

## CAMSHAFT RANGE & SELECTION CHART

SEE INDIVIDUAL LISTINGS FOR MORE INFORMATION

### STAGE 1

CHARACTERISTICS		RECOMMENDATIONS	
IDLE QUALITY:	SMOOTH STOCK	TOWING:	GOOD FOR PULLING HEAVY LOADS
TORQUE:	IMPROVED LOW END, 1600-2000 RPM	RACING:	NOT RECOMMENDED
FUEL ECONOMY:	YES	COMPUTER CONTROLLED VEHICLES:	MODIFICATIONS NOT NEEDED
		TRANSMISSION:	STOCK AUTOMATIC OR MANUAL
		COMPRESSION RATIO:	9.0:1 OR LESS

DURATION @ .050":  
UP TO 195 HYDRAULIC

### STAGE 2

CHARACTERISTICS		RECOMMENDATIONS	
IDLE QUALITY:	SMOOTH	TOWING:	GOOD FOR LIGHT PULLING AND RV USE
TORQUE:	GOOD LOW AND MID-RANGES 1800-2600 RPM	RACING:	NOT RECOMMENDED
FUEL ECONOMY:	NO	COMPUTER CONTROLLED VEHICLES:	MODIFICATIONS MAY BE NEEDED
		TRANSMISSION:	STOCK AUTOMATIC OR MANUAL
		COMPRESSION RATIO:	9.5:1 OR LESS

DURATION @ .050":  
195-210 HYDRAULIC

### STAGE 3

CHARACTERISTICS		RECOMMENDATIONS	
IDLE QUALITY:	FAIR WITH SOME LOPE	TOWING:	NOT RECOMMENDED
TORQUE:	MID-RANGE 2400-3200 RPM	RACING:	MILD BRACKET RACING
FUEL ECONOMY:	NO	COMPUTER CONTROLLED VEHICLES:	MODIFIED COMPUTER CHIP MAY BE REQUIRED TO COMPENSATE FOR LOW VACUUM
		TRANSMISSION:	STOCK AUTOMATIC OR MANUAL
		COMPRESSION RATIO:	10.3:1 OR LESS. CHECK VALVE TO PISTON CLEARANCE

DURATION @ .050":  
210-225 HYDRAULIC

### STAGE 4

CHARACTERISTICS		RECOMMENDATIONS	
IDLE QUALITY:	ROUGH. MANIFOLD VACUUM WILL NOT OPERATE POWER BRAKES	TOWING:	NOT RECOMMENDED
TORQUE:	MID-RANGE 3000-4000 RPM	RACING:	BRACKET DRAG RACING, LIMITED OVAL TRACK
FUEL ECONOMY:	NO	COMPUTER CONTROLLED VEHICLES:	NOT RECOMMENDED
		TRANSMISSION:	AUTOMATIC WITH HIGH STALL CONVERTER OR MANUAL
		COMPRESSION RATIO:	10.5:1 TO 11.0:1. CHECK VALVE TO PISTON CLEARANCE

DURATION @ .050":  
225-240 HYDRAULIC

### STAGE 5

CHARACTERISTICS		RECOMMENDATIONS	
IDLE QUALITY:	ROUGH WITH HEAVY LOPE. WILL NOT OPERATE POWER BRAKES	TOWING:	NOT RECOMMENDED
TORQUE:	MID TO HIGH RANGES 3800-5000 RPM	RACING:	BRACKET DRAG RACING, OVAL TRACK
FUEL ECONOMY:	NO	COMPUTER CONTROLLED VEHICLES:	NOT RECOMMENDED
		TRANSMISSION:	AUTOMATIC WITH HIGH STALL CONVERTER OR HEAVY DUTY MANUAL
		COMPRESSION RATIO:	10.5:1 TO 12.0:1. CHECK VALVE TO PISTON CLEARANCE

DURATION @ .050":  
240-255 HYDRAULIC  
250-265 MECHANICAL

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

## PERFORMANCE CAMSHAFTS

Street or strip, Engine Pro Performance Camshafts simply out perform the competition. Our manufacturing accuracy promotes improved valve train stability resulting in improved power gain. Our "controlled ramp" lobe profiles offer acceleration rates extending valve train life while delivering maximum horsepower.

- Ground in the U.S.A. 100% American Made Castings and Billets
- Computer Designed Lobe Profiles for Maximum Power
- Journal Roundness Maintained to Within .0002"
- Manganese Phosphate Coated, Flame Hardened Castings or Induction Hardened Billets
- Profiles are Adcole Verified for the Ultimate in Accuracy

## CAMSHAFT APPLICATION CHART

PART #	MECH/ HYD	STAGE	DUR @ .050"		ADV. DUR.		VALVE LIFT		LOBE SEP		POWER RANGE	IDLE	LIFTER PART#	NOTES: COMMENTS BELOW PART #
			INT	EXH	INT	EXH	INT	EXH	INT	EXH				
<b>AMERICAN MOTORS V8, 1966-92</b> 290, 304, 343, 360, 390, 401 C.I.														
MC1786	HYD	2	204	214	280	290	.448	.472	105	115	1500-4000	SMOOTH	2011	B, D
COMMENT: GOOD AND LOW MID RANGE TORQUE AND PULLING POWER														
<b>BUICK V6, 1978-88</b> 181, 196, 231, 252 C.I. (EVEN FIRE W/INTEGRAL DIST. DRIVE GEAR)														
MC1731	HYD	1	194	204	270	280	.424	.448	109	119	1000-5000	SMOOTH	969	B
COMMENT: GOOD MILEAGE. VERY STRONG TORQUE.														
<b>CHEVROLET V6</b> 1980-89 173 C.I. (2.8L) 1990-94 189 C.I. (3.1L)														
MC1784	HYD	2	204	214	278	288	.420	.443	107	117	1500-4000	SMOOTH	2095	B
COMMENT: GOOD LOW END TORQUE AND PULLING POWER.														
<b>CHEVROLET V8 1955-95</b> 262, 265, 267, 302, 305, 307, 327, 350, 400 C.I.														
MC2199	HYD	1	184	194	260	270	.388	.398	104	104	1000-3500	STOCK	817	B
COMMENT: GOOD LOW END TORQUE AND PULLING POWER.														
MC2200	HYD	2	194	204	270	278	.398	.420	104	104	1500-4000	SMOOTH	817	B, C
COMMENT: GOOD FOR COMPUTER CONTROLLED ENGINES.														
MC2201	HYD	2	204	214	278	288	.420	.443	110	110	1500-4000	SMOOTH	817	B, C
COMMENT: GOOD FOR COMPUTER CONTROLLED ENGINES.														
MC1730	HYD	2	204	214	278	288	.420	.433	107	117	1500-4000	SMOOTH	817	B
COMMENT: STRONG TORQUE AND GOOD MILEAGE FOR 327 TO 400 C.I. LIKES HIGH AXLE RATIOS.														
MC2203	HYD	3	209	216	283	286	.435	.455	107	117	1500-4000	FAIR	817	B
COMMENT: GOOD LOW END TORQUE AND PULLING POWER.														
MC2204	HYD	3	214	214	287	287	.443	.443	107	117	2000-4000	FAIR	817	B
COMMENT: GOOD MARINE CAM. WORKS WITH INBOARD - OUTBOARD.														
MC1988	HYD	3	214	224	288	298	.443	.465	107	117	2000-4500	FAIR	817	B
COMMENT: GOOD LOW TO MID TORQUE. NOTICEABLE IDLE.														
MC1989	HYD	3	214	214	287	287	.444	.444	105	115	2000-4000	FAIR	817	B
COMMENT: GOOD LOW TO MID TORQUE.														
MC1713	HYD	3	223	223	290	290	.447	.447	110	118	2000-4000	FAIR	817	
COMMENT: OEM #3863151, 350hp, L-79, 327														
MC5840	HYD	3	224	224	291	287	.450	.461	114	114	2000-4500	FAIR	817	
COMMENT: OEM #3896962, 350hp, L-82, 350														
MC1991	HYD	3	224	224	290	290	.465	.465	107	117	2000-5500	FAIR	817	B
COMMENT: GOOD LOW TO MID TORQUE. BIGGEST CAM FOR USE W/ STOCK CONVERTER.														
MC5892	HYD	4	224	234	290	300	.465	.488	107	117	2000-5500	ROUGH	817	B
COMMENT: GOOD MID TORQUE. 2200+ STALL CONVERTER.														
MC1993	HYD	4	232	232	288	288	.480	.480	106	110	2000-5000	ROUGH	817	B
COMMENT: GOOD FOR STREET RODS WITH HIGH STALL CONVERTER														
MC5878	HYD	4	232	234	292	300	.488	.488	106	110	2000-5500	ROUGH	817	B
COMMENT: GOOD MID RANGE TORQUE. NEEDS CONVERTER WITH 2200+ STALL.														
MC1995	HYD	4	234	244	303	313	.488	.509	107	117	2500-6500	ROUGH	817	B
COMMENT: STREET/STRIP MILD BRACKET RACING. 2800+ STALL CONVERTER.														
MC1996	HYD	5	246	246	306	306	.508	.509	106	112	3200-7000	VERY ROUGH	817	B
COMMENT: GOOD FOR PRO, STREET, BRACKET, OVAL RACING. 3500+ STALL CONVERTER.														
MC5871	HYD	5	244	254	313	328	.510	.533	107	117	3500-7500	VERY ROUGH	817	
COMMENT: GOOD FOR PRO, STREET, BRACKET, OVAL RACING. 3500+ STALL CONVERTER.														

# CAMSHAFT APPLICATION CHART (cont.)

PART #	MECH/ HYD	STAGE	DUR @ .050"		ADV. DUR.		VALVE LIFT		LOBE SEP		POWER RANGE	IDLE	LIFTER PART#	NOTES: COMMENTS BELOW PART #
			INT	EXH	INT	EXH	INT	EXH	INT	EXH				
<b>CHEVROLET V8 1955-95 (Continued)</b> 262, 265, 267, 302, 305, 307, 327, 350, 400 C.I.														
MC1612	MECH	5	254	254	294	294	.485	.485	110	118	3200-7500		LASH .030 INT .030 EXH VERY ROUGH	992
COMMENT: HEAVY LOPE.														
MC5853	MECH	5	254	264	316	326	.518	.540	102	106	3200-7500		LASH .022 INT .022 EXH VERY ROUGH	992 B
COMMENT: HEAVY LOPE.														
MC5938	MECH	5	254	264	294	294	.552	.570	102	106	3200-7500		LASH .018 INT .020 EXH VERY ROUGH	992 B
COMMENT: HEAVY LOPE.														
MC5949	MECH	5	254	264	294	294	.552	.570	102	106	3200-7500		LASH .026 INT .026 EXH VERY ROUGH	992 B
COMMENT: SAME SPECIFICATIONS AS MC5938, BUT SMALLER BASE CIRCLE DIAMETER FOR STROKER APPLICATION. HEAVY LOPE.														

## CHEVROLET SMALL BLOCK 262, 265, 267, 302, 305, 307, 327, 350, 400 C.I. 1955-87

ROLLER CAMSHAFTS FOR ENGINES ORIGINALLY EQUIPPED WITH A FLAT TAPPET CAMSHAFT														
MC22398	HYD	4	234	238	296	300	.538	.546	107	117	2500-6000	ROUGH	853-16	B, N
COMMENT: STREET/STRIP, 2800 + STALL CONVERTER														

ROLLER CAMS FOR ENGINES ORIGINALLY EQUIPPED WITH ROLLER CAMS														
MC22131	HYD	2	210	215	280	271	.463	.470	106	117	600-4500	SMOOTH	2148	B, N
COMMENT: 1987-94 GOOD TORQUE AND MILEAGE														
MC22280	HYD	3	220	224	283	287	.495	.502	107	113	1800-5400	FAIR	2148	B, N
COMMENT: 1987-98 BIGGEST CAM FOR USE WITH STOCK CONVERTER														
MC22298	HYD	4	222	232	297	307	.501	.510	109	119	2000-5700	ROUGH	2148	B, N
COMMENT: 1987-99 GOOD FOR STREET RODS 2000+ STALL CONVERTER														
MC22397	HYD	4	234	238	296	300	.538	.546	107	117	2500-6000	ROUGH	2148	B, N
COMMENT: 1987-94 STREET/STRIP MILD BRACKET RACING 3000+ STALL CONVERTER														

CHEVROLET V8 1967-95 396, 402, 427, 454 C.I. 1969-90 366 C.I. (CHAIN DRIVE)														
MC2004	HYD	2	204	208	288	298	.459	.459	108	116	1500-4200	SMOOTH	817	B
COMMENT: GOOD LOW AND MID RANGE TORQUE. GOOD FUEL ECONOMY.														
MC2006	HYD	3	214	214	293	293	.502	.502	109	119	2000-4000	FAIR	817	B
COMMENT: GOOD LOW TO MID TORQUE.														
MC1737	HYD	3	214	224	292	302	.502	.527	108	116	2000-5500	FAIR	817	B
COMMENT: GOOD LOW END TORQUE AND TOWING POWER.														
MC1636	HYD	4	222	235	306	325	.500	.505	110	120	1500-4000	ROUGH	817	
COMMENT: GOOD LOW TO MID TORQUE.														
MC1958	HYD	4	224	224	293	293	.510	.510	114	117	1500-4000	ROUGH	817	
COMMENT: GOOD MARINE CAMSHAFT														
MC2305	HYD	4	224	234	302	308	.529	.553	110	118	2500-6000	ROUGH	817	B, D
COMMENT: HIGH PERFORMANCE STREET, STRONG MID-RANGE.														
MC2011	HYD	4	230	230	292	292	.544	.544	107	117	2200-5400	ROUGH	817	B, D
COMMENT: MILD BRACKET CAMSHAFT														

ROLLER CAMSHAFTS FOR ENGINES ORIGINALLY EQUIPPED WITH FLAT TAPPET CAMS														
MC22485	HYD	4	236	246	316	324	.561	.578	106	114	3000-6000	ROUGH	854-16	B, N
COMMENT: STREET/STRIP 3500+ STALL CONVERTER														
MC22472	HYD	5	237	245	335	329	.625	.639	109	115	3000-6500	VERY ROUGH	854-16	B, N
COMMENT: STREET/ BRACKET RACING 3500+ STALL CONVERTER														

# CAMSHAFT APPLICATION CHART (cont.)



PART #	MECH/ HYD	STAGE	DUR @ .050"		ADV. DUR.		VALVE LIFT		LOBE SEP		POWER RANGE	IDLE	LIFTER PART #	NOTES: COMMENTS BELOW PART #
			INT	EXH	INT	EXH	INT	EXH	INT	EXH				
<b>ROLLER CAMSHAFTS FOR ENGINES ORIGINALLY EQUIPPED WITH ROLLER CAMS</b>														
MC22385	HYD	4	237	245	335	329	.625	.639	109	115	2600-6000	ROUGH	7003	B, N
COMMENT: STREET/STRIP 2800+ STALL CONVERTER														
MC22480	HYD	5	241	246	305	310	.559	.572	110	114	2800-6200	VERY ROUGH	7003	B, N
COMMENT: SERIOUS STREET/STRIP 3000+ STALL CONVERTER														

CHRYSLER V8 1964-89 273, 340, 360 C.I. 1967-89 318 C.I. (EXCEPT ROLLER LIFTERS)														
MC2021	HYD	2	208	208	280	280	.420	.420	107	115	1200-4000	SMOOTH	2011	B
COMMENT: GOOD LOW TO MID TORQUE. GOOD PULLING POWER.														
MC1735	HYD	2	204	214	278	288	.420	.443	108	116	1500-4000	SMOOTH	2011	B
COMMENT: STRONG LOW TO MID TORQUE. STRONG PULLING POWER. GOOD MILEAGE.														
MC3203	HYD	3	214	224	284	284	.443	.465	107	117	2000-4800	FAIR	2011	B
COMMENT: GOOD LOW AND STRONG MID RANGE TORQUE														

CHRYSLER V8 1958-78 (cont.) 350, 361, 383, 400, 413, 426 (EXC HEMI), 440 C.I. "B" ENGINE - USE WITH SINGLE BOLT GEAR														
MC1787	HYD	2	204	214	278	288	.420	.443	107	117	1500-4000	SMOOTH	2011	B
COMMENT: STRONG LOW TO MID RANGE TORQUE AND PULLING POWER.														
MC2032	HYD	3	214	224	289	290	.443	.465	107	117	2000-4500	FAIR	2011	B, E
COMMENT: GOOD LOW TO MIDDLE TORQUE.														

FORD 6 CYL 1965-94 240, 300 C.I.														
MC1964	HYD	2	204	214	270	280	.451	.475	106	114	1500-4000	SMOOTH	900	B
COMMENT: GOOD LOW END TORQUE. GOOD FOR TOWING.														

FORD V8 1962-91 221, 255, 260, 289, 302 C.I. (EXCEPT 1982-85 302 H.O. & 302 C.I. W/HYD ROLLER LIFTERS) FIRING ORDER 1-5-4-2-6-3-7-8-														
MC4120	HYD	2	190	202	258	271	.413	.437	106	114	1000-4000	SMOOTH	900	B
COMMENT: GOOD LOW END TORQUE. GOOD FOR TOWING.														
MC1734	HYD	2	204	214	280	290	.448	.472	108	116	1500-4000	SMOOTH	900	B, G
COMMENT: STRONG LOW END TORQUE. GOOD FOR TOWING. GOOD MILEAGE.														
MC2057	HYD	3	214	224	288	300	.472	.496	108	116	2000-4500	FAIR	900	B, G
COMMENT: GOOD LOW AND MID RANGE TORQUE AND PULLING POWER.														
MC2292	HYD	4	231	231	288	288	.512	.512	106	114	2500-5800	ROUGH	900	B, H
COMMENT: STREET AND MILD BRACKET														
MC1616	MECH	4	228	228	310	310	.477	.477	108	120	2500-6000	LASH .018 INT .018 EXH ROUGH	833-16	F

ROLLER CAMSHAFTS FOR ENGINES ORIGINALLY EQUIPPED WITH ROLLER CAMS														
MC24226	HYD	3	212	222	289	300	.491	.509	107	117	2800-5000	FAIR	2205	B, N
COMMENT: WORKS WITH STOCK CONVERTER, GOOD STREET PERFORMANCE														
MC24280	HYD	3	220	223	286	292	.512	.512	109	115	2000-5500	FAIR	2005	B, N
COMMENT: STREET HOT ROD, BEST POWER ABOVE 3500, 1800+ STALL CONVERTER														
MC24227	HYD	4	222	232	300	309	.509	.532	107	117	2200-6200	ROUGH	2205	B, N
COMMENT: STREET/STRIP, 5 SPEED OR 2500+ STALL CONVERTER														

NOTE: THE ABOVE CAMS CAN BE USED IN THE 351W & 302 HIGH OUTPUT ENGINES BY REWIRING THE DISTRIBUTOR TO FIRING ORDER 1-5-4-2-6-3-7-8.

CAMSHAFT THRUST PLATE. INCLUDES: COUNTERSUNK THRUST PLATE WITH 2 SCREWS	
PART #	APPLICATION
08-7820TPK	FORD SMALL BLOCK - WORKS WITH PART # 08-2003T-9, 08-2023T-9 AND 08-4751

## CAMSHAFT APPLICATION CHART (cont.)

PART #	MECH/ HYD	STAGE	DUR @ .050"		ADV. DUR.		VALVE LIFT		LOBE SEP		POWER RANGE	LASH/ IDLE	LIFTER PART #	NOTES: COMMENTS BELOW PART #
			INT	EXH	INT	EXH	INT	EXH	INT	EXH				
<b>FORD V8 351W 1969-91</b> 302 C.I., H.O. 1982-85 (EXCEPT ROLLER LIFTERS) FIRING ORDER 1-3-7-2-6-5-4-8														
MC1775	HYD	2	204	214	280	290	.448	.472	107	117	1500-4000	SMOOTH	900	B
COMMENT: GOOD LOW AND MID RANGE TORQUE FOR TRUCKS AND TOWING.														
MC4225	HYD	3	218	218	284	284	.461	.461	107	119	2000-4000	FAIR	900	B
COMMENT: GOOD LOW TO MID RANGE TORQUE.														
NOTE: THESE CAMSHAFTS CAN BE USED IN 221 THRU 302 C.I. ENGINES BY CHANGING TO FIRING ORDER 1-3-7-2-6-5-4-8.														

<b>FORD V8 1970-82</b> 351C, 351M, 400 C.I.														
MC1733	HYD	2	204	214	282	292	.485	.510	106	118	1500-4000	SMOOTH	900	B
COMMENT: GOOD LOW AND MID RANGE TORQUE. GOOD FOR TOWING.														

<b>FORD V8 1963-76</b> 352, 360, 390, 406, 410, 427, 428 C.I. 'FE' ENGINE														
MC1776	HYD	2	204	214	282	292	.484	.510	104	120	1500-4000	SMOOTH	2083	B, H
COMMENT: GOOD LOW END TORQUE. GOOD FOR TOWING.														
MC4205	HYD	3	214	224	280	290	.510	.536	107	117	2000-4500	FAIR	2083	B, H
COMMENT: GOOD LOW AND STRONG MID-RANGE TORQUE														

<b>FORD V8 1968-97</b> 370, 429, 460, 512 C.I.														
MC1732	HYD	2	204	214	282	292	.485	.511	107	117	1500-4000	SMOOTH	900	B
COMMENT: GOOD LOW END TORQUE. GOOD FOR TOWING.														
MC2311	HYD	3	214	224	292	302	.510	.536	104	120	2000-4800	FAIR	900	B
COMMENT: STRONG LOW AND MID RANGE TORQUE. GOOD FOR HEAVY TOWING.														

<b>OLDSMOBILE V8 1967-85 (30 DEGREE BANK ANGLE)</b> 260, 307, 350, 400, 403, 425, 455 C.I.														
THESE CAMSHAFTS HAVE BASE CIRCLES .100" TO .150" SMALLER THAN THE STOCK CAMSHAFT. SINCE THESE ENGINES HAVE NON-ADJUSTABLE ROCKER ARMS, IT MAY BE NECESSARY TO USE LONGER PUSH RODS OR ADJUSTABLE PUSH RODS.														
MC1777	HYD	2	204	214	280	289	.448	.472	106	118	1500-4000	SMOOTH	951	B, D
COMMENT: GOOD LOW END TORQUE AND PULLING POWER.														
MC2101	HYD	3	214	224	288	300	.473	.497	108	116	2000-4500	FAIR	951	B, D
COMMENT: GOOD LOW TO MID RANGE TORQUE. STOCK TORQUE CONVERTER.														

<b>PONTIAC V8 1955-81</b> 265, 287, 301, 316, 326, 347, 350, 370, 389, 400, 421, 428, 455 C. I.														
MC1778	HYD	2	204	214	278	288	.420	.443	108	116	1500-4000	SMOOTH	951	B
COMMENT: GOOD LOW END TORQUE AND PULLING POWER. GOOD MILEAGE.														
MC1130	HYD	3	214	224	288	298	.443	.465	107	117	2000-4500	FAIR	951	B
COMMENT: GOOD LOW AND MID RANGE TORQUE. GOOD MILEAGE. STRONG PULLING POWER.														

- B - LATEST COMPUTER DESIGNED CAMSHAFT.**
- C - PREFERRED CHOICE FOR COMPUTER CONTROLLED ENGINES.**
- D - MAY REQUIRE CONVERSION TO AN ADJUSTABLE VALVE TRAIN.**
- E - BASE CIRCLE SIZE OF CAMSHAFT IS SMALLER THAN STOCK SIZE. SPECIAL PUSH RODS OR ROCKER ARMS MAY BE REQUIRED TO KEEP GEOMETRY CORRECT AND AVOID DAMAGE.**
- F - THIS MECHANICAL LIFTER CAMSHAFT REQUIRES ADJUSTABLE VALVE TRAIN.**
- G - THE BASE CIRCLE SIZE OF THE CAMSHAFT MAY REQUIRE CONVERSION TO AN ADJUSTABLE VALVE TRAIN.**
- H - THE VALVE LIFT OF THIS CAMSHAFT MAY REQUIRE SPECIAL PUSHRODS, ROCKER ARMS OR SPRINGS TO KEEP GEOMETRY CORRECT AND PREVENT BINDING AND DAMAGE.**
- N - NOT COMPUTER COMPATIBLE**



## CAM ROLLER THRUST BUTTON

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

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

08-8511



08-8501



- Machined Alloy Steel Construction
- Roller Needle Bearing Design
- Reduced Friction, Saves Horsepower
- The Ultimate Thrust Button Design

## SOLID ALUMINUM THRUST BUTTONS

PART #	APPLICATION	LENGTH
08-8551	Chevrolet Small Block 265-400 (Late Short)	.690"
08-8561	Chevrolet Small Block 265-400 (Early Long)	.830"
08-8512	Chevrolet Big Block 396-454 (All)	.945"

- 6061T6 Aluminum Material
- Vibratory Polished

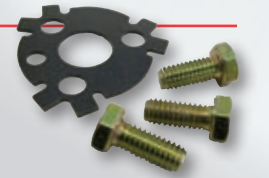


## CAM LOCK PLATE

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

PART #	APPLICATION
08-8502	CHEVROLET SMALL BLOCK AND BIG BLOCK V8 AND 90 DEGREE V6

- Bendable Locking Tabs
- Black Oxide Coating
- Grade 8 Zinc Plated 150,000 PSI Bolts



## ENGINE PRO CHEMICALS

PART #	DESCRIPTION
40-1100	HI-ZINC LIQUID ENGINE ASSEMBLY LUBE, 8 OZ. BOTTLE

- Contains Rust and Oxidation Inhibitors
- Extreme Pressure (EP) Agents Work in Unison for Superior Protection During Start Up
- Contains ZDDP and EP Additives

- Exceeds all OE Specifications as an Engine Lubricant
- Guards Against Camshaft and Lifter Wear
- Adheres to Metal Surfaces



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

- Guards Against Camshaft and Lifter Wear
- Extreme Pressure Lube
- Contains Molybdenum Disulfide, ZDDP and Other Lubricating Solids

- Rust and Oxidation Inhibitors
- Great for Rod Bolt Installation
- Anti-Seize and Anti-galling Formula



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

- Provides Protection Against Camshaft, Lifter and Valve Train Damage
- Dramatically Reduces Friction and Engine Wear
- For Classic and Other Cars With Flat Tappet Cams without Catalytic Convertors

- Higher Concentration of (ZDDP) for Crucial Break-In Period
- Designed to Allow Piston Rings to Seat Properly When Used During Engine Break-in
- Prevents Scuffing and Galling



PART #	DESCRIPTION
40-2000	EXTREME ENGINE PROTECTOR, 6 OZ. BOTTLE

- Works to Reduce Oil Consumption
- Fights Acid and Corrosion Build-up
- Used in Engines With Catalytic Convertors

- Helps Increase Power and Conserve Fuel
- Dramatically Reduces Friction and Engine Wear
- Superior Detergent and Cleaning Properties

