002 Line Bore	ROCS6000LB2
Holden V8 .005 Line Bore	ROCS6000LB5
Holden V6 VP Double Row	ROCS6130
* Must Remove Balance Shaft, PFM Only	

OLDSMOBILE & PONTIAC

Application	Part No.
Oldsmobile V8 260-455	ROCS7040
Pontiac V8 403	ROCS7040
Pontiac V8 287-455 excl. 403	ROCS7050

ROVER & LEYLAND

Application	Part No.
Rover V8 3.5L & Leyland 4.4L	ROCS7000
BMC A Series Timing Chain Set	ROCS8000
NISSAN	
Application	Part No.
Nissan L20B 4Cyl Timing Chain Set	ROCS9130

PREMIUM VERNIER ADJUSTABLE TIMING SETS

These premium red label sets feature vernier adjustable cam sprockets for infinite cam timing adjustment without disassembly. All feature nitrided teeth on both sprockets and all except Holden V8 have a Torrington Bearing on the cam sprocket.

Application	Part No.
Chev & Holden LS1	ROCS1265
Chev Small Block	ROCS1230
LS1 Vernier Cam Sprocket W/Torrington, 3 Bolt	ROCS1235
LS2 Vernier Cam Sprocket W/Torr, 1 Trigger Sen	ROCS1240
LS7 Vernier Cam Sprocket W/Torr, Multi Trig Sen	ROCS1245
Chev Big Block 396-454	ROCS2290
Ford 302-351 Cleveland	ROCS3201
Ford 289-351 Windsor, pre-EFI	ROCS3240
Ford 6 Cyl EA-AU Cam Sprocket Only	ROCS3255
Holden/Nissan RB30 Cam Gear Only	ROBD9260A
Holden V8 253-304-308	ROCS6200
Holden V6 VR-VT Vernier Set Double Row	ROCS6240
Ford 2 LT OHC	ROBD3251SA
Ford 302-351HO EFI Vernier Set Nitrided/Torr	ROCS3241
Ford Modular Boss V8 Vernier Gear Set	ROCS3260
SB Chrysler 273-360 Vernier Set	ROCS5200
Nissan RB20/25/26 GEARS SET OF 2	ROBD9270A
Nissan SR20 Vernier Cam Pulleys Set Of 2	ROCS9280SA

REPLACEMENT CHAINS

Premium Iwis Double Row, True Roller replacement chains for Romac Blue & Red Label Timing Sets.

Application	Part No.
Chev & Holden LS1 Single Row	RO3SR60-2
Chev & Holden LS1 Double Row	RO3DR60-2
Chev Small Block 283-400	RO3DR58-2
Chev Big Block 396-454	RO3DR66-2
Chrysler Small Block	RO3DR68-2
Ford 6 Cylinder XR-X	RO3DR52-2
Ford 289-351 Windsor	RO3DR58-2
Ford 302-351 Cleveland	RO3DR64-2
Ford Big Block 429-460	RO3DR66-2
Holden V8 253-304-308	RO3DR62-2
Holden VN V6 Double Row	RO3DR54-2
Rover & Leyland V8	RO3DR54-2

REPLACEMENT BRASS SHIMS

Replacement brass shims used behind the cam sprocket on kits without torrington bearings.

Application	Part No.
Chev Small Block	ROS1880
Chev Big Block	ROS1955
Ford 302-351 Cleveland	ROS1712
Ford 289-351 Windsor	ROS1712W

REPLACEMENT TORRINGTON BEARINGS

Replacement bearings used behind the cam sprocket on kits with torrington bearings.

Application	Part No.
Chev Small Block	ROB1113
Chev Big Block Gen-IV	ROB1113
Chev Big Block Gen-V & VI	ROB1114
Chev & Holden LS1	ROB1114
Chrysler Big Block	ROB1113
Ford 289-351 Windsor	ROB1114



MELLINGS TIMING CHAIN SET

Melling timing chain kits provide an efficient and economical way to provide the timing components needed for a quality engine rebuild. Timing chain options include both standard and roller chains to provide matches with the high quality sprockets and if necessary tensioners and guides that fit the application. Both OEM and performance timing chain kits are available. Melling chains and sprockets are manufactured using the highest designs, quality materials and workmanship. Melling chain kits offer you the coverage and choices of standard, HD and performance to fulfill your timing needs at every service level.

STREET ROLLER KIT

• Cast Iron Sprocket • .200 Double Roller Chain • 3 Keyway

Application	Part No.
SB Chev 262-400	ME40201
BB Chev 396-454	ME40205
Ford 302-351 Cleveland	ME40405
SB Ford 289-302-351W	ME40206
BB Ford 429-460	ME40403
BB Ford FE 330-390-427	ME40204
SB Chrysler 318-340-360	ME40202
BB Chrysler 383-440 1-Bolt	ME40407
BB Chrysler 383-440 3-Bolt	ME40217

BILLET ROLLER KIT

• Billet Sprockets • .250 Double & Single Roller Chain • 9 Keyway • Torrington Thrust Bearing

GM LS1, LS2, LS6, 3-Bolt Single Row	ME48560T-9
GM LS1, LS2, LS6, 3-Bolt Double Row	ME48561T-9

Magnum Belt

Drive Systems

Comp Cams Magnum Belt Drive Systems are ideal for all street performance and budget-minded race applications and are available for internal (wet) applications & external (dry) applications. Designed to absorb crankshaft harmonics guarding against valve train instability they feature an infinitely adjustable camshaft sprocket for absolute timing accuracy and a high-strength belt for increased durability over any chain or gear drive.

Description

Chevrolet Small Block - Wet System

Chevrolet Small Block - Dry System

Accessories

Replacement Belt for C06100 (72 teeth)

Upper Replacement Oil Seal for C06100

Cam Gear Bolt (LH Thread) for C06100

Retainer Washer (Cam Gear for C06100)

* Fitment to the World Products Motown Block requires extensive machining to the block, oil galley plugs and cover.

Hi-Tech Belt Drive Systems

Comp Cams Hi-Tech Belt Drive Systems are ideal for serious street performance and race applications. Designed to absorb crankshaft harmonics guarding against performance robbing valve train instability, they feature: extreme application belt for high rpm & high compression durability, infinitely adjustable Vernier sprocket for absolute timing accuracy, unique belt idler system to reduce flip throughout rpm range and a unique camshaft thrust adjustment system without shims. They include double lip seals for long life & maximum crankcase vacuum. Different diameter idlers are available for racers with align bored blocks

Description

Chev Big Block, Standard Cam Location

Accessories

Timing Belt-81 Tooth for 6200

Lower Crank Seal for C06200

Upper Seal Retainer O-Ring

Roller Thrust Bearing for C06200 & C06300

Replacement Belt for C06507 (74 Teeth)



Gates Timing Belts

- 3 times more strength and durability.
- withstands EXTREME engine temp.
- Designed specifically for modified or turbo-charged engines.
- Constructed with a high strength glass tensile cord to increase its performance and reliability.

Application	Part No.
Holden Commodore VL RB30 1986-88	T175R
Honda Civic 1.6L ZC 1987-91	T145R
Honda Civic 1.6L DOHC VTEC B16A 1989-94	T184R
Honda Prelude 2.2L F22A 1991-97 - Camshaft	T187R
Honda Prelude 2.2L F22A 1991-97 - Balance Shaft	T186R
Mazda 1.6L B6 & 1.8L BP DOHC Incl. Turbo	T179R
Mitsubishi Lancer 1.8L 4G93-S4 1992-96 - Balance Shaft	T168R
Mitsubishi Lancer EVO 4G63-T 1996-On - Camshaft	T167R
Mitsubishi Lancer EVO 4G63-T 1996-On - Balance Shaft	T168R
Mitsubishi Fto 1994-01 2.0I V6 Mivec	T987
Nissan Silvia / 180SX CA18DE & CA18DET 1980-95	T137R
Nissan 300ZX VG30 DOHC 1989-93	T180R
Nissan Skyline RB20, RB25, RB26 DOHC Incl. Turbo	T1040R
Nissan Skyline RB30	T175R
Nissan RB30 With Twin Cam Head	T866
Proton Satria 1.8L 4G93 DOHC 1997-On	T935R
Subaru Impreza 1.6L EJ16 1993-98	T254R
Subaru Impreza 2.0L EJ20 DOHC 1993-On	T277R
Subaru Impreza 2.0L EJ20 SOHC 1998-On	T304R
Toyota Celica 2.0L 3S-GE, 3S-GTE 1985-94	T125R
Toyota Corolla 1.6L 4A-GE 1986-92	T176R
Toyota Soarer 2.5L 1JZ-GTE 1991-On	T923R
Toyota Starlet 1.3L 4E-FTE 1989-On	T900R
Toyota Supra 2.8L 5M	T101R
Toyota Supra 3.0L 7M-GE, 7M-GTE 1986-93	T237R
Toyota Supra 3.0L 2JZ-GE, 2JZ-GTE 1993-97	T215R



C06100



C06507

JESEL

VALVETRAIN INNOVATION

Cam timing adjustment is made externally providing the easiest and most accurate tuning available.

Billet aluminum Spider is made from 2024-T6 for strength.

Patented High Torq DriveTM reinforced belt operates dry and spins with less friction than timing chains or gear drives and also absorbs harmonics.

Billet aluminum 7075 Upper Pulley features patented High Torq DriveTM tooth configuration.

Crank Pulley is heat-treated steel and incorporates a high-torque drive tooth configuration.

Kit hardware is all Grade 8 Allen and Torx head design. Cam Tightening Spanner Wrench included.



JESEL Belt Drives

JESEL Belt Drives Have Won More NASCAR, NHRA & IHRA Races Than All Other Competitors Combined It's safe to say that JESEL is the originator of the modern racing belt drive system. Like most JESEL valvetrain components its belt drive was born out of necessity as NASCAR racers were experiencing frequent timing chain failures in 500-mile races. It has been refined over the years to a precise timing system that is durable enough to endure tough 24-hour races such as Daytona and Le Mans or a full-season of circle track competition. Racers have been rewarded with years of service from their JESEL belt drives by simply replacing the belt at recommended service intervals. Besides being more durable than gear or chain drives, JESEL's belt drive systems offer a number of advantages. They are:

- Extremely accurate cam timing
 - Adjust cam timing ± 10 degrees in seconds (without removing the water pump)
 - Swap cams easily through front cover without cover removal
 - Reduces crankshaft harmonics
- Stronger than chains or gear drives Built to Last – Built to Win! Every JESEL belt drive system is built using the finest materials and coatings available, and is machined to precise tolerances in JESEL's state-of-the-art CNC machining centers. Check out these unmatched key features.

CHEVROLET SMALL BLOCK

Small Block & 90°V6 / Standard Cam Height	JEKBD-31000
Small Block with Big Block Crank Snout	JEKBD-31200
Small Block with OEM Hydraulic Roller Cam	JEKBD-33000
SB2.2, Needle Thrust, No Pan Seal Groove	JEKBD-31260
SB2.2, Needle Thrust	JEKBD-31260PS
SB2.2, Removeable Thrust, No Pan Seal Groove	JEKBD-31260
SB2.2, Removeable Thrust	JEKBD-31260PS
Chevy Old Fire V6	JEKBD-31400
Dart SB / Olds Rocket, +.391" Raised Cam	JEKBD-31500
Dart SB / Olds, +.391" Raised Cam, BB Crank	JEKBD-31550
Small Block, +.441 Raised Cam	JEKBD-31580
Small Block, +.441 Raised Cam / BB Crank	JEKBD-31590
LS-1 Corvette	JEKBD-31600
GM R03	JEKBD-31700

CHEVROLET BIG BLOCK

BB & DRCE Olds / GEN 6 CNC Block	JEKBD-32000
BB Chevy Mark 5	JEKBD-32200
BB Chevy Gen 6 (6 Bolt Cover)	JEKBD-32300
BB +.250 Raised Cam	JEKBD-32500
BB +.400 Raised Cam	JEKBD-35500
BB +.600 Raised Cam DRCE 2	JEKBD-36000
BB +1.000 Raised Cam Donovan 800 / Dart Titan	JEKBD-36100
KB Olds +.250 / Aries New Century	JEKBD-35400
Rodeck 5.0 BC	JEKBD-36200
DRCE 3 Pro Stock	JEKBD-36300

FORD SMALL BLOCK

SB Ford Mechanical Fuel Pump	JEKBD-34150
SB Ford Electric Fuel Pump	JEKBD-34160
SB Ford/Electric Water Pump	JEKBD-34170
SB Ford w/ Motor Plate	JEKBD-34175
Jesol Spacer SB Ford,	
'93 & Older CVR Water Pump Drivers Side	JESPC-34010D

FORD BIG BLOCK

BB Ford 460 w/ Electric Fuel Pump	JEKBD-34500
BB Ford 460 w/ Mechanical Fuel Pump	JEKBD-34550

CHRYSLER SMALL BLOCK

Dodge R5C	JEKBD-35850C
Dodge R5C Less Cover	JEKBD-35853
Dodge R3, Mechanical Fuel Pump	JEKBD-35860
Dodge R3	JEKBD-35870

CHRYSLER BIG BLOCK

BB Chrysler / 426 Hemi	JEKBD-35000
BB Chrysler +.250 Cam Height	JEKBD-35800
Hemi 99 Pro Stock	JEKBD-35990

REPLACEMENT BELTS

20mm SB Chevy	JEBEL-30960
25mm Chevy SB & 90° V6	JEBEL-30990
25mm BB Chevy & Chrysler	JEBEL-31010
25mm LS-1	JEBEL-31045
27mm SB Raised Cam	JEBEL-31052
25mm BBC & Chrysler (WHITE RHINO)	JEBEL-32010

REPLACEMENT SEALS & THRUST PLATES

Crank Seal, 2.500" OD x 2.125" ID x .215"	JESEL-37200
Crank Seal, BB Chev & Chrysler, Rocket, R3	JESEL-37300
Crank Seal, SB Dust Cover	JESEL-37450
Crank Seal, SB Chevy 20mm Belt	JESEL-37700
Cam Seal, All Except Dodge R5	JESEL-38000
Cam Seal, Dodge R5	JESEL-38100
Cam Thrust Plate, SB/BB Chevy, Chrysler	JEPLT-35260
Cam Thrust Plate, BB Chevy / 70mm Cam	JEPLT-35262
Cam Thrust Plate, Thrust Hemi 99, Dodge R5	JESEL-35265
Cam Thrust Plate, Cam Seal, Dodge R6	JEPLT-35266
Cam Thrust Plate, SB2.2	JEPLT-35270
Cam Thrust Plate, Steel, SB2.2	JEPLT-35272
Cam Thrust Plate, Dodge R5	JEPLT-35275
Cam Thrust Plate, LS-1	JEPLT-35286
Cam Thrust Plate, GM LSX	JEPLT-35287
Cam Thrust Plate, World Warhawk LS7-X	JEPLT-35289
Cam Thrust Plate, R99/DRCE III	JEPLT-35290
Cam Thrust Plate, SB Ford, 55mm Cam Retainer	JEPLT-35295
Cam Thrust Plate, Dodge R3 Block	JEPLT-35305

Solid One Piece Upper Pulley Belt Drives

For engine builders and racers currently running chain or gear drives, Jesel now has a cost effective alternative Camshaft Belt Drive. This drive features a solid, one piece upper pulley design that offers cam timing adjustability of $\pm 8^\circ$. Proven standard features such as a 25mm reinforced High Torq Drive belt, bronze thrust washers and high vacuum Teflon coated cam and crank seals will reward the racer with years of dependable service. Camshaft belt drives reduce oil windage, they are significantly stronger than timing chains and are gentler than gear drives on the valvetrain.

Description	Part Number.
Chevrolet Small Block 262-400	JEKBD-38100
Chevrolet Big Block 396-454	JEKBD-38200
Chrysler Big Block 383-440	JEKBD-38400
Ford Windsor 289-351	JEKBD-38300



TIMING CHAIN ACCESSORIES



GM12581276



GM12588670

GM TIMING CHAIN DAMPENER

Chev LS7 with 2-Stage Oil Pump
Chev LS2 with Standard Oil Pump

GM12581276
GM12588670



TIMING CHAIN TENSIONER

Chev LS3/L92

GM12626407

GEAR DRIVES



SBC SINGLE IDLER GEAR DRIVE

High performance single idler gear drive for Small Block. Includes polished aluminium cover. Does not suit OEM roller cam engines.

SBC Single Idler Gear Drive **RPCR8410**

BBC DUAL IDLER GEAR DRIVE

High performance dual idler gear drive for Big Block Chev 1965-90. Fits under stock cover but does not suit OEM roller cam engines.

BBC Dual Idler Gear Drive **RPCR8412**



Flathead Timing Gear Sets

Steel crank gears and aluminium cam gears for added strength compared to the stock fibre gear which can strip, especially when running bigger cams and heavier springs.

Description	Part No.
Timing Gear Set 1949-53	SP221-2727S
Steel Crank Gear 1949-53	SP221-2701
Steel Crank Gear 1946-48	SP221-4704
Aluminium Cam Gear 1946-48	SP221-4706



JP Performance Idler Gear Drives

A-Grade Drawn Cup Needle Bearings rated to 12000RPM and dynamic load rating of 8.6kN (1935Lbf). Thrust washers rated to 16000RPM and dynamic load capacity of 7.2kN (1620Lbf). Induction Hardened Gears for longer life under harsh conditions. CNC turned for greatest accuracy. Precision laser cut idler plates. Shot peened gears to relieve stress. Case hardened and ground idler shafts to improve bearing life. Cam Bushes in 0, 2, 4 and 6 degrees for greater timing accuracy. Chev Kits include Cam Lock Tab and Thrust Bearing Assembly. Detailed instructions for rapid and correct installation.

JP5702	CHEV SB V8 DUAL IDLER GEAR DRIVE
JP5706	CHEV BB V8 DUAL IDLER GEAR DRIVE
JP5701	HOLDEN V8 DUAL IDLER GEAR DRIVE
JP5703	FORD CLEVELAND V8 DUAL IDLER GEAR DRIVE
JP5704	FORD WINDSOR V8 DUAL IDLER GEAR DRIVE
JP5708	FORD WINDSOR EFI V8 DUAL IDLER GEAR DRIVE



Gear Drives

Precision machined, heat-treated billet steel gears for timing accuracy & durability. Features 3 keyway crank sprocket for 4-degree incremental adjustability, 4-degree maximum advance/retard. Unique design virtually eliminates timing movement throughout the rpm range. Complete ready-to-install kit, including bolts & lock plate, ideal for street performance applications that desire that whining blower sound.

Description
Chevrolet Small Block Gear Drive System
Chevrolet Big Block Gear Drive System
Ford Small Block Gear Drive System

Part No.
C04100
C04110
C04120

Chevrolet Small Block V8 305, 350

With Factory Roller Cam Gear Drive System (1 OE Roller Blocks must counter sync bolts) (2 Not for use in LT1 engines)

C04136 1,2

GM LS Gear Drive Timing Set

These gear drive timing sets are specifically designed for LS engines used in racing, street, marine and extreme applications.

They provide the most accurate valve timing possible by eliminating chain flutter and backlash. They bolt on without modification, maintaining the stock oil pump and timing cover for all LS-based engines except dry sump models.

Dry sump engines (LS7, LS9, etc.) require an external oil pump.

These are the world's only gear drives for LS engines and are based on the award-winning COMP Cams® LS Sprint Car Gear Drive. LS Gear Drive Timing Sets are designed for three-bolt cams and work with all 24x and 58x LS engines. **GM LS Gear Drive Timing Set (Standard GM Blocks) C05495**



Edelbrock Accu-Drive® Camshaft Gear Drives by Cloyes

The Accu-Drive® camshaft gear drive kit replaces a stock timing chain with a precision gear drive system. The gear drive can be easily installed.

Most Accu-Drives require no modifications to the engine block, although some fitting of the axles and front cover may be required. A unique feature of the Edelbrock Accu-Drive® system is the ability of the main idler gear to float to an optimum position between the crankshaft and camshaft gears, assuring absolutely equal load sharing between the crankshaft and the camshaft gears. The gears are made from billet SAE-1144 steel with induction hardened teeth. Gear teeth are shaved for precision operation. The set features hardened and ground idler pins from billet steel.

- Accurate Timing Control... No Chain to Stretch
- Smooth Cam Rotation for Precise Valve Timing
- Provides Multiple Cam Timing Adjustments for Optimum Performance
- Compatible with all Standard Camshafts

Important Note: Accu-Drive® Gear Drives are not recommended for use above 7,000 rpm or on computer-controlled vehicles with knock sensors.

ED7890	Chevy 262-400 V8 (1957-95)
ED7891	Chevy 396-454 V8 (1965-90)
ED7892	Ford 289-302 V8 (1962-85), 351-Windsor (1969-96)
ED7892	Ford 5.0L (1985-95 hydraulic roller lifter cams)
ED7896	Ford 351-C V8 (not for 351M/400)
ED7894	Ford 429-460 V8 (1968-87)
ED7895	Pontiac 326-455 V8



Milodon Gear Drives

The Milodon gear drives are a professional style three-gear unit which, unlike a four-gear type, does not rob any power from the engine to run. The billet steel gears mounted solidly to the block, will not and can not, allow the timing to vary, unlike a flexible belt or chain. The design allows precise camshaft advance & retard using Milodon's adjustable bolt pattern cam gear and cam hub assembly. These benefits add up to increased horsepower output and higher RPM potential.



FULL COVER STYLE

Milodon full cover style gear drives include an aluminium timing cover with a billet removable cam cover for effortless adjustment of cam timing. They are Available in the standard "flat cover" configuration which uses a stock style water pump or the "blown/injected with fuel pump drive" style that does not use a stock-style water pump. Blown engines will require a fuel pump extension.

Application	Part No.
Chev Small Block Flat Cover Style	M112000
Chev Small Block Blown Injected Style	M112250
Chev Big Block Flat Cover Style	M112600
Chev Big Block Blown Injected Style	M112700

UNDER COVER STYLE

The Milodon Under Cover gear drives fit under the stock front cover with very slight fitting and mounts the fixed idler gear solidly to a 3/8" thick steel plate which is bolted securely to the block. This fixed idler system will fully compensate for any crank position, even if the block has been severely align bored, without any sacrifices.

Application	Part No.
Chrysler Small Block 318-360	M113600
Chrysler Hemi 331-392	M113600
Ford Windsor 302-351	M114100
Ford Cleveland 302-351	M114200
Ford FE Big Block 390-428	M114500
Ford Big Block 429-460	M114600

HARMONIC BALANCERS



ATI SUPER DAMPERS

The patented ATI Super Damper is the only damper designed exclusively for high performance engines.

- Eliminates torsional crankshaft vibrations
- Exceeds SFI 18.1 specs
- Laser engraved 360° timing marks
- Black zinc chromate finished

Application	Part No
Chev Small Block 7.074" Internal Balance	AT1917785
Chev Small Block 7.074" Internal Balance L/Weight	AT1917780
Chev Small Block 6.375" Internal Balance	AT1917781
Chev Small Block 6.325" Internal Balance	AT1917782
Chev Big Block 7.074" External Balance	AT1917740
Chev Big Block 8.074" Internal Balance	AT1917062
Chev & Holden LS1 with A/C Pulley	AT1917242
Ford Windsor & Cleveland External Balance	AT1918900
Ford Windsor & Cleveland Internal Balance	AT1918920
Nissan RB26DETT R32 GTR	AT1917752
Nissan RB26DETT R32 GTR - Underdrive	AT1918599
Nissan RB26DETT R33 & R34 GTR	AT1917753
Nissan RB26DETT R33 & R34 GTR - Underdrive	AT1918598
Nissan RB26DETT Race Only (no accessory drive)	AT1918596
Nissan SR20DET RWD	AT1918582
Nissan VR38DETT	AT1918641
Subaru FA-20	AT1918482
Toyota 2JZGTE 1994-98 - 15% Overdrive	AT1918562

ATI service kits

7" BAL 3 RING SERVICE DUOMER KIT	AT1918960-70
6.32" BAL 3 RING SERVICE DUOMER KIT	AT1918980-70V
5.5" BAL 3 RING SERVICE DUOMER KIT	AT1918985-70

CRANKSHAFT HUBS

Steel crankshaft hubs only. Normally used for supercharged applications where a damper is not required.

Application	Part No
Chev Small Block	AT1916040
Chev Small Block with BB Snout & 6-Bolt Pattern	AT1916134
Chev Small Block with BB Seal & 6-Bolt Pattern	AT1916172
Toyota 2JZGTE 1994-98	AT1916023



CRANK PIN DRILL FIXTURE KIT

The ATI Crank Pin Drill Fixture Kit for the LS1 Super Damper allows you to install 1 or 2 dowel pins to the LS1 crank, eliminating the damper twist on the shaft. In most applications, the crank may be drilled and the pin installed with the engine in the car. This is a must for engines used in circle track racing or supercharging. **LS1 Crank Pin Drill Fixture Kit AT1918993**





ATI BALANCER PULLEYS

Application	Part No.
Chev & Holden LSA 6.2L, 7.480" O.D., NO Supercharger Pulley	ATI918854
Chev & Holden LSA 6.2L Supercharged Pulley 8-Rib, 8.46" O.D., 5% Overdrive	ATI916105
Chev & Holden LSA 6.2L Supercharged Pulley 8-Rib, 8.86" O.D., 10% Overdrive	ATI916106
Chev & Holden LSA 6.2L Supercharged Pulley 8-Rib, 7.99" O.D., Stock Size	ATI916153
Nissan RB26DETT R32-R34 Water Pump Pulley 4-Rib	ATI916744



PROFORM HARMONIC BALANCERS

Fits Chevy small and big block engines. These are brand-new OE replacement harmonic balancers. Affordable pricing eliminates the need to clean your old stock balancer.

PR66509	Chevy S/B 350 - Center Timing Mark 6-3/4.
PR66510	Chevy S/B - Internal 6-3/4.
PR66511	Chevy S/B - Internal 8.
PR66513	Chevy S/B 400 - External.
PR66508	Chevy B/B 396.
PR66512	Chevy B/B 454. Pre-1989 - External.



RPCR3853



RPC BALANCERS

Built to exceed OEM specs, these are a very affordable quality solution.

Application	Finish	Part No.
SBC 262-350 6-3/4 Internal balance.	Black	RPCR3848
SBC 262-350 8" Internal balance.	Black	RPCR3850
SBC 400 8" Ext balance.	Black	RPCR3851
BBC 8" 396/427 Int balance.	Black	RPCR3852
BBC 8" 454/502.	Black	RPCR3853
SB CHRY 7.25".	Black	RPCR3854
BB CHRY 7.25".	Black	RPCR3855

RPCR3871



SFI BALANCERS

SBC SFI 6.75" 283-400 Int balance.	Black	RPCR3868
SBC SFI 8" 283-350 Int balance.	Black	RPCR3870
SBC SFI 8" 400 Ext balance.	Black	RPCR3871
BBC SFI 8" 454-502 Ext balance .	Black	RPCR3873
SB CHRY SFI 7.25".	Black	RPCR3874
BB/CHRY SFI 7.25".	Black	RPCR3875



HARMONIC BALANCERS

SPORTS SERIES

Romac sports series harmonic balancers feature billet steel inner and outers separated by a premium neoprene elastomer. They are suitable for street or race engines and are SFI and ANDRA approved.



Application	Part No.
Chevy	
SB Chev 3-Bolt Alloy spacer	RO0206S
Chev Small Block 283-350	RO0202
Chev Small Block 400	RO0205
Chev Small Block 5-3/4" (STD Pulleys won't fit)	RO0206
Chev Small Block 283-350 .001" UNDER ID	RO0202-001
Chev Small Block 283-350 .002" UNDER ID	RO0202-002
Small Block Chev 400 Bal Ext C/W .001" Under ID	RO0205-001
SBC L/W Balancer .001 Under ID	
STD PULLEYS DO NOT FIT	RO0206-001
Chev Big Block 427-502 Internal Balance	RO0207
Chev Big Block 454-502 External Balance	RO0208
Big Block Chev 396-427 Har/Bal Internal .001" Under ID	RO0207-001
BBC Neutral Blower Bal 6 Bolt Face, Dual Keyway	RO0207-B-6
BBC 454 Blower Bal 6 Bolt	
External, Dual Key, .001" Under	RO0208-B-6B-001
BBC Blower Bal Std 6 Bolt Face, Dual Keyway External Bal	RO0208B

Holden

Holden 6 Cylinder Blue Motor	RO0201B
Holden 6 Cylinder Red Motor	RO0201R
Holden V8 253-304-308	RO0220
Holden 253-308-308 V8	
Harmonic Bal -.010" Under ID	RO0220-010
Holden V8 253-308-308 Blower	
Bal W/6 Bolt Face, Dual Key	RO0220-B-6
Holden 253-308-308 V8	
Harmonic Bal -.005" Under ID	RO0220-005

Pontiac

Pontiac V8 287-455	RO0223
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Chrysler	
Chrysler Hemi 6 Cylinder Wide Version	RO0216
Chrysler Small Block 340 Internal Bal.	RO0218
Chrysler Small Block 360 External Bal.	RO0218C/W
Chrysler Big Block 361-440	RO0214
Chrysler B/B 440 Balancer Odd Bolt Pattern	RO0215
Chrysler Big Block 361-440, .001" Under I.D	RO0214-001
Chrysler 340 Blower Bal Internal,	
Dual Key, Std 6 Bolt	RO0218/B
Chrysler Slant 6 Balancer	RO0224

Ford

Ford 6 Cylinder XR-XE	RO0217
Ford 6 Cylinder XF-XG	RO0222
Ford 6cyl AU 6 Groove Serpentine	
Balancer w/trigger plate	RO0249
Ford 6cyl EA Falcon Twin 'V'	
Belt + 5 Groove Serpentine	RO0248
Ford 289-351 Windsor 280z (Flat Face)	RO0209/28
Ford 289-351 Windsor 280z (Raised Face)	RO0241/28
Ford 289-351 Windsor Internal Balance	RO0210
Ford 289-351 Windsor	
50oz 3&4 Bolt, External Balance	RO0209/50
Ford 289-351 Windsor Internal Bal, .001" Under	RO0210-001
Ford 289-351 Windsor Neutral Blower	
Ford 289-351 Windsor 280z (Raised Face)	
.002" Under I.D	RO0241/28-002
Dual Key -6 Bolt Face	RO0210B
Ford 302-351 Cleveland External Balance	RO0203
Ford 302-351 Cleveland Internal Balance	RO0204
Ford Cleveland 302-351 Har/Bal .002" Under Id	RO0203-002
Ford Windsor Blower 280z Dual Key,	
6 Bolt, External	RO0209/28/B
Ford 302 Boss External Balance	RO0211
Ford 5.0L HO Internal Balance	RO0240
Ford Modular V8 5.4L	RO0245
Ford 460 Blower Bal-6 Bolt Face-Dual Keyway	RO0213/B-6
Ford Big Block 429-460	RO0213
Ford FE Big Block 352-428	RO0219
Ford FE 427 W/Pulley All Steel Factory Replica	RO0250
BMC	
A Series Leyland Mini Cooper S	RO0239

PERFORMANCE SERIES

Romac performance series balancers feature billet steel inner and aluminium outers for lighter weight and superior dampening compared to steel balancers. These balancers are suitable for street and race engines and are recommended for all high comp and stroker motors. SFI and ANDRA approved.

Application	Part No.
Chevy	
Chev Small Block 283-350	RO0202SA
Chev SB 283-350 Blown Dual Keyway	RO0202SA/B
Chev Small Block 400	RO0205SA
Chev SB 5-3/4 Light Weight	
Steel/Alloy .002 Under ID	RO0206SA-002
Chev Small Block 6.2" Steel/Alloy	
Bal-.002" Undersize Id	RO0202SA-002
Chev SB Steel/Alloy Blower 6 Bolt Face,	
Dual Keyway 3/16"	RO0202SA/B6
Chev SB 6" Steel/Alloy 3 Bolt -	
Does Not Accept Factory Pulleys	RO0206SA
Chev & Holden LS1	RO0285SA
Chev & Holden LS1, 25% Underdrive	RO0285SA/U
Chev Big Block 427-502 Internal Bal.	RO0207SA
Chev Big Block 454-502 External Balance	RO0208SA

Chrysler

Chrysler Hemi 6 Cylinder Wide Version	RO0216SA
Chrysler Small Block 340 Internal Bal.	RO0218SA
Chrysler Big Block 361-440	RO0214SA
Chrysler Slant 6 Balancer Steel/Alloy	RO0224SA
Chrysler Small Block 340 External Bal	RO0218SA/CW

Ford

Ford 6cyl EA Falcon St/Alloy 'V' Belt + 5 Groove Serpentine	RO0248SA
Ford 6 EF-AU 6 Groove Serp Bal Steel/Alloy, W/Trigger Plate	RO0249SA
Ford Modular V8 5.4L	RO0245SA
Ford Modular Coyote V8	
Steel/Alloy Bal 8 & 6 Rib	RO0336SA
Ford Ho 280z S/Alloy C/W Bal Early	
Raised Step-Wind & Boss	RO0241SA/28
Ford W 5l AU XR8 Ext Bal 50oz	
W/Rear Bolt On Chopper Plate	RO0251SA
Ford W 5l AU XR8 Neutral Bal	
W/Rear Bolt On Chopper Plate	RO0252SA
Ford Windsor External Bal Steel	
Inner/Allot Out 280z	RO0209SA/28
Cleveland Blower Bal Steel/Alum	
Dual Key (Neutral) 4 Bolt Face	RO0204SA/B-4
Ford 302-351 Cleveland External Balance	RO0203SA
Ford 302-351 Cleveland Internal Balance	RO0204SA
Ford Windsor External Bal Steel	
Inner/Allot Out 280z, .002" Under i.d	RO0209SA/28-002
Ford 289-351 Windsor Neutral Steel/Alloy,	
RH T/Marks, 6-Bolt Blower, Dual Keyway	RO0210SVOSA/B-6
Clev Steel/Alloy Blower 4 Bolt Bal,	
External, Dual Keyway	RO0203SA/B-4
Clev Steel/Alloy 6 Bolt Blower Bal,	
External, Dual Keyway	RO0203SA/B-6
Clev Int Blower Bal Steel/Alum Dual Key	
(Neutral) 6 Bolt Face	RO0204SA/B-6
Ford 289-351 Windsor Neutral Steel/Alloy,	
RH T/Marks	RO0210SA/SVO
Ford 289-351W HQ Blower Bal	
Steel/Alloy 4 Bolt, Neutral	RO0240SA/B
Ford 289-351W Blower Bal	
Steel/Alloy 280z, 4 Bolt	RO0241SA/28/B
Ford 289-351 Windsor 280z (Flat Face)	RO0209SA

Ford 289-351 Windsor 280z (Raised Face)	RO0241SA
Ford 289-351 Windsor Internal Balance	RO0210SA
Ford 5.0L HO Internal Balance	RO0240SA
Ford Big Block 429-460	RO0213SA
Ford FE Big Block 352-428	RO0219SA

Holden

Holden 6 Cylinder Blue Motor	RO0201SA/B
Holden 6 Cylinder Red Motor	RO0201SA/R
Holden V8 253-304-308	RO0220SA
Holden V8 383 Stroker C/Weighted	RO0221SA
Holden/Nissan RB30E & RB30ET	RO0330SA
Gen 3 LS1 Neutral Balancer Serp	
Outer Deep Dish Inner Hub	RO0285SA
Gen 3 LS1 25% Under Driven Balancer	
Neutral-Serp Outer	RO0285SA/U

Pontiac

Pontiac V8 287-455	RO0223SA
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BMC

BMC British Steel/Alloy MGA- MGB	RO0235SA
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PRO SERIES

Romac pro series balancers feature billet aluminium inner and outers for light weight and quicker acceleration. These balancers are strictly race only for engines without crank driven accessories. Engines with accessories driven off the inner hub of the balancer should use a balancer with a steel inner hub. SFI and ANDRA approved.

Application	Part No.
Chev Small Block 283-350 Larger seal	RO0202AA
Chev Big Block 427-502 Internal Bal.	RO0207AA
Ford 302-351C Int/Bal Larger Seal	RO0204AA
Holden 6 Cylinder Red Motor	RO0201AA/R
Holden V8 Larger Seal	RO0220AA Larger

Large ID Alloy Balancer seals

ID Front Seal, SBC-Hold V8, Suit Alloy Balancer	RO19215
Larger ID Front Seal, Windsor, Suit Blower & All Alloy Bal	RO19215



SCAT PERFORMANCE HARMONIC BALANCERS

Scat Performance SFI harmonic dampers are constructed of 1045 steel for increased durability and consistency at higher RPMs. All of our dampers feature a bonding process which adheres the elastomer to the I.D. of the inertia ring and the O.D. of the hub. Our dampers all feature laser etched timing marks against a painted black background. In addition, we engrave a mark every 90° which is also laser etched. (90° marks not on small block Ford dampers. Harmonic dampers for EFI applications do not have timing marks)

STREET PERFORMANCE BALANCERS

Application	Part No
Chev SB 350, 6" Internal	SCA80010
Chev SB 350, 6-3/4" Internal	SCA80000
Chev SB 400, 6-3/4" External	SCA80001
Chev SB 350, 8" Internal	SCA80002
Chev SB 350, 8" External	SCA80003
Chev BB 396-427, 8" Internal	SCA80004
Chev BB 454-502, 8" External	SCA80005
Chev LS1 Camaro/Commodore, 7.5" 3.70" Length	SCA80032
Chev LS1/LS6 Corvette, 7.5" 2.94" Length	SCA80033
Chrysler SB 318-340-360, 7.4"	SCA80012
Chrysler BB 383-440	SCA80013
Ford SB 6.4" 280z External, 3.05" Length	SCA80006
Ford SB 6.4" 500z External, 3.05" Length	SCA80007
Ford BB 429-460, 6.7"	SCA80008
Ford FE 352-428, 7.5", Includes Pulley	SCA80009

PERFORMANCE BALANCERS SFI APPROVED

Application	Part No
Chev SB 350, 6" Internal	SCA90010
Chev SB 350, 6-3/4" Internal	SCA90000
Chev SB 400, 6-3/4" External	SCA90001
Chev SB 350, 8" Internal	SCA90002
Chev SB 350, 8" External	SCA90003
Chev BB 396-427, 8" Internal	SCA90004
Chev BB 454-502, 8" External	SCA90005
Chrysler SB 318-340-360, 7.4"	SCA90012
Chrysler BB 383-440	SCA90013
Ford SB 6.4" 280z External, 3.05" Length	SCA90006
Ford SB 6.4" 500z External, 3.05" Length	SCA90007
Ford BB 429-460, 6.7"	SCA90008
Ford FE 352-428, 7.5" Includes Pulley	SCA90009

FORD SMALL BLOCK PULLEY SPACERS

Scat small block Ford balancers have both 3 & 4 bolt patterns. These dampers are made to the 3.050" length as used on 1969 and earlier vehicles and can be used on later models with the addition of a pulley spacer.

Application	Part No
.350" Thick for 302-351C & 1969-79 351W	SCD-81006
.950" Thick for 1970-96 302W & 1980-96 351W	SCD-81007
.875" Thick	SCD-81008



Nuline Stock Replacement Balancers

These balancers are perfect for stock replacement and mild street applications. For Performance or extended RPM application a Powerbond Street or Race series balancer should be used instead for extra insurance. Popular applications are listed below but a full range is available so if you don't see your model, please contact Rock.

Application	Part No.
Chev Small Block 283-350 (Int. Bal.) 6" Diameter	PBHB1012-N
Chev Small Block 283-350 (Int. Bal.) 8" Diameter	PBHB1046-N
Chev Small Block 383-400 (Ext. Bal.) 8" Diameter	PBHB1050-N
Chev LS1 GENIII	PBHB1480-N
Chev Big Block 396-427 (Int. Bal.) 7" Diameter	PBHB1019-N
Chev Big Block 396-427 (Int. Bal.) 8" Diameter	PBHB1211-N
Chev Big Block 454 (Ext. Bal.) 8" Diameter	PBHB1018-N
Chrysler 6cyl 225 Slant	PBHB1001-N
Chrysler 6cyl 215-265 Hemi (Except 6-Pack)	PBHB1003-N
Chrysler V8 Small Block 318-340	PBHB1004-N
Chrysler V8 Small Block 360	PBHB1108-N
Chrysler V8 Big Block 440	PBHB1112-N
Ford 6cyl XK-XW	PBHB6312-N
Ford 6cyl XY-XE Single V-Pulley	PBHB1006-N
Ford 6cyl XY-XE Double V-Pulley	PBHB1007-N
Ford 6cyl XF	PBHB1021-N
Ford 6cyl 3.9L EA to 8/89	PBHB1057-N
Ford 6cyl 3.9L EA-ED 8/89-On	PBHB1073-N
Ford 6cyl 4.0L EF to 8/96	PBHB1283-N
Ford 6cyl 4.0L EF-EL 8/96-On	PBHB1432-N
Ford 6cyl 4.0L AU	PBHB1462-N
Ford 6cyl 4.0L BA Incl. Turbo	PBHB1157-N
Ford 5.0L V8 EB-EL	PBHB1084-N
Ford 5.0L V8 AU	PBHB1463-N
Ford 5.4L V8 BA	PBHB1116-N
Ford 289-302W 3-Bolt (C/Sunk) 6.33" OD	PBHB1008-N
Ford 289-302W 3-Bolt (Raised) 6.33" OD	PBHB1202-N
Ford 302-351W 3-Bolt (Raised) 6.5" OD, 28oz	PBHB1203-N
Ford 302-351W 3-Bolt (C/Sunk) 6.5" OD, 28oz	PBHB1009-N
Ford 302-351W 4-Bolt (Raised) 28oz C/Weight hub	PBHB1060-N
Ford 302-351W 4-Bolt (Raised) 28oz C/Weight ring	PBHB1070-N
Ford 5.0L 302W EFI 4-Bolt 50oz	PBHB1084-N
Ford 302-351 Cleveland (Ext. Bal.)	PBHB1082-N
Ford 429-460 Big Block	PBHB1210-N
Holden 6cyl 149-202 Red	PBHB17A-N
Holden 6cyl 173 Blue	PBHB876-N
Holden 6cyl 202 Blue/Black	PBHB9752-N
Holden VL RB30	PBHB1085-N
Holden VN 3.8L V6 Series 1	PBHB1074-N
Holden V6 VN-VP to Eng. 1274843	PBHB1083-N
Holden V6 VP-VR Eng. 1274844 on	PBHB1207-N
Holden V6 VS Series I	PBHB1237-N
Holden V6 VS Series II - VY	PBHB1434-N
Holden V6 VS-VX Supercharged	PBHB1461-N
Holden V8 253-308	PBHB1081-N
Holden LS1 GENIII	PBHB1480-N
Holden LS2, L98	PBHB1117-N
Mitsubishi 4G63	PBHB1262-N

Powerbond Power Pulley Kit

Under drive balancer kit produces more horsepower by reducing parasitic power loss from driving engine accessories including alternator, power steering, and air conditioning

Application	Part No.
Holden Commodore	PBK001
VT-VZ 1999-06 LS1	PBK001



Street Series

The Powerbond Street Series is the economical choice for high powered street engines and race classes that require an OEM style balancer. The unique high pressure long cure bonded dampening rubber eliminates spinning and component separation giving reliable performance in engines used to 6500rpm. Powerbond Street Series combine new high strength SG (Nodular) Iron balancer centres with new inertia rings, bonded then balanced to extremely tight tolerances. All Powerbond Street balancers feature easy to read permanently etched timing marks on the outer ring.



Race Series

The Powerbond Race Series brings the advantages of bonded balancers to high revving race and street/race applications where an SFI approved balancer is required. Every Race Series Powerbond balancer features a precision CNC machined AUSI 1045 forged steel hub bonded to an equally strong forged steel inertia ring. Every model has easy to read computer etched timing marks. The new two stage clear over black finish is extremely resistant to scratching and corrosion. All Powerbond Race Series balancers meet SFI specification 18.1.

CHEVROLET

Application	Diam.	Street	Race
283, 307	6.10"	PB1012-ST	PB1012-SS
283, 307 with Big Block Snout	6.10"	-	PB1160-SS
283, 350	6.75"	PB2221-ST	PB2221-SS
283, 350 with Big Block Snout	6.75"	-	PB1161-SS
283, 350	8.00"	PB1046-ST	PB1046-SS
350 LT1 1993-97 Serpentine	7.50"	PB1481-ST	PB1481-SS
350 LT1 93-97 10% Underdrive	6.75"	-	PBU1481-SS10
350 LT1 8-Rib Serpentine	7.50"	-	PB81481-SS
383, 400 (Ext. Balance)	7.00"	-	PB1118-SS
383, 400 (Ext. Balance)	8.00"	PB1050-ST	PB1050-SS
LS1, GENIII	7.50"	PB1480-ST	PB1480-SS
LS1, GENIII 10% Underdrive	6.81"	-	PBU1480-SS10
LS1, GENIII 25% Underdrive	6.22"	-	PBU1480-SS25*
LS1, GENIII 10% Overdrive	8.25"	-	PB01480-SS10
LS1, GENIII 8-Rib Serpentine 7.50"	7.50"	-	PB81480-SS
LS1, GENIII 8-Rib 5% Overdrive 7.88"	7.88"	-	PB081480-SS5
LS1 GENIII 8 Rib, 6 Bolt S/C	7.50"	-	PB1480-SC
LS1 GENIII 8 Rib, 6 Bolt S/C	7.50"	-	PB081480-SC10
10% Overdrive	-	-	-
LS1, GENIII 10-Rib Serpentine	7.50"	-	PB101480-SS
LS6, LS2, LS3	7.50"	-	PB1117-SS
LS6, LS2, LS3 10% Underdrive	6.75"	-	PBU1117-SS10
LS6, LS2, LS3 25% Underdrive	6.22"	-	PBU1117-SS25
LS6, LS2, LS3 8-Rib Serpentine	7.50"	-	PB81117-SS
LS6, LS2, LS3 8 Rib, 3 Bolt S/C	7.50"	-	PB81117-SC
LS7 25% Underdrive	7.64"	-	PBU1503-SS25
LSA VF 6.2L S/C 5% O/D	-	-	PB01662-SS5
LSA VF 6.2L S/C 10% O/D	-	-	PB01662-SS10
LSA VF 6.2L S/C 18% O/D	-	-	PB01662-SS18
LSA VF 6.2L S/C 22% O/D	-	-	PBK027
LSA VF 6.2L S/C 28% O/D	-	-	PBK028
427-454 Big Block (Int. balance) 7.00"	7.00"	PB1019-ST	PB1019-SS
427-454 Big Block (Int. balance) 8.00"	8.00"	PB1211-ST	PB1211-SS
454 Big Block (Ext. Balance) 8.00"	8.00"	PB1018-ST	PB1018-SS

NISSAN

Application	Diam.	Street	Race
Silvia CA18DET 25% Underdrive 5.98"	5.98"	-	PBU1504-SS25
Silvia CA18DET 20% Underdrive 5.98"	5.98"	-	PBU150-SS20
200SX '94-on 25% Underdrive 5.16"	5.16"	-	PBU1104-SS25

HOLDEN

Application	Diam.	Street	Race
149-202 Red 6 Cylinder	6.01"	PB17A-ST	PB17A-SS
2.8L & 3.3L Blue/Black 6 Cyl.	6.01"	PB9752-ST	PB9752-SS
RB30 & RB30ET 25% Under	5.08"	-	PBU1085-SS25
3.8L V6 VN-VP to Eng. 1274843	7.28"	PB1083-ST	PB081083-SS5
3.8L V6 VP-VR Eng. 1274844 on	7.28"	PB1207-ST	PB081207-SS5
3.8L V6 VS-VY Incl. S/Charged	6.94"	-	PB81461-SS
3.8L V6 VS-VY S/C 5% O/drive	7.28"	-	PB081461-SS5
3.6L Alloytec VZ-VE 20% Under	6.77"	-	PBU1177-SS20
253-308 & 5.0L EFI V8	6.55"	PB1081-ST	PB1081-SS

PONTIAC

Application	Diam.	Street	Race
287-455 V8	6.79"	PB1056-ST	PB1056-SS

SUBARU

Application	Diam.	Street	Race
WRX EJ20 97-00 25% Under	4.02"	-	PBU1164-SS25

FORD

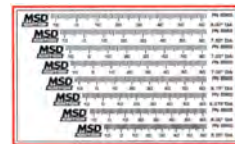
Application	Diam.	Street	Race
200-250 6 Cylinder	6.87"	PB1021-ST	-
250 6 Cylinder EFI, 4-Bolt	6.87"	PB1021-ST	-
3.9L 6 Cylinder EA to 8/89	6.36"	PB1057-ST	-
3.9L 6 Cylinder EA-ED 8/89-On	6.36"	PB1073-ST	-
4.0L OHC 6 Cylinder EF to 8/96	6.85"	PB1283-ST	-
4.0L OHC 6 Cyl EF-EL 8/96-On	6.85"	PB1432-ST	-
4.0L OHC 6 Cylinder AU	6.85"	PB1462-ST	-
4.0L BA XR6 Turbo 20% Under	6.85"	-	PBU1157-SS20
5.4L V8 BA Falcon	7.05"	-	PBK1116-SS25
302-351 Cleveland	6.50"	PB1082-ST	PB1082-SS
289-302W 3-Bolt (C/Sunk)	6.33"	PB1008-ST	-
289-302W 3-Bolt (Raised)	6.33"	PB1202-ST	-
302-351W 3-Bolt (Raised) 28oz	6.50"	PB1203-ST	PB1203-SS
302-351W 3-Bolt (C/Sunk) 28oz	6.50"	PB1009-ST	PB1009-SS
302-351W 4-Bolt (Raised) 28oz	6.50"	PB1060-ST	PB1060-SS
302W 4-Bolt C/Weight Ring	6.40"	PB1070-ST	-
302W EFI 4-Bolt 50oz	6.40"	PB1084-ST	PB1084-SS
351W EFI 4-Bolt 50oz	6.40"	PB1214-ST	-
5.0L EFI AU w/Crank Trigger	6.38"	PB1463-ST	-
302-351W 3-Bolt L/W (Int Bal)	5.90"	PB1479-ST	PB1479-SS
302-351W 4-Bolt L/W (Int Bal)	6.37"	-	PB1086-SS
390 FE (Internal Balance)	7.00"	PB1111-ST	PB1111-SS
460 BB (Internal Balance)*	6.62"	PB1210-ST	PB1210-SS
4.6L V8 Mustang	6.75"	PB1478-ST	PB1478-SS
4.6L V8 Mustang 8-Rib	6.75"	-	PB81478-SS
5.4L V8 BA Falcon*	7.05"	PB1116ST	PBU1116-SS10
5.4L V8 Mustang 25% Under	7.05"	-	PBU1116-SS25

* PB1210-SS can be ext. balanced with factory wing counterweight.
* PB1116-SS10 is 6.35" diameter for 10% underdrive.

CHRYSLER

Application	Diam.	Street	Race
245, 265 Hemi 6 Cylinder	6.85"	PB1003-ST	PB1003-SS
318, 340	7.11"	PB1004-ST	PB1004-SS
360	7.26"	PB1108-ST	PB1108-SS
392 Hemi	7.08"	PB1115-ST	PB1115-SS
440	7.24"	PB1112-ST	PB1112-SS
5.7L Hemi 300C, 8-Rib	7.08"	-	PB1375-SS
5.7-6.1L SRT Hemi 25% Under	6.89"	-	PBU1375-SS25
5.7-6.1L SRT Hemi Kit 25% Under 6.89"	6.89"	-	PBK005

BALANCER ACCESSORIES



TIMING TAPES

The MSD Timing Tape comes with eight different tapes to fit common balancers ranging from 5.25" to 8" in diameter. The tapes are marked off in one degree increments from 14° ATDC to 64° BTDC and are printed on a tough, chemical resistant material.

Description

Timing Tapes, 5-1/4" to 8" Diameter

Part No.
MSD8985

Harmonic Balancer Covers

Stable Top Dead Center indication and timing accuracy, enhanced appearance. They are available in chrome and black.

6-3/4" Chevy™ small block

PR141-727 Black

PR141-725 Chrome

8" Chevy™ small block

PR141-728 Black

PR141-726 Chrome



Harmonic Balancer Repair Sleeves

Pioneer harmonic balancer repair sleeves include sealant and easily install in minutes to stop oil leaks caused by worn balancers.

Application

Chev Small Block
Chev Big Block
Ford 289-351 Windsor
Ford 302-351 Cleveland & 400M
Ford 332 FE V8 & 215 6 Cyl
Ford 352-428 FE
Ford 460 Big Block
Pontiac 326-455 V8

Part No.
PIHB-4121
PIHB-4123
PIHB-3124
PIHB-3124
PIHB-3122
PIHB-3124
PIHB-3124
PIHB-4128

460 CRANKSHAFT DAMPER SPACER

Spacer with counterweight for 1979-97 external balanced 460 engines. Used on Ford Racing crate engines.
FMM-6359-D460



Harmonic Balancer Bolt Kits

Application	Socket Size	Diameter/Thread Size	UHL	Part No.
CHEVROLET Small Block				
Small Block	5/8	7/16-20	2.470	AR134-2501
Small Block	13/16	7/16-20	2.470	AR234-2501
Small Block	1-1/16	7/16-20	2.470	AR234-2502
LS1 & LS6 Gen III	4.8, 5.3 and 6.0L	1-1/16	M16 x 2.0	4.325 AR234-2503
CHEVROLET Big Block				
Big Block	5/8	1/2-20	1.550	AR135-2501
Big Block	13/16	1/2-20	1.550	AR235-2501
Big Block	1-1/16	1/2-20	1.550	AR235-2502
HOLDEN				
Holden 253-304-308 5/8"	5/8		1.800	AR154-2501
CHRYSLER				
318-440 Wedge with Thick Damper & Viper V10	1-1/16	3/4-16	2.200	AR240-2501
KB Hemi	1-1/16	3/4-16	1.420	AR245-2501
FORD				
All (except 351C)	5/8	5/8-18	2.050	AR150-2501
351C	5/8	5/8-18	1.800	AR154-2501
4.6L, V8, 12 pt	18mm	M12 x 1.50	1.800	AR156-2501
Duratec	19mm	M14 x 1.25	1.735	AR251-2501
HONDA				
B16/18	19mm	M14 x 1.25	1.350	AR208-2501
MITSUBISHI				
4G63	19mm	M14 x 1.50	1.525	AR207-2501



CHEV HARMONIC BALANCER BOLT

Aeroflow's heavy-duty high strength Chevy Balancer bolt kit is the best way to bolt on your balancer. This kit has a perfectly flat thick washer to spread the fastening load over a greater surface area. It also features a bolt that can accept a standard 12.7mm (1/2") drive ratchet or breaker bar to rotate the crank assembly.

Part No

AF37-0010

Colour

Black

Description

SBC Balancer Retaining Bolt

Harmonic Balancer Bolt & Washer Kits

Made from Grade 8 alloy material and heat-treated for superior strength, these harmonic balancer bolts feature a high hex head to prevent socket slippage while rotating the engine when degreasing a cam or adjusting the valves. An extra thick, parallel ground washer is provided to allow for a more accurate, uniform torque. Durable zinc dichromate, gold tone finish, complete with split lock washer to prevent loosening caused by vibration.

Chevrolet 283-400 Small Block, 7/16"-20 x 2-1/4"
Chevrolet 396-454 Big Block, 1/2"-20 x 1-1/2"

MG945
 MG946



BILLET TIMING POINTERS

Suits billet/stock style timing covers

Aeroflow's timing pointers are adjustable up to 4 degrees and are made from T6-6061 billet aluminium. Mounting hardware is included and they are available in bright anodized blue, black, silver and red. Note: NOT compatible with 5" Scat Balancer

Application	Black	Silver	Chrome
SBF 10 O'clock	AF64-2079BLK	AF64-2079S	AF64-2079C
SBF 11 O'clock	AF64-2046BLK	AF64-2046S	AF64-2046C
SBC 6-1/4"	AF64-2052BLK	AF64-2052S	AF64-2052C
SBC 6-3/8"	AF64-2050BLK	AF64-2050S	AF64-2050C
SBC 7"	AF64-2049BLK	AF64-2049S	AF64-2049C
SBC 7-1/4"	AF64-2047BLK	AF64-2047S	AF64-2047C
SBC 8"	AF64-2053BLK	AF64-2053S	AF64-2053C
BBC 6-1/4"	AF64-2051BLK	AF64-2051S	AF64-2051C
BBC 7-1/4"	AF64-2048BLK	AF64-2048S	AF64-2048C
BBC 8"	AF64-2099BLK	AF64-2099S	AF64-2099C

Application	Blue	Red
SBF 10 O'clock	AF64-2079	AF64-2079R
SBF 11 O'clock	AF64-2046	AF64-2046R
SBC 6-1/4"	AF64-2052	AF64-2052R
SBC 6-3/8"	AF64-2050	AF64-2050R
SBC 7"	AF64-2049	AF64-2049R
SBC 7-1/4"	AF64-2047	AF64-2047R
SBC 8"	AF64-2053	AF64-2053R
BBC 6-1/4"	AF64-2051	AF64-2051R
BBC 7-1/4"	AF64-2048	AF64-2048R
BBC 8"	AF64-2099	AF64-2099R

TIMING TABS & POINTERS



CHROME STEEL TIMING TABS

Non Adjustable Timing Tabs

Chev Small Block RPCR4960
Chrysler 383-440 RPCR9393

Adjustable Timing Tabs

Chev SB 7" Balancer RPCR9178
Chev SB 8" Balancer RPCR9179
Chev BB 8" Balancer RPCR9180

ALUMINIUM TIMING TABS

• Fits Small Block Chev
 • Suits 6" or 7" Balancer

Finish	Plain	Ball Milled
Polished	RPCR6041	RPCR6042
Chrome	RPCR6041C	RPCR6042C

BIG BLOCK ALLOY TIMING TAB

• Fits Chev Big Block with 8" Balancer
 • Adjustable Pointer
 • Chrome Plated
BBC Alloy Timing Tab RPCR8427C



CHROME PLATED TIMING TABS WITH ADJUSTABLE POINTER

Ideal for engine testing as pointer can be set at base line position with changes noted from there. Pointer is red anodized and can be easily adjusted with a screwdriver.

MG4597 Chevrolet small block - 7" Balancer
MG4598 Chevrolet small block - 8" Balancer
MG4599 Chevrolet big block - 8" Balancer

CHROME PLATED TIMING TABS

Chrome plated steel, non adjustable timing tabs for Chevrolet V8 engines.

MG4592 Chevrolet small block - 7" Balancer
MG4593 Chevrolet small block - 8" Balancer
MG4594 Chevrolet big block - 8" Balancer

Proform Billet Timing Pointer with Built-In LED Timing Light

These billet aluminium timing pointers have a built-in, self-powered, permanently-mounted LED timing light to eliminate the need for a separate timing light or car battery hookup, and its hands-free design enables just one person to set timing.

PR67270C SB-Ford with 10 o'clock TDC
PR67271C SB-Ford with 11 o'clock TDC
PR67275C SB-Chevy 7" BALANCER TDC
PR67276C SB-Chevy 7-1/4" BALANCER TDC
PR67277C SB-Chevy 8" BALANCER TDC
PR67279C BB-Chevy 7" BALANCER TDC
PR67280C BB-Chevy 7-1/4" BALANCER TDC
PR67281C BB-Chevy 8" BALANCER TDC



BILLET TIMING POINTER To Suit 302 - 351 Cleveland

Blue	Red	Black	Silver
AF64-2040	AF64-2040R	AF64-2040BLK	AF64-2040S

TIMING COVERS



2PIECE BILLET TIMING COVER

To Suit V6 & Small Block V8 Chevy

Aeroflow performance products has developed a 2 piece billet timing cover CNC machined from 6061-T6 Billet aluminium. Includes gaskets, seals, cam locking plate, roller cam button and bolt kit.

Part No	Finish
F64-4350	Blue
AF64-4350R	Red
AF64-4350BLK	Black
AF64-4350S	Silver
AF64-4350P	Polished
AF64-4350C	Chrome

2 PIECE BILLET TIMING COVER

To Suit LS Series Chevy Engines

Aeroflow performance products has developed a 2 piece billet timing cover CNC machined from 6061-T6 Billet aluminium. Designed to clear double row timing chain and high volume oil pumps. Crankshaft seal NOT included.

Part No	Colour
AF64-4361	Blue
AF64-4361R	Red
AF64-4361BLK	Black
AF64-4361S	Silver
AF64-4361P	Polished
AF64-4361C	Chrome
AF59-4361	Replacement mounting bolts & cam sensor

HOLDEN BILLET TIMING COVER

To Suit Holden 253, 304, 308 & 355

Aeroflow performance products have developed a billet timing cover especially for Holden V8 motors. The timing cover is CNC machined from T6061-6 billet aluminium and comes in 5 great finishes anodised Blue, Red, Black, Silver and Chrome.

AF64-4358	Blue
AF64-4358R	Red
AF64-4358BLK	Black
AF64-4358S	Silver
AF64-4358C	Chrome



BILLET TIMING COVER To Suit 302 - 351 Cleveland

Aeroflow performance products has developed a billet timing cover especially for Cleveland motors. With the genuine Ford Cleveland cover now a discontinued item they are still sought after by many engine builders all over the world. Aeroflow's timing cover is CNC machined from T6061 Billet aluminium.

Part No	Colour
AF64-2019	Blue
AF64-2019R	Red
AF64-2019BLK	Black
AF64-2019S	Silver
AF64-2019RAW	Raw

STAMPED STEEL TIMING COVER

To Suit S/B CHEVY Pre-86

Dress up the front of your engine with one of Aeroflow's timing covers. These covers come with gaskets, seals and bolts. Also available are timing indicator tabs. Aeroflow's timing covers and indicator tabs are available in two great finishes; chrome or black.

Part No	Description	Finish
AF1827-2000	Timing Cover S/B Chevy	Chrome
AF1828-2000	Timing Cover S/B Chevy	Black
AF1827-2001	Timing Pointer S/B Chevy	Chrome
AF1828-2001	Timing Pointer S/B Chevy	Black

STEEL TIMING POINTER

Aeroflow timing indicator tabs suit standard and Aeroflow stamped steel timing covers.

Part No	Colour	Description
AF1827-2001	Chrome	Suits small block Chevy
AF1828-2001	Black	Suits small block Chevy



REPLACEMENT TIMING COVERS

KC cast aluminium timing covers are standard replacements for worn out or corroded OEM units. Attractive pricing means they are a cost effective alternative to cleaning up your stock cover.

Application	Part No
Holden 253-308 Carby	KC253/308
Holden 304 5.0L EFI	KC308EFI
Ford 302-351 Windsor	KC302351
Ford 302-351 Windsor EFI	KC351EFI
Ford 351W F-Series EFI	KC351F
Ford Big Block 429-460	KC460

NOTE: FOR ALL FORD TIMING COVERS - DON'T COME WITH GASKETS HOLDEN V8 ONLY COME WITH GASKETS





ALLOY TIMING COVER KITS

- Polished Alloy
- Includes Cover, Bolts, Gaskets & Seal
- Chev Small Block** **RPCR6040**
- Chev Big Block** **RPCR8422**

CHROME TIMING COVERS

- Chromed Steel
- Includes Cover, Gaskets & Seal
- Chev Small Block** **RPCR4934**
- Chev Small Block (2-Piece)** **RPCR7122**
- Chev Big Block** **RPCR4935**
- Chrysler 383-440 (Cover Only)** **RPCR9392**

ALLOY TIMING COVERS

- Polished Alloy
- Fits Late Model Big Block Chev
- GEN V 1991-95 (Gasket Style)** **RPCR8425**
- GEN VI 1996-on (O-Ring Style)** **RPCR8430**

Anodized Aluminium Timing Cover

- Anodized Aluminium Timing Chain Cover
- Includes seal, gaskets & hardware
- Chev Small Block** **RPCR5282**

Timing Cover Bolts & Gaskets

Replacement bolts and gasket sets for RPC Chev timing covers. Gasket sets include timing cover and water pump gaskets.

- Bolt Set for Chev V8 Alloy Timing Covers** **RPCR6040B**
- Gasket Set for SBC 1-Piece Timing Covers** **RPCR6040G**
- Gasket Set for SBC 2-Piece Timing Covers** **RPCR7122G**

FLATHEAD TIMING COVERS

If you want to run early heads on a late model flathead, you don't have a way to clamp the distributor down. Until now. This cast aluminium timing cover has a distributor clamp built in. Can also be used as a replacement on 1949-1953 engines or on 1948 and earlier engines running a 1949-1953 camshaft. Distributor gear oiler built in.

RP91015632 Flathead Timing Cover



Two-Piece Billet Aluminium Timing Covers

Even with a thrust button, a stock stamped front cover will flex enough to cause erratic ignition timing. The COMP Cams Two-Piece Billet Aluminium Timing Covers eliminate all of these problems while also allowing the camshaft to be replaced without disturbing the oil pan seal. End play adjustment is made easy with a dial indicator access hole, and a new integrated timing pointer design simplifies ignition timing checks. These rigidly designed billet covers are compatible with all water pumps and most gear drives. Includes bolts, washers, roller button gaskets, etc.

- Description**
- Chevrolet Small Block and 90° V6 Timing Cover** **Part No. C0210**
- Chevrolet Big Block Timing Cover** **C0212**
- Replacement Thrust Button** **C0211**
- Replacement Hardware for C0210** **C0213**
- Replacement Hardware for C0212** **C0214**

Three-Piece Billet Aluminium Timing Covers

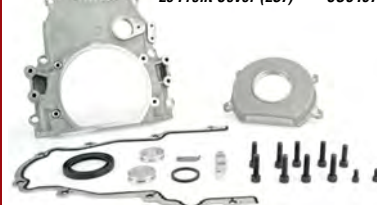
The COMP Cams® Three-Piece Billet Aluminium Timing Covers for Small and Big Block Chevrolet engines allow access to camshaft timing adjustments without having to remove the harmonic damper or disturb the oil pan seal. Designed to be lightweight yet rigid, these billet covers offer convenience and performance in one easy-to-install package.

- Small Chevrolet** **C0310**
- Big Block Chevrolet** **C0312**

Comp Cams LS Engine Front Covers

The Comp Cams LS Front Covers for street/strip applications fits all 1st, 2, 3, 6 & 7 engines, OEM and aftermarket, including RHS LS race blocks. The LS covers feature provisions for timing pointer, OEM camshaft sensor and any regular BB-Chevy crank trigger. Available for either standard snout or long snout crankshafts, these covers easily fit double roller timing chains and high pressure/volume oil pumps. Both covers come with gaskets and crank seal: no modifications needed.

- LS Front Cover** **C05496**
- LS Front Cover (LS7)** **C05497**



CHROME TIMING COVERS

Attractive chrome timing covers for Chev small block and big block engines. Supplied with oil seal.

Description

Chev Small Block Timing Cover
Chev Big Block Timing Cover
Chev Big Block with Bowtie Logo

Part No.
PR66150
PR66152
PR141-216

CHROME 2-PIECE TIMING COVER

Save hours of labor with no need to drop the oil pan to check the chain and gears. Supplied with mounting bolts, beaded mid-line gasket & reusable steel-reinforced U-gasket.

Description

Small Block Chev 2-Piece Cover
Replacement Gasket Set

Part No.
PR66666
PR66670

BOWTIE TIMING COVERS

For use on Chevrolet small-block V8 1969-91 engines, with Chevrolet & Bowtie Emblems. These stamped steel covers are supplied with oil seal installed, and are a direct replacement for all late model small-block front covers that use a bolt-on timing pointer.

Description

Chrome Plated with Embossed Logo
Chrome Plated with Red Bowtie Logo
Black Crinkle with Red Bowtie Logo
Metallic Grey with Blue Bowtie Logo

Part No.
PR141-215
PR141-904
PR141-753
PR141-363

DIE CAST ALLOY TIMING COVER

Striking chrome plated die-cast timing cover, supplied with separate GM production oil seal. Bowtie Emblem directly cast into the upper surface.

Description

Small Block Chev 1965-90

Part No.
PR141-218



PIONEER TIMING COVERS

These OEM quality, stock style replacement timing covers are perfect for stock engine builds and to replace damaged or worn out covers.

Application

Chev Small Block Vortec with Sensor
Chev Small Block Vortec without Sensor
Chrysler Small Block 318-360
Ford 302-351 Windsor 1980-94
Ford 302-351 Windsor Reverse Flow
Ford 302-351 Windsor Reverse Rotation 95-On
Ford Big Block 429-460 1968-96

Part No.
PI500350
PI500350WO
PI500390
PI500302S
PI500302L
PI500302T
PI500460



Milodon Aluminium Timing Cover

Milodon aluminium timing covers feature either a highly polished face or a CNC machined face. Their rigidity offers positive non flexing cam stop. Milodon aluminium timing covers are designed to fit over stock and double roller timing chains. Also fits under stock short water pump in most cases (some cases will require only minor water pump modification). Will not work with 4-gear style gear drives or belt drives. Alloy timing cover suit SB/Chev with BB snout cranks.

MI14815

Timing Covers

Milodon aluminium timing covers are CNC machined for precise fit and maximum durability. They provide a positive, non flexing cam stop and fit with stock or double roller timing chains (not for belt or gear drive systems). These covers fit under the stock short water pump in most cases (some applications will require minor water pump modification).

Description

Small Block Chev - Polished **MI14800**
Small Block Chev - Machined **MI14805**
Small Block Chev with Big Block Snout - Polished **MI14810**
Small Block Chev with Big Block Snout - Machined **MI14815**



Part No.
MI14800
MI14805
MI14810
MI14815



MNMP186

MNMP186-3

MOON HEMI 354-392 TIMING COVER

MNMP186-3 **With drive plate for Hilborn Pump**
MNMP186 **HEMI Plain**

Cast aluminium alloy, precision machined for a perfect fit to engine block. Stock gaskets and crank seals are used, and dowel pin alignment is production type for perfect alignment with precision accessory drives.



CHROME TIMING COVERS

Dress up the front of your engine with one of Mr Gasket's chrome timing covers.

These covers suit the OEM style timing chain only.

Application

Chev Small Block 1955-87
Chev Big Block 1965-90

Part No.
MG4595
MG4596

MR GASKET QUICK CHANGE CAM COVER KITS

Mr. Gasket's own quick-change cam kits eliminate the need for dropping the oil pan during the replacement of the timing chain or timing gears. They are highly recommended for advancing or retarding the camshaft. The kit includes a complete set of gaskets, retainer and timing cover. Will not fit 8" diameter balancer.

Application

Chev Small Block 1955-87

Part No.
MG1099



CHEV REINFORCED CHROME TIMING COVER

This stamped steel chrome timing cover for small-block Chev has a reinforcement plate welded to the inside of the cover for additional strength. It prevents camshaft walk when used with a thrust button, making it ideal for use with roller cams. Includes front crankshaft seal.

Chev Small Block Reinforced Cover

ED4860

CHEV ALUMINIUM TIMING COVERS

Our die-cast polished timing covers for Chevrolet come with pan seal, allen head bolts, gaskets, washers, and timing marker. ED4240 won't fit short water pumps or 1987 & later; ED4241 won't fit 1991 and later big-block Mark V engines.

Application

Small-Block Chevrolet Pre-1987
Big-Block Chevrolet Pre-1991

Part No.
ED4240
ED4241

2-PIECE STAMPED ALUMINIUM COVER

This die-stamped two-piece front cover for small-block Chevroys is made from .090" aluminium for light weight and excellent strength. This attractive and unique design allows quick camshaft removal without dropping oil pan or breaking oil pan seal. Will not fit 1987 and later engines. Note: If cam button is desired, a nylon cam button must be used.

Description

Small-Block Chev 2-Piece Cover
Replacement Gasket Kit

Part No.
ED4242
ED4243

LS1 & LS2 2-PIECE TIMING COVERS

These two-piece aluminium front covers allow quick camshaft removal and installation without the need to remove the damper pulley or steering components. The cam can be installed and removed through a window in the front of the cover which is sealed with a plate and o-ring for superior leak prevention.

Application

LS1 with Rear Mounted Cam Sensor
LS2 with Front Mounted Cam Sensor

Part No.
ED4254
ED4255

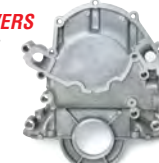
FORD ALUMINIUM TIMING COVERS

These die-cast aluminium timing covers for Ford are stock replacement parts for late model EFI 5.0L and 351W engines. Includes gaskets and crankshaft seal. Both are compatible with stock or Edelbrock Victor Series aluminium water pumps.

Application

1969-87 351 Windsor
1986-93 5.0L Reverse Rotation W/P

Part No.
ED4250
ED4251



BEARINGS

DART



DART REPLACEMENT CAM BEARINGS

Part No	Description
DA32210010	SBC Coated 2.120 Std. Set
DA32210020	SBC Coated 2.000 Set Suit Little M & SHP
DA32210030	BBC Coated STD
DA32210041	SBF Coated STD

DART MAIN BEARINGS FOR LS NEXT BLOCKS.

CLMS2321H 001
CLMS2321H STD
CLMS2321HX STD

CLEVITE



P SERIES

Clevite P-Series bearings are standard replacement passenger car bearings and are suitable for stock and mild performance street applications. They feature steel backings with an intermediate layer of copper-lead alloy and an electroplated lead-tin-copper overlay.

CHEVROLET SMALL BLOCK 283-400

Conrod Bearings

Chev 265-327, 2.000" Journal	CLCB745P STD
Chev 265-327, 2.000" Journal	CLCB745P 001
Chev 265-327, 2.000" Journal	CLCB745P 010
Chev 265-327, 2.000" Journal	CLCB745P 020
Chev 265-327, 2.000" Journal	CLCB745P 030
Chev 265-327, 2.000" Journal	CLCB745P 040
Chev 327-400, 2.100" Journal	CLCB663P STD
Chev 327-400, 2.100" Journal	CLCB663P 001
Chev 327-400, 2.100" Journal	CLCB663P 010
Chev 327-400, 2.100" Journal	CLCB663P 020
Chev 327-400, 2.100" Journal	CLCB663P 030
Chev 327-400, 2.100" Journal	CLCB663P 040

Main Bearings

Chev 283-327, 2.300" Journal	CLMS429P STD
Chev 283-327, 2.300" Journal	CLMS429P 010
Chev 283-327, 2.300" Journal	CLMS429P 020
Chev 283-327, 2.300" Journal	CLMS429P 030
Chev 283-327, 2.300" Journal	CLMS429P 040
Chev 327-350, 2.450" Journal	CLMS909P STD
Chev 327-350, 2.450" Journal	CLMS909P 001
Chev 327-350, 2.450" Journal	CLMS909P 010
Chev 327-350, 2.450" Journal	CLMS909P 020
Chev 327-350, 2.450" Journal	CLMS909P 030
Chev 327-350, 2.450" Journal	CLMS909P 040
Chev 400, 2.650" Journal	CLMS1038P STD
Chev 400, 2.650" Journal	CLMS1038P 001
Chev 400, 2.650" Journal	CLMS1038P 010
Chev 400, 2.650" Journal	CLMS1038P 020
Chev 400, 2.650" Journal	CLMS1038P 030
Chev 400, 2.650" Journal	CLMS1038P 040

Cam Bearings

Chev 327-350-400, 1965-1980	CLSH290S
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CHEV-HOLDEN LS1 & LS6

Conrod Bearings

Chev LS1 & LS6, 1997-2007	CLCB663P STD
Chev LS1 & LS6, 1997-2007	CLCB663P 001
Chev LS1 & LS6, 1997-2007	CLCB663P 010
Chev LS1 & LS6, 1997-2007	CLCB663P 020
Chev LS1 & LS6, 1997-2007	CLCB663P 030
Chev LS1 & LS6, 1997-2007	CLCB663P 040
LS2 6.0L, LSX, WORLD WARHAWK	CLSH2125S

Main Bearings

Chev LS1 & LS6, 1997-2007	CLMS2199P STD
Chev LS1 & LS6, 1997-2007	CLMS2199P 010
Chev LS1 & LS6, 1997-2007	CLMS2199P 020
Chev LS1 & LS6, 1997-2007	CLMS2199P 030
Chev LS1 & LS6, 1997-2007	CLMS2199P 040

Cam Bearings

Chev LS1 & LS6, 1997-2003	CLSH1814S
Chev LS1 & LS6, 2003-2007	CLSH1995S
Chev Bowtie LSX Block	CLSH1816S

CHEVROLET BIG BLOCK 396-454

Conrod Bearings

Chev 396-454, 2.200" Journal	CLCB743P STD
Chev 396-454, 2.200" Journal	CLCB743P 001
Chev 396-454, 2.200" Journal	CLCB743P 010
Chev 396-454, 2.200" Journal	CLCB743P 020
Chev 396-454, 2.200" Journal	CLCB743P 030
Chev 396-454, 2.200" Journal	CLCB743P 040

Main Bearings

Chev 396-454, 2.750" Journal	CLMS829P STD
Chev 396-454, 2.750" Journal	CLMS829P 001
Chev 396-454, 2.750" Journal	CLMS829P 010
Chev 396-454, 2.750" Journal	CLMS829P 020
Chev 396-454, 2.750" Journal	CLMS829P 030
Chev 396-454, 2.750" Journal	CLMS829P 040

Cam Bearings

Chev 396-427, 1965-1966	CLSH615S
Chev 396-454, 1967-2000	CLSH616S

CHRYSLER SMALL BLOCK 318-360

Conrod Bearings

Chrysler 318-340-360, 1957-03	CLCB481P STD
Chrysler 318-340-360, 1957-03	CLCB481P 010
Chrysler 318-340-360, 1957-03	CLCB481P 020
Chrysler 318-340-360, 1957-03	CLCB481P 030
Chrysler 318-340-360, 1957-03	CLCB481P 040

Main Bearings

Chrysler 318, 1974-2003	CLMS1344P STD
Chrysler 318, 1974-2003	CLMS1344P 010
Chrysler 318, 1974-2003	CLMS1344P 020
Chrysler 318, 1974-2003	CLMS1344P 030
Chrysler 318, 1974-2003	CLMS1344P 040
Chrysler 340, 1968-1973	CLMS963P STD
Chrysler 340, 1968-1973	CLMS963P 010
Chrysler 340, 1968-1973	CLMS963P 020
Chrysler 340, 1968-1973	CLMS963P 030
Chrysler 360, 1974-2003	CLMS1266P STD
Chrysler 360, 1974-2003	CLMS1266P 010
Chrysler 360, 1974-2003	CLMS1266P 020
Chrysler 360, 1974-2003	CLMS1266P 030

Cam Bearings

Chrysler 318-340-360, 1957-78	CLSH875S
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CHRYSLER BIG BLOCK 361-440

Conrod Bearings

Chrysler 383-413-426-440	CLCB527P STD
Chrysler 383-413-426-440	CLCB527P 010
Chrysler 383-413-426-440	CLCB527P 020
Chrysler 383-413-426-440	CLCB527P 030
Chrysler 383-413-426-440	CLCB527P 040

Main Bearings

Chrysler 361-383-400	CLMS876P STD
Chrysler 361-383-400	CLMS876P 010
Chrysler 361-383-400	CLMS876P 020
Chrysler 361-383-400	CLMS876P 030
Chrysler 361-383-400	CLMS876P 040
Chrysler 383-413-440	CLMS1214P STD
Chrysler 383-413-440	CLMS1214P 010
Chrysler 383-413-440	CLMS1214P 020
Chrysler 383-413-440	CLMS1214P 030
Chrysler 383-413-440	CLMS1214P 040
Chrysler 383-413-440	CLMS2324P STD
Chrysler 383-413-440	CLMS2324P 010
Chrysler 383-413-440	CLMS2324P 020

Cam Bearings

Chrysler 361-383-413-440	CLSH876S
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CHRYSLER 426 HEMI

Conrod Bearings

Chrysler 426 Hemi, 1964-1971	CLCB527P STD
Chrysler 426 Hemi, 1964-1971	CLCB527P 010
Chrysler 426 Hemi, 1964-1971	CLCB527P 020
Chrysler 426 Hemi, 1964-1971	CLCB527P 030
Chrysler 426 Hemi, 1964-1971	CLCB527P 040

Main Bearings

Chrysler 426 Hemi, 1964-1971	CLMS896P STD
Chrysler 426 Hemi, 1964-1971	CLMS896P 010

Cam Bearings

Chrysler 426 Hemi, 1964-1971	CLSH876S
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CHRYSLER EARLY HEMI

Conrod Bearings

Chrysler 392 Hemi, 1957-58	CLCB1213M STD
Chrysler 392 Hemi, 1957-58	CLCB1213M 010

Main Bearings

Chrysler 392 Hemi, 1957-58	CLMS426M STD
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Cam Bearings

Chrysler 331-354-392 Hemi	CLSH313S
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FORD 289-302 WINDSOR

Conrod Bearings

Ford 289-302W 1968-2001	CLCB634P STD
Ford 289-302W 1968-2001	CLCB634P 010
Ford 289-302W 1968-2001	CLCB634P 020
Ford 289-302W 1968-2001	CLCB634P 030
Ford 289-302W 1968-2001	CLCB634P 040

Main Bearings

Ford 289-302W 1968-2001	CLMS590P STD
Ford 289-302W 1968-2001	CLMS590P 001
Ford 289-302W 1968-2001	CLMS590P 010
Ford 289-302W 1968-2001	CLMS590P 020
Ford 289-302W 1968-2001	CLMS590P 030
Ford 289-302W 1968-2001	CLMS590P 040

Cam Bearings

Ford 289-302W 1968-2001	CLSH510S
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FORD 351 WINDSOR

Conrod Bearings

Ford 351 Windsor 1969-1998	CLCB831P STD
Ford 351 Windsor 1969-1998	CLCB831P 001
Ford 351 Windsor 1969-1998	CLCB831P 010
Ford 351 Windsor 1969-1998	CLCB831P 020
Ford 351 Windsor 1969-1998	CLCB831P 030
Ford 351 Windsor 1969-1998	CLCB831P 040

Main Bearings

Ford 351W, Full Groove	CLMS981P STD
Ford 351W, Full Groove	CLMS981P 010
Ford 351W, Full Groove	CLMS981P 020
Ford 351W, Full Groove	CLMS981P 030
Ford 351W, Partial Groove	CLMS1432P STD
Ford 351W, Partial Groove	CLMS1432P 010
Ford 351W, Partial Groove	CLMS1432P 020
Ford 351W, Partial Groove	CLMS1432P 030

Cam Bearings

Ford 351W 1969-1998	CLSH510S
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FORD 351 CLEVELAND

Rod Bearings

Ford 351 Cleveland, 1971-1982	CLCB927P STD
Ford 351 Cleveland, 1971-1982	CLCB927P 001
Ford 351 Cleveland, 1971-1982	CLCB927P 010
Ford 351 Cleveland, 1971-1982	CLCB927P 020
Ford 351 Cleveland, 1971-1982	CLCB927P 030
Ford 351 Cleveland, 1971-1982	CLCB927P 040

Main Bearings

Ford 351 Cleveland, 1971-1982	CLMS1010P STD
Ford 351 Cleveland, 1971-1982	CLMS1010P 001
Ford 351 Cleveland, 1971-1982	CLMS1010P 010
Ford 351 Cleveland, 1971-1982	CLMS1010P 020
Ford 351 Cleveland, 1971-1982	CLMS1010P 030
Ford 351 Cleveland, 1971-1982	CLMS1010P 040

Cam bearings

Ford 351 Cleveland, 1971-1982	CLSH710S
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FORD 351M & 400

Rod Bearings

Ford 351M/400, 1971-1982	CLCB927P STD
Ford 351M/400, 1971-1982	CLCB927P 001
Ford 351M/400, 1971-1982	CLCB927P 010
Ford 351M/400, 1971-1982	CLCB927P 020
Ford 351M/400, 1971-1982	CLCB927P 030
Ford 351M/400, 1971-1982	CLCB927P 040

Main Bearings

Ford 351M/400, Full Groove	CLMS981P STD
Ford 351M/400, Full Groove	CLMS981P 010
Ford 351M/400, Full Groove	CLMS981P 020
Ford 351M/400, Full Groove	CLMS981P 030
Ford 351M/400, Partial Groove	CLMS1432P STD
Ford 351M/400, Partial Groove	CLMS1432P 010
Ford 351M/400, Partial Groove	CLMS1432P 020
Ford 351M/400, Partial Groove	CLMS1432P 030

Cam bearings

Ford 351M/400, 1971-1982	CLSH710S
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FORD MODULAR V8 5.4L

Conrod Bearings

Ford Modular 5.4L, 1997-2003	CLCB1442P
Ford Modular 5.4L, 1997-2003	CLCB1442P 25MM
Ford Modular 5.4L, 1997-2003	CLCB1442P 50MM
Ford Modular 5.4L, 1997-2003	CLCB1442P 75MM

Main Bearings

Ford Modular 5.4L, 1997-2003	CLMS2202P
Ford Modular 5.4L, 1997-2003	CLMS2202P 25MM
Ford Modular 5.4L, 1997-2003	CLMS2202P 50MM
Ford Modular 5.4L, 1997-2003	CLMS2202P 75MM

FORD COYOTE V8 5.0L

Conrod Bearings

Ford Coyote 5.0L, 2011-2014	CLCB1442P STD
Ford Coyote 5.0L, 2011-2014	CLCB1442P 25MM
Ford Coyote 5.0L, 2011-2014	CLCB1442P 50MM
Ford Coyote 5.0L, 2011-2014	CLCB1442P 75MM

Main Bearings

Ford Coyote 5.0L, 2011-2014	CLMS2292A STD
Ford Coyote 5.0L, 2011-2014	CLMS2292A 25MM

FORD BIG BLOCK 429-460

Conrod Bearings

Ford 429/460, 1968-1998	CLCB818P STD
Ford 429/460, 1968-1998	CLCB818P 010
Ford 429/460, 1968-1998	CLCB818P 020

Main Bearings

Ford 429/460, 1968-1998	CLMS1039P STD
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FORD FLATHEAD V8 239-255

Conrod Bearings

Flathead 239-255, 1939-1953	CLCB-15P STD
Flathead 239-255, 1939-1953	CLCB-15P 010
Flathead 239-255, 1939-1953	CLCB-15P 020
Flathead 239-255, 1939-1953	CLCB-15P 030

Main Bearings

Flathead 239-255, 1939-1953	CLMS109P STD
Flathead 239-255, 1939-1953	CLMS109P 010
Flathead 239-255, 1939-1953	CLMS109P 020

Cam Bearings

Flathead 239-255, 1939-1953	CLSH-21S
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HONDA B16A2 & B16A3

Conrod Bearings

Honda B16A2/3, 1994-2000	CLCB1777P STD
Honda B16A2/3, 1994-2000	CLCB1777P 25MM
Honda B16A2/3, 1994-2000	CLCB1777P 50MM

Main Bearings

Honda B16A2/3, 1994-2000	CLMS2095P STD
Honda B16A2/3, 1994-2000	CLMS2095P 25MM
Honda B16A2/3, 1994-2000	CLMS2095P 50MM

Thrust washers

Honda B16A2/3, 1994-2000	CLTW473S
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HONDA D16A, D16Y & D16Z

Conrod Bearings

Honda D16A/Y/Z, 1988-1995	CLCB1461P STD
Honda D16A/Y/Z, 1988-1995	CLCB1461P 25MM
Honda D16A/Y/Z, 1988-1995	CLCB1461P 50MM

Main Bearings

Honda D16A/Y/Z, 1988-1995	CLMS1804P STD
Honda D16A/Y/Z, 1988-1995	CLMS1804P 25MM
Honda D16A/Y/Z, 1988-1995	CLMS1804P 50MM

Thrust Washers

Honda D16A/Y/Z, 1988-1995	CLTW473S
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HONDA B18C

Conrod Bearings

Honda B18C, 1993-2001	CLCB1777P STD
Honda B18C, 1993-2001	CLCB1777P 25MM
Honda B18C, 1993-2001	CLCB1777P 50MM

Main Bearings

Honda B18C, 1993-2001	CLMS2095P STD
Honda B18C, 1993-2001	CLMS2095P 25MM
Honda B18C, 1993-2001	CLMS2095P 50MM

Thrust washers

Honda B18C, 1993-2001	CLTW473S
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HONDA F22A & H23A

Conrod Bearings

Honda F22 & H23, 1990-1997	CLCB1456P STD
Honda F22 & H23, 1990-1997	CLCB1456P 25MM
Honda F22 & H23, 1990-1997	CLCB1456P 50MM

Main Bearings

Honda F22 & H23, 1990-1997	CLMS2012P STD
Honda F22 & H23, 1990-1997	CLMS2012P 25MM
Honda F22 & H23, 1990-1997	CLMS2012P 50MM

Thrust Washers

Honda F22 & H23, 1990-1997	CLTW587S
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HONDA H22A

Conrod Bearings

Honda H22A, 1993-2001	CLCB1780P STD
Honda H22A, 1993-2001	CLCB1780P 25MM
Honda H22A, 1993-2001	CLCB1780P 50MM

Main Bearings

Honda H22A, 1993-1997	CLMS2012P STD
Honda H22A, 1993-1997	CLMS2012P 25MM
Honda H22A, 1993-1997	CLMS2012P 50MM
Honda H22A, 1998-2001	CLMS1804P STD
Honda H22A, 1998-2001	CLMS1804P 25MM
Honda H22A, 1998-2001	CLMS1804P 50MM

Thrust Washers

Honda H22A, 1993-1997	CLTW587S
Honda H22A, 1998-2001	CLTW473S

MITSUBISHI 4G63 2.0L

Conrod Bearings

Mitsubishi 4G63, 1989-03/1992	CLCB1120P STD
Mitsubishi 4G63, 1989-03/1992	CLCB1120P 25MM
Mitsubishi 4G63, 1989-03/1992	CLCB1120P 50MM
Mitsubishi 4G63, 1989-03/1992	CLCB1120P 75MM
Mitsubishi 4G63, 04/1992-1999	CLCB1643P STD
Mitsubishi 4G63, 04/1992-1999	CLCB1643P 25MM
Mitsubishi 4G63, 04/1992-1999	CLCB1643P 50MM

Main Bearings

Mitsubishi 4G63, 1989-03/1992	CLMS2076P STD
Mitsubishi 4G63, 1989-03/1992	CLMS2076P 25MM
Mitsubishi 4G63, 1989-03/1992	CLMS2076P 50MM
Mitsubishi 4G63, 1989-03/1992	CLMS2076P 75MM
Mitsubishi 4G63, 04/1992-1996	CLMS2039P STD
Mitsubishi 4G63, 04/1992-1996	CLMS2039P 25MM
Mitsubishi 4G63, 04/1992-1996	CLMS2039P 50MM
Mitsubishi 4G63, 1997-1999	CLMS2261P STD
Mitsubishi 4G63, 1997-1999	CLMS2261P 25MM
Mitsubishi 4G63, 1997-1999	CLMS2261P 50MM

Thrust Washers

Mitsubishi 4G63, 1997-1999	CLTW677S
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Balance Shaft Bearings

Mitsubishi 4G63, 1989-1999	CLSH-1469S
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MITSUBISHI 6G72 3.0L V6

Conrod Bearings

Mitsubishi 6G72, 1988-2001	CLCB1411P STD
Mitsubishi 6G72, 1988-2001	CLCB1411P 25MM
Mitsubishi 6G72, 1988-2001	CLCB1411P 50MM
Mitsubishi 6G72, 1988-2001	CLCB1411P 75MM

Main Bearings

Mitsubishi 6G72, 1988-2001	CLMS2226P STD
Mitsubishi 6G72, 1988-2001	CLMS2226P 25MM
Mitsubishi 6G72, 1988-2001	CLMS2226P 50MM
Mitsubishi 6G72, 1988-2001	CLMS2226P 75MM

Thrust Washers

Mitsubishi 6G72, 1988-2001	CLTW458S
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NISSAN L16 & L18

Conrod Bearings

Nissan L16 & L18, 1968-1973	CLCB966P STD
Nissan L16 & L18, 1968-1973	CLCB966P 25MM
Nissan L16 & L18, 1968-1973	CLCB966P 50MM

Main Bearings

Nissan L16 & L18, 1968-1973	CLMS1054P STD
Nissan L16 & L18, 1968-1973	CLMS1054P 25MM
Nissan L16 & L18, 1968-1973	CLMS1054P 50MM

NISSAN CA18DE & CA18DET

Conrod Bearings

Nissan CA18DE/T, 1984-1989	CLCB1287P STD
Nissan CA18DE/T, 1984-1989	CLCB1287P 25MM
Nissan CA18DE/T, 1984-1989	CLCB1287P 50MM
Nissan CA18DE/T, 1984-1989	CLCB1287P 75MM

Main Bearings

Nissan CA18DE/T, 1984-1989	CLMS1565P STD
Nissan CA18DE/T, 1984-1989	CLMS1565P 25MM
Nissan CA18DE/T, 1984-1989	CLMS1565P 50MM
Nissan CA18DE/T, 1984-1989	CLMS1565P 75MM

NISSAN FJ20, FJ20DET

Conrod Bearings

Nissan FJ20DE & FJ20DET	CLCB966P STD
Nissan FJ20DE & FJ20DET	CLCB966P 25MM
Nissan FJ20DE & FJ20DET	CLCB966P 50MM

Main Bearings

Nissan FJ20DE & FJ20DET	CLMS1054P STD
Nissan FJ20DE & FJ20DET	CLMS1054P 25MM
Nissan FJ20DE & FJ20DET	CLMS1054P 50MM

NISSAN SR20DE & SR20DET

Conrod Bearings

Nissan SR20DE/T, 1991-2002	CLCB1629P STD
Nissan SR20DE/T, 1991-2002	CLCB1629P 25MM

Main Bearings

Nissan SR20DE/T, 1991-2002	CLMS2015P STD
Nissan SR20DE/T, 1991-2002	CLMS2015P 25MM

Thrust Washers

Nissan SR20DE/T, 1991-2002	CLTW590S
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NISSAN VG30, VG30DE, VG30DETT

Conrod Bearings

Nissan VG30, 1984-2000	CLCB1591P STD
Nissan VG30, 1984-2000	CLCB1591P 25MM
Nissan VG30, 1984-2000	CLCB1591P 50MM

Main Bearings

Nissan VG30, 1984-2000	CLMS1951P STD
Nissan VG30, 1984-2000	CLMS1951P 25MM
Nissan VG30, 1984-2000	CLMS1951P 50MM

OLDSMOBILE 400-455

Conrod Bearings

Olds 400, 425, 455 1965-1976	CLCB542P STD
Olds 400, 425, 455 1965-1976	CLCB542P 010
Olds 400, 425, 455 1965-1976	CLCB542P 020

Main Bearings

Olds 400, 425, 455 1965-1976	CLMS804P STD
Olds 400, 425, 455 1965-1976	CLMS804P 010
Olds 400, 425, 455 1965-1976	CLMS804P 020

Cam Bearings

Olds 400, 425, 455 1965-1976	CLSH1354S
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PONTIAC 350-400

Conrod Bearings

Pontiac 350-400, 1963-1979	CLCB758P STD
Pontiac 350-400, 1963-1979	CLCB758P 010
Pontiac 350-400, 1963-1979	CLCB758P 020

Main Bearings

Pontiac 350-400, 1963-1979	CLMS496P STD
Pontiac 350-400, 1963-1979	CLMS496P 010
Pontiac 350-400, 1963-1979	CLMS496P 020

Cam Bearings

Pontiac 350-400, 1963-1979	CLSH292S
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PONTIAC 421-428-455

Conrod Bearings

Pontiac 421-455, 1963-1976	CLCB758P STD
Pontiac 421-455, 1963-1976	CLCB758P 010
Pontiac 421-455, 1963-1976	CLCB758P 020

Main Bearings

Pontiac 421-455, 1963-1976	CLMS677P STD
Pontiac 421-455, 1963-1976	CLMS677P 010
Pontiac 421-455, 1963-1976	CLMS677P 020

Cam Bearings

Pontiac 421-455, 1963-1976	CLSH292S
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TOYOTA 4AGE & 4AGZE

Conrod Bearings

Toyota 4AGE/GZE, 1988-1991	CLCB1474P STD
Toyota 4AGE/GZE, 1988-1991	CLCB1474P 25MM
Toyota 4AGE/GZE, 1988-1991	CLCB1474P 50MM

Main Bearings

Toyota 4AGE/GZE, 1988-1991	CLMS2211AL STD
Toyota 4AGE/GZE, 1988-1991	CLMS2211AL 25MM
Toyota 4AGE/GZE, 1988-1991	CLMS2211AL 50MM

Thrust Washers

Toyota 4AGE/GZE, 1988-1991	CLTW401S
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TOYOTA 3SGTE 2.0L TURBO

Conrod Bearings

Toyota 3SGTE, 1988-1995	CLCB1439P STD
Toyota 3SGTE, 1988-1995	CLCB1439P 25MM
Toyota 3SGTE, 1988-1995	CLCB1439P 50MM

Main Bearings

Toyota 3SGTE, 1988-1995	CLMS1714AL STD
Toyota 3SGTE, 1988-1995	CLMS1714AL 25MM
Toyota 3SGTE, 1988-1995	CLMS1714AL 50MM

Thrust washers

Toyota 3SGTE, 1988-1995	CLTW592S
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TOYOTA 2JZGE & 2JZGTE

Conrod Bearings

Toyota 2JZGE/GTE, 1993-1998	CLCB1628P STD
Toyota 2JZGE/GTE, 1993-1998	CLCB1628P 25MM

Main Bearings

Toyota 2JZGE/GTE, 1993-1998	CLMS2014P STD
Toyota 2JZGE/GTE, 1993-1998	CLMS2014P 25MM
Toyota 2JZGE/GTE, 1993-1998	CLMS2014P 50MM

Thrust Washers

Toyota 2JZGE/GTE, 1993-1998	CLTW589S
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H SERIES

Clevite H-Series bearings were developed for NASCAR racing and are suitable for all types of performance and race engines running in the medium to high RPM range. They feature hardened steel backs with a thin overlay and are clearanced for oversized crank fillets. If you aren't sure which type of performance bearing to use, the H-Series will be your best choice. H-Series bearings are available with .001" extra clearance by adding X to the part number after the H, eg: CLCB663HXN STD.

CHEVROLET SMALL BLOCK 283-400

Conrod Bearings

Chev 265-327	2.000" Journal	CLCB745HN STD
Chev 265-327	2.000" Journal	CLCB745HN 001
Chev 265-327	2.000" Journal	CLCB745HN 010
Chev 327-400	2.100" Journal	CLCB663HN STD
Chev 327-400	2.100" Journal	CLCB663HN 001
Chev 327-400	2.100" Journal	CLCB663HN 010
Chev 327-400	2.100" Journal	CLCB663HN 020
Chev 327-400	2.100" Journal	CLCB663HN 030

Conrod Bearings with Dowel Hole

Chev 265-327	2.000" Journal	CLCB745HND STD
Chev 265-327	2.000" Journal	CLCB745HND 001
Chev 265-327	2.000" Journal	CLCB745HND 010
Chev 327-400	2.100" Journal	CLCB663HND STD
Chev 327-400	2.100" Journal	CLCB663HND 010
Chev 327-400	2.100" Journal	CLCB663HND 020
Chev, Honda	1.890" Journal	CLCB1663H STD
Chev, Honda	1.890" Journal	CLCB1663H 001
Chev, Honda	1.890" Journal	CLCB1663H 010

Main Bearings

Chev 327-350	2.450" Journal	CLMS909H STD
Chev 327-350	2.450" Journal	CLMS909H 001
Chev 327-350	2.450" Journal	CLMS909H 010
Chev 327-350	2.450" Journal	CLMS909H 020
Chev 327-350	2.450" Journal	CLMS909H 030
Chev 400,	2.650" Journal	CLMS1038H STD
Chev 400,	2.650" Journal	CLMS1038H 001
Chev 400,	2.650" Journal	CLMS1038H 010</

CHEVROLET BIG BLOCK 396-454

Conrod Bearings

Chev 396-454, 2.200" Journal	CLCB743HN STD
Chev 396-454, 2.200" Journal	CLCB743HN 001
Chev 396-454, 2.200" Journal	CLCB743HN 010
Chev 396-454, 2.200" Journal	CLCB743HN 020

Conrod Bearings with Dowel Hole

Chev 396-454, 2.200" Journal	CLCB743HND STD
Chev 396-454, 2.200" Journal	CLCB743HND 001
Chev 396-454, 2.200" Journal	CLCB743HND 010

Main Bearings

Chev 396-454, 2.750" Journal	CLMS829H STD
Chev 396-454, 2.750" Journal	CLMS829H 001
Chev 396-454, 2.750" Journal	CLMS829H 010
Chev 396-454, 2.750" Journal	CLMS829H 020

Cam Bearings

Chev 396-427, 1965-1966	CLSH615S
Chev 396-454, 1967-2000	CLSH616S

CHRYSLER SMALL BLOCK 318-360

Conrod Bearings

Chrysler 318-340-360, 1957-03	CLCB481HN STD
Chrysler 318-340-360, 1957-03	CLCB481HN 010

FORD FLATHEAD CONROD BEARING

FLATHEAD 1939-53	CB-15P 030
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FORD 289-302 WINDSOR

Conrod Bearings

Ford 289-302W 1968-2001	CLCB634HN STD
Ford 289-302W 1968-2001	CLCB634HXN STD
Ford 289-302W 1968-2001	CLCB634HN 010

Main Bearings

Ford 289-302W 1968-2001	CLMS590HN STD
Ford 289-302W 1968-2001	CLMS590HN 010

Cam Bearings

Ford 289-302W 1968-2001	CLSH510S
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FORD 351 WINDSOR

Conrod Bearings

Ford 351 Windsor 1969-1998	CLCB831HN STD
Ford 351 Windsor 1969-1998	CLCB831HN 001
Ford 351 Windsor 1969-1998	CLCB831HN 010

Main Bearings

Ford 351W, Partial Groove	CLMS1432H STD
Ford 351W, Partial Groove	CLMS1432H 001
Ford 351W, Partial Groove	CLMS1432H 010

FORD 351 CLEVELAND

Conrod Bearings

Ford 351 Cleveland, 1971-1982	CLCB927HN STD
Ford 351 Cleveland, 1971-1982	CLCB927HN 010

Main Bearings

Ford 351 Cleveland, 1971-1982	CLMS1010H STD
Ford 351 Cleveland, 1971-1982	CLMS1010H 001
Ford 351 Cleveland, 1971-1982	CLMS1010H 010

Cam Bearings

Ford 351 Cleveland, 1971-1982	CLSH710S
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FORD BIG BLOCK 429-460

Conrod Bearings

Ford 429/460, 1968-1998	CLCB818H STD
Ford 429/460, 1968-1998	CLCB818H 010

Main Bearings

Ford 429/460, 1968-1998	CLMS1039H STD
Ford 429/460, 1968-1998	CLMS1039H 010

Cam Bearings

Ford 429/460, 1968-1998	CLSH1111S
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FORD COYOTE V8 5.0L

Conrod Bearings

Ford Coyote 5.0L, 2011-2014	CLCB1442HN STD
Ford Coyote 5.0L, 2011-2014	CLCB1442HN 25MM
Ford Coyote 5.0L, 2011-2014	CLCB1442HXN STD

Main Bearings

Ford Coyote 5.0L, 2011-2014	CLMS2292H STD
Ford Coyote 5.0L, 2011-2014	CLMS2292H 25MM
Ford Coyote 5.0L, 2011-2014	CLMS2292HX STD

HEMI RACE BEARINGS

These bearings are for drag racing Hemi style engines using alcohol or nitro fuels. Both the M and V series feature hardened steel backs but the M series have a .006" thick Babbitt lining and the V series have a lead indium overlay.

Rad Bearings

Chrysler KB/JPI Nitro Bearing	CLCB1512M STD
Chrysler KB/JPI Nitro - Tray of 30 Lowers	CLCB1512ML(30)
Chrysler KB/JPI Nitro - Tray of 30 Uppers	CLCB1512MU(30)
Chrysler KB/JPI Nitro Bearing	CLCB1512V STD
Chrysler KB/JPI Nitro Bearing	CLCB1512V 010
Chrysler KB/JPI Nitro - Tray of 30 Lowers	CLCB1512VL(30)
Chrysler KB/JPI Nitro - Tray of 30 Uppers	CLCB1512VU(30)

Main Bearings

Chrysler KB/JPI Nitro Bearing	CLMS1795M STD
Chrysler KB/JPI Nitro Bearing	CLMS1795M 010
Chrysler KB/JPI Nitro Bearing	CLMS1795M 020
Chrysler KB/JPI Nitro Bearing	CLMS1795V STD
Chrysler KB/JPI Nitro - Tray of 24 Lowers	CLMB3248VL(24)
Chrysler KB/JPI Nitro - Tray of 24 Uppers	CLMB3248VU(24)
Chrysler KB/JPI Nitro - Tray of 9 Lower Thrusts	CLMB3249VL(9)
Chrysler KB/JPI Nitro - Tray of 9 Upper Thrusts	CLMB3249VU(9)
Chrysler KB/JPI Nitro - Tray of 9 Lower Thrusts	CLMB3249ML(9)
Chrysler KB/JPI Nitro - Tray of 9 Upper Thrusts	CLMB3249MU(9)

CAM BEARING

BAE/KB/TFX AJR	RPEBC5212C5DB
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TOYOTA 2JZGTE

Conrod Bearing

Toyota 2JZGTE 1993-1998	CLCB1628H STD
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Main Bearing

Toyota 2JZGTE 1993-1998	CLMS2014H STD
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NISSAN SR20DET

Conrod Bearing

Nissan SR20DET 1991-2002	CLCB1629H STD
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Main Bearing

Nissan SR20DET 1991-2002	CLMS2015H STD
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MITSUBISHI 4G63

Conrod Bearing

Mitsubishi 4G63 04/1992-1999	CLCB1643H 25MM
Mitsubishi 4G63 04/1992-1999	CLCB1643H STD
Mitsubishi 4G63 04/1992-1999	CLCB1643HX STD

Main Bearing

Mitsubishi 4G63 1997-1999	CLMS2261H STD
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MITSUBISHI 4B11

Conrod Bearing

Mitsubishi 4B11 EVO X 2008-On	CLCB1918H STD
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Main Bearing

Mitsubishi 4B11 EVO X 2008-On	CLMS2307H STD
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SUBARU EJ SERIES

Conrod Bearing

Subaru EJ18, 20, 22, 25	CLCB1657H STD
Subaru EJ18, 20, 22, 25	CLCB1657HX STD

Main Bearing

Subaru EJ18, 20, 22, 25	CLMS2258H STD
Subaru EJ18, 20, 22, 25	CLMS2258HX STD



TriMetal Adds A New Layer!

The exclusive Clevite 77@ TriArmor™ engine bearings feature the industry's only moly/graphite treatment. This sophisticated blend, in a low friction PTFE polymer base, offers extraordinary protection and lubricity. Enhanced wear characteristics increase bearing life in race engines and high performance street engines. Now, high performance engine builders can enjoy the strength & durability of the legendary Clevite 77@ TriMetal™ bearing construction coupled with the latest in coating technology right out of the box. Count on Clevite to be the first — with the best!

- Reduced friction and drag, resulting in increased horsepower
- Protection during start-up
- Embedability to resist damage from debris
- Ability to withstand extreme temperatures and pressures
- Conformability for distressed or imperfect surfaces
- Extraordinary strength and durability

Triarmor bearings are available with .001" extra clearance by adding X to the part number after the H, eg: CLCB663HXX STD.

CHEVROLET SMALL BLOCK 283-400

Conrod Bearings

Chev 265-327, 2.000" Journal	CLCB745HNNK STD
Chev 265-327, 2.000" Journal	CLCB745HNNK 001
Chev 265-327, 2.000" Journal	CLCB745HNNK 010
Chev 327-400, 2.100" Journal	CLCB663HNNK STD
Chev 327-400, 2.100" Journal	CLCB663HNNK 001
Chev 327-400, 2.100" Journal	CLCB663HNNK 010
Chev w/ Honda 1.888" Journal	CLCB1663HNNK STD
Chev w/ Honda 1.888" Journal	CLCB1663HNNK 001
Chev w/ Honda 1.849" Journal	CLCB1664HNNK STD
Chev w/ Honda 1.849" Journal	CLCB1664HNNK 001

Conrod Bearing With Dowel Hole

Chev 327-400, 2.100 Journal	CLCB663HXNDK STD
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Main Bearings

Chev 283-327, 2.300" Journal	CLMS429HK STD
Chev 283-327, 2.300" Journal	CLMS429HK 001
Chev 283-327, 2.300" Journal	CLMS429HK 010
Chev 327-350, 2.450" Journal	CLMS909HK STD
Chev 327-350, 2.450" Journal	CLMS909HK 001
Chev 327-350, 2.450" Journal	CLMS909HK 010
Chev 400, 2.650" Journal	CLMS1038HK STD
Chev 400, 2.650" Journal	CLMS1038HK 001
Chev 400, 2.650" Journal	CLMS1038HK 010

CHEV-HOLDEN LS1 & LS6

Conrod Bearings

Chev LS1 & LS6, 1997-2007	CLCB663HNNK STD
Chev LS1 & LS6, 1997-2007	CLCB663HNNK 001
Chev LS1 & LS6, 1997-2007	CLCB663HNNK 010

Main Bearings

Chev LS1 & LS6, 1997-2007	CLMS2199HK STD
Chev LS1 & LS6, 1997-2007	CLMS2199HK 001
Chev LS1 & LS6, 1997-2007	CLMS2199HK 010

CHEVROLET BIG BLOCK 396-454

Conrod Bearings

Chev 396-454, 2.200" Journal	CLCB743HNNK STD
Chev 396-454, 2.200" Journal	CLCB743HNNK 001
Chev 396-454, 2.200" Journal	CLCB743HNNK 010

Conrod Bearing With Dowel Hole

Chev 396-454, 2.200 Journal	CLCB743HNDK STD
Chev 396-454, 2.200 Journal	CLCB743HXNDK STD

Main Bearings

Chev 396-454, 2.750" Journal	CLMS829HK STD
Chev 396-454, 2.750" Journal	CLMS829HK 001
Chev 396-454, 2.750" Journal	CLMS829HK 010

FORD 289-302 WINDSOR

Conrod Bearings

Ford 289-302W 1968-2001	CLCB634HNNK STD
Ford 289-302W 1968-2001	CLCB634HNNK 001
Ford 289-302W 1968-2001	CLCB634HNNK 010

Main Bearings

Ford 289-302W 1968-2001	CLMS590HK STD
Ford 289-302W 1968-2001	CLMS590HK 001
Ford 289-302W 1968-2001	CLMS590HK 010

FORD 351 WINDSOR

Conrod Bearings

Ford 351 Windsor 1969-1998	CLCB831HNNK STD
Ford 351 Windsor 1969-1998	CLCB831HNNK 001
Ford 351 Windsor 1969-1998	CLCB831HNNK 010

Main Bearings

Ford 351W, Partial Groove	CLMS1432HK STD
Ford 351W, Partial Groove	CLMS1432HK 001
Ford 351W, Partial Groove	CLMS1432HK 010

FORD 351 CLEVELAND

Conrod Bearings

Ford 351 Cleveland, 1971-1982	CLCB927HNNK STD
Ford 351 Cleveland, 1971-1982	CLCB927HNNK 010

Main Bearings

Ford 351 Cleveland, 1971-1982	CLMS1010HK STD
Ford 351 Cleveland, 1971-1982	CLMS1010HK 001
Ford 351 Cleveland, 1971-1982	CLMS1010HK 010

FORD COYOTE V8 5.0L

Conrod Bearings

Ford Coyote 5.0L, 2011-2014	CLCB1442HNNK STD
Ford Coyote 5.0L, 2011-2014	CLCB1442HNNK 25MM
Ford Coyote 5.0L, 2011-2014	CLCB1442HNNK STD



ACL RACE SERIES BEARINGS

The unique combination of design, metallurgy and engineering come together to deliver what drivers expect from high performance Trimetal engine bearings. Designed to withstand higher RPM conditions, ACL Race Series Engine Bearings are available for many of the popular 4, 6 & 8 cylinder applications. To order, select the base part number listed below and add the undersize required.

FORD 6 CYLINDER

Conrod Bearings

Ford 6-Cyl 3.3L & 4.1L	ACL6B2150H
Ford 3.9L & 4.0L EA-BF	ACL6B2150H
Ford 4.0L XR6 Turbo	ACL6B2150H

Main Bearings

Ford 6-Cyl 3.3L & 4.1L	ACL7M2158H
Ford 3.9L & 4.0L EA-ED	ACL7M2158H
Ford 4.0L EF-BF	ACL7M2092H
Ford 4.0L XR6 Turbo	ACL7M2092H

FORD V8 NEW

Main Bearings

Ford 429-460	ACL5M1039H
Modular 5.4 SOHC/DOHC	ACL5M7296H

Conrod Bearings

Modular 4.6 & 5.4 SOHC/DOHC	ACL8B1442H
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HOLDEN 6 CYLINDER

Conrod Bearings

Holden 6, 138-202, All models	ACL6B2380H
Holden RB30E & RB30ET	ACL6B2390H
Holden V6 Ecotec 3.8L	ACL6B2306H

Main Bearings

Holden 6, 138-186, Red Motors	ACL7M2384H
Holden 6, 173-202, Blue/Black	ACL7M2398H
Holden RB30E & RB30ET	ACL7M2394H
Holden V6 Ecotec 3.8L	ACL4SM2222H

HOLDEN V8

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Main Bearings

Honda B16A, Pre-1998	ACL5M1959H
Honda D16A, D16Z	ACL5M1957H
Honda B17A1	ACL5M1959H
Honda B18C VTEC	ACL5M1959H
Honda B20B	ACL5M1959H
Honda H22A4	ACL5M1957H

MITSUBISHI 4 CYLINDER

Conrod Bearings

Mitsubishi 4G63, to 5/92	ACL4B1146H
Mitsubishi 4G63, from 6/92	ACL4B1185H
Mitsubishi 4G93, 4G93-T	ACL4B8036H

Main Bearings

Mitsubishi 4G63, to 5/92	ACL5M1144H
Mitsubishi 4G63, from 6/92	ACL5M1186H
Mitsubishi 4G63, from 1997	ACL5M1219H
Mitsubishi 4G93, 4G93-T	ACL5M8037H

NISSAN 4 & 6 CYLINDER

Conrod Bearings

Nissan CA16, CA18 & CA20	ACL4B1630H
Nissan SR20DET Excl. GTiR	ACL4B2960H
Nissan GTiR, SR20DET	ACL4B2976H
Nissan RB20DET	ACL6B2630H
Nissan RB25DE, RB25DET	ACL6B2960H
Nissan GTR, RB20DETT	ACL6B2960H
Nissan RB30E, RB30ET	ACL6B2390H
Nissan VG30DE, VG30DETT	ACL6B2390H
Nissan VQ35DE	ACL6B2640H

Main Bearings

Nissan CA16, CA18 & CA20	ACL5M1633H
Nissan SR20DET Excl. GTiR	ACL5M2964H
Nissan GTiR, SR20DET	ACL5M2975H
Nissan RB20DET	ACL7M2394H
Nissan RB25DE, RB25DET	ACL7M2394H
Nissan GTR, RB20DETT	ACL7M2428H
Nissan RB30E, RB30ET	ACL7M2394H
Nissan VG30DE, VG30DETT	ACL4M2737H
Nissan VQ35DE	ACL4M2633H

Thrust Washers

Nissan SR20DE, SR20DET	ACL1T2964
Nissan VQ35DE	ACL2T2633

SUBARU 4 CYLINDER

Conrod Bearings

Subaru EJ16, EJ18 & EJ20	ACL4B8296H
Subaru EJ16, EJ18 & EJ20	ACL4B8296
Subaru WRX EJ20 Turbo	ACL4B8296H
Subaru EJ22 & EJ25	ACL4B8320H

Main Bearings

Subaru EJ16, EJ18 & EJ20	ACL5M8297H
Subaru EJ16, EJ18 & EJ20	ACL5M8297
Subaru WRX EJ20 Turbo	ACL5M8297H
Subaru EJ22 & EJ25	ACL5M8309H

TOYOTA 4 & 6 CYLINDER

Conrod Bearings

Toyota 4AGE, 4AGEZ	ACL4B1780H
Toyota 3SGE, 3SGTE	ACL4B8366H
Toyota 2JZ, 2JZGTE	ACL6B8100H
Toyota 1FZ-FE	ACL6B7990H
Toyota 1UZ-FE	ACL8B8091H

Main Bearings

Toyota 4AGE, 4AGEZ	ACL5M1695H
Toyota 3SGE, 3SGTE	ACL5M8361H
Toyota 2JZ, 2JZGTE	ACL7M8103H
Toyota 1FZ-FE	ACL7M7989H
Toyota 1UZ-FE	ACL8B8092H

GASKETS



FEL-PRO REPLACEMENT GASKETS

Fel-Pro replacement gaskets bring Fel-Pro's world famous quality and reliability to standard passenger car applications. These gaskets are suitable for stock and mild performance engines but are not recommended for high horsepower and high compression race engines which require the extra durability and features found in Fel-Pro's performance gasket range.

FULL GASKET SETS

These full engine gasket kits include all gaskets and seals required for a complete engine rebuild including head gaskets, intake and exhaust manifold gaskets, oil pan gaskets and all engine seals and ancillary gaskets.

APPLICATION	PART NO.
BUICK 252 V6 1980-83, NO INTAKE	FEFS8723PT
BUICK 231 V6, NO INTAKE	FEFS8723PT-4
BUICK 425 NAILHEAD 1963-66	FEFS7922PT-1
BUICK 400-430-455	FEFS8494PT
CHEV 173 V6	FEFS8699PT-4
CHEV 200 V6	FEFS8629PT
CHEV 229 V6	FEFS8721PT
CHEV 283-307-327-350 1957-85	FEAFS7733PT-2

APPLICATION

CHEV SMALL BLOCK 305	
CHEV SMALL BLOCK 400	
CHEV BIG BLOCK 396-454	
GM LS1/LS6, 4.100" MLS H/GASKETS	
CHRYSLER VALIANT SLANT 6	
CHRYSLER SMALL BLOCK 273-318	
CHRYSLER SMALL BLOCK 340	
CHRYSLER SMALL BLOCK 360	
CHRYSLER 383-440. NO INTAKE	
CHRYSLER 331 HEMI 1954	
CHRYSLER 331 HEMI 1955	
CHRYSLER 354-392 HEMI 1956-58	
CHRYSLER 426 HEMI 1965-71	
FORD 272-312 Y-BLOCK	
FORD 289-302 WINDSOR	
FORD BOSS 302	
FORD 302-351C, ROPE SEAL NO INTAKE	
FORD 302-351C, NO INTAKE	
FORD 332-428 FE	
FORD 351 WINDSOR	
FORD B/B 429-460	
FORD FLATHEAD 1938-48 (2 water holes)	
FORD FLATHEAD 1938-48 (3 water holes)	
FORD FLATHEAD 1949-53	
OLDSMOBILE 350-455	
PONTIAC 403	
PONTIAC 400-428	
PONTIAC 421	

TOP END GASKET SETS

Top end gasket kits (also known as valve regrind sets) include everything required to replace the cylinder heads. Including head gaskets, manifold and valve cover gaskets and valve stem seals, these kits can be converted to a full gasket kit by purchasing a conversion set (listed below).

APPLICATION	PART NO.
CHEV 262 V6 (86-ON)	FEHS9354PT-1
CHEV S/B 5.0L (87-92 305TBI)	FEHS8510PT-4
CHEV S/B 5.0L (87-92 305TPI)	FEHS8510PT-5
CHEV SMALL BLOCK 305 (96-01 VORTEC)	FEHS8510PT-6
CHEV SMALL BLOCK 350 (96-02 VORTEC)	FEHS7733PT-16
CHEV S/B 5.7L (87-ON 350)	FEHS7733PT-9
CHEV S/B LT-1	FEHS9966PT-2
CHEV & HOLDEN LS1	FEHS9284PT-1
CHEV & HOLDEN LS2 & LS6	FEHS9199PT
CHEV LS2 4.000" BORE	FEHS26192PT-3
CHEV LS3 4.065" BORE	FEHS26192PT-9
FORD 260 V8 1962-63	FEHS8004-1
FORD 5.0L (68-85 302W)	FEHS8548PT-11
FORD 5.0L LATE MODEL- EB FALCON	FEAFS9280PT-2
FORD 5.0L (EB FALCON + 87-ON)	FEHS9280PT-2
FORD 5.8L (87-ON 351W)	FEHS8548PT-9
FORD BA 5.4L & 4.6L DOHC TOP	FEHS9790PT-3
FORD BA 5.4L & 4.6L SOHC TOP	FEHS9790PT-7
FORD F250 7.3L TURBO DIESEL	FEHS9239PT
FORD FLATHEAD 1949-53	FEHS7525B
HONDA B16A & B18C 1994-2001	FEHS9274PT
MITSUBISHI 4G63 1989-1992	FEHS9627PT
MITSUBISHI 4G63 1993-1994	FEHS9627PT-1
NISSAN CA18DET TURBO	FEHS9236PT-1
NISSAN SR20DE NON TURBO	FEHS9816PT
TOYOTA 3SGTE TURBO	FEHS9853PT-2
TOYOTA 4AGE & 4AGEZ	FEHS9661PT
TOYOTA 7MGTE TURBO	FEHS9473PT-1

MARINE INTAKE GASKETS

APPLICATION	PORT SIZE (THICKNESS)	PART NO
CHEV SB 262-400	1.23" X 1.99" (.060)	FE17320

MARINE TOP END GASKET SETS

CHEV SMALL BLOCK 350 1965-85	FE17214
CHEV SMALL BLOCK 350 1986-96	FE17230
CHEV SMALL BLOCK 350 GEN+	FE17232
CHEV BIG BLOCK 502 GEN V Exc. EFI	FE17249
CHEV BIG BLOCK 454 GEN-6, HO	FE17201
HEV BIG BLOCK 454 GEN-V HO	FE17243

CONVERSION SETS

Conversion gasket sets or bottom end sets typically include oil pan, timing cover and water pump gaskets as well as a rear main seal and can be used to convert a top end kit to a full gasket set.

CHEV SMALL BLOCK 5.0L 1986-1993	FECS8510
CHEV SMALL BLOCK 350 1992-1997	FECS9966
CHEV SMALL BLOCK VORTEC 1996-02	FECS8510-1
CHEV BIG BLOCK 454 1996-2000	FECS8523
CHEV & HOLDEN LS1	FECS9284
CHEV BIG BLOCK 454 1991-1995	FECS8180-2
FORD 5.0L 1986-1994	FECS8548-2
FORD 5.0L 1986-1995 (1-piece rubber sump gask.)	FECS8548-9
FORD 5.8L 1987-1991	FECS8548-7
FORD BA 5.4L SOHC & DOHC	FECS9790
FORD F250 7.3L TURBO DIESEL	FECS9239
HONDA B16A & B18C 1994-2001	FECS9274
MITSUBISHI 4G63 1993-1994	FECS9086-1
NISSAN CA18DET TURBO	FECS9236-1
NISSAN SR20DE NON TURBO	FECS9816
TOYOTA 7MGTE TURBO	FECS9473

MARINE CONVERSION SETS

CHEV SMALL BLOCK, 2-PIECE RMS	FE17120
CHEV SMALL BLOCK, 1-PIECE RMS	FE17125
CHEV SMALL BLOCK, VORTEC	FE17124
CHEV BIG BLOCK GEN-5	FE17145
CHEV BIG BLOCK GEN-6	FE17146

HEAD GASKETS

BUICK V6	FE9556PT
CHEV S/B 283-350	FE7733PT-2
CHEV S/B 283-350 STEEL SHIM	FE7733SH-1
CHEV S/B 283-350 COATED EMBOSSED SHIM	FE1094
CHEV S/B 305	FE8510PT

PART NO.

FEFS8510PT-1	
FEAFS8364PT-3	
FEAFS8180PT-9	
FE2817	
FEFS7918PT-4	
FEAFS8553PT-9	
FEFS8553PT-10	
FEFS8553PT-14	
FEFS7891PT-11	
FEFS7572PT-1	
FEFS7746PT-1	
FEFS7908PT-4	
FEFS8088WS-1	
FEFS7999PT-3	
FEFS8548PT-16	
FEFS8346PT	
FEAFS8347PT ROPE	
FEAFS8347PT	
FEFS8554PT	
FEFS8548PT-2	
FEFS8265PT-3	
FEFS7283B	
FEFS7548B	
FEFS7525B	
FEFS8171PT-4	
FEFS8507PT	
FEFS8518PT	
FEFS8518PT-3	

CHEV S/B 400	FE8364PT
CHEV & HOLDEN LS1	FE9284PT
CHEV & HOLDEN LS2 & LS6	FE9199PT
CHEV B/B 396-454	FE8180PT-2
CHEV B/B BOW TIE	FE8523PT-1
CHEV BIG BLOCK MARK 5 & 6	FE9502PT
CHRYSLER 273-360	FE8553PT
CHRYSLER 361-440	FE8519PT-1
CHRYSLER 426 HEMI	FE8088WS-1
CHRYSLER 426 HEMI COATED EMBOSSED SHIM	FE1145
FORD 289-351W	FE8548PT-2
FORD BOSS 302	FE8346PT
FORD 302-351 CLEVELAND	FE8347PT-1
FORD B/B 429-460	FE8265PT-1
FORD 390-428 FE BIG BLOCK	FE8554PT
FORD FLAT HEAD 3.270" 49-53 R/H	FE7525B
FORD FLAT HEAD 3.270" 49-53 L/H	FE7526B
FORD FLAT HEAD 3.420" 49-53 R/H	FE7525B-1
FORD FLAT HEAD 3.420" 49-53 L/H	FE7526B-1
FORD F250 7.3L TURBO DIESEL	FE9239PT
HOLDEN 253-308	FE25308PT
HONDA B16A & B18C 1994-2001	FE9274PT
HONDA H23A1 2.0L	FE9199PT
MITSUBISHI 4G63 1989-1994	FE9627PT
MITSUBISHI 4G63 1997-02 MLS	FE26183PT
NISSAN CA18DET TURBO	FE9236PT
NISSAN SR20DE NON TURBO	FE9816PT
PONTIAC V8	FE8518PT
SUBARU EJ25 1996-1999 MLS	FE26167PT
SUBARU EJ25 1999-2005 MLS	FE26170PT
TOYOTA 4AGE & 4AGEZ	FE9661PT
TOYOTA 3SFE 2.0L	FE9797PT
TOYOTA 3SGTE TURBO	FE9853PT

MARINE HEAD GASKETS

CHEV SMALL BLOCK 305	FE17020
CHEV SMALL BLOCK 350	FE17030
CHEV SMALL BLOCK 400	FE17031
CHEV BIG BLOCK 427-454 GEN-4	FE17040
CHEV BIG BLOCK 427-454 GEN-4, HO	FE17046
CHEV BIG BLOCK 427-454 GEN-5 & 6	FE17042
CHEV BIG BLOCK 502 GEN-5 & 6	FE17048
CHRYSLER SMALL BLOCK 318-360	FE17050
CHRYSLER BIG BLOCK 383-440	FE17059
FORD SMALL BLOCK 289-351W	FE17060
FORD BIG BLOCK 429-460	FE17068

INTAKE MANIFOLD GASKET SETS

APPLICATION	PART NO.
CHEV SMALL BLOCK 281-350 1957-65	FEMS9617
CHEV SMALL BLOCK 265-400 1965-85	FEMS90314-2
CHEV SMALL BLOCK 1986-ON	FEMS93317
CHEV SMALL BLOCK TPI 1986-ON	FEMS93035-1
CHEV SMALL BLOCK 96-01 305/350	FEMS90131
CHEV 348-409 LGE PORT SUIT ED60819	FEMS94959B
CHEV LT-1 & LT-4 1992-1997	FEMS95580
CHEV 305-350 VORTEC 1996-2002	FEMS98000T
CHEV & HOLDEN LS1	FEMS92438
CHEV LS2/LS3 VALLEY COVER GASKET SET	FEMS96169
CHEV BIG BLOCK 454 1992-1995	FEMS95255
CHRYSLER HEMI 5.7L 03-08	FEMS96574
CHRYSLER 361-383-413 INTAKE TUB	FEMS96007
CHRYSLER 413-440 INTAKE TUB	FEMS96000
CHRYSLER 426 HEMI 1964-1971	FEMS90007
FORD 302W 1977-85, 351W 1975-91	FEMS90361
FORD 5.0L INCL. PLENUM 1993-95	FEMS93334
FORD 302-351 CLEV 2V INTAKE TUB	FEMS96010
FORD 302-351 CLEV 4V INTAKE TUB	FEMS96012
FORD 332-428 LAMINATE W/COATING	FEMS90145
FORD 351-400M INTAKE TUB	FEMS96020
HONDA B16A/3 1.6L 1994-2002	FEMS91484
HONDA B18C 1998-2002	FEMS92504
HONDA B18C 1994-1998	FEMS92505
MITSUBISHI 4G63 & 4G63 TURBO	FEMS94328

EXHAUST MANIFOLD GASKET SETS

CHRYSLER 426 HEMI 1964-1971	FEMS90049
FORD F250 7.3L TURBO DIESEL	FEMS90500
CHEV & HOLDEN LS1	FEMS92467
HONDA D15 1.5L 1988-1995	FEMS94118-1
HONDA B18C 1994-2001	FEMS94602
MITSUBISHI 4G63 & 4G63 TURBO	FEMS95470

VALVE COVER GASKET SETS

PONTIAC V8	FEVS0005C
CHEV SB 55-85	FEVS0265C
CHEV SMALL BLOCK 262-400 RUBBER	FEVS12869T
CHEV SMALL BLOCK CENTRE BOLT	FEVS0088R
CHEV & HOLDEN LS1, LS2 RUBBER	FEVS0504R
CHEV BIG BLOCK MARK 5 & 6	FEVS0388R
CHRYSLER HEMI 5.7/6.1L MOULDED RUBBER	FEVS0625R
CHRYSLER SMALL BLOCK 318-360	FEVS13395C
CHRYSLER 426 HEMI 1964-1971	FEVS0007C
FORD 289-351 WINDSOR RUBBER	FEVS13264T
FORD 302-351 WINDSOR 1987-1995	FEVS0029C
FORD 302-351C RUBBER	FEVS0068R
FORD BB 429-460	FEVS0044C
FORD FE 332-428	FEVS13049R
MITSUBISHI 4663 & 4G63 TURBO	FEVS0434R

OIL PAN GASKET SETS

CHEV SB CORK 67-74	FEOS5197C-2
CHEV SB 1957-74 1-PIECE RUBBER	FEOS34509T
CHEV SB 1975-85 1-PIECE RUBER	FEOS34510T
CHEV SB 1986-96 1-PIECE RUBBER	FEOS34500R
CHEV BB 1965-90 CORK	FEOS30061C
CHEV BB 1965-90 1-PIECE RUBBER	FEOS30061T
CHEV BB 1991-2000 1-PIECE RUBBER	FEOS34407R
CHEV LS1 1997-02 1-PIECE RUBBER	FEOS30693R
CHRYSLER BIG BLOCK 361-440 CORK	FEOS11729C-1
FORD 302W 1986-95 1-PIECE RUBBER	FEOS34508R
FORD 351W 1987-91 1-PIECE RUBBER	FEOS30616R

TIMING COVER GASKET SETS

CHEV SMALL BLOCK 1-PIECE GASKET ONLY	FE2330
CHEV SMALL BLOCK 1957-1993	FETCS45121
CHEV BIG BLOCK 1965-1995	FETCS45060
CHEV BIG BLOCK 1996-2000	FETCS45969
CHEV LS1 & LS6 1997-2004	FETCS45993
CHRYV BIG BLOCK 361-440 & 426 HEMI	FETCS12460-2
FORD 289-351W 1968-1978	FETCS45008
FORD 302-351W 1979-1995	FETCS45449
FORD 302 351 CLEVELAND	FETCS45061
FORD 429-460 BIG BLOCK 1968-1985	FETCS45024
FORD F250 7.3L TURBO DIESEL	FETCS45017
CHRYSLER SB 273-360	FETCS6563-1

REAR MAIN SEALS

CHEV SMALL BLOCK 2-PIECE RUBBER	FEBS40013
CHEV SMALL BLOCK 1-PIECE RUBBER	FEBS40520
CHEV LS1 & LS6 1997-2004 RUBBER	FEBS40640
CHRYSLER 273-340 2-PIECE RUBBER	FEBS40245
FORD 302W 1983-95 1-PIECE RUBBER	FEBS40620
FORD 302W 1983-95 1-PIECE TEFLON	FEBS40644
FORD 302-351C & 351W ONLY	FEBS40042
FORD 351W 1987-91 1-PIECE RUBBER	FEBS40592
FORD F250 7.3L TD 1-PIECE RUBBER	FEBS40436
HOLDEN 253-308 ROPE TO RUBBER	FEBS40613

COOLING SYTEM GASKETS

CHEV SB & BB WATER OUTLET GASKET	FE35562T
CHEV & HOLDEN LS1 THERMOSTAT O-RING	FE35623
CHEV & HOLDEN LS1 WATER PUMP O-RING	FE35633
CHEV & HOLDEN LS1 WATER PUMP GASKET	FE35635
CHRYV BB & 426 HEMI WATER PUMP GASKET	FE11731
FORD 302-351C WATER OUTLET GASKET	FE35041T
SBF 5.0L 302W WATER PUMP TO PLATE GASKET	FE35066
FORD F250 7.3L FORD WATER PUMP GASKET	FE35612

FEL-PRO PERFORMANCE & RACE GASKETS

The design of Fel-Pro performance and race gaskets is the result of years of experience in performance gasket applications, backed by extensive testing in the laboratory and on the track. Fel-Pro head gaskets have long set the standard of performance in oval track competition, drag racing, road racing, off road racing and most other types of automotive competition. Fel-Pro brings these standards of top quality, durability and reliability to a full line of engine sealing applications.

STEEL O-RING HEAD GASKETS

Fel-Pro wire ring head gaskets, with a stainless steel combustion armour, proprietary-coated composite facing material and a solid steel core deliver and unbeatable combination of quality, capability and value making them the single best choice for the vast majority of racing and street performance engines.

APPLICATION	BORE X THICKNESS	PART NO.
BUICK V6 STG 1 & 2	4.020" X .039"	FE1000
BUICK V6 STG 1 & 2	4.090" X .039"	FE1026
CHEV V6 229-262	4.166" X .041"	FE1002
CHEV V6 229-262	4.200" X .041"	FE1032
CHEV SB 262-400	4.166" X .041"	FE1003
CHEV SB 262-400	4.190" X .041"	FE1004
CHEV SB 262-400	4.200" X .039"	FE1014
CHEV SB 262-400	4.200" X .041"	FE1034
CHEV SB 262-400	4.200" X .051"	FE1044
CHEV SB 262-400	4.250" X .051"	FE1036
SBC VORTEC RACE	4.080" X .039"	FE1043
CHEV BB GEN-4	4.370" X .039"	FE1037
CHEV BB GEN-4	4.540" X .039"	FE1017-1
CHEV BB GEN-4	4.540" X .051"	FE1017-2
CHEV BB GEN-4	4.630" X .039"	FE1057
CHEV BB GEN-4	4.620" X .051"	FE1093
CHEV BB GEN-5 & 6	4.540" X .039"	FE1047
CHEV BB GEN-5 & 6	4.630" X .039"	FE1067
GM DRCE w/4.900" BORE CENTRES	4.780" X .051"	FE1096
CHRYSLER SB 273-360	4.180" X .039"	FE1008
CHRYSLER BB 361-440	4.410" X .039"	FE1009
CHRYSLER 426 HEMI	4.340" X .039"	FE1106
CHRYSLER 426 HEMI	4.590" X .051"	FE1104
FORD 289-351W 1962-82	4.100" X .041"	FE1011-1
FORD 302-351W & SVO	4.100" X .041"	FE1021
FORD 302-351W & SVO (LH)	4.150" X .041"	FE1022
FORD 302-351W & SVO (RH)	4.150" X .041"	FE1031L
FORD 302-351W & SVO (RH)*	4.150" X .041"	FE1031R
FORD 302-351W & SVO	4.200" X .051"	FE1046
FORD 302-351W & SVO	4.200" X .051"	FE1021
FORD 302 BOSS	4.100" X .041"	FE1021
FORD 302-351 CLEVELAND	4.100" X .041"	FE1013
FORD 390-428 FE BIG BLOCK	4.400" X .041"	FE1020
FORD 429-460 BIG BLOCK	4.500" X .041"	FE1018
FORD 429-460 BIG BLOCK	4.670" X .041"	FE1028
FORD 429-460 18-BOLT PATT	4.660" X .051"	FE1099
HOLDEN V8 253-308	4.090" X .040"	FE10761

* FE1031 has smaller valve pockets than FE1023

COPPER O-RING HEAD GASKETS

These Fel-Pro wire ring head gaskets feature the same race winning construction as our steel o-ring gaskets but with a pre-flattened copper combustion seal to prevent brinelling of aluminium cylinder heads.

APPLICATION	BORE X THICKNESS	PART NO.
CHEV LS1-LS6	4.135" X .041"	FE1041
CHEV SB LT1 & LT4	4.125" X .039"	FE1074
CORVETTE 1986-91	4.166" X .039"	FE1010
CHEV BB GEN-4	4.370" X .039"	FE1027
FORD 289-351W 1983-95	4.100" X .041"	FE1011-2

COPPER SANDWICH GASKETS (NON WIRE RING)

These copper sandwich gaskets feature a large overbore for modified flat head engines. For standard bore see the passenger car listing.

APPLICATION	BORE X THICKNESS	PART NO.
FORD FLATHEAD 49-53 (RH)	3.420" X .062"	FE1055
FORD FLATHEAD 49-53 (LH)	3.420" X .062"	FE1056

MULTI LAYER STEEL SHIM GASKETS (MLS)

Fel-Pro MLS performance head gaskets are proven to handle big power any way you make it - boost, nitrous or naturally aspirated. Fel-Pro MLS gaskets distribute clamping loads strategically across the cylinder head for optimised sealing under extreme conditions.

APPLICATION	BORE X THICKNESS	PART NO.
CHEV LS1	3.990" X .048"	FE26190PT
CHEV LS1-LS6 (LH)	3.945" X .053"	FE1160L
CHEV LS1-LS6 (RH)	3.945" X .053"	FE1160R
CHEV LS1-LS6 (LH)	4.100" X .053"	FE1161L
CHEV LS1-LS6 (RH)	4.100" X .053"	FE1161R
CHEV LS1-LS6 (LH)	4.175" X .053"	FE1162L
CHEV LS1-LS6 (RH)	4.175" X .053"	FE1162R
CHEV LSX & WARHAWK	4.175" X .053"	FE1185
CHEV LSX & WARHAWK (LH)	4.100" X .053"	FE26472L
CHEV LSX & WARHAWK (RH)	4.100" X .053"	FE26472R
CHEV LSX & WARHAWK (LH)	4.200" X .053"	FE26473L
CHEV LSX & WARHAWK (RH)	4.200" X .053"	FE26473R
CHEV LSX & WARHAWK	4.250" X .053"	FE26474
CHEV SB 262-350	4.100" X .041"	FE1142
CHEV SB 262-400	4.165" X .041"	FE1143
CHEV SB 262-400	4.200" X .041"	FE1144
CHEV SB 262-400	4.200" X .053"	FE1144-053
CHEV SB 262-400	4.200" X .061"	FE1144-061
CHEV SB 262-400	4.200" X .071"	FE1144-071
CHEV BB GEN-4	4.380" X .041"	FE1071
CHEV BB GEN-4	4.580" X .041"	FE1075
CHEV BB GEN-4	4.640" X .041"	FE1077
CHEV BB GEN-4	4.640" X .053"	FE1077-1
CHRYSLER HEMI 03-08	3.917" X .048"	FE26286PT
FORD 5.4L MODULAR (LH)	3.360" X .036"	FE1141L
FORD 5.4L MODULAR (RH)	3.360" X .036"	FE1141R
FORD 302-351W & SVO	4.100" X .041"	FE1133
FORD 302-351W & SVO	4.180" X .041"	FE1134
FORD 302-351W & SVO	4.210" X .041"	FE1135
FORD 302-351W & SVO	4.210" X .053"	FE1137
MITSUBISHI 4G63 1989-99	3.425" X .055"	FE1153-1

LOC-WIRE HEAD GASKETS

Designed specifically for nitrous and high boost applications, Loc-Wire head gaskets use an oversized combustion sealing wire encased in a stainless steel armour to provide an extremely robust combustion seal. In order to use these special gaskets a receiving groove must be machined into the cylinder head.

APPLICATION	BORE X THICKNESS	PART NO.
BUICK V6 STG 1 & 2	4.100" X .039"	FE1007
CHEV SB 262-400	4.180" X .039"	FE1045
CHEV BB GEN-4	4.640" X .039"	FE1012
FORD 289-351W	4.145" X .039"	FE1006



INTAKE MANIFOLD GASKET SETS - PRINTOSEAL

Fel-Pro Printoseal intake manifolds feature composite construction with raised sealing beads printed onto the surface for superior sealing of intake and water ports.

APPLICATION	PORT SIZE (THICKNESS)	PART NO.
BUICK V6 STAGE 1*	1.10" X 2.05" (.060")	FE1200
BUICK V6 STAGE 2*	1.32" X 2.35" (.060")	FE1201
CHEV V6 229 & 262*	1.28" X 2.10" (.060")	FE1202
CHEV V6 229 & 262*	1.34" X 2.21" (.060")	FE1203
CHEV SB 262-400 ²	1.23" X 1.99" (.060")	FE1256
CHEV SB 262-400*	1.28" X 2.09" (.060")	FE1205
CHEV SB 262-400*	1.31" X 2.21" (.060")	FE1206
CHEV SB 262-400*	1.38" X 2.28" (.060")	FE1207
CHEV SB 262-400*	1.38" X 2.38" (.060")	FE1209
CHEV SB 262-400	1.31" X 2.21" (.065)	FE1206S-3
CHEV SB VORTEC*	1.30" X 2.31" (.060")	FE1289
CHEV SB SB2	1.40" X 1.90" (.090)	FE1237-4
CHEV SB SB2	1.40" X 1.90" (.120)	FE1237-5
CHEV SB SB2	Not Applicable (.030)	FE1242-1
CHEV SB SB2	1.58" X 2.18" (.090)	FE1382-4
CHEV SB SB2	1.58" X 2.18" (.120)	FE1382-5
CHEV SB BUICK/DART*	TRIM TO FIT (.060")	FE1259
GM LS1-LS6	1.19" X 3.34" (.030")	FE1312-1
GM LS1-LS6	1.19" X 3.34" (.045")	FE1312-2
GM LS1-LS6	1.19" X 3.34" (.060")	FE1312-3
GM LS1-LS6	1.19" X 3.34" (.090")	FE1312-4
GM LS1-LS6	1.19" X 3.34" (.120")	FE1312-5
GM L57 RECTANGLE PORT	1.45" X 2.45" (.045")	FE1208-2
GM L57 RECTANGLE PORT	1.45" X 2.45" (.060")	FE1208-3
GM L92 RECTANGLE PORT	1.35" X 2.70" (.045")	FE1222-2
GM L92 RECTANGLE PORT	1.35" X 2.70" (.060")	FE1222-3
CHEV BB OVAL PORT ²	1.82" X 2.05" (.060")	FE1212
CHEV BB RECTANGLE PORT ²	1.80" X 2.52" (.060")	FE1274
CHEV BB RECTANGLE PORT	1.82" X 2.54" (.060")	FE1211
CHEV BB 5" BORE SPACE	2.063" X 2.790" (.060")	FE1223-3
CHRYSLER 273 1966-69	1.05" X 2.08" (.060")	FE1243
CHRYSLER 318 2BBL HEADS	1.05" X 2.08" (.060")	FE1243
CHRYSLER 318 4BBL HEADS	1.16" X 2.27" (.060")	FE1213
CHRYSLER 340-360 1968-80	1.16" X 2.27" (.060")	FE1213
BB CHRYSLER	1.23" X 2.27" (.030)	FE1216
FORD 289-351W	1.20" X 2.00" (.060")	FE1250
FORD 289-351W	1.28" X 2.10" (.060")	FE1262
FORD 302 BOSS 4V HEADS	1.88" X 2.65" (.060")	FE1248
FORD 302-351C 2V HEADS	1.50" X 2.12" (.060")	FE1240
FORD 351C 4V HEADS	1.88" X 2.65" (.060")	FE1228
FORD FE 428 CJ & SCJ	1.40" X 2.34" (.060")	FE1246
FORD FE 390GT	1.40" X 2.10" (.060")	FE1247
FORD 429-460 BIG BLOCK	1.98" X 2.26" (.060")	FE1230
FORD 429-460 CJ & SCJ	2.24" X 2.60" (.060")	FE1231

* No Exhaust Crossover ² Open Exhaust Crossover

INTAKE MANIFOLD GASKET SETS - COMPOSITE

Fel-Pro composite race intake gaskets are designed to deliver excellent sealing while permitting easy trimming to match modified port shapes. These gaskets are available in various thicknesses to compensate for cylinder head and manifold variations.

APPLICATION	PORT SIZE (THICKNESS)	PART NO.
CHEV V6 RAISED PORT*	1.15" X 2.18" (.090")	FE1268
CHEV SB 262-400*	1.31" X 2.21" (.060")	FE1266
CHEV SB 262-400*	1.38" X 2.28" (.120")	FE1267
CHEV SB 262-400*	TRIM TO FIT (.060")	FE1244
CHEV SB 262-400*	TRIM TO FIT (.120")	FE1245
CHEV SB VORTEC DUAL 4 bolt	1.08" X 2.11" (.120")	FE1255
CHEV SB RAISED*	1.31" X 2.02" (.060")	FE1263
CHEV SB RAISED*	1.31" X 2.02" (.120")	FE1266
CHEV SB 18" HI PORT*	1.25" X 2.15" (.030")	FE1287
CHEV SB 18" HI PORT*	1.25" X 2.15" (.045")	FE1278
CHEV SB 18" HI PORT*	1.25" X 2.15" (.060")	FE1282
CHEV SB 18" HI PORT*	1.25" X 2.15" (.090")	FE1283
CHEV SB 18" HI PORT*	1.25" X 2.15" (.120")	FE1288
CHEV SB SPLAYED VALVE*	1.60" X 2.00" (.060")	FE1296
CHEV BB RECTANGLE PORT*	1.25" X 2.36" (.060")	FE1251
CHEV BB DART BIG CHEIF*	1.86" X 2.46" (.060")	FE1298
CHEV BB SPREAD PORT*	1.90" X 2.70" (.060")	FE1249
CHEV BB SPREAD PORT*	1.85" X 2.45" (.030")	FE1306-1
CHEV BB SPREAD PORT*	1.85" X 2.45" (.045")	FE1306-2
CHEV BB SPREAD PORT*	1.85" X 2.45" (.060")	FE1306-3
CHEV BB RECTANGLE PORT*	1.82" X 2.54" (.120")	FE1239
CHEV BB W/ UPPER BOLTS*	1.80" X 2.52" (.060")	FE1275
CHEV BB W/ UPPER BOLTS*	1.80" X 2.52" (.120")	FE1275-5
CHEV BB BLANK GASKET*	NO HOLES (.060")	FE1290
CHRYV 413-426 MAX WEDGE	1.34" X 2.63" (.060")	FE1218
CHRYV 383-440 B1 HEADS	1.65" X 2.71" (.060")	FE1276
CHRYSLER 426 HEMI	1.84" X 2.00" (.060")	FE1234
FORD 5.4L MODULAR UPPER	INTAKE PLENUM	FE1236
FORD 5.4L MODULAR LOWER	PLENUM TO INTAKE	FE1343
FORD 289-351W	1.40" X 2.25" (.090")	FE1262R
FORD SVO M6049-A HEAD	Trim to Fit (.060")	FE1229
FORD SVO B351, C302, D302	1.35" X 2.20" (.060")	FE1265
FORD SVO M6049-C3 HEAD	1.35" X 1.95" (.060")	FE1253-3
FORD 460 M6049-A460 HEAD	1.82" X 2.45" (.060")	FE1221-3
FORD 460 M6049-A460 HEAD	1.82" X 2.45" (.090")	FE1221-5

* No Exhaust Crossover

INTAKE MANIFOLD GASKET SETS - EMBOSSED STEEL LAMINATE

Fel-Pro embossed steel laminate intake gaskets are harder to trim to match custom ports but the added structural integrity allows them to maintain shape under high vacuum or long exposures to oil and fuel.

APPLICATION	PORT SIZE (THICKNESS)	PART NO.
CHEV SB 262-400*	1.23" X 1.99" (.060")	FE1204
CHEV BB OVAL PORT*	1.82" X 2.05" (.060")	FE1210
CHRYSLER BB 361-383-400	1.23" X 2.27" (.015")	FE1214
CHRYSLER BB 413-426-440	1.23" X 2.27" (.015")	FE1215

* Blocked Exhaust Crossover

EXHAUST HEADER GASKET SETS

Fel-Pro performance exhaust header gaskets feature a perforated steel core with anti-stick coating to stand up to the extreme temperatures and heat cycles found in performance and race engines.

APPLICATION	PORT SIZE	PART NO.
BUICK V6 STAGE 1	1.15" X 1.45"	FE1400
BUICK V6 STAGE 2	1.52" X 1.62"	FE1401
CHEV V6 229-262	1.50" X 1.50"	FE1402
CHEV V6 229-262	1.55" X 1.55"	FE1403
CHEV LS1-LS6	1.75" X 1.55"	FE1438
CHEV LS1-LS6	1.90" ROUND	FE1440
CHEV SB STOKC	1.38" X 1.38"	FE1444
CHEV SB ROUND PORT	1.59" ROUND	FE1426
CHEV SB LARGE RACE PORT	1.55" X 1.55"	FE1405
CHEV SB VORTEC	1.50" X 1.50"	FE1404
CHEV LT1, LT4 & VORTEC D-PORT	1.39" X 1.41"	FE1470

VALVE COVER GASKETS

Fel-Pro performance valve cover gaskets are available in a variety of materials to deliver superior sealing on all types of race and performance street engines.

APPLICATION	PART NO.
BUICK V6 STAGE-2 RUBBER COATED FIBRE	FE1631
CHEV 229 V6, CORK/RUBBER	FE1601
CHEV 229 V6 CORK/RUBBER W/STEEL CORE	FE1637
CHEV SB 262-400 FEL-COPRENE RUBBER	FE1602
CHEV SB 262-400 BLUE STRIPE CORK/RUBBER	FE1603
CHEV SB 262-400 CORK/RUBBER STEEL CORE	FE1604
CHEV SB 262-400 COMPOSITE W/STEEL CORE	FE1644
CHEV SB 262-400 SILICONE W/STEEL CORE	FE1628
CHEV SB CENTRE BOLT CORK/RUBBER W/STEEL CORE	FE1648
GM SPLAYED VALVE COMPOSITE W/STEEL CORE	FE1641
CHEV SB BUICK/DART RUBBER COATED FIBRE	FE1638
CHEV SB2 SILICONE RUBBER W/STEEL CORE	FE1655-1
CHEV BB WITH BRODIX 5" BORE SPACE	FE1696
CHEV BB FEL-COPRENE RUBBER	FE1605
CHEV BB BLUE STRIPE CORK/RUBBER	FE1606
CHEV BB CORK RUBBER W/STEEL CORE	FE1630
CHEV BB COMPOSITE W/STEEL CORE	FE1660
CHEV BB SILICONE RUBBER W/STEEL CORE	FE1635
CHEV BB DART BIG CHIEF CORK RUBBER W/STEEL CORE	FE1634
CHEV BB BRODIX SUPER DUTY CORK RUBBER W/STEEL	FE1634
CHEV BB DART BIG CHIEF COMPOSITE W/STEEL CORE	FE1664
CHEV BB BRODIX SUPER DUTY COMPOSITE W/STEEL	FE1664
CHRYSLER 273-360 FEL-COPRENE RUBBER	FE1607
CHRYSLER 273-360 RUBBER COATED FIBRE	FE1608
CHRYSLER 361-440 6-BOLT BLUE STRIPE CORK-RUBBER	FE1610
CHRYSLER 361-440 6-BOLT RUBBER COATED FIBRE	FE1612
CHRYSLER 361-440 6-BOLT FEL-COPRENE RUBBER	FE1611
CHRYSLER 426 HEMI CORK/RUBBER W/STEEL CORE	FE1629
CHRYSLER & KB HEMI NITRO COMPOSITE W/STEEL CORE	FE1657
CHRYSLER HEMI BAE HEADS COMPOSITE W/STEEL CORE	FE1665
FORD 289-351W FEL-COPRENE RUBBER	FE1614
FORD 289-351W BLUE STRIPE CORK/RUBBER	FE1613
FORD 289-351W CORK RUBBER W/STEEL CORE	FE1645
FORD 289-351W SILICONE RUBBER W/STEEL CORE	FE1684
FORD 289-351W ALLOY SVO FEL-COPRENE RUBBER	FE1616
FORD 289-351W ALLOY SVO BLUE STRIPE CORK/RUBBER	FE1615
FORD 289-351W ALLOY SVO CORK/RUBBER W/STEEL	FE1636
FORD 289-351W SVO STABILIZER RUBBER COATED FIBRE	FE1620
FORD 351C SVO YATES SILICONE RUBBER W/STEEL	FE1682
FORD 289-351C FEL-COPRENE RUBBER	FE1616
FORD 289-351C BLUE STRIPE CORK RUBBER	FE1615
FORD 289-351C CORK/RUBBER W/STEEL CORE	FE1636
FORD 390-428 FE BLUE STRIPE CORK/RUBBER	FE1632
FORD 429-460 1968-87 FEL-COPRENE RUBBER	FE1617
FORD 429-460 1968-87 BLUE STRIPE CORK/RUBBER	FE1619
FORD 429-460 1968-87 CORK/RUBBER W/STEEL CORE	FE1643

OIL PAN GASKET SETS

Fel-Pro oil pan gaskets sets feature rubber coated fibre or composite construction to ensure dependable and leak free performance in all types of engines.

APPLICATION	PART NO.
BUICK V6 STAGE-2 RUBBER COATED FIBRE	FE1800
CHEV V6 229-262 RUBBER COATED FIBRE	FE1801
CHEV SB 1957-74 RUBBER COATED FIBRE	FE1802
CHEV SB 1975-79 RUBBER COATED FIBRE	FE1803
CHEV SB 1980-85 RUBBER COATED FIBRE	FE1818
CHEV SB DART IRON EAGLE RUBBER COATED FIBRE	FE1839
CHEV SB DONOVAN & RODECK RUBBER COATED FIBRE	FE1821
CHEV BB 1965-90 RUBBER COATED FIBRE	FE1804
CHEV BB 1965-90 TRIMMED FOR RODS W/STEEL CORE	FE1893
CHEV BB DART MERLIN SPREAD PAN RUBBER COATED	FE1891
CHEV BB DONOVAN-MERLIN	FE1863
CHRYSLER 273-360 1964-69 RUBBER COATED FIBRE	FE1805
CHRYSLER 273-340 1970-91 RUBBER COATED FIBRE	FE1806
CHRYSLER 360 1971-90 RUBBER COATED FIBRE	FE1807
CHRYSLER 361-440 WEDGE RUBBER COATED FIBRE	FE1808
CHRYSLER 361-440 WEDGE COMPOSITE W/STEEL CORE	FE1834
CHRYSLER 426 HEMI RUBBER COATED FIBRE	FE1808
CHRYSLER 426 HEMI COMPOSITE W/STEEL CORE	FE1834
HEMI TOP FUEL OIL PAN GASKET TFX 96	FE1838
FORD 289-302W 1962-94 RUBBER COATED FIBRE	FE1809
FORD 351W 1969-93 RUBBER COATED FIBRE	FE1810
FORD 351W RUBBER COATED FIBRE W/STEEL CORE	FE1827
FORD 302-351C RUBBER COATED FIBRE	FE1811
FORD 390-428 FE RUBBER COATED FIBRE	FE1817
FORD 429-460 1968-88 RUBBER COATED FIBRE	FE1812

FELPRO MOLDED RUBBER 1-PIECE OIL PAN GASKETS

Fel-Pro Molded silicone rubber 1-piece oil pan gaskets feature a rigid inner carrier and built in compression limiters to vastly simplify installation and provide unbeatable sealing integrity.

APPLICATION	PART NO
CHEV SB 1957-74 THIN FRONT SEAL LH DIPSTICK	FE1885
CHEV SB 1975-79 THICK FRONT SEAL LH DIPSTICK	FE1880
CHEV SB 1980-81 THICK FRONT SEAL RH DIPSTICK	FE1881
CHEV SB STRAIGHT SIDE RAILS THICK FRONT SEAL	FE1882
CHEV BB 396-454 1965-90	FE1884R

R.A.C.E GASKET SETS

Fel-Pro Performance R.A.C.E Sets include all gaskets and seals needed (except valve stem seals) to assemble an engine after all major gaskets (heads, intake, exhaust, oil pan and valve cover) have been selected. R.A.C.E set typically includes rear main bearing seal,timing cover seal and gasket, water outlet gasket, fuel pump gasketand oil pump gasket.

APPLICATION	PART NO.
CHEV 90° V6 229-262	FE2701
CHEV SMALL BLOCK 1959-85	FE2702
CHEV BIG BLOCK 1965-90	FE2703
CHRYSLER 361-440 WEDGE	FE2716
FORD 289-302W 1962-82	FE2707-1
FORD 351W 1969-83	FE2709-1
FORD 302-351C	FE2710
FORD 390-428 FE	FE2720
FORD 429-460 BIG BLOCK	FE2712

REAR MAIN SEALS

Fel-Pro has a variety of specialized crankshaft main seals to handle the unique needs of the professional racing engine builder. Unique materials and design configurations optimize performance under extreme conditions.



APPLICATION	PART NO.
BUICK V6 1975-85 PREMIUM 2-PIECE	FE2903
CHEV V6 229-262 2-PIECE SILICONE	FE2900
CHEV V6 229-262 2-PIECE PREMIUM	FE2912
CHEV V6 229-262 1-PIECE PREMIUM	FE2919
CHEV SB 1959-85 2-PIECE SILICONE	FE2900
CHEV SB 1959-85 2-PIECE PREMIUM HIGH VACUUM	FE2912
CHEV SB 1986-97 1-PIECE PREMIUM HIGH VACUUM	FE2919
CHEV SB LARGE OD 2-PIECE FOR ALIGN HONED 400	FE2909
CHEV BB 1965-90 SILICONE 2-PIECE	FE2904
CHEV BB 1965-90 2-PIECE PREMIUM HIGH VACUUM	FE2918
CHEV BB 1991-00 1-PIECE PREMIUM HIGH VACUUM	FE2920
CHRYSLER KB HEMI WITH 2.75" MAINS	FE2947
FORD 289-302W 2-PIECE PREMIUM HIGH VACUUM	FE2901
FORD 302W 1-PIECE PREMIUM PTFE HIGH VACUUM	FE2941
FORD 302W 1-PIECE PREMIUM HIGH VACUUM	FE2922RS
FORD 351W 2-PIECE PREMIUM HIGH VACUUM	FE2902
FORD 351W 1-PIECE PREMIUM HIGH VACUUM	FE2921
FORD 351W 1-PIECE PREMIUM PTFE HIGH VACUUM	FE2942RS
FORD 302-351C 2-PIECE PREMIUM HIGH VACUUM	FE2902
FORD BB 429-460 PREMIUM 2PC	FE2948

DIFF & TRANS GASKETS

APPLICATION	PART NO
FORD 9" DIFF CENTRE	FE2301
FORD 9" DIFF CENTRE STEEL CORE NON STICK	FE2302
POWERGLIDE STEEL CORE PAN GASKET	FE2304



Hussey Performance specializes in manufacturing quality copper gaskets to your exacting specs. Equipped and capable of creating or customizing any copper gasket. Hussey has the capability, the experience and the know-how to solve even your most complex gasket problems. Hussey Performance offer a wide line of head gaskets and exhaust gaskets in thicknesses from .035" up to .125" in .001" increments. Hussey have experience making all types of gaskets from domestic and import street cars to Top Fuel dragsters. More sizes and applications available by special order please give us a call to discuss your requirements.

BAE-5CX4.310.060 BAE Gaskets



Full Gasket Sets

Chev Small Block 265-350 1957-79	MG 7100
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Oil Pan Gaskets

Description	Part No
Chev SB w/passengers side dipstick (thick)	MG 189
Chev SB w/drivers side dipstick (thin)	MG 190
Chev BB Set	MG 192
Chrysler 318-360 Set	MG 394
Chrysler BB & KB Super Pan Gasket	MG 397
Chrysler Hemi, Rodeck, TFX 92	MG 387
Chrysler Hemi, Rodeck, TFX 96	MG 388
Ford 289-302W Set	MG 291
Ford 429-460	MG 292
Ford 302-351 C	MG 293
Ford 351W	MG 294

Intake Gaskets

Chev SB Set, Standard Port	MG 1018
Chev SB Set Large Port	MG 102
Chev SB Set thick	MG 106
Chev SB Set Pro Hi-Port	MG 111
Chev SB Set Pro Hi-Port Thick	MG 113
Chev SB Set 18" Heads	MG 143
Chev Brodix Set	MG 125
Chev BB Set Oval Port	MG 107
Chev BB Set Rectangle Port	MG 108
Chev BB Set extra thick	MG 110
Chrysler 273-318 Set	MG 306
Chrysler 340-360 W-2 Heads	MG316
Chrysler 340-360 Set	MG 307
Chrysler 426 Veney Heads	MG 312
Chrysler 426 Hemi Set Late Dart Heads	MG 324
Chrysler 426 Hemi w/10 Bolts	MG 326
Ford 289-302W Set	MG 203
Ford 429-460 Set	MG 208
Ford 351W Set	MG 210
Ford 302-351C 2V Set	MG 211
Ford 351C 4V Set	MG 214
Ford 302 Boss - 1.86W x 2.60H	MG209G

Valley Cover Gasket

Valley Cover Gasket LS1/LS6	MG61020G
Valley Cover Gasket LS2/LS3/LS7/LSX	MG61021G

Exhaust Gaskets

Chev SB Set Standard Port	MG 150A
Chev BB Set Oval Port	MG 152
Chev BB Set 2-1/8" Round Port	MG 152A
Chev BB Set Square Port	MG 153
Chev BB Set Large Square Port	MG 154
Chev BB Round	MG 5912
Chrysler 273-318 Set	MG 353
Chrysler 340-360 Set	MG 358
Ford 289-351W Set Square Port	MG 253
Ford 302-351C 4V Set	MG 258
Ford 302--351C 2V Set	MG 263
Ford 429-460 Set	MG 259
Blank Gasket Material 24" x 6"	MG 77A
3.0" Collector Gasket – 3 Hole	MG 1203C
3.5" Collector Gasket – 3 Hole	MG 1204C

Multi Layer Steel Exhaust Gaskets (MLS)

Chev SB Medium Race Square Ports 1.45" x 1.48"	MG 4800G
Chev SB Large Race Square Ports 1.45" x 1.55"	MG 4801G
Chev/Holden LS1-LS6, 1.75" Round Ports	MG 4805G
Chev BB Gen-IV 1.92" Round Ports	MG 4815G
Chev BB Gen-IV, V, VI Square Port 1.85" x 1.90"	MG 4816G
3.0" Collector Gasket – 3 Hole	MG 4886G
3.5" Collector Gasket – 3 Hole	MG 4887G

Copperseal Exhaust Gaskets

Chrysler Hemi Competition Head-Top Fuel & Funny Car Dart/BAE/Johnson Head	MG 7180
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Timing Cover Gaskets

Ford 289-351W (seal not included)	MG 792G
Cam Change Gasket Kit LS1/LS2/LS6	MG61010G
Cam Change Gasket Kit LS3/L92	MG61011G
Cam Change Gasket Kit LS7	MG61012G

Timing Cover Seals

Chev SB Timing Cover Seal	MG 18
Chev BB Timing Cover Seal	MG 17

Head Gaskets

Chev SB Set Copper .043" thick	MG 5360
Chev SB 400 Set Copper 4.125"	MG 5361
Chev BB 396-454 Copper. Solid Dead Soft. .040"	MG 1055
Chrysler Late Hemi,Copper, .043 Forcelle & Clark	MG 5364
Chrysler Late Hemi,Copper, .060 Forcelle & Clark	MG 5365

Valve Cover Gaskets

Chev SB Set	MG 175
Chev SB Set Thick	MG 179
Chev SB 1986 on	MG 168
Chev BB Set	MG 177
Chev BB Set Thick	MG 182
Chrysler 383-440 6 Bolt	MG 378
Chrysler SB Set	MG 379
Chrysler 426 Hemi Ultra Hot Exh/Mat	MG 381
Dart/BAE/Johnson Head(steel core material)	MG 384
Ford 302-351C Set	MG 274
Ford 289-351W Set	MG 276
Ford 429-460 Set	MG 278

Rear Main Seals

Buick V6	MG 28
Chev SB 1986 on 1 piece	MG 29
Chev SB Silicone	MG 1960
Chev SB Polyacrylic	MG 1961
Chev BB Silicone	MG 1969
Chrysler 273-340	MG 33
Chrysler 360	MG 32
Chrysler BB & KB	MG 1968
Ford 289-302W	MG 1963
Ford 429-460	MG 1965
Holden Silicone	MG 1960
Holden Polyacrylic	MG 1961

Supercharger Gaskets

6-71, 10-71 Blower Base Gasket	MG 671
6-71 Blower Inj. Gasket w/out screen	MG 672
6-71 Blower Inj. Gasket w/screen	MG 673
Supercharger mounting base,SSI, Littlefield, 14-71	MG 771
Supercharger mounting base,SSI, Littlefield, 14-71 (Graphite Material)	MG 772
14-71 Blower Base Gasket 1/32"	MG 98002907
14-71 Blower Base Gasket 1/16" Graphite	MG 98002906

Carburettor Gaskets

Holley 2 Barrel Base Gasket	MG 49-1
Holley 2 Barrel Base Gasket (10 pack)	MG 49

Diff Gaskets

Ford 9"Diff Gasket	MG 82
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COMETIC MLS HEAD GASKETS

MLS stands for Multi-Layer Steel. MLS head gaskets are comprised of three layers of stainless steel. The outer layers are an embossed viton coated stainless steel providing a superior seal with excellent rebound characteristics and are corrosive resistant. MLS head gaskets reduce bore distortion and withstand extreme cylinder pressures.

CHEVY S/B

Application	Bore x Thickness	Part No
Chev Small Block 262-350	4.100" x .040"	CMC5878-040
Chev Small Block 262-350	4.100" x .051"	CMC5878-051
Chev Small Block 262-400	4.165" x .074"	CMC5880-074
Chev Small Block 262-400	4.060" x .040"	CMC5245-040
Chev Small Block 262-400	4.060" x .051"	CMC5245-051
Chev Small Block 262-400	4.060" x .075"	CMC5245-075
Chev Small Block 262-400	4.080" x .051"	CMH1310SP2051S
Chev Small Block 262-400	4.100" x .051"	CMC5246-051
Chev Small Block 262-400	4.125" x .040"	CMC5247-040
Chev Small Block 262-400	4.165" x .040"	CMC5248-040
Chev Small Block 262-350	4.165" x .045"	CMC5248-045
Chev Small Block 262-400	4.165" x .051"	CMC5248-051
Chev Small Block 262-400	4.165" x .075"	CMC5248-075
Chev Small Block W/Brodix	4.160" x .040"	CMC5402-075
Chev SB W/Steam hole 262-400 4.200" x .040"		CMC5249-040
Chev SB W/Steam hole 262-400 4.200" x .075"		CMC5249-075
Chev Small Block w/Brodix	4.200" x .040"	CMC5403-040
Chev Small Block w/Brodix	4.200" x .054"	CMC5403-054
Chev SB with All Pro Heads	4.220" x .040"	CMC5551-040
Chev SB with All Pro Heads	4.165" x .050"	CMH3411SP6050S
Chev LS1 & LS6	3.910" x .040"	CMC5475-040
Chev LS1 & LS6	3.910" x .051"	CMC5475-051
Chev LS1 & LS6	3.910" x .074"	CMC5475-074
Chev LS1 & LS6	3.910" x .060"	CMC5475-060
Chev LS1, LS6 & LS2	4.070" x .051"	CMH1295SP8051S
Chev LS1, LS6 & LS2	4.130" x .040"	CMC5317-040
Chev LS1, LS6 & LS2	4.130" x .051"	CMC5317-051
Chev LS1, LS6 & LS2	4.130" x .074"	CMC5317-074
Chev LS1, LS6 & LS2	4.160" x .051"	CMC5318-051
Chev LS1, LS6 & LS2	4.060" x .040"	CMC5751-040
Chev LS1, LS6 & LS2	4.060" x .051"	CMC5751-051
Chev LS1, LS2, LS3 & LS6	4.190" x .051"	CMC5319-051
Chev LS1, LS2, LS3 & LS6	4.100" x .051"	CMC5489-051
Chev LS1, LS2, LS3 & LS6	4.100" x .066"	CMC5489-066
Chev LSX R/H	4.125" x .051"	CMC5933-051
Chev LSX L/H	4.125" x .051"	CMC5934-051
Chev LSX R/H	4.185" x .040"	CMC5935-040
Chev LSX L/H	4.185" x .040"	CMC5936-040
Chev LSX R/H	4.185" x .051"	CMC5935-051
Chev LSX L/H	4.185" x .051"	CMC5936-051
Chev LSX R/H	4.200" x .051"	CMH2569SP1051S
Chev LSX L/H	4.200" x .051"	CMH2570SP1051S

CHEVY B/B

Chev Big Block 396-454 MK4	4.320" x .080"	CMC5816-080
Chev Big Block 396-454 MK4	4.375" x .040"	CMC5329-040
Chev Big Block 396-454 MK4	4.375" x .060"	CMC5329-060
Chev Big Block 396-454 MK4	4.540" x .040"	CMC5330-040
Chev Big Block 396-454 MK4	4.540" x .051"	CMC5329-051
Chev Big Block 396-454 MK4	4.630" x .040"	CMC5331-040
Chev Big Block 396-454 MK4	4.630" x .051"	CMC5331-051
Chev Big Block 396-454 MK4	4.630" x .060"	CMC5331-060
Chev Big Block 396-454 MK5-6	4.540" x .040"	CMC5333-040
Chev Big Block 396-454 MK5-6	4.540" x .045"	CMC5333-045
Chev Big Block 396-454 MK5-6	4.630" x .040"	CMC5334-040
Chev Big Block 396-454 MK5-6	4.320" x .040"	CMC5816-040
Chev Big Block 396-454 MK5-6	4.320" x .060"	CMC5816-060

FORD

Application	Bore x Thickness	Part No
Ford 289-351 Windsor	4.030" x .040"	CMC5511-040
Ford 289-351 Windsor	4.080" x .030"	CMC5513-030
Ford 289-351 Windsor	4.080" x .040"	CMC5513-040
Ford 289-351 Windsor	4.030" x .060"	CMC5511-060
Ford 289-351 Windsor	4.030" x .120"	CMC5511-120
Ford 289-351 Windsor	4.155" x .027"	CMC5515-027
Ford 289-351 Windsor	4.155" x .060"	CMC5515-060
Ford 289-351 Windsor	4.180" x .060"	CMC5516-060
Ford 289-351 Windsor For AFR	4.155" x .040"	CMC5912-040
Ford 302-351 Cleveland	4.100" x .089"	CMC5871-089
Ford 302-351 Cleveland	4.040" x .075"	CMH2425SP1075S
Ford 302-351 Cleveland	4.140" x .075"	CMH2425SP2075S
Ford 302-351 Cleveland	4.040" x .030"	CMH2425SP1030S
Ford 302-351 Cleveland	4.040" x .040"	CMH2425SP1040S
Ford 302-351 Cleveland	4.040" x .051"	CMH2425SP1051S
Ford 302-351 Cleveland	4.040" x .060"	CMH2425SP1060S
Ford 302-351 Cleveland	4.040" x .066"	CMH2425SP1066S
Ford 302-351 Cleveland	4.100" x .040"	CMH2425040S
Ford SVO Round Bore	4.030" x .074"	CMC5478-074

Ford SVO Round Bore	4.080" x .027"	CMC5480-027
Ford SVO Round Bore	4.155" x .051"	CMC5483-051
Ford SVO Round Bore	4.200" x .060"	CMC5517-060
Ford SVO Round Bore	4.080" x .066"	CMC5480-066
Ford 1.1-2.0 OHV	85.0mm X .051"	CMC4133-051
Ford 2.0L OHC	92.5mm x .040"	CMC4218-040
Ford BA-BF Falcon 4.0L	3.661" x .040"	CMC5957-040
Ford BA-BF Falcon 4.0L	3.661" x .075"	CMC5957-075
Ford 6cyl XE-XF	3.779" x .040"	CMH4066040S

FORD BIG BLOCK

Ford 429-460	4.400" x .040"	CMC5666-040
Ford 429-460	4.500" x .040"	CMC5667-040
Ford 429-460	4.670" x .040"	CMC5668-040
Ford Pro Block A460	4.600" x .045"	CMC5743-045
Ford Pro Block A460	4.685" x .045"	CMC5744-045
Ford Pro Block A460	4.685" x .080"	CMC5744-080

HOLDEN

Application	Bore x Thickness	Part No
Holden 6cyl Red/Blue/Black	3.795" x .040"	CMH4067040S
Holden V6 Pre Ecotec	3.860" x .040"	CMC5691-040
Holden V6 Ecotec L/Hand	3.840" x .065"	CMC5720-065
Holden V6 Ecotec L/Hand	3.840" x .065"	CMC5721-065
Holden 253	3.685" x .027"	CMH2138SP8027XP
Holden 253	3.685" x .040"	CMH2138SP8040XP
Holden V8 253-308	4.035" x .027"	CMH2138SP4027S
Holden V8 253-308	4.060" x .027"	CMH2138SP1027S
Holden V8 253-308	4.060" x .040"	CMH2138SP1040S
Holden V8 253-308	4.060" x .040"	CMH2138SP6040S
Holden V8 253-308 (1/2" Studs)	4.060" x .051"	CMH2138SP6051S
Holden V8 253-308 4.100" x .027"		CMC5806-027
Holden V8 253-308 4.100" x .060"		CMC5806-060
Holden V8 253-308	4.200" x .040"	CMH2138SP1040S
Holden 253-308	4.100" x .051"	CMC5806-051
Holden 253-308	4.200" x .040"	CMC5807-040
Holden 253-308	4.060" x .075"	CMH2138SP1075
Holden 253-308	4.035" x .075"	CMH2138SP4075S
Holden 253-308	4.035" x .092"	CMH2138SP4092S
Holden 253-308	4.060" x .040"	CMH2138SP6040S
Holden LS1 & LS6	3.910" x .040"	CMC5475-040
Holden LS1 & LS6	3.910" x .051"	CMC5475-051
Holden LS1 & LS6	3.910" x .074"	CMC5475-074
Holden LS1, LS6 & LS2	4.130" x .040"	CMC5317-040
Holden LS1, LS6 & LS2	4.130" x .051"	CMC5317-051
Holden LS1, LS6 & LS2	4.130" x .074"	CMC5317-074
Holden LS1, LS6 & LS2	4.160" x .051"	CMC5318-051

CHRYSLER HEMI 6 CYLINDER

Application	Bore x Thickness	Part No
Chrysler Hemi 6cyl 265	4.040" x .040"	CMH3309040S
Chrysler Hemi 6cyl 265	4.040" x .050"	CMH3309050S
Chrysler Hemi 6cyl 265	3.995" x .040"	CMH3309SP2040S

CHRYSLER S/B

Chrysler Small Block 318-360	4.180" x .040"	CMC5456-040
Chrysler Small Block 318-360	4.080" x .040"	CMC5622-040
Chrysler Small Block 318-360	4.040" x .040"	CMC5633-040
Chrysler Small Block 318-360	4.040" x .040"	CMC5554-040

CHRYSLER B/B

Chrysler Big Block 361-440	4.500" x .040"	CMC5464-040
Chrysler Big Block 361-440	4.500" x .051"	CMC5464-051

HONDA

Application	Bore x Thickness	Part No
Honda B16A 1994-2000	81.0mm x .030"	CMC4232-030
Honda B16A 1994-2000	81.0mm x .051"	CMC4232-051
Honda D16A 1986-1989	75.5mm x .030"	CMC4522-030
Honda D16Z6 1992-1995	78.0mm x .051"	CMC4167-051
Honda B16A, B16C & B17A	85.0mm x .051"	CMC4182-051
Honda B18A, B & B20	85.0mm x .075"	CMC4194-075
Honda B20 W/B16 Head	82.0mm x .030"	CMC4191-030
Honda B20 W/B16 Head	85.0mm x .030"	CMC4194-030
Honda H22A4 1997-On	87.0mm x .030"	CMC4252-030
Honda H22A4 1997-On	88.0mm x .030"	CMC4253-030

SUBARU

Application	Bore x Thickness	Part No
Subaru WRX EJ20EN 2.0L	93.0mm x .040"	CMC4260-040
Subaru WRX EJ20GN 2.0L	93.0mm x .040"	CMC4261-040
Subaru WRX EJ20GN 2.0L	93.0mm x .051"	CMC4261-051
Subaru WRX EJ20GN 2.0L	93.0mm x .075"	CMC4261-075
Subaru WRX EJ22 2.2L	98.0mm x .051"	CMC4263-051
Subaru WRX EJ22 2.2L	98.0mm x .078"	CMH1635078S
Subaru WRX EJ25 2.5L	100mm x .051"	CMC4264-051
Subaru WRX EJ25 2.5L	100mm x .040"	CMC4264-040
Subaru WRX EJ25 2.5L	100mm x .066"	CMC4264-066
Subaru FA20 DOHC 2.0L R/H	89.5mm x .040"	CMC4588-040
Subaru FA20 DOHC 2.0L L/H	89.5mm x .040"	CMC4589-040

MAZDA

Application	Bore x Thickness	Part No
Mazda B6 1.6L 1989-1993	80.0mm x .040"	CMC4122-040

MITSUBISHI

Application	Bore x Thickness	Part No
Mitsubishi 4G63 EVO 1-3	85.5mm x .051"	CMC4233-051
Mitsubishi 4G63 EVO 1-3	86.0mm x .051"	CMC4234-051
Mitsubishi 4G63 EVO 1-3	87.0mm x .051"	CMC4235-051
Mitsubishi 4G63 EVO 1-3	86.0mm x .066"	CMC4234-066
Mitsubishi 4G63 EVO 4-On	86.0mm x .051"	CMC4156-051

NISSAN

Application	Bore x Thickness	Part No
Nissan CA18DET S13	85.0mm x .051"	CMC4480-051
Nissan E15 & E15 Turbo	77.5mm x .040"	CMC4178-040
Nissan E15 & E15 Turbo	77.5mm x .060"	CMC4178-060
NISSAN FJ20DET	90.0mm x .051"	CMC4326-051
NISSAN FJ20DET	91.0mm x .051"	CMC4327-051
NISSAN FJ20DET	91.0mm x .078"	CMC4327-078
Nissan SR20DET FWD	88.5mm x .030"	CMC4130-030
Nissan SR20DET FWD	88.5mm x .040"	CMC4130-040
Nissan SR20DET FWD	88.5mm x .051"	CMC4130-051
Nissan SR20DET FWD	88.5mm x .074"	CMC4130-074
Nissan SR20DET S13	87.5mm x .040"	CMC4324-040
Nissan SR20DET S13	87.5mm x .051"	CMC4324-051
Nissan SR20DET S13	87.5mm x .074"	CMC4324-074
Nissan SR20DET S14	88.5mm x .040"	CMC4283-040
Nissan SR20DET S14	88.5mm x .051"	CMC4283-051
Nissan SR20DET S14	88.5mm x .074"	CMC4283-074
Nissan SR20DET GT18 N14 AWD	87.5mm x .040"	CMC4543-040
Nissan SR20DET	90.0mm x .051"	CMH1796SP2051S
Nissan RB20DET	80.0mm x .051"	CMC4495-051
Nissan RB20DET	80.0mm x .074"	CMC4495-074
Nissan RB25DET	86.0mm x .051"	CMC4317-051
Nissan RB25DET	87.0mm x .051"	CMC4318-051
Nissan RB25DET	87.0mm x .074"	CMC4318-074
Nissan RB26DETT	87.0mm x .051"	CMC4320-051
Nissan RB26DETT	88.0mm x .040"	CMC4321-040
Nissan RB26DETT	88.0mm x .051"	CMC4321-051
Nissan RB30ET	87.0mm x .051"	CMC4323-051
Nissan RB30ET	87.0mm x .074"	CMC4323-074
Nissan 350Z VQ35DE V6	96.0mm x .045"	CMC4345-045
Nissan VQ30DE 3.0L L/H	96.0mm x .030"	CMC4345-030
Nissan VQ30DE 3.0L R/H	96.0mm x .030"	CMC4361-030
Nissan VQ30DE 3.0L L/H	96.0mm x .045"	CMC4345-045
Nissan VQ30DE 3.0L R/H	96.0mm x .045"	CMC4361-045
Nissan 300ZX VG30 V6	88.0mm x .045"	CMC4346-045

BMW

BMW M30B34 L6 82-93	93.0mm x .070"	CMC4477-070
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TOYOTA

Application	Bore x Thickness	Part No
Toyota 4AGE, 4AGZE	83.0mm x .040"	CMC4166-040
Toyota 4AGE, 4AGZE	81.0mm x .040"	CMC4170-040
Toyota 7MGTE	84.0mm x .051"	CMC4278-051
Toyota 7MGTE	86.0mm x .051"	CMC4275-051
Toyota 2JZGTE	87.0mm x .051"	CMC4276-051
Toyota 2JZGTE	87.0mm x .074"	CMC4276-074
Toyota 2JZGTE (1/2" studs)	87.0mm x .051"	CMH1330SP1051S
Toyota 3SGTE	87.0mm x .040"	CMC4314-040
Toyota 3SGTE	87.0mm x .051"	CMC4314-051
Toyota 2RZ-FE & 3RZFE	97.0mm x .040"	CMC4245-040
Toyota 2T, 2TC, 3T & 3TC	83.0mm x .040"	CMC4176-040
Toyota 2RZ & 3RZ	97.0mm x .080"	CMC4245-080

COM



PRO COPPER HEAD GASKETS

SCE Pro Copper are the gaskets used to seal 8000 horsepower Top Fuel engines. Top Alcohol and Pro Mod nitrous or alcohol powered engines. These gaskets are produced from a 99% pure copper sheet to ensure a malleable head gasket which conforms to the mating surface. These gaskets require O-rings and sealant.

NOTE: 61 series gaskets have 5/8" bolt holes, 63 series have 9/16"

Application	Bore	Thick	Part No.
AJPE / BAE / Veney Billet Fuel	4.250"	.043"	SCE-61254
AJPE / BAE / Veney Billet Fuel	4.250"	.062"	SCE-61256
AJPE / BAE / Veney Billet Fuel	4.320"	.043"	SCE-61324
AJPE / BAE / Veney Billet Fuel	4.320"	.062"	SCE-61326
AJPE / BAE / Veney Billet Fuel	4.380"	.043"	SCE-61384
AJPE / BAE / Veney Billet Fuel	4.380"	.062"	SCE-61386
AJPE / BAE / Veney Billet Fuel	4.440"	.043"	SCE-61444
AJPE / BAE / Veney Billet Fuel	4.440"	.062"	SCE-61446
AJPE / BAE / Veney Billet Fuel	4.250"	.050"	SCE-63255
AJPE / BAE / Veney Billet Fuel	4.320"	.050"	SCE-63325
AJPE / BAE / Veney Billet Fuel	4.380"	.050"	SCE-63385
AJPE / BAE / Veney Billet Fuel	4.440"	.050"	SCE-63445
AJPE / BAE / Veney Billet Fuel	4.440"	.062"	SCE-63446
AJPE / BAE / Veney Billet Fuel	4.440"	.072"	SCE-63447
AJPE / BAE / Veney Billet Fuel	4.470"	.050"	SCE-63475
AJPE / BAE / Veney Billet Fuel	4.470"	.072"	SCE-63477
Chev Small Block 1955-1997	4.000"	.043"	SCE-11004
Chev Small Block 1955-1997	4.000"	.062"	SCE-11006
Chev Small Block 1955-1997	4.060"	.043"	SCE-11064
Chev Small Block 1955-1997	4.060"	.062"	SCE-11066
Chev Small Block 1955-1997	4.160"	.043"	SCE-11154
Chev Small Block 1955-1997	4.160"	.062"	SCE-11156
Chev Small Block 1955-1997	4.200"	.043"	SCE-11204
Chev Small Block 1955-1997	4.200"	.062"	SCE-11206
Chev Big Block 1965-1990	4.250"	.043"	SCE-13254
Chev Big Block 1965-1990	4.250"	.062"	SCE-13256
Chev Big Block 1965-1990	4.320"	.043"	SCE-13324
Chev Big Block 1965-1990	4.320"	.062"	SCE-13326
Chev Big Block 1965-1990	4.380"	.043"	SCE-13384
Chev Big Block 1965-1990	4.380"	.062"	SCE-13386
Chev Big Block 1965-1990	4.440"	.043"	SCE-13444
Chev Big Block 1965-1990	4.440"	.062"	SCE-13446
Chev Big Block 1965-1990	4.520"	.043"	SCE-13524
Chev Big Block 1965-1990	4.520"	.062"	SCE-13526
Ford 289-302-351 Windsor	4.060"	.043"	SCE-36064
Ford 289-302-351 Windsor	4.060"	.062"	SCE-36066
Ford 289-302-351 Windsor	4.160"	.043"	SCE-36154
Ford 289-302-351 Windsor	4.160"	.062"	SCE-36156
Ford 302-351 Cleveland	4.060"	.043"	SCE-52064
Ford 302-351 Cleveland	4.060"	.062"	SCE-52066
Ford 429-460 Big Block	4.380"	.043"	SCE-35384
Ford 429-460 Big Block	4.380"	.062"	SCE-35386
Ford 429-460 Big Block	4.440"	.043"	SCE-35444
Ford 429-460 Big Block	4.440"	.062"	SCE-35446
Holden V8 253-304-308	4.060"	.043"	SCE-92094
Holden V8 253-304-308	4.060"	.062"	SCE-92096
Honda B-Series VTEC	84mm	.043"	SCE-91384
Honda B-Series VTEC	84mm	.062"	SCE-91386
Mazda B6 1.6L	80mm	.043"	SCE-91474
Mazda B6 1.6L	80mm	.062"	SCE-91476
Mazda BP 1.8L	84mm	.043"	SCE-91514
Mazda BP 1.8L	84mm	.062"	SCE-91516
Toyota 5S-FE 2.2L	87mm	.043"	SCE-91854
Toyota 5S-FE 2.2L	87mm	.062"	SCE-91856
Toyota 3S-GTE 2.0L Turbo	89mm	.043"	SCE-91864
Toyota 3S-GTE 2.0L Turbo	89mm	.062"	SCE-91866
Toyota 2JZ-GTE 3.0L Turbo	87mm	.043"	SCE-92114
Toyota 2JZ-GTE 3.0L Turbo	87mm	.062"	SCE-92116

TITAN HEAD GASKETS

Recommended for any naturally aspirated engine up to the most extreme turbocharged, blown or nitrous injected liquid cooled engines with o-rings in the heads or block for combustion sealing. These gaskets require no additional sealant, patented coolant seals allow Titan copper head gaskets to be used even on street driven cars with no worries about coolant leaks.

Application	Bore	Thick	Part No.
Chev Small Block 1955-1997	4.060"	.043"	SCE-T11064
Chev Small Block 1955-1997	4.060"	.062"	SCE-T11066
Chev Small Block 1955-1997	4.160"	.043"	SCE-T11154
Chev Small Block 1955-1997	4.160"	.062"	SCE-T11156
Chev Small Block 1955-1997	4.200"	.043"	SCE-T11204
Chev Small Block 1955-1997	4.200"	.062"	SCE-T11206
Chev & Holden LS Series	4.000"	.043"	SCE-T11004LS
Chev & Holden LS Series	4.000"	.062"	SCE-T11006LS
Chev & Holden LS Series	4.060"	.043"	SCE-T11064LS
Chev & Holden LS Series	4.060"	.062"	SCE-T11066LS
Chev & Holden LS Series	4.160"	.043"	SCE-T11154LS
Chev & Holden LS Series	4.160"	.062"	SCE-T11156LS
Chev Big Block 1965-1990	4.250"	.043"	SCE-T13254
Chev Big Block 1965-1990	4.250"	.062"	SCE-T13256
Chev Big Block 1965-1990	4.320"	.043"	SCE-T13324
Chev Big Block 1965-1990	4.320"	.062"	SCE-T13326
Chev Big Block 1965-1990	4.440"	.043"	SCE-T13444
Chev Big Block 1965-1990	4.440"	.062"	SCE-T13446
Chev Big Block 1965-1990	4.520"	.043"	SCE-T13524
Chev Big Block 1965-1990	4.520"	.062"	SCE-T13526
Chev Big Block 1965-1990	4.630"	.043"	SCE-T13624
Chev Big Block 1965-1990	4.630"	.050"	SCE-T13625
Chev Big Block 1965-1990	4.630"	.062"	SCE-T13626
Chev Big Block 1991-On	4.320"	.043"	SCE-T14324
Chev Big Block 1991-On	4.320"	.062"	SCE-T14326
Chev Big Block 1991-On	4.380"	.043"	SCE-T14384
Chev Big Block 1991-On	4.380"	.062"	SCE-T14386

Chev Big Block 1991-On	4.440"	.043"	SCE-T14444
Chev Big Block 1991-On	4.440"	.062"	SCE-T14446
Chev Big Block 1991-On	4.520"	.043"	SCE-T14524
Chev Big Block 1991-On	4.520"	.062"	SCE-T14526
Ford 302-351 Cleveland	4.060"	.080"	SCE-T32068
Ford 289-302-351 Windsor	4.060"	.043"	SCE-T36064
Ford 289-302-351 Windsor	4.060"	.062"	SCE-T36066
Ford 289-302-351 Windsor	4.160"	.043"	SCE-T36154
Ford 289-302-351 Windsor	4.160"	.062"	SCE-T36156
Ford 302 Boss & 351W Clever	4.060"	.043"	SCE-T39064
Ford 302 Boss & 351W Clever	4.160"	.043"	SCE-T39154
Ford 302-351W w/Yates Heads	4.060"	.043"	SCE-T39064
Ford 302-351W w/Yates Heads	4.160"	.043"	SCE-T39154
Ford 429-460 Big Block	4.380"	.043"	SCE-T35384
Ford 429-460 Big Block	4.380"	.062"	SCE-T35386
Ford 429-460 Big Block	4.440"	.043"	SCE-T35444
Ford 429-460 Big Block	4.440"	.062"	SCE-T35446

ICS TITAN HEAD GASKETS

Recommended for stock to the most extreme naturally aspirated engines and medium to heavy turbocharged, blown or nitrous injected engines. ICS Titan head gaskets feature SCE's patented combustion seals and patented coolant seals, they do not require sealant or o-rings in the block or heads.

Application	Bore	Thick	Part No.
Chev Small Block 1955-1997	4.060"	.043"	SCE-S11064
Chev Small Block 1955-1997	4.060"	.062"	SCE-S11066
Chev Small Block 1955-1997	4.160"	.043"	SCE-S11154
Chev Small Block 1955-1997	4.160"	.062"	SCE-S11156
Chev Small Block 1955-1997	4.200"	.043"	SCE-S11204
Chev Small Block 1955-1997	4.200"	.062"	SCE-S11206
Chev & Holden LS Series	4.060"	.043"	SCE-S11064LS
Chev & Holden LS Series	4.060"	.062"	SCE-S11066LS
GM LSX & World Warhawk	4.160"	.043"	SCE-S25154
GM LSX & World Warhawk	4.160"	.062"	SCE-S25156
Chev Big Block 1965-1990	4.570"	.043"	SCE-S13574
Chev Big Block 1965-1990	4.630"	.043"	SCE-S13624
Ford 289-32-351 Windsor	4.160"	.043"	SCE-S36154
Ford 289-32-351 Windsor	4.160"	.062"	SCE-S36156
Ford SVO Yates	4.160"	.043"	SCE-S39154
Ford SVO Yates	4.160"	.062"	SCE-S39156
Ford 32-351 Cleveland	4.160"	.062"	SCE-S52156

REAR MAIN SEAL

BB Ford 352-428 FE	SCE-13405
Donovan 417 & Roddeck/Emery	
Billet 392 Aluminum	SCE-13405
Ford 302-351 Cleveland	SCE15205

ACCUSEALE INTAKE MANIFOLD GASKETS

Accu Seal E performance gaskets are made from standard non-asbestos gasket material and offer good materials at a great price. LS Series manifolds are for use with aftermarket aluminium 4 barrel manifolds.

Application	Port Size	Part No.
Chev LS1, LS2, LS6	1.150" x 3.375" x .032"	SCE-T19133
Chev LS1, LS2, LS6	1.150" x 3.375" x .062"	SCE-T19134
Chev LS7, CSR, World LS7X	Rectangle Port x .032"	SCE-T19101
Chev LS7, CSR, World LS7X	Rectangle Port x .062"	SCE-T19102
Dart Big Chief Small Oval	1.650" x 2.450" x .062"	SCE-T118102
Dart Big Chief Large Oval	1.950" x 2.650" x .062"	SCE-T118104
Ford SVO Yates C3 (10 pk)	1.850" x .225" x .062"	SCE-152105-10

PROCOOPER HEAD GASKETS

Application	Bore	Thick	Part No.
Chevy Small Block 1955-1997	4.060"	.021"	SCE-011062
Chevy Small Block 1955-1997	4.060"	.043"	SCE -011064NW
(No Water Holes Solid Block SCE-011064NW)			
Chevy Small Block 1955-1997	4.060"	.062"	SCE-011066
Chev & Holden LS Series	3.950"	.050"	SCE-019155
AJPE / BAE Veney Billet Fuel	4.320"	.080"	SCE-061328
BAE Fathead Alcohol	4.470"	.062"	SCE-063476
BAE Fathead Alcohol	4.470"	.080"	SCE-063478
Chev Big Block Gen 5 & 6	4.320"	.043"	SCE-14324
Chev Big Block Gen 5 & 6	4.380"	.043"	SCE-14384
Chev Big Block Gen 5 & 6	4.440"	.043"	SCE-14444
Holden V8 253-304-308	4.060"	.032"	SCE-92093
Ford 289-302-351 Windsor	4.200"	.062"	SCE-P36206

PRO COPPER EXHAUST HEADER GASKETS

Pro Copper embossed exhaust header gaskets are the best way to seal a warped or uneven exhaust mating surface. They feature a raised sealing ring to ensure a leak free seal under all conditions.

Application	Port Size	Part No.
Chev SB Stock Rounded Port	1.375" x 1.375"	SCE-4011
Chev SB Stock Square Port	1.400" x 1.400"	SCE-4211
Chev SB Oval Port Headers	1.450" x 1.850"	SCE-4311
Chev LS1 & LS7 Large Port	1.750" Round	SCE-4119
Chev BB Large Round Port	2.050" Round	SCE-4313
Chev BB X-Large Round Port	2.400" Round	SCE-4213
Chrysler 318-360 4-Barrel	1.400" x 1.400"	SCE-4069
Ford 289-302-351 Windsor	1.200" x 1.500"	SCE-4036
Ford 302-351 Cleveland 2V	1.350" x 1.875"	SCE-4052
Ford N351 & Dart Windsor	1.600" x 1.775"	SCE-4236
AJPE/BAE Fuel Head 2.525"x2.050" Slotted Upper Holes		SCE-4066
AJPE BAE Fathead 6-8x, 2.450" x 2.050 D Port		SCE-4263

PRO COPPER EXHAUST COLLECTOR GASKETS

Pro Copper embossed exhaust collector gaskets with raised sealing ring ensure a leak free seal under all conditions.

Application	Part No.
3-Bolt 2.5" Collector Gaskets (Pair)	SCE-4250
3-Bolt 3.0" Collector Gaskets (Pair)	SCE-4300
3-Bolt 3.5" Collector Gaskets (Pair)	SCE-4350
3-Bolt Turbo Down Pipe, 2 x 1.5" Round Ports	SCE-9400

VALVE COVER GASKETS

Application	Part No.
BBC Big Chief Heads, Steel Core Teflon Coated	SCE-218078
3-Bolt Turbo Down Pipe, 2 x 1.5" Round Ports	SCE-9400
Chrysler 426 Late Hemi, Alcohol Resistant Fibre	SCE-166075
BAE Hemi Fathead, Alcohol Resistant Fibre	SCE-163075
BAE Hemi Fathead, Steel Core Teflon Coated	SCE-263075
426 Hemi, AJPE 5/16 Bolt Teflon Coated	SCE-261075
Late 426, 5 Over 5 bolts Steel Core Teflon Coated	SCE-266075
SB Chev Moulded Silicone with Steel Core & Crush Limiters	SCE-211077
BB Chev Moulded Silicone with Steel Core & Crush Limiters	SCE-213077

OIL PAN GASKETS

Application	Part No.
Chrysler 426 Hemi & KB, High Temp Fibre	SCE-266090
Hemi TFX-91, 9.375" Inside, Fuel Resistant Fibre	SCE-261092
Hemi, BAE & KB Pan Gasket Alcohol & Nitro Resistance	SCE-166090
Hemi Early TFX 10.5 Inside, (Accu Seal E)	SCE-161091
Donovan 417 (Accu Seal E)	SCE-167091
AJPE, BAE, KB Racing Hemi, Steel Core, Teflon	SCE-266091

MISCELLANEOUS RACING HEMI GASKETS

Application	Part No.
Front Cover Gasket Set (TC, WP, FP)	SCE-16600
Manifold End Seals, .410" Thick, High Density	SCE-26601
Rear Main Seal (2.750" Main)	SCE-26605
426 Hemi Silicon Racing Rear Main (2.750)	SCE-16605
392 Hemi Timing Cover Seal Rubberized Fibre	SCE-16702
Timing Cover Set 392 Hemi	SCE-16703

SCE BLOWER GASKETS

Application	Part No.
6-71 Blower Base Gasket	SCE-329020
6-71 Blower Base Gasket (10 Pack)	SCE-329020-10
8-71 Blower Base Gasket	SCE-329030
8-71 Blower Base Gasket (10 Pack)	SCE-329030-10
6-71 & 8-71 Blower Inlet Gasket	SCE-32100
6-71 & 8-71 Blower Inlet Gasket - Screened	SCE-32120
14-71 Blower Base Gasket - 10 Bolt	SCE-329040
14-71 Blower Base Gasket - 8 Bolt	SCE-329041
14-71 Blower Inlet Gasket	SCE-329140
Blower Front Cover Gasket	SCE-329200
Blower Front Cover Gasket (10 Pack)	SCE-329200-10
Blower Snout Gasket	SCE-329300
Blower Snout Gasket (10 Pack)	SCE-329300-10
Bearing Cap Gasket	SCE-329320
Tri Plate Gasket	SCE-329340

SCE CARBURETTOR BASE GASKETS

Application	Part No.
Holley Square Bore Open (10 Pack)	SCE-354



CLEVITE LS SERIES ENGINE GASKETS

MLS HEAD GASKETS

Application

LS1 LS6 1997-2014. 4.8L 5.3L 5.7L
LS2 1999-2008. 6.0L
CL54445
LS3 2007-14 6.0L 6.2L 4.080" .051"
LSA, LS9 2009-14 6.2L 4.040" .051" S/C
LS1 LS2 LS3 LS6 3.910" BORE .051"
LS1 LS2 LS3 LS6 4.060" BORE .051"
LS1 LS2 LS3 LS6 4.100" BORE .051"
LS1 LS2 LS3 LS6 4.130" BORE .051"
LS1 LS2 LS3 LS6 4.190" BORE .051"

Part No.
CL54442

CL54660
CL54983
CL55041
CL55042
CL55043
CL55044
CL55045

THROTTLE BODY GASKET

LS Rubber Moulded Throttle Gasket.
LS2 LS3 LSA LS7 LS9

CLG31963

TIMING COVER GASKET

LS Rubber Moulded Timing Cover
Gasket & Seal, LS1 LS2 LS3 LSA
LS Timing Cover Gasket Set,
LS1 LS2 LS3 LS6 LS7 LSA

CLJV5022

CLJV5158

WATER PUMP GASKET

LS Water Pump Mounting Gasket Set,
LS1 LS2 LS3 LS6 LS7 LSA

VALLEY COVER GASKET

LS Rubber Moulded Valley Pan Gasket Set,
LS2 LS3 LS7 2005-14

CLMS19305

INTAKE GASKET

LS Rubber Mould Intake Manifold Gasket Set,
LS3 L76 L99 2008-12

CLMS19589

OIL PAN GASKET

LS Rubber Moulded Oil Pan Gasket Set,
LS1 LS2 LS3 LS6 LSA

CLOS32241

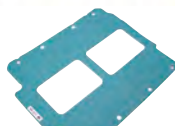
VALVE COVER GASKET

LS Rubber Moulded Valve Cover Gasket Set,
LS1 LS2 LS3 LS6 LSA

CLVS50250A

PERFORMANCE Gaskets

by Rocket Industries



FULL ENGINE GASKET SETS

Application

Holden 253-308, Rope Rear Main Seal
Holden 253-308, Neoprene Rear Seal
Holden 5.0L 304 EFI Engines
Holden 253-308, Rope Main Seal with
Graphite Head Gasket
Holden 253-308, Neoprene Seal with
Graphite Head Gasket
Holden 5.0L 304 EFI Engines with
Graphite Head Gasket
Nissan RB25DET Pre-1997
Nissan RB25DET 1997-On
Nissan RB26DET
Nissan SR20DET S13
Nissan SR20DET S14 & S15

Part No.
5RFS25308PT-R
5RFS25308PT-N
5RFS25308PT-EFI

5REG308-R

5REG308-N

5REG308-EFI

5RNI-1010117U27

5RNI-1010125U26

5RNI-1010124U26

5RNI-1010150F25

5RNI-1010169F85

VRS KIT

Ford BA 6cyl Valve Re grind Set

5REG-VRSBA6

MAIN SEAL

Holden V8 Rope Rear Main Seal

5REG-HN022

INTAKE MANIFOLD GASKET SETS

Holden 253-308, All Carby Engines
Holden 5.0L 304 EFI Engines
Holden & Chev LS1, O-Ring Style

5REGIM-308
5REGIM-308VN
5REGIM-LS1

EXHAUST MANIFOLD GASKET SETS

Holden 253-308, All Carby Engines
Holden 5.0L 304 EFI Engines
Holden & Chev LS1
Ford 302-351 2V

5REGEX-308
5REGEX-308VN
5REGEX-LS1
5REGEX-3512V

VALVE COVER GASKET SETS

Holden 5.0L 304 EFI Engines, Rubber
Holden 253-308, All Carby Engines
Holden 5.0L 304 EFI Engines
Holden & Chev LS1, O-Ring Style

5REGVC-JN719MR
5REGVC-308
5REGVC-308VN
5REGVC-LS1

OIL PAN GASKET SETS

Holden VN-VT 5.0L 304 EFI Engines, Rubber 1-Piece
Holden 253-308, All Carby Engines
Holden 5.0L 304 EFI Engines
Holden & Chev LS1

5REGOP-308R
5REGOP-308
5REGOP-308VN
5RJH5035

TIMING COVER GASKET SETS

Holden 253-308, Carby & EFI
Chev Small Block 283-400
Ford 302-351 Cleveland
Ford 289-351 Windsor

5REGTCS-308
5REGTCS-350
5REGTCS-351C
5REGTCS-351W

CARBURETTOR BASE GASKETS

Holley Square Bore - 4 Hole
Holley Square Bore - Open
Holley Spread Bore - Open
Holley Dominator - Open

5RBG600
5RBG600-OP
5RBG650
5RBG1050-OP

SUPERCHARGER BASE GASKETS

Blower Base Gasket, 6-71 to 10-71

5R-671

GM LS Gaskets

GM LS1 Top End Gasket Set, 3.990",
Graphite Head Gasket
GM LS1/2/6 Top End Gasket Set, 4.120",
MLS Head Gasket
GM LS1/2/3/6 Bottom End Gasket Set
GM LS1/2/3/6 Oil Pan Gasket Only
GM LS Rear Seal Plate Gasket
GM LS Rear Seal Plate with Seal & Gasket
GM LS Series Timing Cover Set
LS1 STEEL EXHAUST GASKET 1.90" ROUND
LS1 1 PC REAR SEAL SEAL ONLY
LS1 FRONT SEAL
LS1 INTAKE SET (O-RING STYLE) 9 PC INC T/BODY
LS1 1PC REAR SEAL (SEAL ONLY)
LS1 VALVE COVER GASKETS BLUE SILICONE
LS1 / GEN3 SUMP (PAN) GASKET
ALLOY O-RING STYLE

5REG-HS5975
5REG-VRS282MLS
5REG-CS5975
5REG-JH5035
5REG-RH053
5REG-RMS90125
5REG-TCS53
5REGEX-LS1
5REGRS-LS1
5REGFS-LS1
5REGIM-LS1
5REGRS-LS1
5REGVC-LS1
5RJH5035

CAM ACCESSORIES



Pioneer Fuel Pump Pushrods

Pioneer lightweight fuel pump pushrods are made from heat
treated centerless ground tubular steel for reliability in severe duty
applications.

Description
Pushrod for Standard Cast Cams

Part No.
PI839036

Fuel Pump Eccentrics

Required when running a mechanical fuel
pump, the fuel pump eccentric is a hard to
find and often forgotten part. The Ford
eccentric is a 2 piece unit and the inner
and outer parts are sold separately.



Part No.
PI500005
PIPF-113
PIPF-114

Camshaft Dowel

SB/BB Chev Camshaft Dowel X1

PI839047

REAR CAM PLUG HOLDEN

253-308 REAR CAM PLUG 1-13/16"

RSD101316

GM LS Engine Steel Camshaft Thrust Retainer Plate

PIPG-802

Ford 289-351 Windsor, Steel Cam Thrust Plate MEMF-125



FORD PERFORMANCE



CAMSHAFT THRUST PLATE

FMM-6269-A351 302/351 Steel replacement for production
cast iron thrust plate
Ford Racing for severe service.
Use with steel timing chain sprocket.
FMM-6269-A460 429/460 Low-friction roller bearing
camshaft thrust plate. Requires machining of
camshaft sprocket thrust surface.

LS Bronze Thrust Kit

Factory GM LS Bronze Thrust Kit
C05400TP-KIT



FORD CAM THRUST PLATE

Part No Colour Description
AF463-00 Raw steel Suits 302-351 Cleveland
1045 carbon Steel replacement
for production
cast iron thrust plate.
AF463-04 Raw steel Suits 289 - 351 Windsor
1045 carbon Steel replacement
for production
cast iron thrust plate.

CHEVROLET

CAM LOCKING

PLATE & BOLT KIT

Part No Colour Description
AF463-50 Black Suits small block & big block Chev
Includes Grade 8 bolts.



CAM THRUST BUTTON'S

Cam Buttons limit lateral movement of the camshaft in engines
without cam thrust plates and reduce friction for "FREE"
Horsepower! Machining of the cam sprocket may be required.
Available in Nylon and Steel Roller.

AF64-4351 Roller cam button suits Small block chev
AF64-4352 Roller cam button suits Big block chev
AF64-4354 Nylon cam button suits Small block chev
AF64-4355 Nylon cam button suits Big block chev



FUEL PUMP PUSHROD KIT

ARP has developed these sophisticated and durable pushrods.
They're made from premium grade aerospace chrome moly and
centerless ground to precise diameter. A hollow core serves to
reduce the reciprocating mass, which requires less energy to
operate. NOTE: Not for use on roller cams!

Application Diameter OAL Part No.
Chevy Small Block 1/2 5.750" AR134-8701
Chevy Big Block 1/2 5.750" AR135-8701



ARP Camshaft Seal Plates

The perfect compliment to the BULLETPROOF cam drives are these
precision seal plates. They are made of CNC-machined 7075-T4 alloy
aluminium with Viton seal and anodized to resist corrosion. Available
in 2.100 and 2.380 diameters to fit most OEM or aftermarket blocks.

AR934-0008 Camshaft Seal Plate Suit Dart,
Aluminium Block 2.380" O.d
AR934-0007 Camshaft Seal Plate Suit S/b Chev 2.100" O.d Block



Cam Bushings

A popular, easy way to advance or retard the cam is with Mr. Gasket's
bushing kit. The bushings can be used to advance the cam for
increased low-end torque and mid-range horsepower. They can also
reduce excessive low-end torque and increase top-end horsepower
by retarding the cam. The kit includes four offset bushings and a 0°
bushing, so stock timing can be used again, if desired. Cam sprocket
dowel pin hole must be drilled .406", (13/32") diameter.

Chevrolet 283-454 cu. in., all Chrysler B-Block
MG85 2°, 4°, 6°, 8° plus a 0°
MG85B 1°, 3°, 5°, 7° plus a 0°
MG85C Ford 289-302 cu. in., includes case-hardened
dowel pin 2°, 4°, 6°, 8° plus a 0°



Thrust Bearings & Wear Plates

Comp Cams wear plates are moly
coated and eliminate wear at front
of block. The unique designs
help set proper cam thrust
clearance. Minor machining
required when used with OEM
type timing set.

Description Thickness Part No.
Chev 265-400 Wear Plate .030" C0201
Chev 396-454 Wear Plate .030" C0203
Chrysler 383-440, Hemi Wear Plate .030" C0203
Chev 265-400 Roller Thrust Bearing .142" C03100TB
Chev 396-454 Roller Thrust Bearing .142" C03110TB
Ford 390-428 Thrust Plate & Bearings .142" C03108TB
Ford 289-351W Thrust Plate &
Bearings Machining Required C03135TB
Ford 289-351W Thrust Plate & Bearings .142" C03120TB
Ford 302-351C Thrust Plate & Bearings .142" C03122TB
Ford 429-460 Thrust Plate & Bearings .142" C03122TB

Chevy Cam Lock Plate

The COMP Cams Cam Lock Plate
will help you make sure that the
cam bolts cannot back out at any rpm
level or load. Bendable locking tabs and
special high-strength bolts make this kit a must for any camshaft
installation.

Chev V8 Cam Locking Plate with Bolts C04605





GM LS Camshaft Retainer

Camshaft retainer plate for all GM LS style engines.

LS Camshaft Retainer Plate C05463-KIT

Thrust Buttons

The thrust button rides between the front of the timing gear and the back of the front cover and can be shimmed for proper end play of the cam. COMP Cams has both the solid nylon button and the roller thrust bearing available for the ultimate in performance.

Description	Length	Part No.
Chevrolet 265-400 Roller Button	.795"	C0200
Chevrolet 265-400 Nylon Button	.810"	C0202
Chevrolet 396-454 Nylon Button	.945"	C0205
Chevrolet 396-454 Roller Button	.945"	C0207

Fuel Pump Pushrod

When a high pressure fuel pump is run with a steel roller cam core, the stock fuel pump pushrod is not compatible with the steel core. You can damage an expensive roller cam as a result of wear at the fuel pump lobe.

Description	Part No.
Chev V8, Bronze Tip for Steel Cams	C04607
Chev V8, Steel Tip for Cast Iron Cams	C04616
Chrysler Big Block & Hemi with Bronze Tip	C04646

CAM GEARS



4G63 ADJUSTABLE

CAM GEARS

BC adjustable cam gears deliver the easiest way to dial in more horsepower and/or torque without getting underneath the valve cover, disassembling the engine or dealing with onboard electronics. BC gears are CNC machined from aerospace grade, 6061-T6 billet aluminum for ultimate tensile strength. Easy to read, laser etched face features micrometer style markings for precise adjustment (up to 10 degrees in each direction) and quick tunability. Each hub is held down by six ARP made, Grade-8 hex bolts for maximum clamping ability. Hard anodized finish prevents premature surface wear.

Description
Adjustable Cam Gears for Mitsubishi 4G63 / Evo I - VIII. Set/2

Part No.
BC8810

SR20DE(T)

ADJUSTABLE

CAM GEARS

BC adjustable cam gears deliver the easiest way to dial in more horsepower and/or torque without getting underneath the valve cover, disassembling the engine or dealing with onboard electronics. BC gears are CNC machined from aerospace grade, 6061-T6 billet aluminum for ultimate tensile strength. Easy to read, laser etched face features micrometer style markings for precise adjustment (up to 10 degrees in each direction) and quick tunability. Each hub is held down by four Grade-8 hex bolts for maximum clamping ability. Hard anodized finish prevents premature surface wear.

Description
Adjustable Cam Gears for Nissan SR20DE(T) - Set/2

Part No.
BC8820

2JZGTE ADJUSTABLE

CAM GEARS

BC adjustable cam gears deliver the easiest way to dial in more horsepower and/or torque without getting underneath the valve cover, disassembling the engine or dealing with onboard electronics. BC gears are CNC machined from aerospace grade, 6061-T6 billet aluminum for ultimate tensile strength. Easy to read, laser etched face features micrometer style markings for precise adjustment (up to 10 degrees in each direction) and quick tunability. Each hub is held down by four Grade-8 hex bolts for maximum clamping ability. Hard anodized finish prevents premature surface wear.

Description
Cam Gears for Toyota 2JZGTE. Set/2

Part No.
BC8830

EJ20 & EJ25 ADJUSTABLE

CAM GEARS

BC adjustable cam gears deliver the easiest way to dial in more horsepower and/or torque without getting underneath the valve cover, disassembling the engine or dealing with onboard electronics. BC gears are CNC machined from aerospace grade, 6061-T6 billet aluminum for ultimate tensile strength. Easy to read, laser etched face features micrometer style markings for precise adjustment (up to 10 degrees in each direction) and quick tunability. Each hub is held down by six ARP made, Grade-8 hex bolts for maximum clamping ability. Hard anodized finish prevents premature surface wear.

Description
Adjustable Cam Gears for Subaru EJ25 and EJ25 - Set/4

Part No.
BC8860



COMP Cams Degree Bushings Kits

Using these offset bushings from COMP Cams is the simplest way to change the degree of a camshaft in relation to the crankshaft. These bushings offer accurate positioning of the cam because of their precise manufacturing. They come in packs of five and require a 13/32 in. drill bit.

COMP Cams Degree Bushings Kit C04760

CAMSHAFTS & ACCESSORIES



HONDA B16A & B18C

Description	Duration	Advertised @ .050"	Valve Lift	Part No.
Stage 1	290°/290°	232°/234°	.465°/.450°	BC0011
Turbo Spec. Requires	280°/284°	202°/200°	.322°/.307°	
Spring Kit# BC0010	260°/262°	178°/180°	.206°/.190°	
Stage 2	306°/300°	254°/248°	.472°/.472°	BC0012
N/A Spec. Requires	236°/232°	216°/214°	.364°/.351°	
Spring Kit# BC0010	228°/226°	194°/192°	.264°/.252°	
Stage 3	310°/308°	260°/254°	.496°/.496°	BC0013
N/A Spec. Requires	256°/256°	220°/220°	.443°/.443°	
Spring Kit# BC0010	256°/256°	220°/220°	.428°/.428°	

Mitsubishi 4G63 VR4

Stage 2	272°/272°	222°/212°	.401°/.381°	BC0101
Street/Strip Spec.	OEM Springs OK			
Stage 3	280°/280°	218°/226°	.422°/.418°	BC0102
Street/Strip Spec.				

Use BC0100 Springs

MITSUBISHI 4B11 EVO X

Stage 2

Use BC0100 Springs Street/Strip Spec

OEM Springs Ok	272°/272°	234°/223°	.445"/.419"	BC0131

Mitsubishi 4G63 EVO VIII				
Stage 2	272°/272°	206°/206°	.415°/.388°	BC0111
Street/Strip Spec.	OEM Springs OK			
Stage 3	280°/280°	218°/216°	.425°/.408°	BC0112
Race Spec.				

NISSAN SR20DET S13 & GT1R

Stage 2	264°/264°	216°/216°	.475"/.475"	BC0201
Street/Strip Spec.	OEM Springs OK			

NISSAN SR20DET S14 & S15

Stage 2	264°/264°	216°/216°	.475°/.475°	BC0205
Street/Strip Spec. OEM Springs OK				
Stage 3	272°/272°	224°/224°	.494°/.494°	BC0206
Race Spec. Use BC0200 Springs				

NISSAN RB26

Street/Strip Spec.	264°/264°	230°/232°	.360°/.362°	BC0232
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SUBARU EJ20 IMPREZA WRX

Stage 2	272°/272°	222°/222°	.400"/.400"	BC0601
Street/Strip Spec.	OEM Springs OK			
Stage 3	280°/280°	234°/234°	.425"/.425"	BC0602
Race Spec.	Use BC0600 Springs			

SUBARU EJ25 IMPREZA STI

Description	Advertised Duration	Duration @ .050"	Valve Lift	Part No.
Stage 2	272°/272°	222°/222°	.400"/.400"	BC0621
Street/Strip Spec.	OEM Springs OK			
Stage 3	280°/280°	234°/234°	.425"/.425"	
Race Spec.	Use BC0600 Springs			BC0622

SUBARU EJ257B DUAL AVCS CAMSHAFTS

Stage 2	272°/272°	222°/222°	.400°/.400°	BC0623
Street/Strip	OEM Spring			
Stage 3	280°/280°	234°/234°	.425°/.425°	BC0624
Race Spec	Spring Kit BC0600			

TOYOTA 1JZGTE (NON VVT-I)

Stage 2	264°/264°	218°/218°	.344"/.344"	BC0331
Street/Strip Spec. OEM Springs OK				
Stage 3	272°/272°	229°/231°	.375"/.380"	BC0332
Race Spec. Use BC0300 Springs				

TOYOTA 2JZGTE SUPRA MARK IV

Stage 2	264°/264°	220°/226°	.375"/.375"	BC0301
Street/Strip Spec.	OEM Springs OK			
Stage 3	272°/272°	228°/232°	.375"/.380"	BC0302
Race Spec.	Use BC0300 Springs			
Stage 4	280°/280°	232°/232°	.452"/.452"	BC0303
Full Race Spec.	Use BC0300 Springs			

TOYOTA 2JZGE & 2JZGTE (VVTI)

Stage 2	264°/264°	218°/218°	.344°/.344°	BC0311
Street/Strip Spec.	OEM Springs OK			
Stage 3	272°/272°	229°/231°	.375°/.380°	BC0312
Race Spec.	Use BC0300 Springs			

Toyota 3SGTE

Street/Strip Spec.	264°/264°	216°/216°	.344°/.344°	BC0351
Race Spec Use	272°/272°	222°/222°	.400°/.400°	BC0352

BC0350 Spring/Retainer Kit

TOYOTA 7MGTE

Street/Strip Spec. OEM Springs OK				
Stage 3	272°/272°	226°/226°	.342"/.342"	BC0322
Race Spec.				



CHEV SMALL BLOCK 262-400 1955-98

Magnum Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
270H	Stock or 2000+ stall. Low gears. Mild rough idle.	1800-5800
280H	Street machines. 2500+ stall. Rough idle.	2000-6000
286H	Street/Strip	2200-6200
292H	Street Machines	2500-6500
305H	Pro Street Bracket	3000-7000

High Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
252H	Strong torque, excellent mpg, smooth idle.	800-4800
260H	Strong mid range Torque, towing, good idle, strong	1200-5200
268H	Good street performance Choppy idle	1500-5500

Thumpr Choppy Idle, High Performance Street

Grind Number	Camshaft Application	RPM Range
283THR7	H/P street	1900-5600

Thumpr Hydraulic High Performance Street

Grind Number	Camshaft Application	RPM Range
279TH7	Street	2000-5800
279TH7	Street	2200-5800
287TH7	Street/Strip	2200-6100
295TH7	Street/Strip	2500-6400

Thumpr Hydraulic Roller High Performance

Grind Number	Camshaft Application	RPM Range
283THR7	Street	1900-5600
287THR7	Street/Strip	2200-5900
295THR7	Street/Strip	2500-6500

Xtreme Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
XE256H	Strong low mid-range torque, good idle.	1000-5200
XE262H	Street	1300-5600
XE268H	Great for street machines, better with 2000+ stall.	1600-5800
XE274H	Very strong mid-range 2200+ stall.	1800-6000
XE284H	Street/strip, 2800+ stall, rough idle.	2300-6500
XE294H	Pro Street/bracket, 3300+ Stall	2800-7000

Xtreme Marine Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
XM262H	excellent response	1300-5500

Xtreme Energy Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
XS268S	Best with 2000 Stall	1600-6000
XS274S	2000+ Stall	2000-6400
XS256S	Strong low-mid range. torque, good idle.	1000-5600
XS282S	Street/strip, 2800+ stall, rough idle.	2400-6800
XS290S	Pro street/bracket, 3300+ stall	2800-7200

Drag Race Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
296TSL-6	350-400, 4800+ stall, 12:1 compression	4500-7500
300F-6	350-400, 5000+ stall, 11.5:1+ compression	4700-7500

BLOWER & TURBO Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
268TH-15	Good Upgrade For Turbo OEM Street Engine, Good Mid Range Power	1500-5500
260AH-14	Very Mild Street	1500-5500
	Small Under Bonnet Blower	2620°/268°
268AH-14	Street Machine Using Under Bonnet Blower With 10-12 lbs	1800-5800

Oval Track Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
290XOS	360+ c.i.d. 12:1+, 4 BBL good intake & exhaust.	3400-7200

OVAL TRACK Xtreme 1/4 - 1/2 Tack

Grind Number	Camshaft Application	Rmp Range
283TKR6	Strip	3500-7500
296AR-6	Strip	3600-6600

NOTE : C012-992-9 ON .900" Base Circle



Adv Dur	Dur .050"	Valve Lift (1.5)	Lobe Centre	Part Number
270°/270°	224°/224°	.470°/.470"	110°	C012-211-2

280°/280°	230°/230°	.480°/.480"	110°	C012-212-2
286°/286°	236°/236°	.490°/.490"	110°	C012-326-4
292°/292°	244°/244°	.501°/.501"	110°	C012-213-3

305°/305°	253°/253°	.525°/.525"	110°	C012-214-4
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Adv Dur	Dur .050"	Valve Lift (1.5)	Lobe Centre	Part Number
252°/252°	206°/206°	.425°/.425"	110°	C012-205-2

260°/260°	212°/212°	.440°/.440"	110°	C012-206-2
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268°/268°	218°/218°	.454°/.454"	110°	C012-210-2
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Adv Dur	DurValve .050"	Valve Lift (1.5)	Lobe Centre	Part Number
283°/303°	227°/241°	.513°/.498"	107°	C008-600-8

Choppy/Thumping Idle

Adv Dur	DurValve .050"	Valve Lift (1.5)	Lobe Centre	Part Number
279°/296°	227°/241°	.491°/.476"	107°	C012-601-5
279°/297°	227°/241°	.479°/.465"	107°	C012-600-4
287°/305°	235°/249°	.489°/.476"	107°	C012-601-4
295°/313°	243°/257°	.500°/.486"	107°	C012-602-4

Street Choppy/Thumping Idle

Adv Dur	DurValve .050"	Valve Lift (1.5)	Lobe Centre	Part Number
283°/303°	227°/241°	.513°/.498"	107°	C012-600-8
291°/311°	235°/249°	.522°/.509"	107°	C012-601-8
299°/319°	243°/257°	.533°/.519"	107°	C012-602-8

Adv Dur	Dur .050"	Valve Lift (1.5)	Lobe Centre	Part Number
256°/268°	212°/218°	.447°/.454"	110°	C012-234-2

262°/270°	218°/224°	.462°/.469"	110°	C012-238-2
268°/280°	224°/230°	.477°/.480"	110°	C012-242-2

274°/286°	230°/236°	.490°/.490"	110°	C012-246-3
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284°/296°	240°/246°	.507°/.510"	110°	C012-250-3
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294°/306°	250°/256°	.519°/.523"	110°	C012-254-3
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Adv Dur	DurValve .050"	Valve Lift (1.6)	Lobe Centre	Part Number
262°/268°	218°/224°	.462°/.477"	112°	C012-236-3

Adv Dur	Dur .050"	Valve Lift (1.5)	Lobe Centre	Part Number
268°/274°	230°/236°	.488°/.501"	110°	C012-676-4

274°/280°	236°/242°	.501°/.510"	110°	C012-677-4
256°/262°	218°/224°	.465°/.477"	110°	C012-674-4

282°/290°	244°/252°	.520°/.540"	110°	C012-678-4
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290°/298°	252°/260°	.540°/.558"	110°	C012-679-5
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Adv Dur	Dur .050"	Valve Lift (1.5)	Lobe Centre	Part Number
296°/304°	266°/274°	.570°/.590"	106°	C012-517-5

300°/316°	270°/278°	.580°/.577"	106°	C012-518-5
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Adv Der	Dur .050"	Valve Lift (1.5)	Lobe Centre	Part Number
268°/260°	218°/212°	.454°/.444"	115°	C012-400-4

212°/218°	.444°/.444"	114°		C012-402-4
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268°/276°	222°/226°	.464°/.464"	114°	C012-404-4
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Adv Dur	Dur .050"	Valve Lift (1.5)	Lobe Centre	Part Number
290°/300°	260°/266°	.558°/.549"	106°	C012-658-5

Adv Dur	DurValve .050"	Valve Lift (1.5)	Lobe Centre	Part Number
283°/287°	255°/259°	.645°/.645"	106°	C012-857-9
296°/300°	260°/262°	.630°/.630"	106°	C012-992-9

Xtreme Energy Retro-Fit Hydraulic Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.5)	Lobe Centre	Part Number
XR258HR	Strong torque, good mileage, stock to mild	1000-5000	258°/264°	206°/212°	.480°/.487"	110°	C012-408-8
XR264HR	Mild performance, very good mid-range	1200-5200	264°/270°	212°/218°	.487°/.495"	110°	C012-412-8
XR270HR	High performance, noticeable idle	1600-5400	270°/276°	218°/224°	.495°/.502"	110°	C012-422-8
XR282HR	Great for street, 2500+ stall, mildly rough idle.	2200-5800	282°/288°	230°/236°	.510°/.520"	110°	C012-432-8
XR294HR	Street/Strip	2800-6100	294°/300°	242°/248°	.540°/.562"	110°	C012-443-8
XR300HR	Pro Street/bracket, 3500+ stall, Very rough idle.	3200-6200	300°/306°	248°/254°	.562°/.580"	110°	C012-444-8

XTREME MARINE Retro-Fit Hydraulic Roller Camshaft

XM276HR	Good For Jet With A Impeller Strong Mid Range Power, Needs Good Exhaust	1800-5800	276°/282°	224°/230°	.503°/.510"	112°	C012-418-8
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Xtreme Energy Mechanical Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.5)	Lobe Centre	Part Number
XR286R	Good in weekend warrior with 3000+ stall	3000-7000	286°/292°	248°/254°	.576°/.582"	110°	C012-772-8
XR292R	Pro Street. Needs good intake and exhaust,	3200-7200	292°/297°	254°/260°	.582°/.588"	110°	C012-773-8

Drag Race Mechanical Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.5)	Lobe Centre	Part Number
300BR-6	11:1 compression, 4500+ stall,	4200-7200	300°/308°	264°/270°	.630°/.630"	106°	C012-908-9
306LHR-7	Super Stock, 350 auto w/ 1.8 & 1.6	5500-8000	306°/312°	274°/284°	.748°/.704"	107°	C012-813-9

Oval Track Mechanical Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.5)	Lobe Centre	Part Number
292AR-6	1/4 to 3/8 mile tacky tracks with tight corners.	3500-6500	292°/296°	256°/258°	.630°/.630"	106°	C012-901-9
290AR-6	355 in Late Model on 1/4 to 3/8 mile tracks.	3000-7000	290°/300°	260°/264°	.645°/.630"	106°	C012-940-9
296DR-6	400-410 in Late Model on 3/8 to 5/8 mile tracks.	3500-7500	296°/308°	266°/272°	.645°/.630"	106°	C012-950-9

CHEV & HOLDEN LS1/LS2/LS6

XFI Hydraulic Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.7)	Lobe Centre	Part Number
XR275HR13	Great street/strip camshaft for mid-range & high RPM power. Must have programmer	1800-6800	275°/287°	222°/234°	.566°/.576"	113°	C0146-426-11
XR281HR13	High RPM street/strip cam for use with FAST intake. Requires programmer	2200-7200	281°/293°	228°/240°	.571°/.590"	113°	C0146-428-11

XFI RPM Hydraulic Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.7)	Lobe Centre	Part Number
XR259HR	Very strong torque, good mileage.	800-5800	259°/265°	206°/212°	.515°/.522"	112°	C054-408-11
XR265HR	Good torque and very strong mid-range power.	1200-6000	265°/271°	212°/218°	.522°/.529"	114°	C054-412-11
XR269HR	Great mid-range with superior top end power.	1300-6300	269°/273°	216°/220°	.525°/.532"	114°	C054-414-11
XR273HR	Street/strip camshaft for high rpm power.	1600-6600	273°/277°	220°/224°	.530°/.534"	112°	C054-416-11
XR277HR	Street/strip camshaft for use with FAST intake.	2000-6800	277°/281°	224°/228°	.534°/.537"	112°	C054-418-11

XFI RPM HI-LIFT Hydraulic Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.7)	Lobe Centre	Part Number
XR275HR	Great street/strip cam for mid and high rpm	1800-6800	275°/277°	222°/224°	.566°/.568"	112°	C054-426-11
XR281HR	High rpm street/strip for use with FAST intake.	2200-7200	281°/283°	228°/230°	.571°/.573"	112°	C054-428-11

XFI XE-R Hydraulic Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.7)	Lobe Centre	Part Number
XER273HR	High rpm street/strip for all out applications.	2000-7000	273°/279°	224°/230°	.581°/.588"	114°	C054-444-11
XER281HR	Race Only for standard displacement LS1/LS6	2400-7200	281°/283°	232°/234°	.595°/.598"	112°	C054-446-11
XER287HR	Race Only for large cubic inch LS1/LS6	2800-7200	287°/289°	238°/240°	.605°/.609"	112°	C054-448-11

LSR Cathedral Port Hydraulic Roller

Grind Number	Camshaft Application	RPM Range	Adv Dur .050"	DurValve Lift (1.7)	Valve Centre	Lobe Number	Part
285LR HR13	HP/Street	2200-7200	285°/293°	235°/243°	.621°/.624"	113°	C054-460-11
301LRR HR15	Strip	2600-7000	301°/317°	251°/267°	.624°/.624"	115°	C054-474-11

LSR Roots Blower Hydraulic Roller (Turbo & Supercharged)

Grind Number	Camshaft Application	RPM Range	Adv Dur .050"	DurValve Lift (1.7)	Valve Centre	Lobe Number	Part
297LRB HR14	HP/Strip	2700-7200	297°/301°	247°/251°	.624°/.624"	114°	C054-468-11

Tri-Power Xtreme Hydraulic Roller

Grind Number	Camshaft Application	RPM Range	Adv Dur .050"	DurValve Lift (1.7)	Valve Centre	Lobe Number	Part
TPX 254HR-16	Street	1000-6000	254°/264°	202°/212°	.507°/.500"	116°	C054-530-11

Thumpr Hydraulic Roller High Performance Street Choppy/Thumping Idle

Grind Number	Camshaft Application	RPM Range	Adv Dur .050"	DurValve Lift (1.7)	Valve Centre	Lobe Number	Part
293THR9	Street/Strip	2300-6600	283°/303°	227°/241°	.563°/.546"	109°	C054-601-11

GM LS Series GEN III Three Bolt 1997-On

Grind Number	Camshaft Application	RPM Range	Adv Dur .050"	Dur Der .050"	Valve Lift (1.5)	Lobe Centre	Part
309LRx HR15	All out power for extreme displacement race application engines with cathedral port cylinder heads.	3000-7200	309°/317°	259°/267°	.624°/.624"	115°	C054-466-11

GM LS GEN IV SINGLE-BOLT

LSR Excellent Torque, Great Street Performance & Drivability

Grind Number	Camshaft Application	RPM Range	Adv Dur	DurValve .050"	Valve Lift (1.7)	Lobe Centre	Part Number
269LrR HR13	Street	1500-6700	269°/285°	219°/235°	.607"/.621"	113°	C0146-456-11
277LrR HR13	Street/Strip	1900-7000	277°/293°	227°/243°	.614"/.624"	113°	C0146-458-11
285LrR HR13	Race	2200-7200	285°/301°	235°/251°	.621"/.624"	113°	C0146-460-11
289LrR HR13	Race	2400-7200	289°/305°	239°/255°	.624"/.624"	114°	C0146-461-11

GM LS2/LS3 GEN IV Single Bolt

GM LSA & LS3 Blower Cam with 3-Bolt Conversion

Grind Number	Camshaft Application	RPM Range	Adv Dur	DurValve .050"	Valve Lift (1.7)	Lobe Centre	Part Number
277LCB HR14	Strong mid-range power when used with a centrifugal blower	2200-7000	277°/293°	227°/243°	.614"/.612"	114°	C054-477-11
269LCB HR18	Strong mid-range power when used with LSA S/C Engine	2000-6500	269°/286°	219°/234°	.607"/.612"	118°	C054-666-11

CHEV Big Block 396-454 1965-96

High Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.7)	Lobe Centre	Part Number
260H	Good torque & power for towing, smooth idle.	1200-5200	260°/260°	212°/212°	.475"/.475"	110°	C011-203-3
268H	Slight rough idle in 396 Great for towing in 454	1500-5500	268°/268°	218°/218°	.485"/.485"	110°	C011-205-3
283THR7	H/P street	1900-5600	283°/303°	227°/241°	.513"/.498"	107°	C011-600-8

Xtreme Energy Hydraulic Flat Tappet Camshafts

XE268H	Good for street machines, slightly rough idle.	1600-5800	268°/280°	224°/230°	.515"/.520"	110°	C011-242-3
XE274H	Very strong mid-range, headers and 2200+ stall.	1800-6000	274°/286°	230°/236°	.552"/.555"	110°	C011-246-3
XE284H	Street/strip, 2800+ stall, rough idle. 9.5:1+ comp.	2300-6500	284°/296°	240°/246°	.574"/.578"	110°	C011-250-3
XE294H	Street/bracket, 3200+ stall, 10.5:1+ comp	2800-7000	294°/306°	250°/256°	.588"/.593"	110°	C011-254-4

Magnum Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	Rmp Range	Adv Dur	DurValve .050"	Valve Lift (1.6)	Lobe Centre	Part Number
282S	Daily Street	2000-6000	282°/282°	236°/236°	.495"/.495"	110°	C011-223-4
294S	Street /Strip	2500-6500	294°/294°	248°/248°	.525"/.525"	110°	C011-224-4
306S	Street /Strip	3000-7000	306°/306°	260°/260°	.555"/.555"	110°	C011-225-4

Xtreme Energy Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.7)	Lobe Centre	Part Number
XS268S	Great for street, largest cam with stock converter.	1600-6000	268°/274°	230°/236°	.553"/.568"	110°	C011-676-4
XS290S	Pro Street/bracket, 3500+ stall.	2800-7200	290°/298°	252°/260°	.598"/.598"	110°	C011-679-5

Magnum Marine Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.7)	Lobe Centre	Part Number
280S	Jet boat with A or B impeller. Skiing, pleasure.	2800-6300	280°/285°	242°/250°	.575"/.604"	110°	C011-551-5

Magnum Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	DurValve .050"	Valve Lift (1.7)	Lobe Centre	Part Number
270H	Daily Street Machines	1500-5800	270°/270°	224°/224°	.510"/.510"	110°	C011-207-3
208H	Street Machines	2000-6000	280°/280°	230°/230°	.520"/.520"	110°	C011-208-3
286H	Street/Strip	2200-6600	286°/286°	236°/236°	.556"/.556"	110°	C011-318-4

Magnum Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	DurValve .050"	Valve Lift (1.7)	Lobe Centre	Part Number
282S	Street Machines	2000-5800	282°/282°	236°/236°	.561"/.561"	110°	C011-218-4
294S	Street/Strip	2500-6000	294°/294°	248°/248°	.595"/.595"	110°	C011-219-4

Blowen & Turbo Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	DurValve .050"	Valve Lift (1.7)	Lobe Centre	Part Number
280AH	Blower/turbo	2500-6500	280°/288°	232°/237°	.561"/.561"	114°	C011-404-4

Blowen & Turbo Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	DurValve .050"	Valve Lift (1.7)	Lobe Centre	Part Number
290DS-14	Blower/turbo	3500-7500	290°/304°	255°/266°	.612"/.605"	114°	C011-405-4

Magnum Hydraulic Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	DurValve .050"	Valve Lift (1.7)	Lobe Centre	Part Number
304HR	Street/Strip	3000-6500	304°/304°	244°/244°	.612"/.612"	110°	C011-460-8
314HR	Strip/Bracket Racing	3500-6500	314°/314°	252°/252°	.612"/.612"	110°	C011-460-8

Thumpr Hydraulic High Performance Street Choppy/Thumping Idle

Grind Number	Camshaft Application	RPM Range	Adv Dur	DurValve .050"	Valve Lift (1.7)	Lobe Centre	Part Number
279TH7	Street	1800-5600	279°/296°	227°/241°	.498"/.483"	107°	C011-600-4
287TH7	Street/Strip	2000-5900	287°/304°	235°/249°	.510"/.495"	107°	C011-601-4
295TH7	Street/Strip	2300-6200	295°/312°	243°/257°	.522"/.507"	107°	C011-602-4

Thumpr Hydraulic Roller High Performance Street Choppy/Thumping Idle

Grind Number	Camshaft Application	RPM Range	Adv Dur	DurValve .050"	Valve Lift (1.7)	Lobe Centre	Part Number
283THR7	Street	1700-5500	283°/303°	227°/241°	.547"/.530"	107°	C011-600-8
287THR7	Street/Strip	2000-5800	297°/311°	235°/249°	.558"/.542"	107°	C011-601-8
295THR7	Street/Strip	2300-6200	299°/319°	295°/257°	.570"/.554"	107°	C011-602-8

Xtreme Energy Retro-Fit Hydraulic Roller Camshafts

Grind Number	Camshaft Application	RPM Range
XR264HR	Daily driver to mild perf. strong torque, good mpg.	1200-5200
XR270HR	Performance, great mid-range torque.	1600-5400
XR282HR	High performance street, 2200+ stall, 9:1+ comp.	2200-5800

Xtreme Energy Mechanical Roller Camshafts

Grind Number	Camshaft Application	RPM Range
XR274R	2500+ Stall	2200-6200
XR292R	Pro Street, 3500+ stall 11:1+ compression	3200-7200

Drag Race Mechanical Roller Camshafts

Grind Number	Camshaft Application	RPM Range
296CR-8	396-427, 4000+ stall 11:1+ compression.	3500-6500
311R-10	Super Gas/Super Comp up to 500 c.i.d.	5000-7500
324AR-12	Bracket race 500-572 c.i.d.	5200-7500

CHEV Big Block GEN VI 454 & 502 1996-1999

XTREME ENERGY hydraulic Roller Camshaft

Grind Number	Camshaft Application	RPM Range
XR288HR	Street/Strip With 10:1+ Comp & 2800+ Stall, Need Intake & Headers	2500-6000

XTREME MARINE Hydraulic Roller Camshaft

Grind Number	Camshaft Application	RPM Range
XM296HR	Good for Jet Boat with a or b impeller in bracket racing or performance use	2800-6200

CHRYSLER SMALL BLOCK 273-360 1964-85

High Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
252H	318-360 2BBL. or 4BBL. Smooth idle.	800-4800
268H	340 & 360 4BBL. motors 3.23-3.55 gears, 9:1 comp.	1500-5500
305H	Pro/Street	3500-6800

Magnum Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
270H	Mild perf. 340, 9:1 comp. 3.53-3.91 gears.	1800-5800
280H	340-360, 2500 stall. 9:1 comp. 3.53-3.91 gears.	2500-6000

Magnum Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
294S	Pro/Street	3000-6000
306S	Pro/Street	4000-7000

Xtreme Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
XE274H	Street	1800-6000
XE284H	Street/Strip	2300-6500

Xtreme Energy Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
XS282S	Street/strip, 3000 stall, 10:1 comp, radical Idle.	2500-6500

Drag Race Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
290A-6	4000+ stall, 750cfm carb, 10.5:1+ comp, 4.88 gears.	4000-7000
XTQ290S-6	Best all around bracket, 4000+ stall, 11:1+ comp.	4000-7000

Computer Controlled Magnum Engines Hyd Roller

Grind Number	Camshaft Application	RPM Range
264HR-12	Street	900-5200

Xtreme Energy Mechanical Roller Camshafts

Grind Number	Camshaft Application	RPM Range
XR268R	Street/strip, 2500 stall, 9:1 comp, noticeable idle.	2000-6000
XR286R	Top end, 10:1 comp, 3300 + stall, racey idle.	2800-6800

OVAL TRACK Mechanical Roller 1/4 - 1/2 Tack

Grind Number	Camshaft Application	RPM Range
XR286R	Pro/Street	2800-6800
FL272B-6	Pro/Street	3500-6500
RX296S-R6	Pro/Street	4200-7400

Adv Dur	Dur	Valve Lift (1.7)	Lobe Centre	Part Number
264°/270°	.050"	.510°/510"	110°	C011-413-8
270°/276°	.218°/224°	.510°/510"	110°	C011-422-8
282°/288°	.230°/236°	.510°/510"	110°	C011-432-8

Adv Dur	Dur	Valve Lift (1.7)	Lobe Centre	Part Number
274°/280°	.236°/242°	.639°/646"	110°	C011-770-8
292°/298°	.254°/260°	.660°/666"	110°	C011-773-8

Adv Dur	Dur	Valve Lift (1.7)	Lobe Centre	Part Number
296°/304°	.262°/270°	.714°/714"	108°	C011-715-9
311°/315°	.274°/284°	.748°/710"	110°	C011-825-9
324°/332°	.284°/292°	.775°/748"	112°	C011-721-9

Adv Der	Dur	Valve Lift (1.7)	Lobe Centre	Part Number
288°/294°	.236°/242°	.521°/540"	110°	C001-421-8

Adv Der	Dur	Valve Lift (1.7)	Lobe Centre	Part Number
296°/302°	.242°/248°	.566°/566"	112°	C001-456-8

Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
252°/252°	.206°/206°	.425°/425	110°	C020-208-2
268°/268°	.218°/218°	.454°/454"	110°	C020-212-2
305°/305°	.253°/253°	.525°/525°	110°	C020-224-4

Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
270°/270°	.224°/224°	.470°/470"	110°	C020-214-4
280°/280°	.230°/230°	.480°/480"	110°	C020-232-4

Adv Dur	DurValve	Valve Lift (1.5)	Lobe Centre	Part Number
294°/294°	.248°/248°	.525°/525°	110°	C020-248-4
306°/306°	.260°/260°	.555°/555°	110°	C020-249-4

Adv Dur	DurValve	Valve Lift (1.5)	Lobe Centre	Part Number
274°/286°	.230°/236°	.488°/491°	110°	C020-224-4
284°/296°	.240°/246°	.507°/510°	110°	C020-225-4

Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
282°/290°	.244°/252°	.520°/540"	110°	C020-231-4

Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
290°/290°	.255°/255°	.540°/540"	106°	C020-618-5
290°/304°	.260°/266°	.558°/555"	106°	C020-633-5

Adv Dur	DurValve	Valve Lift (1.5)	Lobe Centre	Part Number
264°/274°	.264°/274°	.512°/512°	112°	C020-604-9

Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
268°/274°	.230°/236°	.552°/564"	110°	C020-743-9
286°/292°	.248°/254°	.576°/582"	110°	C020-740-9

Adv Dur	DurValve	Valve Lift (1.5)	Lobe Centre	Part Number
286°/292°	.248°/254°	.576°/582°	110°	C020-740-9
272°/280°	.242°/250°	.540°/556°	106°	C020-616-5
296°/303°	.263°/270°	.649°/551°	106°	C020-719-9

CHRYSLER 5.7L & 6.1L Hemi 2003-On

Xtreme Fuel Injection (XFI) Hydraulic Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
260H-13	Noticeable idle, broad torque, needs tuning	1000-5500	260°/264°	208°/212°	.522°/525"	113°	C0112-500-11
268H-13	Noticeable idle, strong midrange, needs tuning.	1500-5800	268°/272°	216°/220°	.528°/531"	113°	C0112-501-11
273H-14	Needs extended rev limit, tuning & better exhaust,	2000-6200	273°/277°	224°/228°	.547°/550"	114°	C0112-502-11

CHRYSLER Big Block 383-440 1959-80

High Energy Hydraulic Flat Tappet Camshafts (Single Bolt)

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
260H	383-440, Smooth idle. Good towing, 9:1 comp.	1000-5000	260°/260°	212°/212°	.440°/440"	110°	C021-213-4

Magnum Hydraulic Flat Tappet Camshafts (Single Bolt)

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
305H	Pro Street, 10:1 comp. 850 CFM carb	3500-6500	305°/305°	253°/253°	.525°/525"	110°	C021-243-4*

* 3-Bolt core available, change first four digits of part number to C023

Xtreme Energy Hydraulic Flat Tappet Camshafts (Single Bolt)

Grind Number	Camshaft Application	RPM Range	Adv Dur	DurValve	Valve Lift (1.5)	Lobe Centre	Part Number
XE285HL	Street/Strip	2500-6200	285°/297°	241°/247°	.545°/545°	110°	C021-228-4

XTREME ENERGY Retro-Fit Hydraulic Roller Camshaft

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.7)	Lobe Centre	Part Number
XR292HR-10	4.10 Gear, 3000 Stall, 10.1 Comp	2800-6400	292°/300°	242°/248°	.549°/544"	110°	C023-713-9

Drag Race Mechanical Roller Camshafts (Three Bolt)

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.5)	Lobe Centre	Part Number
RX296R-8	Light-medium weight car 11:1 comp, 4200+ stall.	4000-6500	296°/303°	263°/270°	.650°/651"	108°	C023-706-9

FORD 289-302 WINDSOR 1963-1995

Not for EFI engines or engines originally equipped with hydraulic roller camshafts.

Magnum Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
270H	Mild converter, 9:1 comp, lower gears. Rough idle.	1800-5800	270°/270°	224°/224°	.500°/500"	110°	C031-414-3
280H	Broad power. 2500+ stall, 9.5:1 comp, rough idle.	2000-6000	280°/280°	230°/230°	.512°/512"	110°	C031-226-3

High Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
260H	Best for towing in 302 stick with low gears.	1200-5200	260°/260°	212°/212°	.447°/.447"	110°	C031-216-2
268H	Daily driven, mid-range power. mild rough idle.	1500-5500	268°/268°	218°/218°	.456°/.456"	110°	C031-218-2

Xtreme Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
XE268H	Great for street machine, 2200+ stall.	1600-5800	268°/280°	224°/230°	.509°/512"	110°	C031-242-3
XE274H	Very strong torque and response, 2500+ stall.	1800-6000	274°/286°	230°/236°	.520°/523"	110°	C031-246-3
XE284H	Street/strip, 2800+ stall, gears, rough idle.	2300-6500	284°/296°	240°/246°	.541°/544"	110°	C031-250-4

Drag Race Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
280B-6	Torque for small engines 3500+ stall, 10:1 comp.	3000-7000	280°/284°	242°/246°	.541°/522"	106°	C031-639-5

Thumpr Hydraulic Roller High Performance

Grind Number	Camshaft Application	RPM Range	Adv Dur	DurValve	Valve Lift (1.5)	Lobe Centre	Part Number
283THR7	Street	1900-5600	283°/303°	227°/241°	.531°/515"	107°	C031-600-8

Street Choppy/Thumping Idle

Adv Dur	DurValve	Valve Lift (1.5)	Lobe Centre	Part Number
283°/303°	227°/241°	.531°/515"	107°	C031-600-8

Magnum Retro-Fit Hydraulic Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
281HR	Great for street machines. Best power increase	2000-5500	281°/281°	220°/220°	.512°/512"	110°	C031-432-8
284HR	High performance street, Mild/rough idle.	2500-6000	284°/284°	224°/224°	.533°/533"	110°	C031-442-8
290HR	Street/strip only, 2500+ stall, 9:1 compression.	3000-6500	290°/290°	230°/230°	.544°/544"	110°	C031-452-8

FORD 5.0L 1985-95

For EFI engines originally equipped with hydraulic roller camshafts.

Magnum Hydraulic Roller Camshafts for EFI

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
270HR	Mild modifications, gears, mass air, slight idle.	1500-5500	270°/276°	215°/220°	.533°/544"	114°	C035-310-8

FORD 5.0L 1985-2002

MAGNUM Hydraulic Roller Camshaft (Carburettor Only)

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
286HR	Street/Strip, 5-Speed, 2500+ Stall, 4.10 Lower Gears With High Comp Intake & Exhaust	3000-6500	286°/286°	230°/230°	.598°/598"	110	C035-450-8

FORD 351 WINDSOR 1969-1996

XTREME ENERGY Retro-Fit Hydraulic Rollor Camshaft (Not For EFI)

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
XR276RF-HR	Great For Street Machines Needs Intake, Headers 2500 Conv, 3.73+ Gear	2000-6000	282°/289°	230°/236°	.513°/529°	110	C035-425-8

FORD 351 WINDSOR 1969-1995

Also suits 289-302 Windsor & SVO using 351 firing order.

Xtreme Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
XE262H	Good mid-range, stock converter, 3.23-4.10 gear.	1300-5600	262°/270°	218°/224°	.493°/500°	110°	C035-238-3
XE268H	Great for street machine, 2200+ stall.	1600-5800	268°/280°	224°/230°	.509°/512°	110°	C035-242-3

Oval Track Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
FL268S-6	Restricted engines, 2 BBL Carb, stock manifolds.	2500-6500	268°/276°	238°/246°	.568°/584°	106°	C035-620-5
FL276S-6	3/8-1/2 mile asphalt, good power and torque.	3000-7000	276°/280°	246°/250°	.584°/592°	106°	C035-624-5
285B-6	Best all around solid cam. Strong torque and power.	3000-6500	285°/295°	250°/260°	.568°/592°	106°	C035-609-5

Xtreme Energy Mechanical Street Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
XR286R	Weekend warrior, 3000+ stall, low gears.	3000-7000	286°/292°	248°/254°	.614°/621°	110°	C035-772-8
XR292R	Best for Pro Street, 3500 stall, 11:1+ comp.	3200-7200	292°/298°	254°/260°	.621°/627°	110°	C035-773-8

Magnum Hydraulic Roller High Performance (O.E Roller Block)

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
281HR	Street/Strip	2000-5500	281°/281°	220°/220°	.512°/512°	110°	C035-440-8

Magnum Hydraulic Roller High Performance

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
284HR	Street/Strip	2000-5500	284°/284°	224°/224°	.533°/533°	110°	C035-442-8

NITROUS HP Hydraulic Roller High Performance (Turbo & Supercharged) (O.E Roller Block)

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
NX282HR	Pro-Street	2600-6600	282°/294°	232°/244°	.565°/580°	114°	C035-560-8

Thumpr Hydraulic High Performance Street Choppy/Thumping Idle

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
279TH7	Street	2000-5800	279°/297°	227°/241°	.490°/475°	107°	C035-600-4
287TH7	Street/Strip	2200-6100	287°/304°	235°/249°	.501°/486°	107°	C035-601-4
295TH7	Street/Strip	2500-6400	295°/313°	243°/257°	.521°/489°	107°	C035-602-4

Thumpr Hydraulic Roller High Performance Street Choppy/Thumping Idle

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
283THR7	Street	1900-5600	283°/303°	227°/241°	.531°/515°	107°	C035-600-8
291THR7	Street/Strip	2200-5900	291°/311°	235°/249°	.541°/426°	107°	C035-601-8
299THR7	Street/Strip	2500-6200	299°/319°	243°/257°	.552°/538°	107°	C035-602-8

OVAL TRACK Xtreme 1/4 - 1/2 Tack

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.6)	Lobe Centre	Part Number
296RXA-6	Strip	6000-8500	296°/301°	263°/268°	.691°/691°	106°	C035-826-9
300RXA-8	Strip	6300-8800	300°/307°	267°/274°	.696°/697°	108°	C035-827-9

FORD 302-351 CLEVELAND & 351-400M 1970-82

High Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.73)	Lobe Centre	Part Number
252H	Excellent torque and economy. Smooth idle.	800-4800	252°/252°	206°/206°	.468°/468°	110°	C032-218-3
260H	Great mid-range torque for towing. Smooth idle.	1200-5200	260°/260°	212°/212°	.484°/484°	110°	C032-219-3
268H	Everyday perf. Stock converter, noticeable idle.	1500-5500	268°/268°	218°/218°	.494°/494°	110°	C032-221-3

Magnum Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.73)	Lobe Centre	Part Number
270H	Mild street, 2000+ stall 3.30-4.0 gears, Mild idle.	1800-5800	270°/270°	224°/224°	.519°/519°	110°	C032-224-4
280H	Street, 9:1-10:1 comp. 2500+ stall, rough idle.	2000-6000	280°/280°	230°/230°	.530°/530°	110°	C032-225-4
292H	Street/strip, 3000+ stall, 10:1 comp. Racy idle.	2500-6500	292°/292°	244°/244°	.560°/560°	110°	C032-234-4

Dual Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur	Valve Lift (1.73)	Lobe Centre	Part Number
265DEH	Street	1500-5750	265°/275°	211°/223°	.484°/510°	110°	C032-207-3
275DEH	Street/HP	2000-6000	275°/285°	219°/232°	.515°/541°	110°	C032-208-3

Thumpr Hydraulic High Performance Street Choppy/Thumping Idle

Grind Number	Camshaft Application	RPM Range
279TH7	Street	2000-5800
287TH7	Street/Strip	2200-6100
295TH7	Street/Strip	2500-6400

Thumpr Hydraulic Roller High Performance Street Choppy/Thumping Idle

Grind Number	Camshaft Application	RPM Range
283THR7	Street	1900-5600
291THR7	Street/Strip	2200-5900
299THR7	Street/Strip	2500-6200

Xtreme Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
XE256H	Strong low-mid range torque, good idle.	1200-5200
XE262H	Strong mid range torque, 1400-5600 std converter, 3.23 gears.	2000-6000
XE274H	Very strong mid-range 2400+ stall, 3.73+ gears.	2300-6500
XE284H	Street/strip, 2800+ stall, 9.5:1 comp, rough idle.	2300-6500

Magnum Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
270S	2000+ stall, 9:1 comp, noticeable idle.	1800-5800
282S	2500+ stall, 9:1 comp, mild rough idle.	2000-6000
306S	Street/strip 3500+ stall, 11:1 comp. Radical idle.	3000-7000

XTREME ENERGY Mechanical Roller Camshafts

Grind Number	Camshaft Application	RPM Range
XR280R	10.1 Comp, 2800+ Stall 3.89 Gears	2500-6800
XR286R-8	Pro Street Drag Racing 10.5 + Comp, 3000+ Stall	3200-7200
XR292R-8	Pro Street Drag Racing 11.1 + Comp, 3500+ Stall	3500-7500

COMP Cams Mechanical Flat Tappet Specialty Camshafts

Grind Number
295B-6

Drag Race Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
284B-8	10:1 comp, 3500+ stall, 4.10 gears.	3200-6200
294B-6	3500+ stall or 4 speed 10.5:1 compression.	3800-6800

Magnum Retro-Fit Hydraulic Roller Camshafts

Grind Number	Camshaft Application	RPM Range
304HR	Street/strip, 3000+ stall, 4.10 or lower gears.	3000-6500

Magnum Mechanical Roller Camshafts

Grind Number	Camshaft Application	RPM Range
288R	Serious Street, 3000+ stall, rough idle.	2500-6500
308R	Pro street, 4000+ stall, 11:1 comp, radical idle.	3000-7000

COMP Cams Mechanical Roller Specialty Camshafts

Grind Number
306CR-8

FORD Big Block 429-460 1968-94

High Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
260H	Strong mid-range torque for towing. Smooth idle.	1200-5200
268H	Good performance. Broad power, noticeable idle.	1500-5500

Magnum Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
270H	Street, Stock or 1800+ stall. Mild rough idle.	1800-5800
280H	Street, 2500+ stall 9:1 comp. Rough idle.	2000-6000
292H	Street/strip, 3000+ stall, Very rough idle.	2500-6500

Thumpr Hydraulic Roller High Performance Street Choppy/Thumping Idle

Grind Number	Camshaft Application	RPM Range
291THR7	Street/Strip	2200-5900

Magnum Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range
282S	Mild converter and 9:1+ comp, mild rough idle.	2000-6000
294S	Street/strip, 3000+ stall 9.5:1+ comp, radical idle.	2500-6500
306S	Low gears, 3500+ stall 10.5:1 comp, racy idle.	3000-6800

Adv Dur	DurValve .050"	Valve Lift (1.73)	Lobe Centre	Part Number
278°/296°	226°/241°	.506°/.493"	107°	C032-600-5
286°/304°	234°/249°	.519°/.503"	107°	C032-601-5
294°/312°	242°/257°	.531°/.515"	107°	C032-602-5

Adv Dur	DurValve .050"	Valve Lift (1.73)	Lobe Centre	Part Number
283°/303°	227°/241°	.557°/.539"	107°	C032-600-8
291°/311°	235°/249°	.567°/.551"	107°	C032-601-8
299°/319°	243°/257°	.579°/.563"	107°	C032-602-8

Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
256°/268°	212°/218°	.487°/.493"	110°	C032-241-4

262°/270°	218°/224°	.513°/.520"	110°	C032-242-4
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274°/286°	230°/236°	.562°/.565"	110°	C032-246-4
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284°/296°	240°/246°	.584°/.588"	110°	C032-250-4
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Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
270°/270°	224°/224°	.540°/.540"	110°	C032-237-4

282°/282°	236°/236°	.570°/.570"	110°	C032-238-4
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306°/306°	260°/260°	.640°/.640"	110°	C032-240-4
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Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
280°/286°	242°/248°	.657°/.680"	110°	C032-771-8

286°/292°	248°/254°	.664°/.671"	108°	C032-772-8
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292°/298°	254°/260°	.671°/.678"	108°	C032-773-8
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Adv Dur	DurValve .050"	Valve Lift (1.73)	Lobe Centre	Part Number
295°/310°	260°/270°	.645°/.648°	106°	32-643-5

Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
284°/294°	246°/256°	.564°/.589"	108°	C032-638-5

294°/304°	256°/266°	.589°/.615"	106°	C032-644-5
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Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
304°/304°	244°/244°	.612°/.612"	110°	C032-651-8

Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
288°/288°	244°/244°	.623°/.623"	110°	C032-771-9

308°/308°	262°/262°	.651°/.651"	110°	C032-772-9
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Adv Dur	DurValve .050"	Valve Lift (1.73)	Lobe Centre	Part Number
306°/319°	273°/283°	.692°/.692°	108°	32-778-9

Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
260°/260°	212°/212°	.484°/.484"	110°	C034-225-4

268°/268°	218°/218°	.494°/.494"	110°	C034-227-4
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Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
270°/270°	224°/224°	.519°/.519"	110°	C034-229-4

280°/280°	230°/230°	.530°/.530"	110°	C034-331-4
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292°/292°	244°/244°	.560°/.560"	110°	C034-336-4
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Adv Dur	DurValve .050"	Valve Lift (1.73)	Lobe Centre	Part Number
291°/311°	235°/249°	.567°/.551"	107°	C034-601-9

Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
282°/282°	236°/236°	.570°/.570"	110°	C034-341-4

294°/294°	248°/248°	.605°/.605"	110°	C034-342-4
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306°/306°	260°/260°	.640°/.640"	110°	C034-343-4
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XTREME ENERGY Retro-Fit Hydraulic Roller Camshaft

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
XR280HR	High Performance	2200-5800	282°/288°	230°/236°	.521°/.532"	110	C034-432-9
For Street Cars with 2200+ Stall, 9:1 Comp							

Xtreme Energy Mechanical Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
XR274R-10	Reliable power touring, 2500+ stall, rough idle.	2200-6200	274°/280°	236°/242°	.650°/.657"	110°	C034-770-9
XR280R-10	2800 stall, 10:1+ comp, 3.73-3.90 gears.	2500-6500	280°/286°	242°/248°	.657°/.664"	110°	C034-771-9
XR292R-10	Pro Street, 3500+ stall, 11:1+ compression.	3200-7200	292°/298°	254°/260°	.671°/.678"	110°	C034-773-9

Drag Race Mechanical Roller Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
296BR-8	Heavy car, 4000+ stall, 10:1+ compression.	3800-6800	296°/304°	260°/268°	.726°/.726"	108°	C034-713-9
304BR-8	Great power, 4500+ stall, 11:1+ compression.	3800-6800	304°/312°	268°/276°	.726°/.726"	108°	C034-715-9

FORD FE 352-390-428 C.I. 8 CYL. 1963-1977

XTREME ENERGY™ Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
XE262H	Strong torque 1800+ Stall	1300-5600	262°/270°	218°/224°	.513°/.520"	110°	C033-234-4
XE274H		1800-6000	274°/286°	230°/236°	.562°/.565"	110°	C033-238-4

MAGNUM Mechanical Flat Tappet Camshafts

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.73)	Lobe Centre	Part Number
282S	Street Machine 2400+ Stall, 9:1 Comp	2000-6000	282°/282°	236°/236°	.571°/.571"	110°	C033-245-4
294S	Street/Strip 3000+ Stall, 10:1 Comp or 4-Speed	2500-6500	294°/294°	248°/248°	.605°/.605"	110°	C033-246-4

HOLDEN V8 253-308 1969-87

High Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	Adv Dur	DurValve .050"	Valve Lift (1.6)	Lobe Centre	Part Number
252H	Street, good low end 1500-4000 torque, good idle.	252°/252°	206°/206°	.476°/.476"	110°	C082-205-4
260H	Strong low-mid range 1800-4800 torque, mild idle.	260°/260°	212°/212°	.491°/.491"	110°	C082-206-4
268H	Strong low-mid range 2000-5000 torque, 9.5:1 comp.	268°/268°	218°/218°	.501°/.501"	110°	C082-210-4
280H	Street/strip, 9.5:1+ 2200-6000 comp, lopey idle.	280°/280°	230°/230°	.539°/.539"	110°	C082-212-4
292H	Street/strip, 10.5:1+, 3500-7000 comp, rough idle.	292°/292°	244°/244°	.569°/.569"	110°	C082-213-4
5208		286-3	236°/236°	.523°/.556"	110°	C082-286-5

Magnum Solid Flat Tappet Camshafts

Grind Number	Camshaft Application	Adv Dur	DurValve .050"	Valve Lift (1.6)	Lobe Centre	Part Number
6017		270°/270°	224°/224°	.499°/.499"	110°	C082-270-5
6002		282°/282°	236°/236°	.528°/.528"	110°	C082-282-5
6007		294°/294°	248°/248°	.560°/.560"	110°	C082-294-5
6003		277°	229°/137°	.514°/.546"	110°	C082-306-5

Holden 304 EFI 1988-97 (VN to VT)

Dual Energy Hydraulic Flat Tappet Camshafts

Grind Number	Camshaft Application	Adv Dur	DurValve .050"	Valve Lift (1.6)	Lobe Centre	Part Number
5000		263°/263°	216°/216°	.467°/.467"	110°	C082-263-5
5163		275°/275°	219°/219°	.493°/.493"	110°	C082-275-5
5002		283°/283°	233°/233°	.512°/.512"	110°	C082-283-5
5136A		283°/283°	233°/233°	.512°/.512"	110°	C082-277-5

Xtreme Energy Mechanical Flat Tappet Camshaft

Grind Number	Camshaft Application	RPM Range	Adv Dur	Dur .050"	Valve Lift (1.65)	Lobe Centre	Part Number
XE282S8	10.5:1, 3500+ Stall	3000-7000	282°/290°	244°/252°	.572°/.572"	108°	C0282-282-5

Xtreme Energy Mechanical Flat Tappet Camshaft

Grind Number	Camshaft Application	Adv Dur	DurValve .050"	Valve Lift (1.6)	Lobe Centre	Part Number
6056		280°/280°	242°/242°	.546°/.546"	110°	C0282-280-5
6059-6091		290°/298°	252°/260°	.578°/.563"	108°	C0282-290-5
6055		274°/274°	236°/236°	.536°/.536"	110°	C0282-274-5

Xtreme Energy Hydraulic Roller Camshafts

Grind Number	Adv	DurValve .050"	Valve Lift (1.6)	Lobe Centre	Part Number
3314	276°/276°	224°/224°	.536°/.536"	110°	C082-276-9
3194	282°/282°	230°/230°	.622°/.622"	110°	C082-282-9
3196	288°/388°	236°/236°	.624°/.624"	110°	C082-288-9

Holden Custom Grind Camshafts - CALL ROCKET FOR PRICING

C082-000-5 Custom HYDRAULIC/SOLID flat tappet, (Specify Cam Specs & Early or Late model engine).

C082-000-9 Custom ROLLER CAM, (Specify Cam Specs & Early or Late model engine).



LIFTERS



CHEV SMALL BLOCK 265-400 1957-87

Grind Number	Application Range	RPM Lift	Valve Dur	Adv .050"	Dur Centre	Lobe Number	Part
HYDRAULIC CAMSHAFTS							
280-MEGA	High performance use/bracket racing. Lopecy Idle. 2500 stall. 9.5:1 to 10.5:1	2500-6800	.485	280°	232°	108°	ISK201281
292-MEGA	High performance use/bracket racing. Rough Idle. 2800 stall. 10.0:1 to 11:1	2800-7000	.505	292°	244°	108°	ISK201292

SOLID CAMSHAFTS

Z-25	Strong mid range performance. Lopecy Idle. 2500 stall. 10.5:1 comp.	2500-6500	.480	278°	244°	108°	ISK201025
Z-27	Great mid range performance. Lopecy idle. 2500 stall. 10.5:1 comp.	2800-6800	.507	282°	247°	108°	ISK201027
Z-50	Bracket racing. Rough idle. 3000 stall. 10.5:1 Comp.	3500-7500	.507	300°	254°	108°	ISK201050
Z-60	High performance street/strip. Lopecy idle. 3200 stall 10.5:1 to 11.5:1	3500-7500	.548	292°	259°	108°	ISK201060
Z-70	Bracket racing. Lopecy idle. 4000 stall. 11.0:1 comp	3500-7500	.548	304°	264°	108°	ISK201070

SOLID ROLLER CAMSHAFTS

RR-602	Bracket Racing. Rough idle. 3000 stall. 11:1 to 12:1	3500-7500	.602	300°	260°	108°	ISK201602
RR-675	Good perf. for heavy bracket racing. 3500-4000 stall. 11:1 to 12:1 comp.	4000-8000	.675	308°	264°	108°	ISK201675
RR-630	Good all round perf. for bracket racing. 4000-4500 stall. 11:1 to 12:1 comp.	4000-8000	.630	314°	272°	108°	ISK201630
RR-630-A	Good all round perf. for bracket racing. 4000-4500 stall. 11:1 to 12:1 comp.	4200-8300	.630	314°	272°	108°	ISK201631

CHEV & HOLDEN LS1, LS6 & LS2

Grind Number	Application	RPM Range	Valve Lift	Adv Dur	Dur .050"	Lobe Centre	Part Number
HYDRAULIC ROLLER CAMSHAFTS							
RR252/257	Best overall cam for towing. Computer compatible. Smooth idle.	1200-5000	.495	252°	206°	113°	ISK271252/257
RR257/265	Excellent perf. cam with good vacuum. Computer compatible. Good idle.	1400-5600	.510	257°	212°	113°	ISK271257/265
RR265/275	Good mid range power. Good vacuum. Stock converter. Good idle.	2000-6000	.530	265°	220°	113°	ISK271265/275
RR280/290	Best overall cam for towing. Computer compatible. Smooth idle.	2500-6800	.530	280°	232°	113°	ISK271280/290

CHEV BIG BLOCK 396-454 1967-95

Grind Number	Application	RPM Range	Valve Lift	Adv Dur	Dur .050"	Lobe Centre	Part Number
SOLID CAMSHAFTS							
Z-55	Bracket racing. 4.11:1 - 4.56:1 diff. Rough Idle. 3000 stall. 10.5:1 Comp	3500-7500	.590	300°	254°	108°	ISK396255
Z-89	Good power for drags in heavy car. Rough Idle. 3500 stall. 11.0:1 comp.	3500-7500	.630	304°	264°	108°	ISK396289
Z-88	All out drag racing. 4.56:1 - 4.88:1 diff. 4000 - 4500 stall. 11.5:1+ comp.	3800-7500	.650	314°	272°	108°	ISK396288
SOLID ROLLER CAMSHAFTS							
RR-747-A	Super stock automatic. High Comp. 4500 stall. 4.56:1 - 4.88:1 diff ratio.	3800-7600	.747	306°	274°	108°	ISK396747
RR-747-D	Super stock 4-speed. High Comp. 5000+ stall. 4.88:1 - 5.13:1 diff ratio.	4000-8200	.747	320°	288°	108°	ISK396750

FORD 289-302 WINDSOR

Grind Number	Application	RPM Range	Valve Lift	Adv Dur	Dur .050"	Lobe Centre	Part Number
HYDRAULIC CAMSHAFTS							
280-MEGA	High performance use/bracket racing. Lopecy Idle. 2500 stall. 9.5:1 to 10.5:1	2500-6800	.517	280°	232°	108°	ISK381281
292-MEGA	High performance use/bracket racing. Rough Idle. 2800 stall. 10.0:1 to 11:1	2800-7000	.538	292°	244°	108°	ISK381292
SOLID CAMSHAFTS							
FL-358	Great mid-range power. Rough Idle. 2500 stall. 10.5:1 comp.	2500-6500	.512	278°	244°	108°	ISK381358
505-T	Bracket racing. 4.11:1 - 4.56:1 diff. Rough Idle. 2800 stall. 10.5:1+ comp.	3500-70500	.540	290°	254°	108°	ISK381505
SOLID ROLLER CAMSHAFTS							
RR-641	Bracket Racing. 4.56 - 4.88 diff. Rough idle. 3000 stall. 11:1 to 12:1	3500-7500	.640	300°	260°	108°	ISK381641
RR-672	Good performance for bracket racing. 4000-4500 stall. 11:1 to 12:1 comp.	4000-8000	.672	314°	272°	108°	ISK381672

FORD 302-351 CLEVELAND

Grind Number	Application	RPM Range	Valve Lift	Adv Dur	Dur .050"	Lobe Centre	Part Number
HYDRAULIC CAMSHAFTS							
280-MEGA	High performance use/bracket racing. Lopecy Idle. 2500 stall. 9.5:1 to 10.5:1	2500-6800	.565	280°	232°	108°	ISK431281
292-MEGA	High performance use/bracket racing. Rough Idle. 2800 stall. 10.0:1 to 11:1	2800-7000	.590	292°	244°	108°	ISK431292
SOLID CAMSHAFTS							
FL-360	Great mid-range power. Lopecy Idle. 2500 stall. 10.5:1 comp.	2500-6500	.530	278°	240°	108°	ISK431360
FL-370	Bracket racing. 4.11:1 - 4.56:1 diff. Lopecy Idle. 3000 stall. 10.5:1+ comp.	3000-7000	.528	300°	250°	108°	ISK431370
FL-380	Bracket racing. 4.11:1 - 4.56:1 diff. Lopecy Idle. 3000 stall. 10.5:1+ comp.	3000-7000	.560	290°	250°	108°	ISK431380

FORD FLATHEAD 88A 1949-53

Grind Number	Application	Valve Type	Adv Lift	Dur .050"	Lobe Centre	Part Number
SOLID CAMSHAFTS						
MAX #1	Good low speed power cam with stock carb and intake manifold. Good idle	3/4 Race	.364	249°	226°	111°
88	Good mid range power for street use. Modified carb & intake. Fair idle.	Full Race	.320	264°	224°	111°
400-JR	Competition use. Oval track & drags. Modified carb & intake. Lopecy idle.	Track	.400	258°	244°	111°

FORD FLATHEAD CAM KIT 88A 1949-53

ISKY 400-JR Cam (ISK814000), Lifters, Springs, Shims, Retainers.	ISK804000
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HYDRAULIC LIFTERS

Features ball-check oil control valving, precision radius faces and quick break-in.

Description	Part No.
HOLDEN / BUICK V8 1964-1980 (set/16)	C66050-16
CHEVROLET V8 Race Series (set/16)	C66000R-16
FORD 332-429 Hemi V8 (set/16)	C66016-16
OLDSMOBILE V8 1968-up (set/16)	C66056-16

CHEATER HYDRAULIC LIFTERS

Crower cheater hydraulic lifters are really solid lifters, they just look like hydraulics. Call Rocket for more information.

Note: Requires .150" or longer pushrods.

Description	Part No
CHEVROLET V8 .842" body dia (set/16)	C66000X5-16
CHEVROLET or FORD V8 .874" body dia	C66015X5-16

CROWER CAMSAVER HYDRAULIC LIFTERS

The maximum in cam lobe and lifter life. If high spring pressures or extreme and unusual operating conditions have you worried about lobe scuff and lifter wear, insist on Crower "high-lube" CamSaver lifters. These lifters deliver 20% to 30% more oil to your lobe and lifter faces for the best possible insurance against premature lobe and lifter failure. Specially machined flats put 12 to 16 ounces of additional oil per minute at each lobe without adversely affecting engine oil pressure (nominal drop of just 1 or 2 pounds). Crower CamSaver lifters incorporate the same precision ground radius face and finish as our standard lifters to insure quick break-in and trouble free operation.

Description	Part No.
FORD 221-460 V8 (set/16)	C66015X3-16
*Indicates Crower's all new Race Series lifter that features super hard wear surface (65RC) and heavy-duty snap ring.	

CROWER SOLID LIFTERS

To avoid premature lobe wear and insure long cam and lifter life be sure to specify Crower solid lifters. Features precision ground radius faces and finish for fast break-in and trouble free operation.

Description	Part No.
CHEV V8 .842" Dia (Set/16) Edge Orifice Oiling	C66909-16
CHEVROLET 6 cyl. (set/12)	C66900-12
CHEVROLET V8 (set/16)	C66900-16
CHEVROLET V8 .842" dia (set/16) - No Chamfer	C66971-16
FORD 221-351, 429-460 V8 (set/16)	C66915-16
MOPAR 273-360 LA V8 (set/16)	C66931-16
PONTIAC V8 1955-up (set/16)	C66962-16

FULL BODY SOLID ROLLER LIFTERS "HIPPO"

HIPPO Oiling features - .024" Oil Metering Hole That Delivers, Plenty Of Lubrication To The Needle Bearings And Pins

Description	Part No.
CHEV 262-400 .842 Dia	C66200H-16
CHEV 262-400 .842"tall lifter bore	C66290H-16
CHEV 396-572 Gen V/Vi Tall Lifter Bore	C66291H-16
CHEV 396-572 .150 Intake Offset	C66293H-16
FORD 302-351W .874" Dia	C66215H-16
FORD 302-351W .874 Dia .150 Intake off set	C66378H-16
FORD 302-351C .874" Dia	C66218H-16

CROWER COOLFACE SOLID LIFTERS

Better engine builders know that cam lobe and lifter wear is caused by inadequate oil lubrication at the cam and lifter surface. With today's high rpm, high rocker ratio and high spring pressures, cam and lifter failure is at an all time high. Crower's all new "CoolFace" lifter option is a must for these applications. Features a small diameter oil metering port (.024") that is precision machined in the face of the lifter. No significant oil pressure loss, but significantly improved cam and lifter longevity. Crower has a complete inventory of .842" and .874" diameter lifters to choose from, including piddle valve, edge orifice, small chamfer, no chamfer and lightweight designs. Call Rocket for pricing and availability. Crower also offers the "CoolFace" option on competitor's solid lifters as well. Send your competing brand lifters in to Crower for precision EDM machining. Call Rocket for more info.

Warning: Block restrictors are not recommended.

Description	Part No.
Chev .842" (97g) small chamfer	C66900X980-16
Chev .842" (75g) LightWeight, no chamfer	C66971X980-16

CROWER ROLLER LIFTERS

The best roller tappets on the market. Delivers 200% more life expectancy than competing brands. Features crowned bearings and crowned outer race that greatly reduces lobe tracking. No offsets.

Description	Part No.
CHEVROLET 262-400 V8 '57-up (set/16)	C66200-16
CHEVROLET 262-400 V8 (.874" body dia.)	C66290X874-16
CHEVROLET 396-454 V8 '64-up (set/16)	C66201-16
FORD 221-302 351W V8 '62-up (set/16)	C66215-16
FORD 351C, 351M, 400 V8 '63-up (set/16)	C66218-16
FORD 370-460 V8 '68-up (set/16)	C66217-16
MOPAR 426 Hemi 440 B V8 (set/16)	C66232-16
For High Pressure Pin Oiling (HIPPO), specify "H" after p/n.	
Ex: 66200H-16	

CROWER SEVERE-DUTY ROLLER LIFTERS

Crower offers a series of special Severe-Duty roller lifters designed for full race applications. These lifters feature a special alloy body and some feature a larger O.D. bearing. This larger O.D. bearing has a thicker wall than our standard designs in order to withstand today's high cylinder pressure and high impact camshafts.

Description	Part No.
GM LS1/LS7 .842", Higher blade for base circle clearance	C66278TE-16
MOPAR 426 Hemi (.903" body/.812" bearing OD)	C66284-16
MOPAR 426 Hemi (.150" higher seat)	C66285-16
BAE Spread Bore (.903" body)	C66284BA-16
For High Pressure Pin Oiling (HIPPO), specify "H" after p/n. Ex: C66219H-16	

CUTAWAY SEVERE-DUTY ROLLER LIFTERS

A must for high cylinder pressure, high engine rpm applications. Crower's Cut-Away style roller lifters feature a special alloy body, lightweight design, a heavyduty blade that's been moved up to fit late model blocks. Standard or offset (180").

Description	Part No.
CHEVY 262-400 V8 .842"	C66290-16
CHEVY 262-400 V8 .842" Intake Offset	C66292-16
CHEVY 262-400 V8 .903"/.812" Intake Offset	C66292X903-16
CHEVY 262-400 SB2/Std. .842" Int&Exh Offset	C66282-16
CHEV LS Series, +.300" Tall Link Bar, HIPPO	C66278TH-16
CHEVY 396-454 V8, .937" O.D. .850" Bearing	C66291X937H-16
CHEVY 396-454 V8 .842"	C66291-16
CHEVY 396-454 V8 V8 .903"/.812" Intake Offset	C66293X903-16
Warning: Never submerge roller lifters in parts washers due to possible contamination from suspended metal filings in the solvent. Crower recommends .0015" - .0025" tappet bore clearance. For High Pressure Pin Oiling (HIPPO), specify "H" after p/n. Ex: 66292X874H-16	

GROOVE LOCK ROLLER LIFTERS

Eliminates blades and weighs in at 97g. Note: Requires drill jig (#66575) to install.

Description	Part No.
CHEVROLET 265-400 V8 .842" dia (set/16)	C66274-16

HI-SEAT OFFSET ROLLER LIFTERS

Crower's "Hi-Seat" roller lifters feature a .200" offset, integral rev-kit button and Crower's "Hi-Seat" pushrod design. Allows for shorter pushrods, eliminating unwanted flex and weight.

Description	Part No.
CHEVROLET 265-400 V8 .842" dia (set/16)	C66275-16
Note: Standard offsets include 4 left int, 4 right int, 8 straight exh. For High Pressure Pin Oiling (HIPPO), specify "H" after p/n. Ex: 66275H-16	

HYDRAULIC ROLLER LIFTERS

Crower hydraulic roller lifters combine the performance level characteristics of a roller with the reliability of a hydraulic. Completely redesigned body and bearing. Can be retrofitted for earlier style blocks.

*Requires a different pushrod length than previous hydraulic rollers.

Description	Part No.
CHEVROLET 262-400 V8 (set/16)	C66310-16*
CHEVROLET 262-400 V8 - Late Model (set/16)	C66330-16
CHEVROLET 396-454 V8 - Early Model (set/16)	C66321-16*
FORD 302 V8 - Late Model (set/16)	C66335-16
FORD 302 V8 Early Model Retro Fit (set/16)	C66337-16

ENDURAMAX ROLLER LIFTERS

EnduraMax lifters feature a needleless roller bushing allowing for a greater load handling ability and more durability. They are available in all popular sizes and come standard with Crower's HIPPO (High Pressure Pin Oiling) to help keep the roller and shaft lubricated.

Description	Part No.
CHEVY 396-454 V8, .842" O.D. .150" Offset	C66293X842E-16
CHEVY 396-454 V8, .903" O.D. .150" Offset	C66293X903E-16



EXTREME ZONE™ EZ-ROLLX ROLLER LIFTERS

The revolutionary new EZ-ROLLTM bearing option is exclusive for ISKY RED-ZONETM Roller Lifters! EZ-ROLLTM "needle-free" roller bearings solve the age old dilemma of needle bearing overload. Although needle roller bearings perform well in light to moderately heavy load applications, the often xtreme loading demands of "all out" drag, pro-street, continuous operation endurance and offshore marine applications have long required a better performing alternative. Solution: ISKY'S proprietary solid bearing raceway EZ-ROLLTM Bearing! Sprinton and field test proven over the past 8 years, EZ-ROLLTM bearings carry far greater loads. Their advanced needle-free design and greater surface area to load distribution footprint deliver a solid 350% higher load rating! EZ-ROLL, because needles really are old news!

Description	Part No.
SB Chev. .842" DIAM, .180" Intake Offset (Extra tall version to fit into late bow-tie blocks with raised lifter bosses)	ISK372L0180EZ
Chev LS-1, .842", .750" Bearing, Aluminium Top	ISK1377LSHEZX

ISKY Endurance Plus Roller Lifters

Endurance Plus Roller Lifters feature Isky's revolutionary new TruTrac long life precision roller bearings. Sprinton test proven over 1,000 racing miles, TruTrac bearings are distinguished by the following Isky exclusives: New 30% stronger Super Clean Timken Steel specifically designed for needle roller bearings. New .755" dia. "Parabolic" Profile Crowned outer bearing race corrects for block misalignment by optimizing cam lobe contact. New Non-Skid Textured finish is test proven to improve bearing life by reducing slippage & lowering oil temperatures! New Stronger 4340 heavy duty pin.

Description	Part No
CHEV SB, .842" DIAM.	ISK202-RH
CHEV SB, .842" DIAM. .180" INTAKE O/SET	ISK202-LO-180
CHEV LS1, .842" DIAM. STD LIFTER TRAY	ISK205-RH
CHEV LS1, .842" DIAM. TIE BAR STYLE	ISK1251-LSH
CHEV BB, .842" DIAM.	ISK202-96-RH
CHEV BB, .842" DIAM. .180" INTAKE O/SET	ISK202-96-LO-180
CHRYSLER 392 HEMI, .904" DIAM.	ISK3612-RH
CHRYSLER 426 HEMI, .904" DIAM.	ISK4612-RH
FORD 289-351W, .874" DIAM.	ISK382-RH
FORD 302-351C, .874" DIAM.	ISK352-RH

Durathon Roller Lifters

The Durathon Series was developed utilizing the latest advances in precision CNC Machine Cell Technology, focusing on the most popular applications. Durathon Lifters feature a High Quality, tough alloy body and roller bearing assembly and come standard with "Captive" Guide Bars. All Lifters are precision ground "True-Round", .842" diameter. Durathon Roller Lifters are absolutely 100% made in the USA and are recommended for applications where up to 700 lbs. maximum valve open spring force is employed.

Description	Part No
CHEV SB, .842" DIAM.	ISK262-RHM
CHEV SB, .842" DIAM. TALL BODY	ISK362-RHM
CHEV SB, .842" DIAM. TALL BODY, .180" INTAKE O/SET	ISK362-LO-180
CHEV BB, .842" DIAM.	ISK266-RHM
CHEV BB, .842" DIAM. TALL BODY	ISK366-RHM

Hydraulic Roller Lifters

Isky Hydraulic Roller Lifters are designed to retrofit early style Small and Big Block Chevy V-8 non-hydraulic roller equipped engines without any machining required for installation. Special length pushrods are required.

Description	Part No
CHEV & HOLDEN LS-1, STD LIFTER TRAY	ISK2050-HYRT
CHEV SMALL BLOCK 1957-1987	ISK2070-HYRT
CHEV BIG BLOCK 1967-ON	ISK3970-HYRT

Red-Zone Maximum Endurance Roller Lifters

RED ZONE Roller Lifters feature the new Marathon Roller Bearing which utilizes a larger diameter pin and a shock absorbing thicker outer race for higher fracture toughness! The resulting increased cross sectional area helps prevent premature bearing failures even under the sustained RPM red line abuse of professional endurance racing. In drag racing, Marathon Bearings withstand higher (up to 1/2 ton) spring loads, delivering over twice the number of runs between rebuilds! Exclusive Full Spectrum 3 Point Oiling System features continuous dual action pressurized lubrication at all times to the roller bearings and an extra shot of oil over the nose of the cam where loads are greatest. Helps prevent premature needle-roller wear.

Description	Part No
CHEV SB, .842" DIAM.	ISK272-RH
CHEV SB, .903" DIAM. LIGHTWEIGHT	ISK272-RHM-904
CHEV SB, .842" DIAM. EXTRA TALL, .180" INTAKE O/SET	ISK372-LO-180
CHEV SB, .903" DIAM. EXTRA TALL, .180" INTAKE O/SET	ISK372-LO-180-904
CHEV SB, .842" DIAM. ALUMINIUM TOP	ISK1271-LSH
CHEV SB, .842" DIAM. ALUMINIUM TOP, .150" INTAKE O/SET	ISK1271-LO-150
CHEV SB, .842" DIAM. EXTRA TALL, ALUMINIUM TOP	ISK1371-LSH
CHEV SB, .842" DIAM (NO OFFSET)	ISK272RH
(Extra tall version to fit into late bow-tie blocks with raised lifter bosses)	
CHEV BB, .842" DIAM. EXTRA TALL	ISK372-96-RH
CHEV BB, .903" DIAM. EXTRA TALL, LIGHTWEIGHT	ISK376-RHM-904
CHEV BB, .842" DIAM. EXTRA TALL, .180" INTAKE O/SET	ISK372-96-LO-180
CHEV BB, .903" DIAM. EXTRA TALL, .180" INTAKE O/SET	ISK376-180-904
FORD 302-351W & SVO, .874" DIAM, LIGHTWEIGHT	ISK3972-RH
FORD 429-460, .874" DIAM, LIGHTWEIGHT	ISK3172-RH

Lightweight Solid Lifters

They're back in production again! The original "Johnson Style" Solid Lifters; Made In The U.S.A! This lifter has always been the Engine Builders' preferred choice for Oval Track & Drag Race Solid Cam Applications. When compared to other brands, they are lighter in weight and have a more precisely ground cam face to promote optimum lifter rotation, in conjunction with today's aggressive cam profiles. Special oiling lifters feature an EDM hole which delivers extra lubrication to the cam lobes.

Description	Part No
CHEV SB & BB, .842" DIAMETER	ISK2602-H
CHEV SB & BB, .842" DIAMETER, SPECIAL OILING	ISKSO-2602-H
FORD SB & BB, .875" DIAMETER	ISK3802-H
FORD SB & BB, .875" DIAMETER, SPECIAL OILING	ISKSO-3802-H



Conventional Hydraulic Lifters

The lifters below are intended for use with both OEM and aftermarket "stock" camshafts. Also recommended for use with hydraulic performance camshafts with RPM limitations of between 5500 and 6000RPM. Conventional hydraulic lifters can be identified by the prefix "SPHT".

Description	Part No
CHEV V6 & V8	SPHT817
CHRYSLER SMALL BLOCK V8	SPHT2011
CHRYSLER BIG BLOCK 1953-67	SPHT812
CHRYSLER BIG BLOCK 1968-78	SPHT976
FORD 6 CYL. X-FLOW	SPHT900
FORD 289-351 WINDSOR	SPHT900
FORD 302-351 CLEVELAND & 400M	SPHT900
FORD BIG BLOCK 429-460	SPHT900
FORD BIG BLOCK FE 390-428	SPHT2083
FORD 4.6L & 5.4L MODULAR V8	SPHT2271
HOLDEN 6 CYL. 149, 161, 186	SPHT817
HOLDEN 6 CYL. 173 & 202	SPHT969
HOLDEN V8 253-308	SPHT969

Hi-Rev Hydraulic Lifters

Speed-Pro Hi-Rev (commonly called anti-pump up) hydraulic lifters feature a special high strength steel retainer used in place of the normal spring clip to precisely limit the travel of the plunger during operation. With plunger travel limited, adjustable rocker arms must be used to effect a lash adjustment of .000/.002". This then allows the valve train to perform more like a mechanical system. Hi-Rev hydraulic lifters can be identified by the prefix "SPHT" and the suffix "R".

Description	Part No
CHEV V6 & V8	SPHT817R
FORD 6 CYL. X-FLOW	SPHT900R
FORD 289-351 WINDSOR	SPHT900R
FORD 302-351 CLEVELAND & 400M	SPHT900R
FORD BIG BLOCK 429-460	SPHT900R
HOLDEN 6 CYL. 149, 161, 186	SPHT817R
HOLDEN 6 CYL. 173 & 202	SPHT969R
HOLDEN V8 253-308	SPHT969R

Hydraulic Roller Lifters

Speed-Pro replacement OEM style hydraulic roller lifters provide significant friction reduction while greatly increasing horsepower and fuel economy. These lifters use the factory alignment hardware and are not equipped with link bars.

Description	Part No
CHEV SMALL BLOCK OEM STYLE	SPHT2148
CHEV BIG BLOCK OEM STYLE	SPHT2279
FORD 302W, 5.0I OEM STYLE	SPHT2205

Mechanical Lifters

Speed-Pro mechanical lifters are manufactured from high quality iron alloys to withstand design stresses and normal engine contamination. Speed-Pro mechanical lifters are intended for use with cast iron camshaft billets only and can be identified by the prefix "AT".

Description	Part No
CHEV V6 & V8	SPAT992
CHRYSLER SMALL BLOCK V8	SPAT2084
FORD 6CYL. X-FLOW	SPAT2000
FORD 289-351 WINDSOR	SPAT2000
FORD 302-351 CLEVELAND & 400M	SPAT2000
FORD BIG BLOCK 429-460	SPAT2000
FORD BIG BLOCK FE 390-428	SPAT872
HOLDEN 6 CYL. 149-202	SPAT992
HOLDEN V8 253-308	SPAT992

Performance Valve Springs

Speed-Pro valve springs are manufactured from premium quality, oil tempered silicone valve spring wire. Each spring is coiled to precise dimensions, the ends are ground for squareness and they are shot peened to eliminate surface flaws and provide added stress relief.

Description	Part No
CHEV SB 110Lbs @ 1.700" 294Lbs @ 1.210"	SPVS739R
CHEV BB 130Lbs @ 1.940" 287Lbs @ 1.380"	SPVS892R
FORD 351C 87Lbs @ 1.820" 299Lbs @ 1.320"	SPVS717R
FORD 351C 125Lbs @ 1.800" 275Lbs @ 1.300"	SPVS1555



Jesell TS-Series

Keyway Roller Lifters

Since their release over a decade ago, Jesel has built their Precision Roller Lifters with features that other companies are just starting to call standard. Features such as the use of exotic materials for the rollers and axles, friction reducing coatings on the bodies and precision sorted bearings that are cooled and kept free from debris by pressure fed oiling have been incorporated into every Jesel lifter made since 1995. Jesel Keyway lifter bodies are fitted with a keyway pin that rides in an index slot milled in a bronze lifter bushing. This design provides precise cam/roller alignment and eliminates the added weight of tie bars or tall lifter bodies associated with Dog Bone-style lifters.

Jesell TS-Series Keyway Roller Lifter .937/.850RLR Offset +.150 Key TS Series	JELFT-53552
Jesell TS-Series Keyway Roller Lifter .937/.850RLR Standard +.150 Key TS Series	JELFT-53553



MELLINGS LIFTERS

MELLINGS RETRO FIT HYDRAULIC LIFTERS

Small Block Chevy 1985 & Older (16)
Small Block Chevy 1986 & Newer (16)
Big Block Chev 1987 & Older (16)
Big Block Chev 1988 & Newer (16)
SB Ford 289-302-351 Windsor &
302-351 Cleveland (16)

MESB817RF16
MESB079RF16
MEBB817RF16
MEBB896RF16

MEF1900RF16

STOCK REPLACEMENT HYDRAULIC LIFTER

SB Chev 86-On & GM LS Series LS1/LS2/LS3 (Each) **MEJB-2079**



High Energy Hydraulic Lifters

High Energy Lifters have a lightweight check valve disc that allows for quicker response. This results in increases in engine speed before valve float. This check valve also maintains added control at all engine speeds and loads. Increases in engine speed can be attributed to this quicker response check valve.

Application

Chev Small Block 265-400
Chev Big Block 396-454
Chrysler Small Block 273-360
Chrysler Big Block 383-440, 1958-67
Chrysler Big Block 383-440, 1968-On
Chrysler Hemi 426
Ford Cleveland 302-351
Ford Windsor 289-351W
Ford Big Block 429-460
Ford Big Block FE 352-428
Holden 253-304-308

Part No.

C0812-16
C0812-16
C0822-16
C0824-16
C0822-16
C0824-16
C0832-16
C0832-16
C0832-16
C0834-16
C0852-16

Pro Magnum Hydraulic Lifters

Pro Magnum Hydraulic Lifters are specifically designed to perform at higher engine speeds. When engines are equipped with a hydraulic lifter, high rpm is limited by the improper position of the internal piston as the lifter inevitably pumps up. This improper location results in open valves and therefore leads to lost power or sometimes even engine failure.

Application

Chev Small Block 265-400
Chev & Holden LS1 Retro-Fit
Chev Big Block 396-454
Ford Cleveland 302-351
Ford Windsor 289-351W
Ford Big Block 429-460

Part No.

C0858-16
C08957-16
C0858-16
C0862-16
C0862-16
C0862-16

Mechanical Lifters

These lifters are manufactured using the tightest tolerances in the industry, ensuring optimum performance. The crown of the lifter is ground to a precise radius for proper break-in and to guarantee long life. The oil metering band is milled to the correct depth to prevent too much oil from being delivered to the top of the motor, robbing precious horsepower. Available with a .012" hole in the face of the lifter for improved cam lobe oiling.

The crown of the lifter is ground to a precise radius for proper break-in and to guarantee long life. The oil metering band is milled to the correct depth to prevent too much oil from being delivered to the top of the motor, robbing precious horsepower. Available with a .012" hole in the face of the lifter for improved cam lobe oiling.

Application

Chev Small Block 265-400
Chev Small Block 265-400 with .012" hole
Chev Big Block 396-454
Chev Big Block 396-454 with .012" hole
Chrysler Small Block 273-360
Chrysler Small Block 273-360 (Oils pushrod)
Chrysler Big Block 383-440, 1958-On
Chrysler Hemi 426
Ford Cleveland 302-351
Ford Cleveland 302-351 with .012" hole
Ford Windsor 289-351
Ford Windsor 289-351 with .012" hole
Ford Big Block 429-460
Ford Big Block 429-460 with .012" hole
Ford Big Block FE 352-428
Holden 253-304-308
Holden 253-304-308 with .012" hole
Holden 304 Walkinshaw Only

Part No.

C0813-16
C0800-16
C0813-16
C0800-16
C0821-16
C0801-16
C0821-16
C0833-16
C0817-16
C0833-16
C0817-16
C0833-16
C0817-16
C0835-16
C0813-16
C0800-16
C0801-16

Performance Series Mechanical Lifters

COMP Cams Performance Series lifters are a premium lifter designed specifically for high-end street and race applications. Lightweight design and premium one-piece pushrod seat provide an extended rpm range. Includes precision-ground crown radius and surface finish to promote performance camshaft compatibility and high-rpm durability.

Application

Chev Small Block 265-400
Chev Big Block 396-454
Ford Cleveland 302-351
Ford Windsor 289-351
Ford Big Block 429-460
Holden 253-304-308

Part No.

C02900-16
C02900-16
C02910-16
C02910-16
C02910-16
C02910-16
C02900-16

High Energy Hydraulic

Roller Lifters

These lifters are for use with all of the hydraulic roller cam series from COMP Cams or as a performance replacement for stock hydraulic roller lifters.

You must be certain that the lifter is correct for the type of block used.

Application

Chev Small Block with OEM Hydraulic Roller Cam
Chev & Holden LS1
Chev Small Block 265-400, Retro-Fit
Chev Big Block 396-454, Retro-Fit
Ford 302W with OEM Hydraulic Roller Cam



Part No.

C0850-16
C0850-16
C0853-16
C0854-16
C0851-16

Pro Magnum Hydraulic Roller Lifters

Pro Magnum Hydraulic Roller Lifters are specifically designed to perform at higher engine speeds. When engines are equipped with a hydraulic lifter, high rpm is limited by the improper position of the internal piston as the lifter inevitably pumps up. This improper location results in open valves and therefore leads to lost power or sometimes even engine failure.

Application

Chev Small Block with OEM Hydraulic Roller Cam
Chev & Holden LS1
Chev Small Block 265-400, Retro-Fit
Chev Small Block 265-400, Retro-Fit (.300" Taller)
Chev Big Block 396-454, Retro-Fit
Chrysler Small Block 273-360, Retro-Fit
Chrysler Big Block 383-440, Retro-Fit
Ford Windsor 289-351, Retro-Fit
Ford Big Block 429-460, Retro-Fit

Part No.

C0875-16
C0875-16
C0885-16
C08953-16
C0887-16
C08920-16
C08921-16
C08931-16
C08934-16

Endure-X Solid Roller Lifters

Today's engines place a greater demand on lifters than ever before. With today's more aggressive cam lobe designs and increased RPM ranges, it takes a superior roller lifter to withstand the abuse. COMP Cams has set the industry standard with the Endure-X Solid Roller Lifters. Endure-X Lifters are fully heat-treated, machined to ultra-high tolerances, are fully rebuildable and are available for a wide variety of applications, including small base circle and offset applications.

1. Removable Link Bar – COMP Cams patented link bar assembly combines the benefits of a removable link bar with the safety of a captured link bar.
2. EDM Oil Injection Technology – Guarantees that the bearing assembly receives a constant flow of pressurized oil via a precision hole aimed directly at the needle bearings.
3. Precision Sorted Bearings – The needle bearings are precision sorted by size to distribute load evenly, preventing premature wear and failure.
4. Tool Steel Axle – The axle is made of wear resistant Tool Steel to prolong the life of the roller assembly, particularly in high RPM applications.

Application

Chev Small Block 265-400
Chev Small Block 265-400 (small base circle)
Chev Small Block 265-400 (.180" Offset Intakes)
Chev Small Block Bowtie & Aluminium (.300" Taller)
Chev Small Block Full Body Style (.300" Taller)
Chev Small Block (.300" Taller, .180" Offset Intakes)
SBC 265-400 (.180" Offset Dart)
Chev & Holden LS1-LS2-LS6
Chev Big Block 396-454
Chev Big Block Late Model (.300" Taller)
Chev Big Block 396-454 (.180" Offset Intakes)
Chrysler Small Block 273-360 (No Oiling)
Chrysler Big Block 383-440
Chrysler Hemi 426
Ford Windsor 289-351
Ford Cleveland 302-351
Ford Big Block 429-460
Ford Big Block 429-460 (cut away)
BB Ford 429-460 With .180" Offset Intake

Part No.

C0818-16
C0891-16
C0894-16
C0873-16
C0871-16
C08995-16
C0894-16
C08958-16
C0819-16
C0883-16
C0898-16
C0828-16
C0829-16
C0829-16
C0838-16
C0840-16
C0836-16
C0841-16
C0879-16



Ford Hydraulic

Roller Retro-Fit Kit

Part no. C031-1000 contains the pieces required to install our complete line of hydraulic roller cams in 302, 351W, 351C and 351M-400 Ford engines that did not come with an OEM hydraulic roller cam. This kit works on all small block engines originally equipped with either a flat tappet or a roller cam. When using this kit in a non-roller block, it is necessary to use a small base circle cam to ensure the lifters will not rise out of the lifter bores. This kit must be used with Part no. C0851-16 lifters. Comes complete with detailed instructions and all necessary hardware.

Description

Ford Hydraulic Roller Retro-Fit Kit

Part No.

C031-1000

Hydraulic Roller Lifter Installation Kit

COMP Cams has put together these timesaving kits that contain all of the necessary pieces to help you smoothly install hydraulic roller lifters in your V6 or V8 block originally equipped with a hydraulic roller cam.

Each kit contains all required hardware and all components are new.

• Convenient solution for installation of

hydraulic roller lifters in V6 or V8 blocks equipped with hydraulic roller cams

• Contain cam bolts, lifter guides, lifter retainer, cam retainer and cam retainer bolts (except where noted)

• Detailed instructions and all hardware required for installation are included

Application

SB Chev 1987-93 Non-Vortec V8
305 & 350 With OE Hyd Roller Cam

Part No

C008-1000



Elite Race Solid Roller Lifters

These COMP Cams Elite Race solid roller lifters feature an exclusive body design that does not include an oil band, thus maximizing rigidity and reducing lifter bushing wear. The body is manufactured from CNC-machined SAE 8620 steel alloy, with SAE 9310 steel alloy wheels that have been micro-polished and micro-sized and needles that are made from 52100 bearing steel and micro-sorted with a controlled contour profile. While the construction and body design make them incredibly strong, they are also lightweight, with each lifter weighing less than 100 grams. Possibly the most critical element of these lifters is the fact that the oversized (.400 in.) axles are dual-pinned. The pins go through the lifter ears at each end and leave a small gap in-between for wear-reducing oiling that actually flows through the center and the top of the axle, directly to the needles. For maximum control and durability in high-rpm race applications, the COMP Cams Elite Race solid roller lifters also feature captured link bars and an exclusive modular pushrod design that allows the pushrod insert to be swapped out for centered, left, or right offsets. And with patent-pending oil control through the pushrod insert, engine builders can modify the lifters to meter extra oil to the top as desired.

BBC Elite Race Solid Roller Lifters

BB Chrysler Race Solid Roller Lifters

BBF Elite Race Solid Roller Lifters

SBF Elite Race Solid Roller Lifters

SBC Elite Race Solid Roller Lifters

(.160 Offset)

C098819-16

C098827-16

C098836-16

C098838-16

C098819-16

Short Travel Hydraulic Roller Lifters

These COMP Cams short travel race hydraulic roller lifters have been engineered from a patent-pending design that specifically performs at higher engine speeds. They are designed to limit the lifter's internal piston as it is pumped up. By limiting that movement, the COMP Cams short travel race hydraulic roller lifters cut down on the loss of power and limit valvetrain failure at higher rpm. The lifters are REM-finished and then black oxide coated for extreme durability, even for those high-revving engines.

Small Block 305 & 350, Use in Blocks

Originally Equipped w/ Hydraulic Roller Cam

Small Block 265-400, Retro-Fit Roller Lifter for

Early Model Blocks Originally

Equipped w/ Flat Tappet Cam

Big Block 396-454, Retro-Fit Roller Lifter For

Early Model Blocks Originally

Equipped w/ Flat Tappet Cam

LS Series Captured Link Bar Retro-Fit

Roller Lifter for 1997-Present Factory

& RHS®, LSX, Warhawk Blocks

XD LS Series Captured Link Bar Retro-Fit

Roller Lifter for 1997-Present Factory

& RHS®, LSX, Warhawk Blocks

C015850-16

C015853-16

C015854-16

C015956-16

C015956XD-16



COMP Cams Roller Lifter Link Bars

These COMP Cams roller lifter link bars are designed to replace your worn or damaged link bars, when fitted to COMP Cams roller lifters. These link bars are precision-crafted from stainless steel and wear-coated for a long life in all applications.

Roller Lifter Replacement Link Bars SBC (C0818-16)

C0818-L

Roller Lifter Replacement Link Bars BBC (C0819-16)

C0819-L

Roller Lifter Replacement Link Bars Holden (C0857-16)

C0829-L

Roller Lifter Replacement Link Bars LS SBF 351c

C0838-L

Roller Lifter Replacement Link Bars LS SBF 351c

C0838-L



LIFTER VALLEY BAFFLE

Prevents hot oil from splashing on intake manifold, thereby eliminating power loss. Keeps surplus oil out of valve covers by eliminating oil splash from lifter bores. Maintains oil pressure (during pushrod or rocker arm failure) by keeping lifters in their bores, except with roller cams.

Application

Chev SB 289-400 Lifter Baffle

Part No.

M132610

VALVE SPRINGS



ISKY VALVE SPRINGS

We make valve springs to cover all applications, from street to all-out competition in single dual and multi coil designs.



Part No.	Style	Outer OD/ID	Inner OD/ID	Seat Pressure	Open Pressure	Rate Per Inch	Coil Bind	Max. Net Lift	Type of Cam
ISK4205	Dual w/o Damper	1.240" .925"	130 lbs	290 lbs	320	1.020"	.500"	Solid or Hydraulic	
ISK235-D	Single/Damper	1.260" .886"	130 lbs	320 lbs	350	1.150"	.550"	Solid or Hydraulic	
			@1.750"	@1.200"					
ISK6005	Dual w/ Damper	1.430" 1.070"	135 lbs	285 lbs	275	1.120"	.550"	Solid or Hydraulic	
ISK6105	Dual w/ Damper	1.005" .730"	135 lbs	315 lbs	330	1.200"	.550"	Solid or Hydraulic	
			@1.750"	@1.200"					
ISK8005A	Dual w/ Damper	1.430" 1.070"	135 lbs	315 lbs	330	1.200"	.550"	Solid or Hydraulic	
			@1.750"	@1.200"					
ISK8205	Dual w/ Damper	1.530" 1.110"	140 lbs	395 lbs	400	1.160"	.650"	Solid or Hydraulic	
			@1.875"	@1.255"					
ISK9205	Dual w/ Damper	1.530" 1.110"	140 lbs	430 lbs	440	1.170"	.650"	Solid or Hydraulic	
			@1.900"	@1.250"					
ISK9365	Dual w/ Damper	1.550" 1.130"	170 lbs	475 lbs	435	1.175"	.675"	Solid or Hydraulic	
			@1.950"	@1.950"					
ISK9385	Dual w/ Damper	1.550" 1.135"	215 lbs	550 lbs	460	1.170"	.680"	Solid or Hydraulic	
			@1.950"	@1.270"					
ISK9005	Dual w/ Damper	1.560" 1.145"	240 lbs	600 lbs	500	1.180"	.720"	Solid or Hydraulic	
			@2.000"	@1.280"					
ISK9005	Dual w/ Damper	1.530" 1.105"	185 lbs	465 lbs	430	1.160"	.650"	Solid or Hydraulic	
			@1.875"	@1.225"					

PSI VALVE SPRINGS BY ISKY CAMS

You can trust PSI (Performance Springs Inc.) Valve Springs to out-perform all others because they are exclusively 100% American Made using the finest materials, the best CNC Equipment and state-of-the-art trade secret processing. Don't settle for those foreign-made springs of lesser quality. Insist on genuine PSI Drag Race Valve Springs and get into the winners circle!

Part No.	Type	OD	Outer	Middle	Inner	Seat Press	Open Press	Rate Per In	Max Net Lift	Coil Bind
ISK1224	Dual	1.625"	1.175"	N/A	.855"	275 lbs @2.000"	750 lbs @1.200"	594	.800"	1.130" 1.200"
ISK1246	Triple	1.645"	1.195"	.870"	.630"	300 lbs @2.000"	890 lbs @1.200"	738	.800"	1.100"
ISK1247	Triple	1.660"	1.195"	.870"	.630"	340 lbs @2.270"	940 lbs @1.270"	750	.800"	1.130"
ISK1248	Triple	1.660"	1.195"	.870"	.630"	375 lbs @2.100"	1045 lbs @1.200"	744	.900"	1.130"
ISK1249	Triple	1.660"	1.195"	.870"	.630"	385 lbs @2.200"	1110 lbs @1.200"	725	1.000"	1.130"
ISK1250	Triple	1.660"	1.195"	.870"	.630"	395 lbs @2.250"	1478 lbs @1.200"	746	1.050"	1.130"

SPECIAL PROCESSING "SP" SERIES HIGH ENDURANCE Valve Springs

The "SP" series utilizes "Hi-Tensile" Chrome Silicon outer spring material. For applications with radical cams and/or moderately high rpm, where traditional chrome silicon springs prove inadequate, the "SP" series is the next highest level of endurance. All "SP" series springs are Spintron Test-Proven up to 8000 rpm for 700 racing miles.

Part No.	Style	Outer OD/ID	Inner OD/ID	Seat Pressure	Open Pressure	Rate Per Inch	Coil Bind	Max. Net Lift	Type of Cam
ISK8005-SP	Dual w/ Damper	1.530" 1.110"	1.005" .730"	150 lbs @1.875"	435 lbs @1.275"	415	1.160"	.650"	Solid
ISK8205-SP	Dual w/ Damper	1.530" 1.110"	1.005" .730"	150 lbs @1.900"	440 lbs @1.300"	480	1.150"	.650"	Solid
ISK9365-SP	Dual w/ Damper	1.550" 1.135"	1.025" .740"	225 Lbs @1.950"	550 Lbs @1.270"	460	1.170"	.680"	Roller

ENDURANCE PLUS SERIES EXTREME HIGH ENDURANCE VALVE SPRINGS

The Endurance plus series of valve springs utilizes a specially processed Tool Room material outer spring for increased endurance/reliability beyond the "SP" series. Endurance Plus springs are Spintron test proven to up to 8400 rpm for 850 racing miles.

Part No.	Outer Style	Inner OD/ID	Seat OD/ID	Open Pressure	Rate Pressure	Coil Per Inch	Max. Bind	Type of Net Lift	Cam
ISK8005-PLUS	Dual w/ Damper	1.530" 1.110"	1.005" .730"	140 Lbs @1.875"	400 Lbs @1.275"	420	1.160"	.650"	Solid
ISK8205-PLUS	Dual w/ Damper	1.530" 1.110"	1.005" .730"	150 Lbs @1.900"	420 Lbs @1.300"	440	1.120"	.650"	Solid
ISK9005-PLUS	Dual w/ Damper	1.530" 1.110"	1.005" .725"	170 Lbs @1.900"	455 Lbs @1.300"	455	1.160"	.650"	Solid
ISK9315-PLUS	Dual w/ Damper	1.550" 1.135"	1.025" .740"	220 Lbs @1.900"	530 Lbs @1.240"	480	1.130	.660"	Roller
ISK9365-PLUS	Dual w/ Damper	1.560" 1.145"	1.040" .740"	235 Lbs @1.950"	560 Lbs @1.270"	470	1.170"	.680"	Roller
ISK9375-PLUS	Dual w/ Damper	1.560" 1.145"	1.040" .740"	230 Lbs @1.970"	560 Lbs @1.290"	480	1.190"	.680"	Roller
ISK9375/85PLUS	Dual w/ Damper	1.560" 1.145"	1.040" .740"	250 Lbs @1.970"	580 Lbs @1.290"	470	1.190"	.680"	Roller
ISK9385-PLUS	Dual w/ Damper	1.560" 1.145"	1.040" .740"	245 Lbs @2.000"	600 Lbs @1.280"	500	1.180"	.720"	Roller

TOOL ROOM RACING VALVE SPRINGS

For your next high performance racing engine, insist on the NEW "Gold Standard". Isky Tool Room quality Oval Track Racing Valve Springs! 1,000 racing miles proven. Every Part Number! Every Batch!

Part No.	Style	Outer OD/ID	Inner OD/ID	Seat Pressure	Open Pressure	Rate Per Inch	Coil Bind	Max. Net Lift	Type of Cam
ISK9905	Dual w/ Damper	1.534" 1.120"	1.010" .740"	165 Lbs @1.900"	450 Lbs @1.300"	475	1.160"	.600"	Solid
ISK9915	Dual w/ Damper	1.560" 1.145"	1.040" .740"	195 Lbs @1.975"	540 Lbs @1.275"	500	1.175"	.700"	Roller
ISK9925	Dual w/ Damper	1.534" 1.120"	1.010" .740"	170 Lbs @1.950"	450 Lbs @1.350"	470	1.160"	.600"	Solid
ISK9945	Dual w/ Damper	1.625" 1.175"	1.065" .770"	250 Lbs @2.020"	675 Lbs @1.270"	550	1.180"	.750"	Roller
ISK9955	Dual w/ Damper	1.625" 1.175"	1.065" .770"	265 Lbs @2.120"	700 Lbs @1.320"	545	1.240"	.800"	Roller
ISK9965	Dual w/ Damper	1.560" 1.145"	1.040" .740"	245 Lbs @1.950"	585 Lbs @1.270"	470	1.170"	.680"	Roller
ISK9985	Dual w/ Damper	1.560" 1.145"	1.040" .740"	245 Lbs @2.000"	600 Lbs @1.300"	500	1.200"	.700"	Roller

1600 SUPER-RAD RACING VALVE SPRINGS

Designed for use in the most grueling, sustained high rpm oval track environments, marathon grade Super-RAD Tool Room valve springs are manufactured from a revolutionary new Alloy steel. They employ precision nitride heat treating to enhance their longevity well beyond anything ever seen before in an endurance racing valve spring. Simply put, the 1600 Super Rad Series succeeds where other valve springs fail! Test proven in the ISKY Research LAB under Spintron Test III parameters, Super Rad's take endurance to the next level beyond our 9900 RAD Series.

Part No.	Outer Style	Inner OD/ID	Seat OD/ID	Open Pressure	Rate Pressure	Coil Per Inch	Max. Bind	Type of Net Lift	Cam
ISK1645	Dual w/ Damper	1.625" 1.17"	1.065" .770"	250 Lbs @2.020"	690 Lbs @1.245"	550	1.180"	.775"	Roller
ISK1685	Dual w/ Damper	1.560" 1.145"	1.040" .740"	250 Lbs @2.000"	610 Lbs @1.280"	500	1.200"	.720"	Roller
ISK1695	Dual w/ Damper	1.550" 1.145"	1.035" .740"	250 Lbs @2.030"	640 Lbs @1.280"	510	1.200"	.750"	Roller
ISK1698	Dual w/ Damper	1.600" 1.150"	1.040" .745"	250 Lbs @2.050"	735 Lbs @1.250"	605	1.160"	.800"	Roller

B-HIVE VALVE SPRINGS - LS1 & SBC

We are now offering two high performance "B-HIVE" Valve Springs that are "drop-in" replacements for the Stock LS-1 "B-HIVE" spring. Both Springs are compatible with stock retainers and locks... but we highly recommend for increased performance, the use of our ISK135-ST steel retainer and ISKVL-500 Machined Bead Locks for LS-1 engines. These springs also suit early Chev Small Block engines when used with ISK165-ST steel retainers ISKVL-32 locks.

Part No.	Top B-Hive w/ Ovalate Wire	Bottom OD/ID	Seat OD/ID	Open Pressure	Rate Pressure	Coil Per Inch	Max. Bind	Type of Net Lift	Cam
ISK165-A	1.055" .660"	1.290" .885"	130 Lbs @1.800"	320 Lbs @1.200"	310	1.140"	.600"	Hydraulic Roller	
ISK195-A	1.015" .630"	1.290" .905"	120 Lbs @1.800"	360 Lbs @1.175"	380	1.100"	.625"	Hydraulic Roller	

LS1 VALVE SPRING & RETAINER KITS

We are pleased to introduce High Performance Valve Spring Kits for the Late Model LS-1 Small Block Chevy (4800, 5300, 5700 & 6000) V8 Engines. Kits come complete with Valve Springs, Steel or Titanium Retainers, machined "Bead Locks," tempered shims and spring locators. When removing the stock LS-1 "Conical" Valve Springs and replacing with Isky "Damper" springs, it is also mandatory to install Isky retainers, locators and shims. While Isky 707-ST and 57-Ti retainers are compatible with the stock LS-1 "stamped" bead locks, Isky "Bead Locks" are more desirable as they are machined from chrome moly steel and heat treated for maximum pull-through strength!

Kit	Valve Springs	Seat Pressure	Open Pressure	Retainers	Bead Locks	Spring Locators	Micro Shim Kit	Max Lift
ISK13800	Single w/ Damper	135 lbs @1.775"	350 lbs @1.175"	ISK707-ST (steel)	ISKVL-500	ISK295-VSL	ISK11	.600"
ISK13900	Single w/ Damper	135 lbs @1.775"	350 lbs @1.175"	ISK57-Ti (titanium)	ISKVL-500	ISK295-VSL	ISK11	.600"

LS1 DUAL SPRINGS

When looking for maximum reliability, nothing beats a dual valve spring. Our New Part No. ISK4905 is a drop-in installation with no machining required. Also available is the larger diameter ISK6105-SP for engines that need a higher seat pressure. Manufactured from a special Hi-Tensile Chrome Silicon Alloy, these springs yield maximum reliability in LS-1 Hydraulic Roller Cam Applications and will handle up to .650" Valve Lift. When converting to dual springs, matching steel retainers, spring locators and valve seals (listed below) are required.

Valve Springs	Steel Retainers	Spring Locators	Valve Seals	Outer OD	Inner ID	Seat Press.	Open Press.	Coil Bind	Max Lift
ISK4905	ISK185-ST	ISK185-VSL	ISKIVS-400	1.290"	.690"	125 lbs.	360 lbs.	1.065"	.650"
ISK6105-SP	ISK145-ST	ISK145-VSL	ISKIVS-400	1.440"	.730"	145 lbs.	365 lbs.	1.060"	.625"



Valve Springs

COMP Cams offers a wide variety of valve springs to suit a multitude of applications. It is extremely important to use valve springs that will give the recommended spring pressure with the valve both on the seat and at maximum lift. The outside diameter of the recommended spring may require that the spring pocket be machined to a larger size.

SINGLE VALVE SPRING SETS

Outer OD	Outer ID	Damper Included	Seat Pressure	Open Pressure	Coil Bind	Spring Rate	Part Number
1.230"	0.876"	YES	92@1.700"	230@1.250"	1.150"	308	C0980-16
1.254"	0.880"	YES	105@1.700"	273@1.250"	1.150"	370	C0981-16
1.255"	0.871"	YES	130@1.750"	350@1.250"	1.100"	441	C0941-16
1.460"	1.060"	YES	124@1.800"	293@1.250"	1.195"	308	C0972-16
1.464"	1.080"	YES	93@1.900"	237@1.300"	1.200"	241	C0940-16
1.494"	1.080"	YES	101@1.650"	242@1.250"	1.100"	353	C0901-16
1.524"	1.110"	YES	122@1.900"	309@1.400"	1.200"	373	C0911-16

DUAL VALVE SPRING SETS

Outer OD	Outer ID	Inner ID	Seat Pressure	Open Pressure	Coil Bind	Spring Rate	Part Number
1.300"	0.895"	0.655"	135@1.770"	400@1.120"	1.040"	408	C026921-16
1.320"	0.958"	0.680"	146@1.810"	405@1.150"	1.100"	400	C026925-16
1.320"	0.920"	0.654"	129@1.835"	470@1.160"	1.100"	505	C026926-16
1.430"	1.070"	0.697"	121@1.800"	343@1.200"	1.150"	370	C0987-16
1.430"	1.070"	0.697"	132@1.750"	293@1.250"	1.150"	322	C0986-16
1.430"	1.070"	0.700"	165@1.750"	346@1.250"	1.150"	366	C0985-16
1.437"	1.073"	0.697"	115@1.700"	336@1.150"	1.020"	402	C0995-16
1.460"	1.060"	0.697"	127@1.850"	369@1.250"	1.195"	403	C0978-16
1.460"	1.060"	0.700"	155@1.850"	420@1.250"	1.195"	441	C0977-16
1.464"	1.080"	0.724"	133@1.900"	332@1.300"	1.200"	333	C0950-16
1.489"	1.105"	0.819"	165@1.800"	385@1.200"	1.100"	367	C0914-16
1.509"	1.125"	0.697"	111@1.900"	388@1.200"	1.175"	395	C0925-16
1.509"	1.125"	0.697"	112@1.900"	355@1.200"	1.175"	347	C0924-16
1.525"	1.111"	0.761"	210@1.900"	523@1.250"	1.170"	483	C0954-16
1.535"	1.135"	0.754"	148@1.880"	432@1.230"	1.160"	437	C0929-16
1.539"	1.125"	0.697"	138@1.950"	419@1.350"	1.225"	469	C0939-16
1.539"	1.137"	0.747"	148@1.900"	465@1.250"	1.085"	474	C0953-16
1.549"	1.125"	0.719"	228@2.050"	636@1.300"	1.192"	544	C026115-16
1.550"	1.136"	0.742"	146@1.800"	470@1.175"	1.085"	519	C026112-16
1.550"	1.136"	0.824"	200@1.800"	596@1.100"	1.050"	566	C0917-16
1.550"	1.150"	0.795"	153@1.900"	383@1.250"	1.160"	354	C0930-16
1.550"	1.500"	0.795"	160@1.880"	383@1.250"	1.160"	354	C0928-16
1.550"	1.136"	0.812"	240@1.900"	598@1.250"	1.150"	551	C0943-16
1.550"	1.136"	0.812"	240@2.000"	608@1.300"	1.230"	526	C0955-16
1.565"	1.127"	.803	230 @ 2.000"	580 @ 1.300"	1.230"	500	C026089-16
1.563"	1.128"	.719"	171 @ 1.950"	492 @ 1.300"	1.200"	494	C0933-16
1.570"	1.120"	0.796"	190@1.950"	747@1.200"	1.100"	743	C0944-16
1.620"	1.170"	0.846"	230@1.950"	710@1.200"	1.100"	640	C0951-16
1.625"	1.175"	0.769"	275@2.000"	816@1.150"	1.100"	637	C0996-16
1.625"	1.175"	0.769"	250@1.900"	724@1.200"	1.090"	677	C0998-16
1.639"	1.190"	0.782"	214@1.950"	662@1.250"	1.125"	640	C0991-16



DUAL CONICAL VALVE SPRINGS

Top OD	Top ID	Bottom OD	Bottom ID	Seat Pressure	Open Pressure	Coil Bind	Spring Rate	Part Number
1.442"	.646"	1.657"	.861"	150 @2.000	630 @ 1.200"	1.115"	600	C07245-16

SINGLE OUT VALVE SPRING

Outer OD	Inner OD	Seat Pressure	Open Pressure	Coil Bind	Spring Rate	Part Number
1.437"	1.027"	115 @ 1.700"	284 @ 1.200	1.125	339	C0942-16

TRIPLE VALVE SPRING SETS

Outer OD	Outer ID	Middle ID	Inner ID	Seat Pressure	Open Pressure	Coil Bind	Spring Rate	Part Number
1.645"	1.195"	0.871"	0.635"	353@1.900	800@1.250"	1.130"	688	C0946-16
1.645"	1.195"	0.871"	0.635"	338@2.000	849@1.250"	1.130"	681	C0947-16
1.645"	1.195"	0.871"	0.635"	332@2.100	949@1.200"	1.130"	686	C026082-16
1.645"	1.195"	0.871"	0.635"	332@2.100	949@1.200"	1.130"	686	C0948-16
1.677"	1.195"	0.872"	0.635"	346@2.200	1074@1.200"	1.142"	728	C026028-16

BEEHIVE VALVE SPRINGS

COMP Cams Beehive Valve Springs deliver increased valve train stability and a much lighter valve train. This is achieved with less spring pressure for better valve control and reduced weight of both the spring and the retainer. For street/street applications, these valve springs are the best choice possible. Because of the unique Beehive design, the valve train can handle more rpm and more aggressive cam profiles for occasional bracket racing but still retain durability for street driving.

Top OD	Top ID	Bottom OD	Bottom ID	Seat Pressure	Open Pressure	Coil Bind	Spring Rate	Part Number
0.943"	0.580"	1.105"	0.742"	90@1.470"	252@0.970"	0.900"	324	C026123-32
1.055"	0.650"	1.290"	0.885"	105@1.800"	293@1.200"	1.100"	313	C026915-16
1.055"	0.650"	1.290"	0.885"	130@1.800"	318@1.200"	1.100"	313	C026918-16
1.059"	.650"	1.444"	1.000"	155 @ 1.880"	377 @ 1.280	1.230"	370	C026120-16
1.065"	.650"	1.240"	.825"	110 @ 1.700"	292 @ 1.175"	1.115"	347	C026981-16
1.065"	.650"	1.415"	1.000"	137 @ 1.700"	284 @ 1.175"	1.060"	280	C026986-16
1.065"	.650"	1.415"	1.000"	137 @ 1.700"	305 @ 1.100"	1.060"	280	C026995-16
1.204"	0.731"	1.585"	1.112"	150@1.925"	410@1.275"	1.225"	400	C026055-16

Performance Springs

Valve Spring Sets

DESCRIPTION	COMMENT	PART NO
Chev LT-1 style V8 single	1.250" O.D., 100 @ 1.750	PS5BH2-16
Chev/Ford/Hold V8 dual	1.435" O.D., 140 @ 1.750	PS6005-16
Chev/Ford/Hold V8 dual	1.435" O.D., 125 @ 1.810	PS6006-16
Chev/Ford/Hold V8 dual	1.485" O.D., 115 @ 1.750	PS99838-16
Chev/Ford/Hold V8 dual	1.520" O.D., 110 @ 1.850	PSCLB81-16
Chev/Ford/Hold V8 dual	1.503" O.D., 130 @ 1.910	PSCLB82-16
Chev/Ford/Hold V8 dual	1.485" O.D., 130 @ 1.810	PSCLB85B1-16
Chev/Ford/Hold V8 dual	1.505" O.D., 170 @ 1.850	PSCLB85B2-16
Chev/Ford/Hold V8 dual	1.505" O.D., 220 @ 1.850	PSCLB85B3-16
Chev/Ford/Hold V8 dual	1.485" O.D., 140 @ 1.850	PS99893-16
Clev/Windsor V8 single	1.485" O.D., 115 @ 1.780	PSCL302-16
Ford X-flow 6cyl single	1.485" O.D., 115 @ 1.780	PSCL302-12
Ford/Chry/Hyd single	1.435" O.D., 110 @ 1.700	PSWCH1-16
BA XR6T Spring&ret kit	1.040" O.D., 85 @ 1.530"	PSBA100
GM LS-1 Spring&ret kit	1.275" O.D., 118 @ 1.800	PS50668
Holden/Ford 6cyl dual	1.340" O.D., 95 @ 1.650	PS5003-12
Holden/Ford 6cyl early	1.340" O.D., 120 @ 1.650	PS5003D-12
Hold. 6 Hyd/Mech Dual	1.255" O.D., 135 @ 1.625	PSHOL6D-12
Hold. 6 Hyd/Mech Dual	1.265" O.D., 120 @ 1.625	PS202RBD-12
Hond/Niss/Toy 4cyl dual	1.145" O.D., 100 @ 1.375	PSCB4-8
Hond/Niss/Toy 4cyl dual	1.145" O.D., 105 @ 1.40	PSCB4A-8
Hond/Niss/Toy 4cyl sing.	1.145" O.D., 50 @ 1.500	PSCB4AOUT-8
Maz/Mits/Niss 4cyl single	1.065" O.D., 70 @ 1.530	PSD51888-8
Maz/Mits/Niss 4cyl dual	1.325" O.D., 95 @ 1.530	PSRR4-8
Niss SR20 except GTiR	1.160" O.D., 105 @ 1.490	PS3506/93-16
Niss RB20 6cyl single	1.090" O.D., 65 @ 1.415"	PS25109-24
Niss RB25 w/ 2 lengths	1.090" O.D., 1.260"/1.415"	PS251089-24
Niss RB26 max lift .450"	1.100" O.D., 70 @ 1.510	PS3506/15-16
Subaru WRX .450" lift	1.035" O.D., 55 @ 1.390	PS2E51892-16
Holden/Chev LS1	1.300" O.D., 135 @ 1.840"	PS60668
Holden alloytech		
V6 Spring & Ret Kit	1.080" O.D., 65 @ 1.530"	PS960128
Ford XR6 Turbo		
Beehive Fits OEM Ret Base: 1.090 O.D	Top: .965 O.D - 90 @ 1.470"	PSBH101-24
Hyundai G4FK 16V	1.010" OD, .735" ID, 70 @ 1.320"	PS10084-16
Toyota 4AGE/16GUE	0.930" O.D., 50 @ 1.350	PS3506/905-16
Toyota/Lexus 32V V8 (2 Sets Req)	1.010" OD, .735" ID, 70 @ 1.320"	PS10084-16

Performance Springs Spring & Retainer Kits

Description	Comment	Part No
Nissan RB25 6cyl, Single	1.090" OD, .775" ID, 65 @ 1.415"	PSR25109K
Chev LS Series V8, Dual	1.275" OD, .662" ID, 125 @ 1.785"	PS50668K



LS Engine Beehive Valve Spring Kit

This Beehive Valve Spring Kit for LS engines is designed for hydraulic roller cams and includes carefully matched Beehive Springs, steel retainers, locks, seals and spring seats. With a .625" maximum lift, these Beehive™ Valve Springs deliver increased valve train stability and a much lighter valve train. This is achieved with less spring pressure for better valve control and reduced weight of both the spring and retainer. The unique Beehive™ shape handles valve train stress more efficiently to eliminate damaging harmonics and increases high RPM horsepower and durability. The oval/multi-arc wire shape places the maximum area of the wire at the point of highest stress to handle valve train stress more efficiently and allow better heat dissipation for longer life.

C026918CS-KIT

LS Engine Dual Valve Spring Kits

This Dual Valve Spring Kit for LS engines includes carefully matched Dual Valve Springs, titanium retainers, locks, seals and spring seats. With a .675" maximum lift, these COMP Cams® Dual Valve Springs for race applications are manufactured from Super Clean™ wire and subject to extensive quality control testing to deliver a valve spring assembly with superior strength, durability and valve train stability, no matter the application. The dual spring design creates a stronger valve spring that can easily handle the increased lift found in extreme stress applications. COMP Cams® Dual Valve Springs exceed the expectations of today's engine builders and racers

LS Engine Dual Valve Spring Kit Titanium Retainers C026926TI-KIT

LS Engine Dual Valve Spring Kit Tool Steel Retainers C026926TS-KIT

Steel Retainers C026915CS-KIT

LS Beehive Valve spring Kit Steel Retainers C026918CS-KIT

LS Beehive Valve spring Kit Tool Steel Retainers C026918TS-KIT



BB Chev Exhaust Rotator Eliminator

Late model Big Block Chevrolet engines are originally equipped with exhaust valve rotators. Until now, the only way to make up for the rotator was to stack .300" of shims under the spring. This was not only sloppy, but they also didn't fit well. These seat spacers offered by COMP Cams will locate the spring with an outside step so the spring cannot "walk" around on the head.

O.D.	Spring O.D.	Spring I.D.	Thickness	Part
1.732"	1.568"	0.623"	.300"	C04779-8
1.732"	1.468"	0.630"	.300"	C04698-8

(C04698-8 Chev BB Exhaust Rotator Eliminator for #26120 Beehive)

Spring OD Locator Cups

COMP Cams Spring OD Locators will protect the head and also locate and hold the spring in place. Most applications will require the head to be machined a great deal to accept the cup.

Locator Thickness	Locator OD	Locaor OD	Spring OD	Part Number
0.060"	0.570"	1.300"	0.875"	C04705-16
0.060"	0.640"	1.57"	1.475"	C04704-16
0.060"	0.640"	1.670"	1.565"	C04700-16
0.060"	0.640"	1.73"	1.650"	C04702-16

Dual Conical Springs Seats

Spring Seats for #C07245-16

Dual Conical Springs (.530" Guide)

Spring Seats for #C07245-16

Dual Conical Springs (.570" Guide)

C04668-16

C04669-16

Valve Spring Shims

When setting spring height, shims must be used to equalize the installed height of the valve spring. COMP Cams spring shims are made of the highest quality shim stock and heat-treated to stand up to the immense pounding of the radical lobes of today's cams.

Thickness	OD	ID	Part No.
0.015"	1.640"	0.635"	C04740-16

Valve Spring Shim Kits

COMP Cams valve spring shim kits are conveniently packaged with 16 of each thickness .015", .030" & .060".

Thickness	OD	ID	Part No.
0.015", 0.030", 0.060"	1.250"	0.814"	C04753
0.015", 0.030", 0.060"	1.437"	0.645"	C04754
0.015", 0.030", 0.060"	1.480"	0.765"	C04755
0.015", 0.030", 0.060"	1.500"	0.645"	C04757
0.015", 0.030", 0.060"	1.640"	0.635"	C04756



BRIAN CROWER VALVE SPRING & RETAINER KITS

Designed for high rpm, and high lift camshafts, BC valve spring & retainer kits are designed to fit with no machining required. These kits feature titanium retainers and BC springs which are wound from only the highest grade, super clean, chrome silicone alloy. For high mileage street applications these kits are also available with steel retainers by adding an "S" to the end of the part number.

APPLICATION	SEAT PRESS.	OPEN PRESS.	COIL BIND	PART NUMBER
Honda B16A, B17A & B18C	80@1.350"	220@0.900"	0.765"	BC0010
Honda B18A, B18B & B20B	70@1.400"	210@0.905"	0.815"	BC0020
Honda H22 & H22A	88@1.460"	220@0.950"	0.790"	BC0030
Honda K20A & K20Z	80@1.590"	250@1.110"	1.030"	BC0040
Mitsubishi 4G63 & 4G63 Turbo	84@1.550"	235@1.000"	0.935"	BC0100
Nissan SR20DE & SR20DET	90@1.550"	220@1.025"	0.910"	BC0200
Nissan RB26DETT	90@1.535"	190@1.150	0.935"	BC0230
Nissan KA24DE	73@1.400"	200@1.000"	0.940"	BC0210
Nissan 350Z				
VQ35DE	80@1.425"	192@0.990"	0.900"	BC0220
Subaru WRX				
EJ20 & EJ25	60@1.420"	160@1.000"	0.860"	BC0600
EJ20/EJ25	80@1.420"	178 @ 1.000"	0.850"	BC0600S
Toyota				
Toyota 3SGTE	85@1.350"	200@0.900"	0.820"	BC0350
Supra 2JZ-GTE	80 @ 1.325"	158 @ 0.980"	0.810"	BC1300
Supra 2JZ-GTE	82@1.325"	180@0.925"	0.730"	BC0310
Supra 2JZ-GTE	80@1.325"	158@0.980"	0.810"	BC0300
Supra 7M-GTE	60@1.325"	153@0.950"	0.880"	BC0320

VALVE SPRING ACCESSORIES



Proform Valve Check Spring

These light-pressure springs make the assembly of components much easier. They provide enough pressure to hold the valve assembly together when checking camshaft figures, installed height. 2 Pcs.....PR66793



Valve Spring Shims

Pioneer valve spring shims are supplied in boxes of 100 and are an economical choice for anyone who does a lot of head work.

OD	ID	Size	Part No.
1.480"	.703"	.060"	PI-A-303-100
1.480"	.703"	.030"	PI-B-303-100
1.480"	.703"	.015"	PI-C-303-100



VALVE SPRING RETAINERS & ACCESSORIES



Steel Retainers

COMP Cams steel retainers are precision machined from 4140 chrome moly and finished in black oxide. These precision retainers are specifically designed for positive location when combined with COMP Cams high-quality valve springs. For superior strength and ultimate stability, we offer our 10° Super Lock Retainers and our 10° Super Locks.



STEEL RETAINERS

Retainer Application	Lock Angle	Stem Size	Spring OD	Retainer OD1	Retainer OD2	Retainer OD3	Part Number
Chev Small Block	7°	11/32"	1.230"-1.255"	1.230"	0.870"	0.650"	C0742-16
Universal Applications	7°	11/32"	1.437"-1.500"	1.400"	1.060"	0.690"	C0743-16
Universal Applications	7°	3/8"	1.437"-1.500"	1.400"	1.060"	0.690"	C0744-16
Super Lock Retainer	10°	All	1.240"-1.255"	1.240"	0.870"	0.735"	C0750-16
Super Lock Retainer	10°	All	1.437"-1.500"	1.400"	1.050"	0.690"	C0747-16
Super Lock Retainer	10°	All	1.437"-1.500"	1.400"	1.060"	0.690"	C0740-16
Super Lock Retainer	10°	All	1.500"-1.550"	1.500"	1.115"	0.690"	C0741-16
Super Lock Retainer	10°	All	1.500"-1.550"	1.500"	1.125"	0.745"	C0749-16
7° Version Of C0741-16	7°	3/8"	1.500"-1.550"	1.550"	1.115"	.690"	C0780-16
7° Version Of C0741-16	7°	11/32"	1.500"-1.550"	1.550"	1.115"	.690"	C0782-16
Steel Retainer for C026095-16 Beehive	10°	All	1.185"	1.150"	.725"	.466"	C0703-16
Steel Retainer w/ 1.430"-1.460" O.D. Spring	7°	11/32"	1.437"-1.500"	1.400"	1.030"	.690"	C0768-16
Steel Retainer for C026120-16 Beehive	10°	All	1.095"	1.050"	.640"	N/A	C0795-16

STEEL RETAINERS FOR BEEHIVE SPRINGS

Retainer Application	Lock Angle	Stem Size	Spring OD	Retainer OD1	Retainer OD2	Part Number
GM GEN-III with C026915 or C026918	7°	Stock	1.055"	1.030"	0.640"	C0774-16

Titanium Retainers

COMP Cams titanium retainers are American made from the finest 6AL4V alloy for maximum stiffness and minimal warpage. The 6AL4V alloy is heat-treated and processed to a stringent tolerance. COMP Cams titanium retainers will not deform. From a standing idle to the most extreme rpm, our titanium retainers perform flawlessly, without compromise.



TITANIUM RETAINERS

Retainer Application	Lock Angle	Stem Size	Spring OD	Retainer OD1	Retainer OD2	Retainer OD3	Part Number
For Dual Springs	10°	All	1.437"-1.500"	1.437"	1.065"	0.700"	C0730-16
For Dual Springs	10°	All	1.500"-1.550"	1.437"	1.100"	0.800"	C0731-16
For Dual Springs	10°	All	1.500"-1.550"	1.500"	1.110"	0.710"	C0732-16
For Dual Springs	10°	All	1.500"-1.550"	1.500"	1.135"	0.730"	C0729-16
For Dual Springs	10°	All	1.500"-1.625"	1.500"	1.180"	0.765"	C0733-16
For Triple Springs	10°	All	1.500"-1.625"	1.500"	1.180"	0.870"	C0739-16
For Triple Springs, +.050"	10°	All	1.500"-1.625"	1.500"	1.180"	0.870"	C0735-16
For Triple Springs	10°	All	1.500"-1.625"	1.437"	1.178"	0.868"	C0722-16
SB Chev with C026095	10°	All	1.185"	1.150"	0.725"		C0785-16

TITANIUM RETAINER FOR DUAL CONICAL SPRINGS

Retainer Application	Lock Angle	Stem Size	Spring OD	Retainer OD1	Retainer OD2	Part Number
Suit C07245-16 Spring	7°	11/32"	1.442"	1.320"	1.000"	C0716-16

TITANIUM RETAINERS FOR BEEHIVE SPRINGS

Retainer Application	Lock Angle	Stem Size	Spring OD	Retainer OD1	Retainer OD2	Part Number
Chrys. Hemi 5.7L w/ C026915 or C026918	7°	Stock	1.055"	1.000"	0.640"	C0762-16
GM GEN-III with C026915 or C026918	7°	Stock	1.055"	1.030"	0.640"	C0772-16
Steel Retainer for C026915 or C026918	7°	11/32"	1.055"	1.030"	0.640"	C0788-16

TOOL STEEL LIGHTWEIGHT VALVE SPRING RETAINERS

These COMP Cams tool steel valve spring retainers are lightweight, high-strength, and have excellent wear characteristics. They are 30 percent stronger than conventional chrome moly steel retainers and can withstand even the most demanding engine rpm ranges. Manufactured from high-grade tool steel, COMP Cams tool steel valve spring retainers are the right components to instantly add reliability to your valvetrain.

10° Lightweight Tool Steel Retainers	C01732-16
7° Lightweight Tool Steel Retainers	C01779-16
10° Tool Steel Retainer For C026955, C026956, C026957 Springs	C01718-16
7° For C07245 Dual Conical Springs	C01738-16
7° Tool Steel Retainer for C026926 springs in non LS Applications	C01777-16



Spring ID Locators

COMP Cams Spring ID Locators will not only protect the head and shim, but also locate and hold the spring in place. Previously, this part has been available only in a cup form with the retaining portion being on the outside of the part. This required that the head be machined a great deal to accept this cup. A new I.D. locator with the locating shoulder on the inside is now available.



Locator Thickness	Locator ID	Locator OD	Spring ID	Part Number
0.060"	0.520"	1.300"	0.640"	C04695-16
0.060"	0.570"	1.300"	0.875"	C04705-16
0.060"	0.570"	1.500"	0.735"	C04784-16
0.060"	0.570"	1.510"	0.970"	C04696-16
0.060"	0.570"	1.550"	0.690"	C04771-16
0.060"	0.570"	1.550"	0.715"	C04781-16
0.060"	0.570"	1.550"	0.730"	C04778-16
0.060"	0.570"	1.550"	0.750"	C04772-16
0.060"	0.570"	1.625"	0.765"	C04774-16
0.060"	0.570"	1.550"	0.790"	C04776-16
0.060"	0.570"	1.550"	0.810"	C04785-16
0.060"	0.570"	1.655"	0.630"	C04860-16
0.060"	0.585"	1.500"	0.690"	C04770-16
0.060"	0.630"	1.510"	0.970"	C04697-16
0.060"	0.630"	1.550"	0.715"	C04782-16
0.060"	0.630"	1.550"	0.730"	C04780-16
0.060"	0.630"	1.550"	0.790"	C04777-16
0.060"	0.630"	1.625"	0.765"	C04775-16
0.060"	0.640"	1.540"	0.690"	C04783-16

Performance Springs Valve Spring Retainer Sets

1.420" O.D. 11/32" + .120"	PSRET1132120
1.420" O.D. 11/32" + .060"	PSRET113260
1.420" O.D. 11/32" STD HEIGHT	PSRET1132S
STD SB CHEV / HOLDEN 1.250"	PSRET1250
11/32" M/GRV OR 3/8" 1.420"	PSRETMG1
11/32" M/GRV OR 3/8" 1.420"	PSRETMGS
Ford 6cyl AU, Titanium, Dual Spring	PSTAUGK
Nissan RB30, Titanium, Dual Spring	PSTRB30K



ISKY TITANIUM RETAINERS

ISKY TITANIUM RETAINERS ARE 20-40% STRONGER than all other retainers. They are made from specially heat treated 100% aircraft quality bar stock material.

RETAINER PART NO.	VALVE STEM SIZE	ISKY SPRING APPLICATION	INNER STEP DIA (I) OUTER STEP DIA (O)
ISK57-Ti	5/16	235-D, 295-D	.886 (O)
ISK91-Ti	ALL	8005-A, 8205, 8305, 9005, 9205, 9265, 9275, 9315, 9365, 9365-SP, 9375/85 PLUS, 9385, 9425, 9905, 9925	.720 (I) N/A 1.110 (O)
ISK92-Ti	ALL	9915, 9965, 9975, 9985, 9995	.740 (I) 1.140 (O)
ISK975-Ti	ALL	9685, 9705, 9945, 9955	.765 (I) 1.165 (O)
ISK*90-Ti/10 DEG	ALL	8005-A, 8205, 8305, 9005, 9205, 9265, 9275, 9315, 9365, 9365-SP, 9375/85 PLUS, 9385, 9425, 9905, 9915, 9925, 9965, 9975, 9985, 9995	.725 (I) 1.115 (O)
ISK*97-Ti/10 DEG	ALL	9685, 9705, 9945, 9955	.765 (I) 1.165 (O)

ISKY CHROME MOLY STEEL RETAINERS

Isky 4130 Chrome Moly Light-Weight Steel Valve Spring Retainers are ideal for street and highly-stressed competition applications. They are specially heat treated and black oxide finished to protect against corrosion.

Set of 16-4130 Chrome moly steel retainers.

RETAINER PART NO.	VALVE STEM SIZE	ISKY SPRING APPLICATION	INNER STEP DIA (I) OUTER STEP DIA (O)
ISK507-ST	11/32	5005, 6005, 6105, 6205	.735 (I)
ISK507-ST	11/32	8005-A, 8305, 9005, 9105, 9265	1.080 (O)
ISK507-ST	11/32	5005, 6005, 6105, 6205, 8005-A, 8205, 8305, 9005, 9105, 9265	.735 (I)
ISK507-ST	11/32	9105, 9265	1.080 (O)
ISK527-ST	11/32	.060 HIGHER INST. HGT. THAN 507-ST	.730 (I)
ISK707-ST	11/32	4005, 4205, 205-D	1.120 (O)
ISK707-ST	11/32	235-D, 295-D	.886 (O)
ISK347-ST	3/8	5005, 6005, 6105, 6205, 8005-A, 8305, 9005, 9105, 9265	.735 (I)
ISK3607-ST	3/8	5005, 6005, 6105, 6205	.730 (I)
ISK3607-ST	3/8	8005-A, 8205, 8305, 9005, 9105, 9265	1.065 (O)
ISK175-ST	ALL	.060 HIGHER INST. HGT. THAN 347-ST	.725 (I)
ISK275-ST	ALL	8005-A, 8205, 8305, 9005, 9265	1.105 (O)
ISK135-ST	5/16"	9205, 9275, 9315, 9365, 9365-SP, 9375/85 PLUS, 9385, 9425, 9905	.730 (I)
ISK145-ST	11/32"	9425, 9905, 9915, 9925, 9965, 9975, 9985, 9995	1.120 (O)
ISK165-ST	11/32"	165-A, 195-A	.628 (I)
ISK185-ST	5/16"	6105-SP	.725 (I) 1.077 (O)
ISK200-ST/10DEG	ALL	165-A, 195-A, 4905	.628 (I) 1.077 (O)
ISK200-ST/10DEG	ALL	8005-A, 8205, 8305, 9005, 9265, 9275, 9315, 9365, 9365-SP, 9375/85 PLUS, 9385, 9425, 9905, 9915, 9925, 9965, 9975, 9985, 9995	.725 (I) 1.115 (O)

Valve Spring Locators

Valve Spring Locators are designed to locate the inside of the inner spring in relation to the valve guide. Manufactured from Chrome Moly Steel and heat treated for maximum durability.

OD	OD	ID	Thickness	Part No.
1.220"	.765"	.505"	.075"	ISK235-VSL
1.220"	.800"	.505"	.075"	ISK295-VSL
1.250"	.765"	.575"	.075"	ISK255-VSL
1.275"	.660"	.505"	.045"	ISK185-VSL
1.395"	.720"	.510"	.060"	ISK145-VSL
1.520"	.720"	.570"	.045"	ISK700-VSL
1.540"	.740"	.570"	.045"	ISK800-VSL
1.520"	.720"	.630"	.045"	ISK900-VSL
1.540"	.740"	.630"	.045"	ISK940-VSL
1.500"	.810"	.570"	.060"	ISK950-VSL
1.500"	.810"	.630"	.060"	ISK960-VSL
1.615"	.765"	.570"	.045"	ISK965-VSL
1.615"	.765"	.630"	.045"	ISK970-VSL

Valve Spring Cups

Valve Spring Cups locate the outside diameter of the valve spring in relation to the Valve Guide. Manufactured from Chrome Moly Steel, then heat treated for maximum durability. They are designed to fit over .625" O.D. Valve Guides. NOTE: Spring seat area must be enlarged when installing Spring Cups.

OD	ID	ID	Thickness	Part No.
1.660"	1.540"	.630"	.060"	ISK900-SC
1.660"	1.560"	.630"	.050"	ISK940-SC
1.730"	1.630"	.630"	.050"	ISK970-SC
1.750"	1.670"	.630"	.060"	ISK990-SC

Valve Spring Shim Kits

Precision shim kits for the mechanic who desires perfection in installing racing valve springs to a precise height. Each shim is made from tempered steel for maximum strength.

OD / ID	Contents	Part No.
1.560" x .625"	24 x .010", .015", .020", .030"	ISK8
1.625" x .625"	32 x .015", .030"	ISK9
1.220" x .505"	16 x .015", .030"	ISK11

REV KITS



"ULTRA REV KITS" ROLLER TAPPET

The "ULTRA REV-KIT" is engineered to increase engine RPM and prolong roller tappet bearing life by pre-loading the roller tappets to the cam lobe (eliminating stop-start "skidding"). Pre-load springs are held in place by lightweight aluminium retaining bars which install beneath the cylinder head (a drop-in installation).

Small Block Chevy V-8

PART NO. ISKY ROLLER LIFTER APPLICATION

Cast Aluminium

ISK200-LRK 1241-LSH, 1241-LO, 1241-ORSB

ISK210-LRK 202-RH

ISK220-LRK 202-874-RH

Machined Aluminium, Hard Anodised

ISK300-LRK 1241-LSH, 1241-LO, 1241-ORSB

ISK310-LRK 202-RH

ISK320-LRK 202-874-RH

ISK150-LRK 1241LO-150, 1241-LO-185, 1241-LO150-874

SBC V-8 "Bow-Tie" blocks with Raised Lifter Bosses

ISK1300-LRK 1341-LSH, 1341-LO

ISK1350-LRK 1341-LO-150



COMP Cams Rev Kits

Having one of these COMP Cams Rev Kits will give you that confident feeling. In the event of pushrod or rocker arm failure, you don't have to worry about the lifter coming out of its bore. A little money now will save you a lot later. These kits come with all necessary spring and buttons. No machine work is required.

CHEV S/B REV KIT SUIT .842 TAPPET C04000

CHEV B/B REV KIT SUIT .842 TAPPET C04003

VALVE TRAIN TRAYS



JAZ VALVE

TRAIN ORGANISER TRAYS

- Lightweight with built-in carrying handles
- Valve tray holds valve springs, valve locks, and the largest of valves
- Rocker tray holds pushrods, lifters, poly locks, spark plugs and rocker arms
- Designed for the home mechanic as well as the professional

Application	Part No.
Valve & Spring Tray	JAZ735-001-06
Rocker Arm & Lifter Tray	JAZ735-002-06



Valve Train

Organizers

Our Valve Train Organizer Trays are perfect for novice or pro engine builders alike. These durable polymer trays neatly store your valve train components while assembling or your engine. Organizers are labelled, front and rear, to help keep track of your part location for reassembly. Each tray has built-in handles to make easy work of moving parts around your shop or garage.

Description	Part No.
Valve Spring Organizer Tray	C05327
Rocker Arm Organizer Tray	C05329



VALVE LOCKS



ISKY VALVE LOCKS

Isky Heat Treated Locks with the proper taper angle grip your valve retainers with greater locking force and will out tensile anything on the market today. They are an absolute must for today's Hi-RPM racing engines. Don't take chances with blackened or plated stock type locks masquerading as genuine heat treated Isky. The safety of your racing engine demands only the best...ISKY CHROME MOLY VALVELOCKS.

STEM DIAMETER	INST. HEIGHT	7° PART NUMBER	10° PART NUMBER
5/16"	STD	ISKVL-5/16	ISKVL10-5/16
11/32"	STD	ISKVL-11/32	ISKVL10-11/32
3/8"	STD	ISKVL-3/8	ISKVL10-3/8

Super 7° Valve Locks

Designed for maximum endurance in roller cammed Oval Track, Road Racing and Drag Racing applications where maximum locking force with the valve stem is required. These heavy-duty valve locks are also machined from 4140 Chrome Moly Bar-Stock and heat treated like our standard 7 deg. valve locks shown above. Super 7° Valve Locks incorporate a ground finish on the O.D. which allows a more consistent installed height for each retainer on its valve. Super 7° deg. valve locks are used in conjunction with Isky Super 7° retainers only.

STEM DIAMETER	INST. HEIGHT	PART NUMBER
5/16"	STD	ISKVL-600
5/16"	+ .050"	ISKVL-650
11/32"	STD	ISKVL-700
11/32"	+ .050"	ISKVL-750
3/8"	STD	ISKVL-800
3/8"	+ .050"	ISKVL-850

Super 7° BEAD Locks

With the increased use of Radius "Bead" Groove Titanium Valves in the most demanding Oval track Endurance Applications, we are now offering Compatible Super 7 Deg. "Bead" Valve Locks. As with all Isky Valve Locks, Bead Locks are machined from 4140 Chrome Moly Bar Stock and heat treated for maximum strength and will fit all Isky Super 7 Deg. Retainers (Steel & Titanium).

STEM DIAMETER	INST. HEIGHT	PART NUMBER
5/16"	STD	ISKVL-1600
5/16"	+ .050"	ISKVL-1650
11/32"	STD	ISKVL-1700
11/32"	+ .050"	ISKVL-1750

"BEAD" Valve Lock Suit LS1

Designed for Maximum Endurance in roller cammed LS-1 engines, these heavy-duty valve locks are machined from 4140 Chrome Moly Bar-Stock and heat treated. They incorporate a ground finish on the OD, which allows a more consistent installed height over "stock" Stamped LS-1 Valve Locks. Suit Retainers, ISK135-ST, ISK185-ST

ISKVL-500



SPEEDPRO VALVE LOCKS

SPVK144R	5/16" SINGLE GROOVE 7 DEG.
SPVK115R	11/32" SINGLE GROOVE 7 DEG.
SPVK138R	3/8" SINGLE GROOVE 7 DEG.
SPVK315R	11/32" SINGLE GROOVE 7 DEG. MACHINED
SPVK274	11/32" SINGLE GROOVE 10 DEG. MACHINED
SPVK338R	3/8" SINGLE GROOVE 7 DEG. MACHINED
SPVK275	3/8" SINGLE GROOVE 10 DEG. MACHINED
SPVK205R	11/32" MULTI GROOVE 302-351 CLEV.
SPVK298	5.4L BA FALCON 3V SOHC
SPVK287	5.4L BA FALCON 4V DOHC
SPVK291	CHEV/HOLDEN LS-1/GENIII



BRIAN CROWDER VALVE LOCKS

Billet performance valve stem keepers or locks are designed to fit BC and OEM retainers. Precision machined from premium billet bar stock chromoly steel and heat treated for maximum strength to insure against shoulder shearing (common with stock and lesser quality brands).

Description	Part No.
Mitsubishi 4G63/Evo Intake 6°	BC2944
Nissan RB26 Billet 6°	BC2946
Nissan SR20 6mm stem	BC2945

BRONZE VALVE GUIDE

BC premium valves guides are made from Manganese Silicon Aluminum Bronze alloy and CNC machined to exacting tolerances. BC guides are resistant to cracking and corrosion, while reducing friction and insures high lubrication even at elevated engine temperatures and rpm's. The perfect replacement to worn or damaged guides and 100% compatible with BC's lineup of stainless steel valves.

Description	Part No.
Mitsubishi 4G63/Evo Intake 6.6mm	BC3910
Mitsubishi 4G63/Evo Exhaust 6.6mm	BC3911
Nissan RB26DET Intake 6.0mm	BC3928
Nissan RB26DET Exhaust 7.0mm	BC3929



Street Locks - 7° Steel

COMP Cams offers a complete line of stock replacement 7° valve locks for stock engine rebuilds. Recommended only for street applications with lighter valve spring loads. These locks are stamped and hardened for superior wear resistance.

Description	Stem Diam.	Part Number
Universal, Single Groove	11/32"	C0601-16
Universal, Single Groove	3/8"	C0603-16
Ford 302-351C, 4 Groove	11/32"	C0605-16
Chrysler, 4 Groove	3/8"	C0604-16

Race Locks - Machined Steel

COMP cams machined 7° race locks are recommended for race and performance street applications with high spring loads. They offer the same valve spring location accuracy as our Super Locks without the need to change to 10° retainers.

Description	Stem Diam.	Part Number
Universal, Single Groove	11/32"	C0648-16
Universal, Single Groove	3/8"	C0641-16
GM LS1/LS2/LS6, Single Groove	8mm	C0623-16

Super Locks - Machined Steel

COMP Cams Super Locks are recommended in all race applications because of their superior strength. Precision machined from super-tough, fatigue resistant alloy material, they are available for many popular valve sizes with & without lash cap recess. For simplicity, any Super Lock fits any COMP Cams 10° retainer, just choose the correct lock for your valve size and application.

Description	Stem Diam.	Part Number
With Lash Cap Recess	5/16"	C0610-16
With Lash Cap Recess	11/32"	C0611-16
Without Lash Cap Recess	11/32"	C0613-16
Without Lash Cap Recess, +.050"	11/32"	C0614-16
With Lash Cap Recess, -.050"	11/32"	C0630-16
Ford 302-351C, 4 Groove	11/32"	C0624-16
With Lash Cap Recess	3/8"	C0612-16
Without Lash Cap Recess, +.050"	3/8"	C0616-16
With Lash Cap Recess, -.050"	3/8"	C0609-16

Super Locks - 10° Titanium

COMP Cams Titanium Super Locks are the ultimate in light weight and strength. They are perfect for high revving race engines, especially when using titanium retainers and/or valves. For simplicity, any Super Lock fits any COMP Cams 10° retainer, just choose the correct lock for your valve size and application.

Description	Stem Diam.	Part Number
With Lash Cap Recess	5/16"	C0637-16
With Lash Cap Recess	11/32"	C0638-16



BILLET PERFORMANCE 7° VALVE STEM KEEPERS

Crower billet performance valve stem keepers are precision machined from premium billet bar stock chrome moly steel. Heat treated for maximum strength to insure against shoulder shearing (common with stock and lesser quality keepers). In addition to our standard height, we also offer .050" higher and .050" lower to achieve the correct installed spring height. Each variation is color coded for identification. Serious engine builders should have a complete selection on hand at all times.

Part No.	Stem Dia.	Inst. Height
C86107-16	11/32	Standard
C86107X1-16	11/32	+ .050"
C86107X2-16	11/32	- .050"
C86108-16	3/8	Standard
C86108X1-16	3/8	+ .050"
C86108X2-16	3/8	- .050"

SUPER 7° KEEPERS

Part No.	Stem Dia.	Inst. Height
C86709x1-16	5/16	+ .050"
C86710-16	11/32	Standard
C86710X1-16	11/32	+ .050"
C86710X2-16	11/32	- .050"

JUMBO SPLIT-LOCK 10° VALVE STEM KEEPERS

Crower Jumbo valve stem keepers are designed with a 10° taper (twice the strength of the conventional 7° taper). Jumbo keepers are machined from premium chromoly steel and heat-treated for maximum strength. Crower Jumbo keepers are available in standard height, .050" higher or .050" lower positions for added flexibility in achieving the correct installed spring height. Each variation is color coded for easy identification.

Part No.	Description	Depth
C86110-16	11/32	Standard
C86110X1-16	11/32	+ .050"
C86110X2-16	11/32	- .050"
C86111-16	3/8	Standard
C86111X1-16	3/8	+ .050"
C86111X2-16	3/8	- .050"

Ferrea

RACING COMPONENTS

Ferrea XR6 Turbo 7" STEEL Valve Locks

Ferrea Valve Locks are manufactured from high quality 4140 chromoly bar stock and machined to exact tolerances. The locks are heat-treated for maximum strength and finished with the black oxide for an attractive appearance.

FKV10078-24 Ford XR6 Turbo 6mm 7deg H/Duty Locks

VALVE STEM SEALS



Valve Stem Oil Seals

COMP Cams offers a complete line of valve stem seals, from the stock GM O-ring to the positive-stop Teflon seal. These seals are a must to keep unwanted oil from entering the combustion chamber through the clearance in the valve guides. The o-ring seals use the standard retainer and oil splash shield. We also have a smaller diameter Viton seal available for triple spring applications.

Description	Guide Size	Valve Size	Part No.
O-Ring	Stock	11/32"	C0501-16
Positive Stop Teflon	.530"	5/16"	C0500-16
Positive Stop Teflon	.530"	11/32"	C0503-16
Metal Body Viton Seal	.530"	11/32"	C0529-16
Metal Body Viton Seal	.500"	3/8"	C0514-16
Metal Body Viton Seal	.530"	3/8"	C0515-16
Positive Stop Teflon	.530"	3/8"	C0505-16
Teflon (.600" O.D.)	.500"	5/16"	C0513-16
Teflon (.600" O.D.)	.500"	11/32"	C0510-16
Teflon (.600" O.D.)	.500"	3/8"	C0512-16
Umbrella type	stock	11/32"	C0502-16
Metal Body Viton Seal	.500"	8mm	C0529-16
Teflon Triple spring	.500"	11/32"	C0517-16
Teflon Triple spring	.530"	11/32"	C0518-16
8 x C0507 & 8 x C0508*	.446"	5/16"	C0509-16
Black Viton Valve Seal*	.494"	11/32"	C0506-16

* Small OD for triple springs.

SPEED-PRO

VALVE STEM SEALS

Material	Stem OD	Guide OD	Part No.
Rubber/Teflon	11/32"	0.531"	SPST2003
Rubber/Teflon	11/32"	0.500"	SPST2012
Rubber/Teflon	3/8"	0.500"	SPST2014
Teflon	11/32"	0.531"	SPST2018R
Teflon	11/32"	0.500"	SPST2020R
Teflon	3/8"	0.531"	SPST2019R
Teflon	3/8"	0.500"	SPST2021R



AFR REPLACEMENT VALVE STEM SEALS

These afr replacement valve stem seals are a must to keep unwanted oil from entering the combustion chamber through the clearance in the valve guides. They are manufactured from viton® to give you the tightest seal possible. The AFR replacement valve stem seals are designed to work in all afr Aluminum cylinder heads.

AFR6612 LS1 VALVE STEM SEALS .530 X 8MM (EACH)



ISKY VALVE STEM SEALS

ISKY Valve Stem Oil Seals positively control unwanted oil flow through the valve guides. No machining required for assembly. Ideally suited when installing our Part No. 4905 Dual Spring Assembly

LS1 Guide Seal, 5/16" Valve Stem

ISKIVS-400



Performance Products

Valve Stem Seals

PIOS-1045	RUBBER/TEFLON	11/32"x.500"
PIOS-1050	RUBBER/TEFLON	3/8"x.500"
PIOS-1065	RUBBER/TEFLON	11/32"x.531"
PIOS-1066	TEFLON	11/32"x.531"
PIOS-1067	TEFLON	3/8"x.531"
PIOS-1090	TEFLON	11/32"x.500"
PIOS-1091	TEFLON	3/8"x.500"

LASH CAPS



LASH CAPS

Our Ferrea Lash Caps are machined from 4140 chrome moly alloy. Each piece is specially heat-treated for maximum strength and finished with black oxide for an attractive finish. These parts are available for most applications in various sizes.

Part No	Specifications
FVC10004-16	5.5 mm - .216 ID - .100 Deep
FVC10008-16	6 mm - .2358 ID - .085 Deep

Lash Caps

COMP Cams lash caps are precision machined and ground perfectly flat to maintain accuracy of valve train adjustment. A special version is available for Chrysler Hemi engines to accommodate the very short tip on these valves. For the ultimate in strength and reliability, you will not find a better part than the COMP Cams Lash Cap. A must for titanium valves.

Description	Height	Thickness	Stem
426 Hemi (Short Cap)	0.190"	0.080"	5/16"
Hardened Lash Cap	0.230"	0.080"	5/16"
Hardened Lash Cap	0.210"	0.080"	11/32"
Hardened Lash Cap	0.190"	0.080"	3/8"



CROWER LASH CAPS

Crower lash caps protect the ends of your valves from excessive wear and help to correct rocker geometry by increasing rocker arm to retainer clearance. Machined from high grade chrome moly steel and heat treated for added strength, Crower lash caps give your valves an added .060" margin of protection. Highly recommended for performance applications, and a must for costly stainless steel or titanium valves.

Part No.	Description	Depth
C86120-16	5/16 valve stem (Set/16)	.090"
C86121-16	11/32 valve stem (Set/16)	.090"
C86121D-16	11/32 valve stem (Set/16)	.120"
C86121S-16	11/32 valve stem (Set/16)	.060"
C86122S-16	3/8 valve stem (Set/16)	.060"

AEROFLOW VALVES & COMPONENTS



VALVE TRAIN COMPONENTS TO SUIT AEROFLOW HEADS
(may also suit other heads)

COMPONENTS TO SUIT FORD SMALL BLOCK CYLINDER HEADS

AF59-3021	1 x intake valve 2.020"
AF59-3022	1 x exhaust valve 1.60"
AF59-3023	1 x valve spring with damper
AF59-3024	1 x retain retainers
AF59-3025	1 x set of valve locks / keepers
AF59-3026	1 x set rocker stud set
AF59-3027	1 x set Guide plates

COMPONENTS TO SUIT CHEVY SMALL BLOCK CYLINDER HEADS

AF59-3501	1 x intake valve 2.020" 180cc and 200cc
AF59-3502	1 x exhaust valve 1.60" 180cc and 200cc
AF59-3503	1 x valve spring with damper
AF59-3504	1 x retain retainers suit 180cc & 200cc
AF59-3505	1 x set of valve locks / keepers
AF59-3506	1 x set rocker stud set suit 180,200cc
AF59-3507	1 x set Guide plates suit 180,200cc

COMPONENTS TO SUIT 318 - 360 CHRYSLER CYLINDER HEADS

AF59-3181	1 x intake valve 2.020"
AF59-3182	1 x exhaust valve 1.60"
AF59-3183	1 x valve spring with damper
AF59-3184	1 x retain retainers
AF59-3185	1 x set of valve locks / keepers

COMPONENTS TO SUIT CHEVY BIG BLOCK CYLINDER HEADS

AF59-4271	1 x intake valve 2.250"
AF59-4272	1 x exhaust valve 1.880"
AF59-4273	1 x valve spring with damper
AF59-4274	1 x retainer single
AF59-4275	1 x set of valve locks / keepers
AF59-4276	1 x set rocker stud set suit
AF59-4277	1 x set Guide plates suit

COMPONENTS TO SUIT 440 CHRYSLER CYLINDER HEADS

AF59-4401	1 x intake valve 2.14"
AF59-4402	1 x exhaust valve 1.81"
AF59-4403	1 x valve spring with damper
AF59-4404	1 x retain retainers suit
AF59-4405	1 x set of valve locks / keepers

VALVES



5R-RACING 1 PIECE

STAINLESS STEEL VALVES

HOLDEN 308 L34 & EFI

5R308I	INTAKE VALVE 11/32" STEM 1.937" HEAD
5R308E	EXHAUST VALVE 11/32" STEM 1.609" HEAD
5R308I-S	INTAKE VALVE 11/32" STEM 1.937" HEAD SINGLE GROOVE

5R308I-020 INTAKE VALVE 11/32" STEM 2.020" HEAD

HOLDEN/NISSAN RB30E & TURBO

5RV-RB30IN	INTAKE VALVE + 1mm, 42.9mm head, 125.5mm long
5RV-RB30EX	EXHAUST VALVE + 1mm, 36.2mm head, 124.5mm long.

FORD FE

RPOS2529	332 FE Ford exhaust valve set (8)
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Ferrea

RACING COMPONENTS

TITANIUM VALVES

These valves are used in professionally built high rpm (above 8000) roller or flat tappet racing engines. Applications include Drag Racing, NASCAR, Oval & Sprint Car, Road Racing, and Motorcycle.

AVAILABLE BY SPECIAL ORDER. PLEASE CALL ROCKET

SUPER ALLOY VALVES

Special extreme duty Hi-Temperature Exhaust Valves. For use in Top/Fuel, FunnyCar, Supercharged, Nitrous, NASCAR, Sport Compact, Off-Shore Marine, 9.0 to 1 compression restricted carburetor motors (extreme exhaust temperature present).

Part No	Head Type	Diam. mm	Stem Diam. mm	Overall Length mm	Tip Length mm	References
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HONDA INTEGRA GSR 1.7L - DOHC V-TEC 16 VALVE (B17A1) - 1992-1993

HONDA INTEGRA GSR 1.8L - DOHC V-TEC 16 VALVE (B18C1-C3) - 1994-2000

FVF1449P	E	28	5.45	102.5	2.5	25° Flo Stock size.
FVF1447P	E	28.5	5.45	102.5	2.5	25° Flo - .5 mm oversize.
FVF1445P	E	29	5.45	102.5	2.5	25° Flo - 1 mm oversize.

HONDA CIVIC 1.6L - SOHC 16 VALVE (D16Z6-Y5-Y7-Y8) - 1992-2000

FVF1821P	E	26	5.46	115.95	1.9	22° Flo. Stock size.
FVF1495P	E	27	5.46	115.95	1.9	22° Flo. 1 mm oversize.

HONDA DEL SOL 1.6L - DOHC V-TEC 16 VALVE (B16A1) - 1994-1997
HONDA CIVIC SI 1.6L - DOHC V-TEC 16 VALVE (B16A3) - 1999-2000

FVF1449P	E	28	5.45	102.5	2.5	25° Flo Stock size.
FVF1447P	E	28.5	5.45	102.5	2.5	25° Flo - .5 mm oversize.
FVF1445P	E	29	5.45	102.5	2.5	25° Flo - 1 mm oversize.

HONDA PRELUDE 2.2L - DOHC V-TEC 16 VALVE (H22A1-A4) - 1993-2000

FVF1823P	E	30	5.48	107.1	1.9	22° Flo. Stock size.
FVF1958P	E	30.5	5.48	107.1	1.9	22° Flo - .5 mm oversize.
FVF1458P	E	31	5.48	107.1	1.9	22° Flo. 1 mm oversize.

MITSUBISHI LANCER GS-GST 2.0L - DOHC 16 VALVE (4G63-4G63T) - 1990-2000

FVF1825P	E	30.5	6.55	109.7	3.8	22° Flo. Stock size.
FVF1454P	E	31.5	6.55	109.7	3.8	22° Flo. 1 mm oversize.

NISSAN 300 ZX 3.0L - DOHC 24 VALVE (VG30D-TURBO VG30DTT) - 1990-1996

F1849P	E	29.5	6	103.65	3.5	25° Flo. Stock size.
F1850P	E	30.5	6	103.65	3.5	25° Flo. 1 mm oversize.

NISSAN SENTRA SE-R 2.0L - DOHC 16 VALVE (SR20DE) - 1991-1998

FVF1869P	E	30.15	5.94	102.4	3.5	22° Flo. Stock size.
FVF1870P	E	31.15	5.94	102.4	3.5	22° Flo. 1 mm oversize.

SUBARU WRX - STI - 2004

FVF1514P	E	32	5.96	104.75	3.5	25° Flo. Stock size.
FVF1519P	E	33	5.96	104.75	3.5	25° Flo. + 1 mm oversize.

TOYOTA MR2 2.0L - DOHC 16 VALVE (TURBO 3SGTE) - 1990-1995

FVF1865P	E	29	6	99.5	3.5	25° Flo. Stock size.
FVF1866P	E	30	6	99.5	3.5	25° Flo. 1 mm oversize.

TOYOTA SUPRA 3.0L - DOHC 24 VALVE (7MGE-TURBO 7MGT) - 1986-1992

FVF1861P	E	27.5	6	98.05	4	25° Flo. Stock size.
FVF1862P	E	28.5	6	98.05	4	25° Flo. 1 mm oversize.

TOYOTA SUPRA 3.0L I/L 6 CYL - DOHC 24 VALVE (2JZGE-2JZGTE) - 1994-1998

FVF1499P	E	29	5.98	99.1	3.5	22° Flo. Stock size.
FVF1497P	E	30	5.98	99.1	3.5	22° Flo. 1 mm oversize.

COMPETITION PLUS VALVES

Extreme duty racing valves, engineered for high rpm, high horsepower racing engines. They have exclusive features, which makes them the best flowing valve on the market with unequalled performance and reliability. Drag Racing, NASCAR, Oval & Sprint Car, Road Racing, Sport Compact, Motorcycle and Off-Shore Marine.

Part No	Head Type	Diam. mm	Stem Diam. mm	Overall Length mm	Tip Length mm	References
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HOLDEN 253-308-308 V8 (11/32")
FVF6206-194 | 1.940" 11/32" 5.160" .250" 12° SUPER FLO, L34 & VN 304 STOCK SIZE

CHRYSLER HEMI - DART/BAE/AJR HEADS (3/8)

FVF1532PE	E	1.950	3/8	5.019	.250	22° Flo-55° Seat. T/F-F/C (Super Alloy)
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CHEVROLET BIG BLOCK (11/32)

FVF1201P	E	1.880	11/32	5.425	.250	15° Super Flo. +.100
FVF1261P	E	1.880	11/32	5.450	.250	22° Super Flo. GM/Edelbrock (Super Alloy)
FVF1271P	E	1.880	11/32	5.450	.250	22° Super Flo. GM/Edelbrock. Light weight. Super Alloy
FVF1201P	E	1.880	11/32	5.425	.250	15° Super Flo. +.100
FVF1206P	E	1.880	11/32	5.500	.250	15° Super Flo
FVF1270P	E	1.900	11/32	5.450	.250	22° Flo-Marine/Drag- (Super Alloy)

FVF1215P	E	1.920	11/32	5.450	.250	14° Super Flo. GM/Edelbrock
FVF1211P	I	2.190	11/32	5.300	.250	12° Super Flo.
FVF1212P	I	2.250	11/32	5.300	.250	12° Super Flo. +.050
FVF1223P	I	2.250	11/32	5.350	.250	12° Super Flo. +.100
FVF1239P	I	2.250	11/32	5.625	.250	12° Super Flo. GM/Edelbrock /Brodix BB5. +.400

FVF1214P	I	2.300	11/32	5.421	.250	12° Super Flo. +.200
FVF1219P	I	2.300	11/32	5.471	.250	12° Super Flo. +.250

CHEVROLET BIG BLOCK

Part №	Head Type Diam. mm	Stem Diam. mm	Overall Length mm	Tip Length mm	References
CHEVROLET SMALL BLOCK (11/32)					
FVF1100PQ	E 1.600	11/32	4.960	.250	14° Super Flo. Stk/+ .050. Special Alloy
FVF1102PQ	E 1.600	11/32	5.010	.250	14° Super Flo. +.050/+ .100. Special Alloy
FVF1926P	E 1.600	11/32	5.010	.250	24° Tulip Flo.+ .050/+ .100
FVF1148PQ	E 1.600	11/32	5.060	.250	14° Super Flo. +.100. Special Alloy
F1187P	E 1.600	11/32	5.060	.250	19° Tulip Super Flo.+ .100
F1811P	E 1.600	11/32	5.160	.250	24° Tulip Flo
F1140PQ	E 1.600	11/32	5.160	.250	14° Super Flo-Brodix PONTIAC. +.200. Special Alloy
FVF1135PQ	E 1.600	11/32	5.400	.250	14° Super Flo-Brodix #12/Dart BUICK. Special Alloy
FVF1195P	E 1.625	11/32	5.160	.250	14° Super Flo-Hi Temp-Brodix PONTIAC. +.200
FVF1128PQ	E 1.625	11/32	5.160	.250	14° Super Flo-Brodix PONTIAC. +.200. Special Alloy
FVF2219P	E 1.625	11/32	5.300	.250	24° Flo. TFS "R" Series
FVF1178P	E 1.625	11/32	5.460	.250	14° Super Flo-Hi Temp. Dart/Brodix 18°. +500
FVF1478P	E 1.625	11/32	5.460	.250	12° Super Flo.(Super Alloy). 18°. +500
FVF1257P	E 1.625	11/32	5.560	.250	14° Super Flo-Dart/Brodix 18°. +600
FVF2220P	E 1.625	11/32	5.560	.250	24° Tulip-Brodix/Chapman/Dart 18°. +600
FVF1142P	E 1.650	11/32	5.490	.250	25° Tulip Super Flo-Dart BUICK
FVF1152P	E 1.625	11/32	5.300	.250	14° Super Flo-Dart/Brodix #12
FVF6302	I 2.020	11/32	4.910	.250	10° Super Flo
FVF6303	I 2.020	11/32	4.960	.250	10° Super Flo
FVF6204	I 2.020	11/32	5.060	.250	10° Super Flo
FVF1115P	I 2.020	11/32	4.960	.250	12° Super Flo. Stk/+ .050
FVF1118P	I 2.020	11/32	5.010	.250	12° Super Flo. +.050/+ .100
FVF1111P	I 2.055	11/32	4.960	.250	12° Super Flo. Stk/+ .050
FVF2252P	I 2.055	11/32	5.060	.250	14° Super Flo. +.100
FVF1121P	I 2.080	11/32	4.960	.250	12° Super Flo. Stk/+ .050
FVF1114P	I 2.080	11/32	5.010	.250	12° Super Flo. +.050/+ .100
FVF1147P	I 2.080	11/32	5.060	.250	12° Super Flo. +.100
FVF1139P	I 2.080	11/32	5.160	.250	12° Super Flo-Brodix PONTIAC. +.200
FVF1238P	I 2.080	11/32	5.300	.250	12° Super Flo. TFS "R" Series
FVF1208P	I 2.100	11/32	5.300	.250	12° Super Flo-Brodix #12/Yates
FVF2254P	I 2.100	11/32	5.350	.250	12° Super Flo. +.400
FVF2255P	I 2.100	11/32	5.450	.250	12° Super Flo. +500
FVF1127P	I 2.125	11/32	5.160	.250	12° Super Flo-Brodix PONTIAC. +.200
FVF2257P	I 2.125	11/32	5.450	.250	12° Super Flo-Brodix/Dart 18°. +500
FVF2263P	I 2.200	11/32	5.840	.250	12° All Pro/Neal Ford Brodix
FVF1220P	I 2.150	11/32	5.300	.250	12° Super Flo-Brodix #12
FVF1252P	I 2.150	11/32	5.400	.250	12° Super Flo-Brodix #12
FVF1186P	I 2.150	11/32	5.450	.250	12° Super Flo-Brodix #12 & 18°. +500
FVF2259P	I 2.150	11/32	5.560	.250	12° Super Flo-Brodix/Dart 18°. +600
FVF2267P	I 2.180	11/32	5.560	.250	12° S Flo-Brodix/Chapman/Dart 18°. +60

FORD ESCORT 2.0L (ZX2) (1999 - 2001) INTAKE, 1MM OVERSIZE 2.0L - DOHC ZETEC 16 Valve (ZX3)
FVF1820P I 33 6.03 97.55 5.25 25° Super Flo. 1 mm oversize

FORD BOSS 302 - 351 C - 429 - 460 (11/32)
FVF1420P E 1.650 11/32 5.058 .250 12° Super Flo-351C/429/460
FVF1400P E 1.655 11/32 5.165 .250 14° Super Flo.
FVF1440P E 1.710 11/32 5.058 .250 14° Super Flo.
FVF1171P E 1.880 11/32 5.058 .250 14° Super Flo-Bluethunder Head
FVF1212P I 2.250 11/32 5.300 .250 12° SupFlo-351C/429CJ-Bluethu Head

ACURA INTEGRA GSR 1.7L - DOHC V-TEC 16 VALVE (B17A1) - 1992-1993
ACURA INTEGRA GSR 1.8L - DOHC V-TEC 16 VALVE (B18C1-C3) - 1994-2000
FVF1449P E 28 5.45 102.5 2.5 25° Flo Stock size.
FVF1447P E 28.5 5.45 102.5 2.5 25° Flo - .5mm oversize.
FVF1445P E 29 5.45 102.5 2.5 25° Flo - 1 mm oversize.
FVF1448P I 33 5.47 102.35 2.5 25° Super Flo. Stock size
FVF1446P I 33.5 5.47 102.35 2.5 25° Super Flo - .5mm oversize
FVF1444P I 34 5.47 102.35 2.5 25° Super Flo 1mm oversize

HONDA CIVIC 1.6L - SOHC 16 VALVE (D16Z6-Y5-Y7-Y8) - 1992-2000
FVF1821P E 26 5.46 115.95 1.9 22° Flo. Stock size.
FVF1495P E 27 5.46 115.95 1.9 22° Flo. 1 mm oversize.
FVF1494P I 31 5.48 118.6 1.9 20° Super Flo. 1 mm oversize
HONDA DEL SOL 1.6L - DOHC V-TEC 16 VALVE (B16A1) - 1994-1997
HONDA CIVIC SI 1.6L - DOHC V-TEC 16 VALVE (B16A3) - 1999-2000
FVF1449P E 28 5.45 102.5 2.5 25° Flo Stock size.
FVF1447P E 28.5 5.45 102.5 2.5 25° Flo - .5 mm oversize.
FVF1445P E 29 5.45 102.5 2.5 25° Flo - 1 mm oversize.
FVF1448P I 33 5.47 102.35 2.5 25° Super Flo. Stock size
FVF1446P I 33.5 5.47 102.35 2.5 25° Super Flo - .5 mm oversize
FVF1444P I 34 5.47 102.35 2.5 25° Super Flo - 1 mm oversize

HONDA PRELUDE 2.2L - DOHC V-TEC 16 VALVE (H22A1-A4) - 1993-2000
FVF1823P E 30 5.48 107.1 1.9 22° Flo. Stock size.
FVF1958P E 30.5 5.48 107.1 1.9 22° Flo - .5mm oversize.
FVF1458P E 31 5.48 107.1 1.9 22° Flo 1 mm oversize.
FVF1824P I 35 5.48 106.85 1.9 20° Super Flo. Stock size
FVF1456P I 36 5.48 106.85 1.9 20° Super Flo. 1 mm oversize
HONDA S 2000 - 2000-2002
FVF1953P E 32 5.46 109.25 1.9 22° Flo. +1mm o/size
FVF1955P I 37 5.48 110 1.9 20° Super Flo. +1mm o/size

MITSUBISHI ECLIPSE GS-GST 2.0L - DOHC 16 VALVE (4G63-4G63T) - 1990-2000
FVF1825P E 30.5 6.55 109.7 3.8 22° Flo. Stock size.
FVF1454P E 31.5 6.55 109.7 3.8 22° Flo. 1 mm oversize.
FVF1826P I 34 6.57 109.7 3.8 20° Super Flo. Stock size
FVF1452P I 35 6.57 109.7 3.8 20° Super Flo. 1 mm oversize

MITSUBISHI LANCER EVOLUTION 2L - DOHC 16 VALVE (TURBO 4G63T) - 2003
FVF1825P E 30.5 6.55 109.7 3.8 22° Flo. Stock size
FVF1454P E 31.5 6.55 109.7 3.8 22° Flo. + 1 mm oversize
FVF1826P I 34 6.57 109.7 3.8 20° Super Flo. Stock size
FVF1452P I 35 6.57 109.7 3.8 20° Super Flo. + 1 mm oversize

NISSAN 300 ZX 3.0L - DOHC 24 VALVE (VG30D-TURBO VG30DTT) - 1990-1996
FVF1850P E 30.5 6 103.65 3.5 25° Flo. 1 mm oversize.
FVF1848P I 35 6 103.13 3.5 25° Super Flo. 1 mm oversize

NISSAN PULSAR SSS SE-R 2.0L - DOHC 16 VALVE (SR20DE) - 1991-1998
FVF1870P E 31.15 5.94 102.4 3.5 22° Flo. 1 mm oversize.
FVF1867P I 34.15 5.96 101.4 3.5 20° Super Flo. Stock size
FVF1868P I 35.15 5.96 101.4 3.5 20° Super Flo. 1 mm oversize

NISSAN PULSAR SSS SE-R 2.0L - DOHC 16 VALVE (SR20DET) 1991-1998
FVF2129P E 30.15 6.95 102.4 3.5 22° Flo.Radial Groove. Stock.Super Alloy.Turbo appl.
FVF2130P E 31.15 6.95 102.4 3.5 22° Flo.Radial Groove+1mm o/size.Super Alloy.Turbo appl.
FVF1867P I 34.15 5.96 101.4 3.5 20° Super Flo. Radial Gro. Stock Size
FVF1868P I 35.15 5.96 101.4 3.5 20° Super Flo. Radial Gro.+ 1 mm oversize

(*) Both Exhaust Valves feature a 1 mm reduction stem in the groove area to allow the use of the same springs, retainers and valve locks used in the Intake Valves.

NISSAN SKYLINE 6 CYL IN LINE 24 VALVE - (RB26) - 1992-2001
FVF2131P E 30.15 6.9 101.52 3.5 22° Flo. Radial Gro. Stock. Super Alloy Turbo appl.
FVF2132P E 31.15 6.9 101.52 3.5 22° Flo. Radial Gro. + 1mm o/size.Super Alloy Turbo appl.
FVF2133P I 34.6 5.98 102.33 3.5 20° Super Flo. Radial Groove. Stock. Special Alloy
F2134P I 35.6 5.98 102.33 3.5 20° Super Flo. Radial Gro. + 1mm o/size. Special Alloy

(*) Both Exhaust Valves feature a 1 mm reduction stem in the groove area to allow the use of the same springs, retainers and valve locks used in the Intake Valves.

NISSAN SKYLINE 6 CYL IN LINE - 24 VALVE - (RB25) - 2002
FVF1935P E 29.65 5.96 97.95 3.7 22° Flo. Stock size.
FVF1936P E 30.65 5.96 97.95 3.7 22° Flo. + 1 mm oversize.
FVF1933P I 34.15 5.98 104.2 6.25 20° Super Flo. Stock size.
FVF1934P I 35.15 5.98 104.2 6.25 20° Super Flo. + 1 mm oversize.

SUBARU WRX - EJ20 - 2000-2003
FVF1968P E 32 5.96 104.75 3.5 25° Flo. Stock size.
FVF1966P E 33 5.96 104.75 3.5 25° Flo. + 1 mm oversize.
FVF1965P I 37 5.97 104.6 3.5 19° Super Flo. + 1 mm oversize.

SUBARU WRX - STI - 2004
FVF1519P E 33 5.96 104.75 3.5 25° Flo. + 1 mm oversize.
FVF1520P I 36 5.97 104.6 3.5 19° Super Flo. Stock size.
FVF1524P I 37 5.97 104.6 3.5 19° Super Flo. + 1 mm oversize.

TOYOTA MR2 2.0L -DOHC 16 VALVE (TURBO 3SGTE) - 1990-1995
FVF1865P E 29 6 99.65 3.5 25° Flo. Stock size.
FVF1866P E 30 6 99.65 3.5 25° Flo. 1 mm oversize.
FVF1863P I 33.5 6 100.70 3.5 25° Super Flo. Stock size
FVF1864P I 34.5 6 100.70 3.5 25° Super Flo. 1 mm oversize

TOYOTA 2.0 L - 3SGE ENGINE -
FVF1944P E 30.1 5.46 109.32 2.25 20° Flo. Oversize.
FVF1945P I 35.5 5.47 106.63 2 12° Super Flo. Oversize

TOYOTA SUPRA 3.0L - DOHC 24 VALVE (7MGE-TURBO 7MGE) - 1986-1992
FVF1861P E 27.5 6 98.20 4 25° Flo. Stock size.
FVF1862P E 28.5 6 98.20 4 25° Flo. 1 mm oversize.
FVF1860P I 33 6 98.20 4 25° Super Flo. 1 mm oversize

TOYOTA SUPRA 3.0L I/L 6 CYL - DOHC 24 VALVE (2JZGE-2JZGTE) - 1994-1998
FVF1499P E 29 5.98 99.1 3.5 22° Flo. Stock size.
FVF1497P E 30 5.98 99.1 3.5 22° Flo. 1 mm oversize.
FVF1498P I 33.6 5.98 98.55 3.5 20° Super Flo. Stock size
FVF1496P I 34.6 5.98 98.55 3.5 20° Super Flo. 1 mm oversize

SUBARU BRZ FA20 / TOYOTA FRS 4U-GSE / TOYOTA GT-86 4U-GSE
FVF2356P E 29 5.45 95.30 7.5 29° Flo. Flat head. Stock size. Super Alloy
FVF2357P I 35 5.46 103.45 6.5 10° Super Flo. Flat head. Stock size.
FVF2358P I 36 5.46 103.45 6.5 10° Super Flo. Flat head. 1MM OVERSIZE.
FVF2359P E 30 5.45 95.30 7.5 29° Flo. Flat head. 1MM OVERSIZE. Super Alloy

6000 SERIES:
Competition valves with higher fatigue resistance and tensile strengths than our competitors' best offering. These valves are made to withstand high spring pressure, roller and flat tappet cams, Drag Racing, Oval Track, Road Racing and Sport Compact.

CHEVROLET BIG BLOCK (11/32)
FVF6157 E 1.880 11/32 5.425 .250 15° Super Flo. Brodix/Dart 320-360. +100
FVF6184 E 1.880 11/32 5.471 .250 15° Super Flo. +.150
FVF6139 I 2.190 11/32 5.275 .250 12° Super Flo. Stk/+ .050
FVF6189 I 2.190 11/32 5.344 .250 12° Super Flo. +.100
FVF6129 I 2.250 11/32 5.271 .250 12° Super Flo. Stk/+ .050
FVF6190 I 2.250 11/32 5.344 .250 12° Super Flo. +.100
FVF6130 I 2.300 11/32 5.321 .250 12° Super Flo. +.100
FVF6131 I 2.300 11/32 5.471 .250 12° Super Flo. Brodix/Dart 320-360. +.250
FVF6138 I 2.325 11/32 5.471 .250 12° Super Flo. Brodix/Dart 320-360. +.250

CHEVROLET BIG BLOCK (3/8)
FVF6125 E 1.880 3/8 5.350 .225 15° Super Flo. Stk
FVF6156 E 1.880 3/8 5.400 .225 15° Super Flo. Brodix/Dart 320-360. Stk/+ .050
FVF6126 I 2.190 3/8 5.221 .225 12° Super Flo. Stk
FVF6134 I 2.300 3/8 5.321 .225 12° Super Flo. Brodix/Dart 320/360. +.100

CHEVROLET SMALL BLOCK (11/32)
FVF6107 E 1.500 11/32 4.960 .250 12° Flo. Stk/+ .050
FVF6161 E 1.560 11/32 4.960 .250 12° Super Flo. Stk/+ .050
FVF6100 E 1.600 11/32 4.960 .250 12° Super Flo. Stk/+ .050. Edelbrock Head
FVF6108 E 1.600 11/32 4.960 .250 12° Flo. Stk/+ .050
FVF6104 E 1.600 11/32 5.010 .250 12° Super Flo. +.050/+ .100
FVF6145 E 1.600 11/32 5.010 .250 12° Flo. +.050/+ .100
FVF6202 E 1.600 11/32 5.060 .250 20° Semi Tulip Super Flo. +.100
FVF6147 E 1.600 11/32 5.160 .250 12° Super Flo-Brodix Pontiac. +.200

FVF6160 E 1.600 11/32 5.300 .250 12° Super Flo-Brodix # 12. +.400
FVF6228 E 1.600 11/32 5.400 .250 12° Super Flo-Brodix # 12 & 18°. +500
FVF6143 E 1.625 11/32 4.960 .250 12° Super Flo. Stk/+ .050
FVF6146 E 1.625 11/32 5.010 .250 12° Super Flo. +.050/+ .100
FVF6205 E 1.625 11/32 5.060 .250 20° Semi Tulip Super Flo. +.100
FVF6148 E 1.625 11/32 5.160 .250 15° Super Flo-Brodix Pontiac. +.200
FVF6102 I 1.940 11/32 4.960 .250 12° Super Flo. Stk/+ .050
FVF6165 I 2.000 11/32 4.960 .250 12° Super Flo. Stk/+ .050
FVF6101 I 2.020 11/32 4.960 .250 12° Super Flo. Stk/+ .050
FVF6103 I 2.020 11/32 5.010 .250 12° Super Flo. +.050/+ .100

FVF6208 I 2.020 11/32 5.060 .250 12° Super Flo. +.100
FVF6206 I 2.020 11/32 5.160 .250 12° Super Flo. Canfield Head. +.200
FVF6105 I 2.055 11/32 4.960 .250 12° Super Flo. Stk/+ .050
FVF6114 I 2.055 11/32 5.010 .250 12° Super Flo. +.050/+ .100
FVF6207 I 2.055 11/32 5.060 .250 12° Super Flo. +.100
FVF6115 I 2.080 11/32 4.960 .250 12° Super Flo. Stk/+ .050
FVF6116 I 2.080 11/32 5.010 .250 12° Super Flo. +.050/+ .100

FVF6203 I 2.080 11/32 5.060 .250 12° Super Flo. +.100
FVF6164 I 2.080 11/32 5.160 .250 12° Super Flo. Canfield Head. +.200
FVF6263 I 2.080 11/32 5.300 .250 12° Super Flo
FVF6117 I 2.100 11/32 4.960 .250 12° Super Flo. Stk/+ .050
FVF6118 I 2.100 11/32 5.010 .250 12° Super Flo. +.050/+ .100
FVF6166 I 2.150 11/32 5.300 .250 12° Super Flo-Brodix # 12. +.400
FVF6167 I 2.150 11/32 5.400 .250 12° Super Flo-Brodix # 12 & 18°. +500

CHEVROLET SMALL BLOCK - LS1 / LS2 / LS3
FVF6232 E 1.550 .313 4.915 .160 15° Flo. Radius Groove
FVF6271 E 1.570 .313 4.915 .160 24° Tulip Super Flo. Radius Groove
FVF6233 E 1.600 .313 4.915 .160 15° S Flo. Radius Groove
FVF6235 E 1.600 .313 4.915 .160 24° Tulip Super Flo. Radius Groove.
FVF6230 I 2.000 .3135 4.900 .160 12° Flo. Radius Groove
FVF6231 I 2.020 .3135 4.900 .160 12° S Flo. Radius Groove
FVF6234 I 2.055 .3135 4.900 .160 12° Super Flo. Radius Groove.
FVF6236 I 2.080 .3135 4.900 .160 12° Super Flo. Radius Groove.
FVF6242 I 2.100 .3135 4.900 .160 12° Super Flo. Radius Groove.
FVF6279 I 2.165 .3135 4.900 .160 12o S Flo. Backcut 30° Radius Groove

Part Nº	Head Type	Head Diam. mm	Stem Diam. mm	Overall Length mm	Tip Length mm	References
CHRYSLER 318-340-360 (3/8)						
FVF6243	E	1.500	3/8	4.970	.225	15° Super Flo.
FVF6244	E	1.600	3/8	4.970	.225	15° Super Flo.
FVF6246	I	1.780	3/8	4.980	.225	12° Super Flo.
FVF6248	I	1.920	3/8	4.980	.225	12° Super Flo.
FVF6249	I	2.020	3/8	4.980	.225	12° Super Flo.

CHRYSLER 440 CID (11/32) (INDY CYLINDER HEAD)						
FVF6189	I	2.190	11/32	5.344	.250	12° Super Flo
FVF6190	I	2.250	11/32	5.344	.250	12° Super Flo

FORD 302 / 351 C (2V)						
FVF6179	E	1.650	11/32	5.060	.250	12° Super Flo. Stk
FVF6132	I	2.070	11/32	5.275	.250	12° Super Flo. Stk/+ .050
FVF6155	I	2.100	11/32	5.275	.250	12° Super Flo-SVO-Yates

FORD 351 CLEVELAND 4V						
FVF6189	I	2.190	11/32	5.344	.250	12° Super Flo
FVF6139	I	2.190	11/32	5.275	.250	12° Super Flo
FVF6124	E	1.710	11/32	5.060	.250	12° Super Flo

FORD 351 N (SPORTSMAN HEAD)						
FVF6147	E	1.600	11/32	5.160	.250	12° Super Flo
FVF6206	I	2.020	11/32	5.160	.250	12° Super Flo

FORD 4.6L & 5.4L - 32 VALVES						
FVF6278	E	30	7	117.1	10.65	25° Super Flo. 3 Radial Grooves. Stock
FVF6277	I	37	7	135.9	15.7	20° Super Flo. 3 Radial Grooves. Stock

FORD 429 - 460 W/AFTERMARKET HEADS						
FVF6180	E	1.940	11/32	5.700	.250	15° Super Flo-SVO/TFS
FVF6168	I	2.350	11/32	5.755	.250	12° Super Flo-SVO/TFS

FORD BOSS 302 - 351 C - 429 - 460						
FVF6124	E	1.710	11/32	5.060	.250	12° Super Flo-351C/429/ 460
FVF6258	E	1.760	11/32	5.060	.250	14° Super Flo
FVF6139	I	2.190	11/32	5.275	.250	12° Super Flo-429/460. Stk/+ .050
FVF6189	I	2.190	11/32	5.344	.250	12° Super Flo-429/460. Stk/+ .050
FVF6129	I	2.250	11/32	5.271	.250	12° Super Flo-351C/429CJ. Stk/+ .050
FVF6190	I	2.250	11/32	5.344	.250	12° Super Flo-351C/429CJ. Stk/+ .050

FORD WINDSOR 302 - 351						
FVF6100	E	1.600	11/32	4.960	.250	12° Super Flo. Stk/+ .050. Edelbrock Head
FVF6218	I	1.900	11/32	4.960	.250	12° Super Flo-Edelbrock Head
FVF6193	I	1.900	11/32	5.030	.325	12° Super Flo-Edelbrock Head

HOLDEN 253-304-308 V8 (11/32")						
FVF6147	E	1.600	11/32	5.160	.250	12° Super Flo, use with .060" lash cap
FVF6206	I	2.020	11/32	5.160	.250	12° Super Flo, use with .060" lash cap
FVF6263	I	2.080	11/32	5.300	.250	12° Super Flo, + .070"

FORD BA FALCON XR-6 & TURBO						
FVF6652	I	35.05mm	6mm		122.9mm	
FVF6653	E	32.25mm	6mm		106.16mm	

5000 SERIES:

Hi-Performance stainless steel one piece forged valves, fully machined, hard chrome, and hard tip. These valves are excellent for Hi-performance Street, mildly modified Drag Racing, and Oval Track applications.

CHEVROLET BIG BLOCK (11/32)						
FVF5035	E	1.880	11/32	5.425	.250	12° Under Cut-Dish Head. +.100
FVF5037	I	2.190	11/32	5.300	.250	10° Under Cut-Dish Head. Stk/+ .100
FVF5031	I	2.250	11/32	5.271	.250	10° Under Cut-Dish Head. Stk/+ .050

CHEVROLET BIG BLOCK (3/8)						
FVF5010	E	1.725	3/8	5.350	.225	12° Under Cut-Dish Head. Stk
FVF5011	E	1.880	3/8	5.350	.225	12° Under Cut-Dish Head. Stk
FVF5007	I	2.065	3/8	5.221	.225	10° Under Cut-Dish Head. Stk
FVF5008	I	2.190	3/8	5.221	.225	10° Under Cut-Dish Head. Stk
FVF5108	I	2.190	3/8	5.246	.225	9° Flo-Flat Head. Stk
FVF5009	I	2.250	3/8	5.271	.225	10° Under Cut-Dish Head. Stk

CHEVROLET SMALL BLOCK (11/32)						
FVF5004	E	1.500	11/32	4.910	.256	12° Under Cut-Dish Head. Stk
FVF5104	E	1.500	11/32	4.935	.250	9° Flo-Double Groove-Flat Head. Stk
FVF5005	E	1.600	11/32	4.910	.256	12° Under Cut-Dish Head. Stk
FVF5105	E	1.600	11/32	4.935	.250	9° Flo-Double Groove-Flat Head. Stk
FVF5025	E	1.600	11/32	5.010	.256	12° Under Cut-Dish Head. +.100
FVF5006	E	1.625	11/32	5.010	.256	12° Under Cut-Dish Head. +.100
FVF5040	E	1.650	11/32	5.060	.250	12° Under Cut-Dish Head. +.150
FVF5001	I	1.940	11/32	4.910	.256	10° Under Cut-Dish Head. Stk
FVF5101	I	1.940	11/32	4.935	.250	9° Flo-Double Groove-Flat Head. Stk
FVF5048	I	1.940	11/32	5.010	.256	10° Under Cut. +.100

Part Nº	Head Type	Head Diam. mm	Stem Diam. mm	Overall Length mm	Tip Length mm	References
FVF5002						
FVF5027	I	2.020	11/32	4.910	.256	10° Under Cut-Dish Head. Stk
FVF5003	I	2.055	11/32	4.910	.256	10° Under Cut-Dish Head. +.100
FVF5022	I	2.055	11/32	5.010	.256	10° Under Cut-Dish Head. +.100
FVF5021	I	2.080	11/32	4.910	.256	10° Under Cut-Dish Head. Stk
FVF5023	I	2.080	11/32	5.010	.256	10° Under Cut-Dish Head. +.100

CHRYSLER 340 (3/8)						
FVF5051	E	1.600	3/8	5.075	.225	14° Super Flo
FVF5050	I	2.020	3/8	5.050	.225	12° Super Flo

CHRYSLER 440 CID (3/8)						
FVF5055	E	1.740	3/8	4.910	.290	14° Super Flo
FVF5054	I	2.080	3/8	4.875	.290	12° Super Flo
FVF5052	I	2.140	3/8	4.875	.290	12° Super Flo

FORD 302 - 351 C (2V)						
FVF5040	E	1.650	11/32	5.060	.250	12° Under Cut-Dish Head
FVF5026	I	2.070	11/32	5.275	.250	10° Under Cut-Dish Head

FORD 351 CLEVELAND 4V						
FVF5045	E	1.710	11/32	5.060	.250	12° Under Cut-Dish Head
FVF5037	I	2.190	11/32	5.300	.250	10° Under Cut-Dish Head
FVF5031	I	2.250	11/32	5.271	.250	10° Under Cut-Dish Head

FORD 351 W & GT40 HEAD						
FVF5058	E	1.600	11/32	5.075	.395	12° Under Cut-Dish Head
FVF5059	I	1.940	11/32	5.075	.395	10° Under Cut-Dish Head

FORD BOSS 302 - 351 C - 429 - 460						
FVF5045	E	1.710	11/32	5.060	.250	12° Under Cut-Dish Head
FVF5037	I	2.190	11/32	5.300	.250	10° Under Cut-Dish Head
FVF5031	I	2.250	11/32	5.271	.250	10° Under Cut-Dish Head

FORD WINDSOR 289 - 302 - 351						
FVF5015	E	1.600	11/32	5.030	.325	12° Under Cut-Dish Head
FVF5056	I	1.900	11/32	5.030	.325	10° Under Cut-Dish Head
FVF5018	I	1.940	11/32	5.030	.325	10° Under Cut-Dish Head

PONTIAC 400 - 428 - 455						
FVF5144	E	1.770	11/32	5.110	.250	9° Flo-Dish Head
FVF5143	I	2.110	11/32	5.095	.250	9° Flo-Dish Head-30° Seat



Speed-Pro Stainless Steel Valves

Speed-Pro Power Forged Competition Series Valves are one piece stainless steel forgings and are suitable for performance street and race engines.

Application	Head	Length	Part No.
Chev Small Block - Intake	2.020"	4.987"	SPV2054R
Chev Small Block - Exhaust	1.600"	4.905"	SPV2051R
Chev Big Block - Intake	2.300"	5.255"	SPV2053R
Chev Big Block - Exhaust	1.875"	5.352"	SPV2056R
Chrysler Small Block - Intake	2.020"	5.000"	SPV2486R
Chrysler Small Block - Exhaust	1.600"	5.025	SPV2487R
Ford 302-351 Windsor - Intake	1.940"	5.075"	SPV8019R
Ford 302-351 Windsor - Exhaust	1.600"	5.080"	SPV8016R
Ford 351 Cleveland 4V - Intake	2.190"	5.000"	SPV8021R
Ford 351 Cleveland 4V - Exhaust	1.710"	5.025"	SPV8020R



ROCKERS - STANDARD & ROLLER



Heavy-Duty Extruded Aluminium Roller-Rocker Arms

Designed for up to 10,000 RPM. This heavy duty design features an oversized body and fulcrum with a triangulated profile for additional rigidity and strength. Accommodates most oversized valve springs. American-made roller bearings are in self-contained bearing-cups for extra low friction wear. Each set includes 16 extruded aluminium roller rockers and 16 poly locks. If you would like to order a single roller rocker, please use your applicable part number and add a "P" at the end (ie "67708P").

Fits Chevy™ small block engines.
PR66930 1.5 Ratio, 7/16" Stud

Extruded Aluminium Roller-Rocker Arms

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

16 extruded aluminium roller rockers and 16 poly locks.
Fits Chevy small block engines.
PR66907 1.5 Ratio 3/8" Stud
PR66908 1.6 Ratio 3/8" Stud
PR66909 1.5 Ratio 7/16" Stud
PR66910 1.6 Ratio 7/16" Stud

Fits Chevy S/B engines w/ center hold-down valve covers.

PR66914 1.5 Ratio 3/8" Stud, Self Aligning
PR66915 1.6 Ratio 3/8" Stud, Self Aligning

Fits Ford small block engines.

PR66911 1.6 Ratio 3/8" Stud
PR66912 1.6 Ratio 7/16" Stud

Fits Ford 302 Boss 351C, 429-460.

PR66861C 1.73 Ratio 7/16" Stud
Fits Chrysler. Supplied with hardened shaft and hardware.
PR66869 1.5 Ratio for S/B
PR66868 1.5 Ratio for B/B

Fits Holden & Pontiac.

PR67482 1.65 Ratio 7/16" Stud

Stamped Roller-Tip Rocker Arms

The super affordable way to reduce internal valve train friction and valve stem wear. Extra long slot eliminates rocker to stud interference when using high lift cams. 16 rockers, anti-gall grooved balls and nuts per package.

Fits Chevy small block engines.
PR66906B 1.5 Ratio 3/8" Stud

JESEL
VALVETRAIN INNOVATION

JESEL ROCKER SYSTEMS SPORTSMAN SERIES

Jesel's affordable SS shaft rockers are designed to fill the needs of sportsman Rocker arms are CNC profile-machined out of 2024 alloy aluminium and fitted with full compliment shaft needle bearings, pressed-pin nose rollers and heat treated valve adjusters. These rockers have valve spring relief pockets and profiled tails to fit under most popular valve covers.

Application	Ratio	Part No
Chev Small Block V8 262-400	1.50	JEKSS-335050
Chev Small Block V8 262-400	1.60	JEKSS-336050
Chev LS1, LS6 & LS2	1.70	JEKSS-307070
Chev LS1, LS6 & LS2	1.80	JEKSS-308080
Chev Big Block V8 396-454	1.70	JEKSS-017070
Ford 289-351 Windsor V8	1.50	JEKSS-0505050
Ford 289-351 Windsor V8	1.60	JEKSS-506060
Ford 289-351 Windsor V8	1.70	JEKSS-507070

J2K Series

JESEL J2K Shaft Rocker Systems are the valve train of choice in Nextel Cup, Busch and Craftsman Truck racing where second best just isn't good enough. JESEL innovations such as small shafts and ball adjusters, plus the Mohawk rocker profile provide the ultimate balance of mass, stiffness and strength.

Application	Ratios	Part No
Chev LS1, LS6 & LS2 Hydraulic Roller	1.60 - 1.80	JEK2A-2004409
Chev LS1, LS6 & LS2 Solid Roller	1.60 - 1.80	JEK2A-2004409T
Chev LS1, LS6 & LS2 Hydraulic Roller	1.80 - 1.95	JEK2A-2014409
Chev LS1, LS6 & LS2 Solid Roller	1.80 - 1.95	JEK2A-2014409T
Holden V8 Supercar, Splayed Valve	1.60 - 1.70	JEK2A-2732111

PARTS FOR JESEL ROCKERS

Replacement shims, bearings and adjusters for Jesel rocker arms.

Description	Part No.
Rocker Stand Shim Kit, SB	JEKRS-28100
Rocker Stand Shim Kit, BB	JEKRS-28150
Rocker Stand Shim Kit, 14" Olds	JEKRS-28200
Rocker Stand Shim Kit, 18" Big Chief	JEKRS-28250
Lash Adjuster, 3/8-24 x 5/16 Cup, 5/32 Hex	JEADJ-20460
Lash Adjuster, 3/8-24 x 9/32 Ball End, No Oil Hole	JEADJ-20465
Lash Adjuster, 5/16-24 x 9/32 Ball End	JEADJ-20475
Lash Adjuster, 3/8-24 x 9/32 Ball End w/Oil Hole	JEADJ-20480
Shaft Bearing, 3/4 OD x 9/16 ID x 3/4 Long	JEBRG-20610
Shaft Bearing, 3/4 OD x 9/16 ID x 1/2 Long (Y-98)	JEBRG-20620
Shaft Bearing, 3/4 OD x 9/16 ID x 3/8 Long (Y-96)	JEBRG-20630
Shaft Bearing, 9/16 OD x 3/8 ID x 1/2" Long (B-68)	JEBRG-20635
Shaft Bearing, 9/16 OD x 3/8 ID x 5/8 Long (B-610)	JEBRG-20645
Shaft Bearing, 9/16" x 3/8" ID x 3/4" Long (Y-612)	JEBRG-20670
Shaft Bearing, 3/4 OD x 9/16 ID x 5/8 Long (Y-910)	JEBRG-20675
Rocker Arm Thrust Bearing	JEBRG-20700
Shaft Bearing, 3/4 OD x 9/16 ID x 1/2 Long (MECH)	JEBRG-20625
Bolt Shaft to Shaft Standard 5/16-18 x 1.250	JEHLT-21750
Bolt Shaft to Shaft Standard 5/16-18 x 1.250 12pt Head	JEHLT-21752
Bolt Head to Shaft Standard 7/16-14 x 1.000	JEHLT-21820
Cam Bearing 60mm Babbitt	JEBRG-60040
Cam Bearing 55mm Babbitt	JEBRG-60115

JESEL

VALVETRAIN INNOVATION



SPORTSMAN SERIES

BB Chev	AFR	265/345 cc	Magnum	JEKSS-187575
SB Chev	AFR	210/220 cc	Eliminator	JEKSS-406060
SB Chev	AFR	227/235 cc	Eliminator	JEKSS-416060
SB Ford	AFR	165/225 cc	Outlaw	JEKSS-517070



STREET TERRA ROLLER ROCKER SETS

The Street Terra series are the entry level rockers that give you the performance benefits of the famous premium Yella Terra Roller rockers used by racers worldwide for over two decades, for a fraction of the cost. Street Terra rockers feature high density cast alloy arms and are recommended for engines with maximum spring pressures up to 400lbs.

Description	Ratio	Part No.
Chev Small Block, 3/8" Stud Mount	1.50	YTST2000
Chev Small Block, 3/8" Stud Mount	1.60	YTST2004
Chev Small Block, 7/16" Stud Mount	1.50	YTST2001
Chev Small Block, 7/16" Stud Mount	1.60	YTST2005
Chev Big Block, 7/16" Stud Mount	1.70	YTST2003
Chrysler Hemi 6-Cyl, 7/16" Stud Mount	1.70	YTST2036
Ford 289-302W, 3/8" Stud Mount	1.60	YTST2004
Ford 289-302W, 7/16" Stud Mount	1.60	YTST2005
Ford 289-302W, 3/8" Shaft Mount	1.60	YTST2044
Ford 289-302W, 3/8" x 5/16" Shaft Mount	1.60	YTST2045
Ford 5.0-5.8L EFI, 5/16" Shaft Type, Hyd	1.60	YTST2046
Ford 5.0-5.8L EFI, 5/16" Shaft Type, Adj	1.60	YTST2047
Ford 5.0-5.8L EFI, 5/16" Shaft Type, Hyd	1.72	YTST2027
Ford 5.0-5.8L EFI, 5/16" Shaft Type, Adj	1.72	YTST2028
Ford 302-351C, 5/16" Pedestal, Hyd	1.72	YTST2035
Ford 302-351C, 5/16" Pedestal, Adj	1.72	YTST2015
Ford 302-351C, 7/16" Stud Mount	1.72	YTST2003
Ford 429-460, 5/16" Pedestal, Hyd	1.72	YTST2035
Ford 429-460, 5/16" Pedestal, Adj	1.72	YTST2015
Ford 429-460, 7/16" Stud Mount	1.72	YTST2003
Ford X-Flow 6-Cyl, 5/16" Pedestal, Hyd	1.72	YTST2034
Ford X-Flow 6-Cyl, 5/16" Pedestal, Adj	1.72	YTST2018
Holden 6-Cyl Red, 3/8" Stud Mount	1.50	YTST2007
Holden 6-Cyl Red, 7/16" Stud Mount	1.50	YTST2008
Holden 6-Cyl Red, 3/8" Stud Mount	1.60	YTST2012
Holden 6-Cyl Red/Blue, 5/16" Shaft, Hyd	1.50	YTST2030
Holden 6-Cyl Red/Blue, 5/16" Shaft, Adj	1.50	YTST2031
Holden V8 253-308, 3/8" Stud Mount	1.65	YTST2009
Holden V8 253-308, 7/16" Stud Mount	1.65	YTST2010
Holden V8 253-308, 5/16" Shaft Type, Hyd	1.65	YTST2032
Holden V8 253-308, 5/16" Shaft Type, Adj	1.65	YTST2033

YELLA TERRA ROLLER ROCKER SETS

Yella Terra Roller Rockers have proven to be so reliable and durable since 1983, with the ultimate in design and proven by racing teams to give more power and reliability than other products. The strongest aluminium roller arms in the world with deflection and bend tests proving their aircraft grade extruded aluminium arms superior to rival aluminium and stainless steel arms. They are the ultimate roller arm for use in high revving street engines and most race applications.

Description	Ratio	Part No.
AMC V8, 7/16" Stud Mount	1.65	YT5010
Chev Small Block, 3/8" Stud Mount	1.50	YT5000
Chev Small Block, 3/8" Stud Mount	1.60	YT5019
Chev Small Block, 7/16" Stud Mount	1.50	YT5001
Chev Small Block, 7/16" Stud Mount	1.60	YT5002
Chev LS1, LS2, LS6, Shaft Type, Hyd	1.70	YT6645
Chev LS1, LS2, LS6, Shaft Type, Hyd	1.80	YT6646
Chev LS1, LS2, LS6, Shaft Type, Adj	1.70	YT6638
Chev LS1, LS2, LS6, Shaft Type, Adj	1.80	YT6639
Chev 6.0L L76, L98, Shaft Type, Hyd	1.70	YT6667
Chev 6.0L L76, L98, Shaft Type, Hyd	1.80	YT6668
Chev 6.0L L76, L98, Shaft Type, Adj	1.70	YT6653
Chev 6.0L L76, L98, Shaft Type, Adj	1.80	YT6654
Chev Big Block, 7/16" Stud Mount	1.70	YT5003
Chrysler Small Block 273-360, Shaft Type	1.50	YT6011
Ford 289-351W -		
AFR Alloy, Edelbrock Perf & Victor Jr,	1.65	YT6611
Ford 302-351C, 5/16" Pedestal, Adj	1.73	YT6015
Ford 302-351C, 7/16" Stud Mount	1.73	YT5006
Ford 429-460, 5/16" Pedestal, Adj	1.73	YT6015
Ford 429-460, 7/16" Stud Mount	1.73	YT5006
Ford Capri 3.0L V6, 3/8" Stud Mount	1.55	YT5016
Holden 6-Cyl Red, 3/8" Stud Mount	1.50	YT5007
Holden 6-Cyl Red, 7/16" Stud Mount	1.50	YT5008
Holden V6 S1, 3/8" Pedestal Mount, Hyd	1.70	YT6656
Holden V6 S1, 3/8" Pedestal Mount, Hyd	1.80	YT6657
Holden V6 S1, 5/16" Pedestal Mount, Hyd	1.70	YT6658
Holden V6 S1, 5/16" Pedestal Mount, Hyd	1.80	YT6659
Holden V6 Ecotec, 5/16" Pedestal, Hyd	1.60	YT6669
Holden V6 Ecotec, 5/16" Pedestal, Hyd	1.70	YT6649
Holden V6 Ecotec, 5/16" Pedestal, Hyd	1.80	YT6650
Holden V6 Ecotec, 5/16" Pedestal, Hyd	1.90	YT6651
Holden V6 Ecotec, 5/16" Pedestal, Hyd	1.95	YT6662
Holden V6 Ecotec, 5/16" Pedestal, Hyd	1.95/1.90	YT6666
Holden V8 253-308, 7/16" Stud Mount	1.65	YT5010
Holden V8 253-308, 5/16" Shaft Type, Hyd	1.65	YT5032
Holden V8 253-308, 5/16" Shaft Type, Adj	1.65	YT5033
Holden V8, VN-On, 5/16" Shaft Type, Adj	1.65	YT6309
Nissan A-Series 4-Cyl, Shaft Type	1.55	YT6023

PLATINUM SERIES ROLLER ROCKER SETS

The Platinum Race rockers are designed for the most severe race applications and have the feature of wide body arms for even greater strength and resistance to deflection. All Platinum rockers feature a heavy duty 7/16" mountings for unsurpassed rocker stability. The Platinum rockers are available in twin shaft versions for parallel valve applications and unique single shaft designs for cantilever valve small block and big block engines.

Description	Ratio	Part No.
Chev SB, 7/16" Twin Shaft	1.55	YT6008
Chev SB, 7/16" Twin Shaft	1.60	YT6009
Chev SB, 7/16" Twin Shaft, .150" O/set	1.65/1.55	YT6341
Chev SB, 7/16" Twin Shaft, .265" O/set	1.60/1.50	YT6327
Chev SB, 7/16" Twin Shaft, AFR 227	1.50	YT6615
Chev SB, 7/16" Single Shaft	1.50	YT6355
Chev SB, 7/16" Single Shaft	1.60	YT6356
Chev SB, 7/16" Single Shaft,	1.60/1.50	YT6357
Chev SB, 7/16" Twin Shaft for AFR 227	1.60/1.50	YT6616
Chev SB 7/16" Twin Shaft for AFR 227-235	1.50	YT6703
Chev SB 7/16" Twin Shaft for AFR 227-235	1.60	YT6704
Chev LS1, LS2, LS6, Shaft Type, Adj	1.70	YT6640
Chev BB, 7/16" Single Shaft	1.70	YT6617
Chev BB, 7/16" Single Shaft, + .150" Valve	1.70	YT6603
Ford 289-351W, 7/16" Twin Shaft	1.65	YT6314
Ford 289-351W, AFR, 7/16" Twin Shaft	1.60	YT6610
Ford 289-351W, Dart, 7/16" Twin Shaft	1.60	YT6323
Ford 302-351C, 7/16" Single Shaft	1.73	YT6321
Holden 6-Cyl Red/Blue, 7/16" Twin Shaft	1.50	YT5029
Holden 6-Cyl Red/Blue, 7/16" Twin Shaft	1.60	YT6312
Holden 6-Cyl Red/Blue, 7/16" Twin Shaft	1.65	YT6332
Holden V6 Ecotec, 7/16" Twin Shaft	1.70	YT6333
Holden V8, VN-On, 7/16" Twin Shaft	1.65	YT6030
Holden V8, YT -3 Alloy, 7/16" Twin Shaft	1.65	YT5020
Holden V8, YT -9 Alloy, 7/16" Twin Shaft	1.65	YT6313
Holden V8, VN-On, 7/16" Twin Shaft (Pair)	1.65	YT6030-2

SPARE PARTS FOR YELLA TERRA ROCKERS

Yella Terra roller rockers are fully rebuildable and all parts are available separately. The most common replacement parts are listed here.

Description	Part No.
3/8" Posi-Locks for Stud Mount Rockers (16-Pack)	YT1858
3/8" Posi-Lock for Stud Mount Rockers (Each)	YT5106
7/16" Posi-Locks for Stud Mount Rockers (16-Pack)	YT1860
7/16" Posi-Lock for Stud Mount Rockers (Each)	YT5107
Adjuster & Lock Nut for Street Terra Bolt On Rockers	YT5117
26mm Adjuster & Lock Nut for YT Bolt On Rockers	YT5119
24mm Adjusting Screw (Through Hole)	YT18021
24mm Adjusting Screw (Cross Hole)	YT6161
29mm Adjusting Screw (Through Hole)	YT6061
3/8" UNF Single Hex Lock Nut, 6.0mm High	YT6163
3/8" UNF 12-Point Lock Nut, 6.0mm High	YT6194
5/16" x 15mm Spacer for Holden Bolt On Rockers	YT18375
Trunnion Bearing for All ST & YT Rockers	YT5060
Roller, Pin & Circlip for All ST & YT Rockers	YT5099
Trunnion & Bearing for 3/8" Stud Mount Rockers	YT5097
Trunnion & Bearing for 7/16" Stud Mount Rockers	YT5098
Rocker Shaft & Bearings Holden VN V8 7/16 (Pair)	YT18404



STAMPED STEEL ROCKER ARMS

These rockers are similar in design to those originally used on most engines, but incorporate features which make them a useful upgrade for the budget conscious engine builder. Careful attention to detail ensures accurate ratios and hardened steel alloys deliver long life at the critical fulcrum, valve and pushrod seat areas.

Description	Part No.
CHEV SMALL BLOCK	SPR826
CHEV SMALL BLOCK LONG SLOT	SPR865R
CHEV SMALL BLOCK 87-ON 1.5:1 RATIO	SPR1022R
CHEV SMALL BLOCK 87-ON 1.6:1 RATIO	SPR1023R
CHEV BIG BLOCK	SPR851
CHEV BIG BLOCK LONG SLOT	SPR866R
CHRYSLER SMALL BLOCK L/H	SPR861
CHRYSLER SMALL BLOCK R/H	SPR862
CHRYSLER BIG BLOCK L/H	SPR828
CHRYSLER BIG BLOCK R/H	SPR829
FORD 289-351 WINDSOR W/O RAILS	SPR836
FORD 289-351 WINDSOR RAIL TYPE	SPR847
FORD 302-351 CLEVELAND	SPR855
FORD 429-460 BIG BLOCK	SPR855



GM LS UPGRADED OEM ROCKER ARMS

Stock LS rocker arms can experience cageless needle bearing failure when loads are increased. COMP CAMS® engineers have solved this problem with upgraded rockers featuring a stronger and more durable trunnion and captured bearing design. These upgraded versions increase each rocker's lift capacity and utilize caged roller bearings to improve valve train durability. The trunnions are secured by snap rings. The rockers feature a black-oxide finish and are available for LS1, LS3 and LS7 valve train geometries. A DIY upgrade kit is also available for users with stock rockers. It features a magnetic installation tool, and its cylindrical construction is perfect for use in an arbor press, bench vice or c-clamp.

Description	Part No.
GM LS Upgraded OEM Rocker Arms (LS1) 1.7	C01477-16
GM LS Upgraded OEM Rocker Arms (LS3) 1.7	C01478-16
GM LS Upgraded OEM Rocker Arms (LS7) 1.8	C01479-16



COMP Cams

High Energy die cast aluminium rocker arms

Finally, high performance without a high price--COMP Cams High Energy die cast aluminium rocker arms. Comp Cams, a leader in valvetrain technology, has developed these High Energy rockers to provide superior strength to weight ratio to withstand the hardships of your street performance and mild race engines while adding valve lift. These die cast aluminium, larger-than-stock rocker bodies are designed to be stiffer and more durable. They feature needle bearing fulcrums and roller tips to reduce friction and lower oil temp for even more horsepower potential. Maybe you're on a budget or maybe you just appreciate getting the most for your coin; make an affordable choice without sacrificing performance--COMP Cams High Energy die cast aluminium rocker arms.

Application	Stud	Ratio	Part No.
Chevy Small Block 265-400	3/8"	1.50	C017001-16
Chevy Small Block 265-400	3/8"	1.60	C017002-16
Chevy Small Block 265-400	7/16"	1.6	C017005-16
Chevy Big Block 396-454	7/16"	1.70	C017021-16
Ford 289-351 Windsor	3/8"	1.60	C017043-16
Ford 289-351 Windsor	7/16"	1.6	C017044-16
Ford 302-351 Cleveland	7/16"	1.73	C017045-16

COMP Ultra-Gold Aluminium Rocker Arms

COMP Cams proudly introduces the new Gold Standard in stud-mount, aluminium roller rocker arms -- the Ultra-Gold. Designed specifically for high performance street and race engines, the Ultra-Gold Aluminium Rocker Arms are precision CNC-machined to strict tolerances. Developed to meet the demands of professional engine builders, these rockers are proven to withstand extremely aggressive spring pressure and valve lift and feature clearance for 1.650" O.D. valve springs.

Application	Stud	Ratio	Part No.
Chev LS-based engines	8mm	1.72	C019024-16
Chev LS-based engines	8mm	1.82	C019025-16
Chev Small Block 265-400	3/8"	1.50	C019001-16
Chev Small Block 265-400	7/16"	1.50	C019004-16
Chev Small Block 265-400	7/16"	1.60	C019005-16
Chev Big Block 396-454	7/16"	1.70	C019021-16
Holden 253-308	7/16"	1.65	C019061-16
Ford 289-351 Windsor	3/8"	1.60	C019043-16
Ford 289-351 Windsor	7/16"	1.60	C019044-16
Ford 302-351 Cleveland	7/16"	1.72	C019045-16

Magnum Rocker Arms



COMP Cams Magnum Roller Rockers are the ultimate street rocker. That's because they were designed with the serious performance enthusiast in mind. They will help your engine make more power and last longer. Magnum Roller Rocker Arms are made from 8620 chromomoly steel. This makes them stronger than die-cast aluminium or stamped steel rockers. This superior material, along with the Magnum's super stiff design, assures maximum lift because this rocker arm will not flex.

Application	Stud	Ratio	Part No.
Chev Small Block 265-400	3/8"	1.52	C01412-16
Chev Big Block 396-454	7/16"	1.72	C01411-16
Ford 302-351 Cleveland	7/16"	1.72	C01411-16
Ford Big Block 429-460	7/16"	1.72	C01411-16
Ford 289-351W (Rail Type)	3/8"	1.60	C01431-16
Ford 289-351W (Non Rail)	3/8"	1.60	C01442-16



Ford FE 390-428 Ultra-Gold Shaft Roller Rocker Kit

1.76 Ratio

The new Ultra-Gold ARC Series Shaft-Mount Aluminium Rocker System from COMP Cams provides a high-quality, fully adjustable valve train for Ford FE engines. Featuring high-lift capabilities in a lightweight design, the system is designed exclusively for use in high-performance street and race engines. Steel stands offer extra shaft support for strength and rigidity, while shims are adjustable left and right for intake runner clearance. The rockers feature a 1.76 ratio.

- Side-shim adjustable for runner clearance
 - Steel stands provide additional shaft support for strength and rigidity
 - Designed exclusively for use in high performance street & race engines
- C019046**

Pro Magnum LS1-LS2-LS6 Rocker Arm Kits

COMP Cams offers four GM

Gen III/LS1/LS2/LS6

bolt-on rocker arm kits

all of which include Pro

Magnum Rocker

Arms (1.75:1 or

1.85:1), guide

plates (5/16"

or 3/8"),

rocker studs, adjusting nuts and set screws. Designed to fit under the stock valve covers without machining, COMP Cams Pro Magnum Rocker Arm Kits are the simple solution for upgrading the valve train components in your GM Gen III/LS1/LS2/LS6 engine.

Description

Rocker Arm Kit, 1.75:1 Ratio, 5/16" Guide Plates

Rocker Arm Kit, 1.85:1 Ratio, 5/16" Guide Plates

Part No.

C013755-KIT

C013705-KIT

Ultra Pro Magnum Rocker Arms

The new Ultra Pro Magnum Rocker Arms

take stud mount rocker

performance, stability

and value to a whole

new level.

The investment cast

8650 chromemoly body

& arched, web-like

design delivers increased

strength & rigidity while

reducing moment

of inertia and the unique black oxide exterior finish helps prevent

corrosion. Ultra Pro Magnum Rocker Arms feature increased

retainer & valve spring clearances, oversized trunnions, precision-

sorted needle bearings, hardened roller tips, rebuildable design &

a lifetime guarantee on the rocker body.

Application	Stud	Ratio	Part No.
LS3 Factory Offset	Pedestal Mount	1.80	C01678-16
Chev Small Block 265-400	3/8"	1.52	C01601-16
Chev Small Block 265-400	7/16"	1.52	C01604-16
Chev Small Block 265-400	7/16"	1.60	C01605-16
Chev Big Block 396-454	7/16"	1.70	C01620-16
Ford 289-351 Windsor	3/8"	1.60	C01631-16
Ford 289-351 Windsor	7/16"	1.60	C01632-16
Ford 302-351 Cleveland	7/16"	1.70	C01630-16
Ford Big Block 429-460	7/16"	1.70	C01630-16
Chrysler Big Block B/RB 383-400	Shaft	1.5	C01621-16
Chrysler Mopar Small Block 318-360	Shaft	1.5	C01622-16

Ultra Pro Magnum XD Rocker Arms

The next design evolution of the

Hi-Tech™ Stainless Steel Roller

Rocker Arms are built to outlast

and outperform in accuracy and

strength. The Ultra Pro Magnum™

XD Rocker Arms are engineered from

durable 8650 steel and include a machined billet

push-rod seat insert for a wide range of super

accurate ratios. A unique and wide ratio range to fit almost any

popular application from 1.5 to 1.73 in .5 increments for Chevy

and 1.6 to 1.73 for various Ford applications is available. These

XD rockers are fully rebuildable and boast precision-sorted

needle bearings and hardened roller tips. And, they work with

most diameter springs and retainers. The new XD design utilizes

advanced FEA and CAD design and development to improve

strength, stiffness and MOI optimization for drag and circle track

applications.

Application	Stud	Ratio	Part No.
Chev Small Block 265-400	7/16"	1.50	C01804-16
Chev Big Block 396-454	7/16"	1.70	C01820-16
Ford 289-351 Windsor	7/16"	1.70	C01834-16
Ford 302-351 Cleveland	7/16"	1.73	C01830-16
Ford 302-351 Cleveland	7/16"	1.80	C01838-16

COMP Cams shaft mount aluminium rocker arms

Using COMP Shaft Mount Rocker Systems is one of the most

effective ways to increase horsepower. These systems transfer

power from the camshaft to the valve by properly positioning

the rocker over the valve. Rather than being mounted on a stud,

a horizontal shaft works as the fulcrum, which significantly

increases mounting stiffness and valve train stability. Constructed

from high strength 2024 aluminium and using an 8620 hardened

steel shaft, COMP shaft rockers are designed using the latest in

computer technology and are field tested by experts in every type

of racing.

Off-Set 1.7 Shaft Rockers for GM LS3/L92 Engines C01521

COMP Cams Rocker Arm Adjusting Nuts

All COMP Cams rocker arm adjusting

nuts are designed for the ultimate in

strength and locking force. They are precision-ground for

minimum runout and are tapered for extra strength in the locking

area. The special alloys in the polylocks ensure a quality and

strength not found in any other competitive products.

7/16 Posi locks .550 O.D. C04600-16

3/8 Posi locks .550 O.D. C04601-16

Small Block Ford With

Non Adjusting Rockers

5/16" Stud

On the 302-351W Fords, simply remove the standard adjusting nut, slip the spacer over the stuff, install the new nut and adjust the valves as necessary. Replace the screw-in studs with those provided, slip the spacer insert through the rocker arm ball, and adjust with the new adjusting nut. These kits are a simple and inexpensive alternative to give the flexibility of an adjustable valve train

SBF 5/16" Stud Non Adjusting Rockers Nuts C04610-16

Rocker Trunnion Upgrade Kit

Kit includes: rocker arm trunnion, rocker arm bearing & rocker

arm retaining ring

• Converts a stock LS series rocker arm into a captured roller

trunnion for race applications

• Increases stability and stiffness

• NASCAR spec LS engine proven

C013702-KIT



Endurance Series Rocker Arms

Scorpion Endurance Series roller rocker arms

feature a lightweight, low profile design with

shorter polylocks for extra valve cover

clearance and easily handles .950" lift and

950 lbs open spring pressure.

Application	Ratio	Part No
Chev & Holden LS3/L98 - Bolt On	1.7	SCP1062
Chev & Holden LS3/L98 - Bolt On	1.8	SCP1063
Chev Small Block - 3/8" Stud	1.5	SCP1073BL
Chev Small Block - 3/8" Stud	1.5	SCP3000
Chev Small Block - 3/8" Stud	1.6	SCP3002
Chev Small Block - 3/8" Stud	1.5/1.6	SCP3027
Chev Small Block - 7/16" Stud	1.5	SCP3001
Chev Small Block - 7/16" Stud	1.6	SCP3003
Chev Small Block - 7/16" Stud	1.7	SCP3026
Chev Small Block - 7/16" Stud	1.5/1.6	SCP3028
Chev Small Block - 7/16" Stud	1.6/1.65	SCP3046
Chev Big Block - 7/16" Stud	1.7	SCP3014
Chev Big Block - 7/16" Stud	1.75	SCP3015
Chev Big Block - 7/16" Stud	1.8	SCP3016
Chev Big Block - 7/16" Stud	1.5/1.55	SCP3068
Chev Big Block - 7/16" Stud	1.7/1.75	SCP3045
Chev Big Block - 7/16" Stud	1.7/1.8	SCP3040
Chev Big Block - 7/16" Stud	1.75/1.8	SCP3064
Ford Windsor - 3/8" Stud	1.6	SCP3017
Ford Windsor - 3/8" Stud	1.72	SCP3019
Ford Windsor - 7/16" Stud	1.5	SCP3080
Ford Windsor - 7/16" Stud	1.6	SCP3018
Ford Windsor - 7/16" Stud	1.65	SCP3067
Ford Windsor - 7/16" Stud	1.72	SCP3020
Ford Windsor - Pedestal (Non Adjustable)	1.6	SCP3021
Ford Windsor - Pedestal (Non Adjustable)	1.72	SCP3022
Ford Cleveland - 7/16" Stud	1.73	SCP3023
Ford 429-460 - 7/16" Stud	1.73	SCP3023
Holden V8 253-308 - 7/16" Stud	1.65	SCP3053
Pontiac V8 350-455 - 7/16" Stud	1.65	SCP3053

Race Series Rocker Arms

Scorpion Race Series roller

rocker arms feature a full body

design that clears valve springs

up to 1.625" diameter and easily

handles .950" lift and 950 lbs

open spring pressure.

Application	Ratio	Part No
Chev Small Block - 3/8" Stud	1.5	SCP1000BL
Chev Small Block - 3/8" Stud	1.55	SCP1006BL
Chev Small Block - 3/8" Stud	1.6	SCP1002BL
Chev Small Block - 3/8" Stud, Self Aligning	1.5	SCP1035BL
Chev Small Block - 3/8" Stud, Self Aligning	1.6	SCP1036BL
Chev Small Block - 3/8" Stud, Narrow Body	1.5	SCP1037BL
Chev Small Block - 3/8" Stud, Narrow Body	1.6	SCP1038BL
Chev Small Block - 7/16" Stud	1.5	SCP1001BL
Chev Small Block - 7/16" Stud	1.55	SCP1007BL
Chev Small Block - 7/16" Stud	1.6	SCP1003BL
Chev Small Block - 7/16" Stud	1.65	SCP1009BL
Chev Small Block - 7/16" Stud	1.7	SCP1026BL
Chev Small Block - 7/16" Stud	1.5/1.6	SCP1028BL
Chev Small Block - 7/16" Stud	1.6/1.65	SCP1046BL
Chev Small Block - 7/16" Stud, .150" Offset	1.6	SCP1013BL
Chev & Holden LS1/LS6 - Bolt On	1.7	SCP1098BL
Chev & Holden LS1/LS6 - Bolt On	1.8	SCP1099BL
Chev Big Block - 7/16" Stud	1.7	SCP1014BL
Chev Big Block - 7/16" Stud	1.8	SCP1016BL
Chev Big Block - 7/16" Stud	1.7/1.75	SCP1045BL
Ford Windsor - 3/8" Stud	1.6	SCP1017BL
Ford Windsor - 7/16" Stud	1.6	SCP1018BL
Ford Windsor - 7/16" Stud	1.65	SCP1067BL
Ford Windsor - 7/16" Stud	1.72	SCP1020BL
Ford Windsor - Pedestal Mount	1.6	SCP1021BL
Ford Cleveland - 7/16" Stud	1.73	SCP1023BL
Ford Cleveland - 5/16" Pedestal Mount	1.73	SCP1024BL
Ford 429-460 - 7/16" Stud	1.73	SCP1023BL
Ford 429-460 - 5/16" Pedestal Mount	1.73	SCP1024BL
Holden V8 253-308 - 7/16" Stud	1.65	SCP1053BL
Pontiac V8 350-455 - 7/16" Stud	1.65	SCP1053BL

ENDURANCE SERIES

Endurance Series rockers have all Race Series features PLUS:

•Lighter weight for faster RPM gain - average 28 grams lighter than Race Series rocker arms

•Lower profile than Race Series rocker arms for better fitment under most stock valve covers

•Shorter polylocks than Race Series polylocks for better valve cover clearance

•NEW - Adjustable pedestal mount rockers

Application	Ratio	Part No
Chev Small Block - 3/8" Stud	1.5	SCP3000
Chev Small Block - 7/16" Stud	1.5	SCP3001
Chev Small Block - 7/16" Stud	1.6	SCP3003
Chev Big Block - 7/16" Stud	1.7	SCP3014
Chev Small Block - 3/8" Stud	1.6/1.5	SCP3003

SCORPION ROLLER ROCKERS REPLACEMENT PARTS

Scorpion 3/8 Narrow Posi Lock	SCPSAPLY
Scorpion 3/8 Posi Lock	SCPP3/8
Scorpion 7/16 Posi Lock	SCPP7/16
U-Channel Rocker Arm Replacement (mount under the pedestal of the rocker arms)	SCPUCHANNEL

SCORPION Rocker Arm Polylocks

Description	Part No.
3/8" Polylock (each)	SCPP3/8
7/16" Polylock (each)	SCPP7/16
3/8" Polylock for Narrow Body & Self Aligning (each)	SCPSAPLY

PUSHRODS



SPEED-PRO PUSHROD SETS

Speed-Pro's line of performance pushrod sets are ideal for the

budget conscious performance enthusiast. They have many features

normally found in more expensive pushrods, and are sold in

economically priced sets to complete a professional engine rebuild.

These pushrods are made in the USA, from high quality 1010 steel.

They are hardened to make them guide plate compatible, tumble

polished to remove surface imperfections, and black oxide coated

for corrosion protection and professional appearance. Part numbers

are laser etched on each pushrod for positive identification.

Standard Pushrods

Application	Description	Length	Diam.	Part No.
CHEV SB 262-400	Std Replacement	7.790"	5/16"	SPRP3093
CHEV SB LT-1	Std Replacement	7.190"	5/16"	SPRP3262
Chev/holden ls-1	Std Replacement	7.318"	5/16"	SPRP3349
CHEV BB 396-454	Std Exhaust	9.256"	3/8"	SPRP3103
CHEV BB 396-454	Std Intake	8.256"	3/8"	SPRP3104
CHEV BB 396-454	STD EXHAUST	9.252"	5/16"	SPRP3181
CHEV BB 396-454	Std Intake	8.280"	5/16"	SPRP3182
CHRYSL 318-360	Std Replacement	7.500"	5/16"	SPRP3194
FORD 289-302W	Non Rail Type	6.809"	5/16"	SPRP3165
FORD 289-302W	Rail Type	6.876"	5/16"	SPRP3167
FORD 302-351C	Hardened HYD	8.383"	5/16"	SPRP3170
FORD 302-351C	Replace HYD	8.408"	5/16"	SPRP3184
FORD 302-351C	Replace MECH	8.492"	5/16"	SPRP3169
FORD 351W	Replace HYD	8.152"	5/16"	SPRP3166
FORD 351W late	Replace HYD	8.182"	5/16"	SPRP3209
FORD 429-460	Replace HYD	8.550"	5/16"	SPRP3160
HOLDEN 253-308	Replace HYD	8.693"	5/16"	SPRP3164

Chrome Moly Pushrods

Manufactured from genuine 4140 Chrome moly tubing, these

pushrods are ideal for most high performance street and moderate

racing applications. Pushrods are available for a vast array of

applications, using one and three piece designs to meet the

needs of each engine. Each pushrod is centreless ground, surface

hardened where necessary for guide plate compatibility and final

checked for correct overall length. These are true race quality

features at a reasonable price, and are an excellent value for the

engine builder looking for insurance against potential problems.

Application	Description	Length	Diam.	Part No.
Chev sb 262-400	Standard Length	7.790"	5/16"	SPRP3212R
Chev sb 262-400	+100"	7.890"	5/16"	SPRP3212R100
Chev sb 262-400	+150"	7.940"	5/16"	SPRP3212R150
Chev sb 262-400	+200"	7.990"	5/16"	SPRP3212R200
Chev SB 262-400	ONE PIECE	7.796"	5/16"	SPRP7500R
Chev SB 262-400	+100" ONE PIECE	7.896"	5/16"	SPRP7500R100
Chev sb lt-1	hyd. Roller	7.290"	5/16"	SPRP3264R
Chev/holden ls-1	hyd. roller	7.318"	5/16"	SPRP3349
Chev bb 396-454	exhaust	9.252"	3/8"	SPRP3215R
Chev bb 396-454	intake	8.280"	3/8"	SPRP3216R
Chev BB tall deck	exhaust	9.650"	3/8"	SPRP7002R400
Chev BB tall deck	intake	8.680"	3/8"	SPRP7003R400
Chev bb 396-454	exhaust	9.252"	7/16"	SPRP3217R
Chev bb 396-454	intake	8.280"	7/16"	SPRP3218R
Ford 289-302w	non rail type	6.775"	5/16"	SPRP3222R
Ford 289-302w	rail type moly	6.885"	5/16"	SPRP3223R
Ford 302 boss	standard length	7.645"	5/16"	SPRP3224R
Ford 5.0L 94 0n	hyd. Roller	6.250"	5/16"	SPRP3229R
Ford 351w	standard length	8.144"	5/16"	SPRP3225R
Ford 302-351c	hydraulic	8.410"	5/16"	SPRP3226R
Ford 429-460	standard length	8.550"	5/16"	SPRP3251R
Holden 253-308	hydraulic	8.690"	5/16"	SPRP3213R



TREND 210° RADIUS PUSHRODS

These one-piece, precision formed pushrods are constructed from SAE 4130 chrome-moly tubing, centerless round to exacting tolerances, and case hardened to Rc 60, making them guide-plate compatible. They are then laser etched with a length and a part number. The 210° radius makes them suitable for extreme high lift camshafts.

Length	5/16" Diameter	3/8" Diameter
6.000"	TRE210-516-6000	TRE210-38-6000
6.050"	TRE210-516-6050	TRE210-38-6050
6.100"	TRE210-516-6100	TRE210-38-6100
6.150"	TRE210-516-6150	TRE210-38-6150
6.200"	TRE210-516-6200	TRE210-38-6200
6.250"	TRE210-516-6250	TRE210-38-6250
6.300"	TRE210-516-6300	TRE210-38-6300
6.350"	TRE210-516-6350	TRE210-38-6350
6.400"	TRE210-516-6400	TRE210-38-6400
6.450"	TRE210-516-6450	TRE210-38-6450
6.500"	TRE210-516-6500	TRE210-38-6500
6.550"	TRE210-516-6550	TRE210-38-6550
6.600"	TRE210-516-6600	TRE210-38-6600
6.650"	TRE210-516-6650	TRE210-38-6650
6.700"	TRE210-516-6700	TRE210-38-6700
6.750"	TRE210-516-6750	TRE210-38-6750
6.800"	TRE210-516-6800	TRE210-38-6800
6.850"	TRE210-516-6850	TRE210-38-6850
6.900"	TRE210-516-6900	TRE210-38-6900
6.950"	TRE210-516-6950	TRE210-38-6950
7.000"	TRE210-516-7000	TRE210-38-7000
7.050"	TRE210-516-7050	TRE210-38-7050
7.100"	TRE210-516-7100	TRE210-38-7100
7.150"	TRE210-516-7150	TRE210-38-7150
7.200"	TRE210-516-7200	TRE210-38-7200
7.250"	TRE210-516-7250	TRE210-38-7250
7.300"	TRE210-516-7300	TRE210-38-7300
7.350"	TRE210-516-7350	TRE210-38-7350
7.400"	TRE210-516-7400	TRE210-38-7400
7.450"	TRE210-516-7450	TRE210-38-7450
7.500"	TRE210-516-7500	TRE210-38-7500
7.550"	TRE210-516-7550	TRE210-38-7550
7.600"	TRE210-516-7600	TRE210-38-7600
7.650"	TRE210-516-7650	TRE210-38-7650
7.700"	TRE210-516-7700	TRE210-38-7700
7.750"	TRE210-516-7750	TRE210-38-7750
7.800"	TRE210-516-7800	TRE210-38-7800
7.850"	TRE210-516-7850	TRE210-38-7850
7.900"	TRE210-516-7900	TRE210-38-7900
7.950"	TRE210-516-7950	TRE210-38-7950
8.000"	TRE210-516-8000	TRE210-38-8000
8.050"	TRE210-516-8050	TRE210-38-8050
8.100"	TRE210-516-8100	TRE210-38-8100
8.150"	TRE210-516-8150	TRE210-38-8150
8.200"	TRE210-516-8200	TRE210-38-8200
8.250"	TRE210-516-8250	TRE210-38-8250
8.300"	TRE210-516-8300	TRE210-38-8300
8.350"	TRE210-516-8350	TRE210-38-8350
8.400"	TRE210-516-8400	TRE210-38-8400
8.450"	TRE210-516-8450	TRE210-38-8450
8.500"	TRE210-516-8500	TRE210-38-8500
8.550"	TRE210-516-8550	TRE210-38-8550
8.600"	TRE210-516-8600	TRE210-38-8600
8.650"	TRE210-516-8650	TRE210-38-8650
8.700"	TRE210-516-8700	TRE210-38-8700
8.750"	TRE210-516-8750	TRE210-38-8750
8.800"	TRE210-516-8800	TRE210-38-8800
8.850"	TRE210-516-8850	TRE210-38-8850
8.900"	TRE210-516-8900	TRE210-38-8900
8.950"	TRE210-516-8950	TRE210-38-8950
9.000"	TRE210-516-9000	TRE210-38-9000
9.050"	TRE210-516-9050	TRE210-38-9050
9.100"	TRE210-516-9100	TRE210-38-9100
9.200"	TRE210-516-9200	TRE210-38-9200
9.250"	TRE210-516-9250	TRE210-38-9250
9.400"	TRE210-516-9400	TRE210-38-9400
9.300"	TRE210-516-9300	TRE210-38-9300
9.350"	TRE210-516-9350	TRE210-38-9350
9.450"	TRE210-516-9450	TRE210-38-9450
9.500"	TRE210-516-9500	TRE210-38-9500
9.550"	TRE210-516-9550	TRE210-38-9550
9.750"	TRE210-516-9750	TRE210-38-9750
9.850"	TRE210-516-9850	TRE210-38-9850
9.950"	TRE210-516-9950	TRE210-38-9950

3/8" x .135" WALL 210° RADIUS PUSHRODS

Length	3/8" Diameter
8.400"	TRE2-135-38-8400
8.450"	TRE2-135-38-8450
8.750"	TRE2-135-38-8750
8.900"	TRE2-135-38-8900
8.950"	TRE2-135-38-8950
8.400"	TRE2-135-38-8400

TREND LENGTH CHECKING PUSHRODS

Our pushrod length checkers are marked with a standard length which is laser etched into them. This number represents the gauge length of the pushrod with the two halves tightly screwed together. Extending the checker one rotation lengthens the gauge length 0.050. For example, a pushrod etched 7.800 screwed apart one rotation would be: 7.800 + 0.050 = 7.850 gauge length.

Description	Part Number
Pushrod Length Checker 5.800"-6.800"	TRE5800-6800
Pushrod Length Checker 6.800"-7.800"	TRE6800-7800
Pushrod Length Checker 7.800"-8.800"	TRE7800-8800
Pushrod Length Checker 8.800"-9.800"	TRE8800-9800

COMP Cams Magnum Pushrods

COMP Cams Magnum pushrods are the perfect complement to your Hot Street, bracket, oval track, or any other high performance engine. These one-piece Magnum pushrods are made of C1020 high-carbon, .080 in. wall chrome moly steel and are heat-treated for use with guideplates. They're an affordable way to combat higher spring pressures and the other stresses associated with high performance engines.

Magnum Pushrods Kits

LENGTH	PART No
6.886"	C07631-16 (ford 302w kit)
8.408"	C07520-16 (ford 351c kit)
9.157"	C07530-16 (ford bb1 FE kit)

3/8" Diameter

7.750"	C07164-1
8.280"	C07131-1
9.250"	C07141-1

5/16" Diameter

6.800"	C07632-1
6.900"	C07631-1
7.200"	C07608-1
7.300"	C07609-1
7.800"	C07372-1
7.900"	C07693-1
8.150"	C07472-1
8.400"	C07502-1
11/32" Diameter (ball & cup)	
9.157"	C07530-1

COMP Cams Hi-Tech Pushrods

As cam profiles get more aggressive and valve spring pressures increase, it is even more critical to select the right pushrod for your application. COMP Cams Hi-Tech pushrods are designed using high-quality premium steel alloy for a lifetime of strength and durability. Hi-Tech pushrods from COMP Cams' advanced technology keep you competitive in a high-tech world.

3/8" Diameter

Length	Part No
7.500"	C08900-1
7.550"	C08901-1
7.850"	C07980-1
7.900"	C07984-1
8.000"	C07983-1
8.050"	C07985-1
8.200"	C07989-1
8.250"	C07742-1
8.350"	C07743-1
8.300"	C07990-1
8.400"	C07991-1
8.450"	C07992-1
8.500"	C07932-1
8.550"	C07934-1
8.600"	C07906-1
8.650"	C07912-1
8.700"	C07907-1
8.800"	C07908-1
8.850"	C07910-1
8.900"	C07927-1
8.950"	C07928-1
9.000"	C07918-1
9.150"	C07920-1
9.200"	C07922-1
9.250"	C07941-1
9.300"	C07923-1
9.350"	C07979-1
9.400"	C07755-1
9.500"	C07757-1

5/16" Diameter

6.200"	C07751-1
6.250"	C07917-1
6.300"	C07752-1
6.400"	C07754-1
6.450"	C07766-1
6.500"	C07767-1
6.850"	C07775-1
6.900"	C07933-1
6.950"	C07935-1
7.150"	C07939-1
7.200"	C07940-1
7.250"	C07944-1
7.300"	C07949-1
7.350"	C07950-1
7.400"	C07955-1
7.450"	C07956-1
7.500"	C07957-1
7.600"	C07959-1
7.700"	C07963-1
7.750"	C07970-1
7.800"	C07972-1
7.850"	C07974-1
7.900"	C07993-1
7.950"	C07994-1
8.000"	C07995-1
8.050"	C07996-1
8.100"	C07997-1
8.200"	C07966-1
8.250"	C07967-1
8.300"	C07971-1
8.350"	C07973-1
8.400"	C07945-1
8.450"	C07975-1
8.500"	C07976-1
8.600"	C07977-1
8.700"	C07776-1
8.750"	C07778-1
8.800"	C07779-1
8.850"	C07780-1
8.900"	C07781-1
8.950"	C07782-1
9.000"	C07783-1
9.050"	C07784-1
9.100"	C07785-1
9.200"	C07787-1
9.300"	C07789-1

COMP CAMS HIGH ENERGY PUSHRODS

High Energy Pushrods from COMP Cams are an affordable, high quality solution when building street rods, RVs and daily drivers. High Energy Pushrods have a durable one-piece construction that meets or exceeds all OE pushrod specifications and fit perfectly with High Energy and Magnum Rocker Arms.

- Best choice when building street rods, RVs or daily drivers
- Meet or exceed all OE pushrod specifications
- Mate perfectly with High Energy & Magnum Rockers
- Durable one-piece construction

Application	O.D	Length	Part No
SB Chev	5/16"	7.790"	C07812-1
SB Ford 289-302	5/16"	6.881"	C07831-1
Cleveland 302-351	5/16"	8.412"	C07832-1
Cleveland 302-351	5/16"	8.500"	C07833-1
BB Ford 429-460	5/16"	8.500"	C07833-1

GUIDE PLATES



CROW CAMS
GUIDE PLATES

CCGP-186	HOLDEN 179-202 6 CYL. 5/16"
CCGP-308	HOLDEN 253-308 V8 5/16"
CCGP304-1	HOLDEN 304 V8 5/16"



PUSHROD GUIDE PLATES

Crower's pushrod guide plates are specially hardened for added strength and durability. They are positioned on the rocker arm studs to guarantee proper pushrod alignment. Crower's unique guide plate design reduces the flex and rocker arm slop found in other brands, providing more pushrod stability and added strength. Adjustable guide plates are also available. Please specify when ordering.

Description	Pushrod Dia.	Part No.
CHEVROLET 262-400 V8	5/16"	C70502-8
CHEVROLET 262-400 V8	3/8"	C70500-8
CHEVROLET 396-454 V8	3/8"	C70506-8
CHEVROLET 396-454 V8	7/16"	C70503-8
FORD 351C-400 V8	3/8"	C70501-8
FORD 351C	5/16"	C70512-8
FORD 429-460 V8	3/8"	C70507-8



ISKY ADJUSTABLE GUIDE PLATES

Isky's adjustable guide plates are made simple to minimize modifications associated with high performance cylinder heads where intake ports have been relocated from their original factory position. These fully adjustable guide plates come with two pieces. One male and one female and are supplied as a full set of 8 pairs.

- Grind centers for a closer setting.
- Can easily be adjusted inward or outwards.
- For more stability, guide plates can be welded once final adjustments are made.

Description	Part No.
Chev Small Block, 5/16" Pushrods	ISK200-AGP
Chev Small Block, 3/8" Pushrods	ISK300-AGP



Guide Plates

Guide plates are a must for the high lift/spring pressure environments of today's performance engines.

Each one is designed using stereo lithography design techniques for the ultimate accurate fit. COMP Cams Guide Plates are hardened and black oxide finished. They come in many different configurations to fit your specific needs. Exact stud placement and rounded contact points are two additional outstanding features.

Description	Pushrods	Part No.
Chev Small Block - Raised	5/16"	C04800-8
Chev Small Block - Raised	3/8"	C04802-8
Chev Small Block - Flat	5/16"	C04808-8
Chev Small Block - Flat	3/8"	C04810-8
Chev GM Gen III, LS1/LS6 Flat	5/16"	C04854-8
Chev Big Block - Raised	3/8"	C04806-8
Chev Big Block - Raised	7/16"	C04820-8
Ford Cleveland - Raised	5/16"	C04803-8
Ford Cleveland - Raised	3/8"	C04804-8
Ford 289-351W - Flat	5/16"	C04816-8
Ford 289-351W - Flat	3/8"	C04818-8
Ford 429-460 - Raised	5/16"	C04834-8
Ford 429-460 - Raised	3/8"	C04838-8

2-Piece Adjustable

Guide Plates

- Available for Small and Big Block Chevy and Small Block Ford applications
- Designed for use on cylinder heads with relocated intake ports
- Big Block Chevy application designed for use with RHS® or other aftermarket heads with relocated intake ports
- Able to be welded after final adjustment (SBC and SBF only); BBC is bolt-together design
- Contoured & clearance for head bolts

SB Chev Flat With 5/16" Pushrod C04835-8

SB Chev Flat With 3/8" Pushrod C04839-8

BB Chev Raised With 3/8" Pushrod C04811-8

SB Ford Flat With 5/16" Pushrod C04835-8

SB Ford Flat With 3/8 Pushrod C04838-8

STUD GIRDLES



Ultra-Gold Stud

Girdles Solid Bar Design

COMP Cams® offers the finest stud girdles on the market today. Our stud girdles are made of 6061-T6 aluminum for light weight and anodized for durability. They are a one-piece, solid bar design to tie the studs together as well as properly locate them. Ford 289-302-351W Solid Bar Design 7/16" C04024