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Elgin PRO STOCK® Camshafts: The Right Power for Every Engine

Elgin PRO STOCK cam and cam/lifter kits cover every conceivable performance requirement – from oval and drag racing to street performance to light-truck towing applications to marine engines to RVs. Regardless of your goal – boost low-end torque, increase fuel economy or just flat-out embarrass the “other guy” – you’ll find the answer right here.

Each Elgin PRO STOCK camshaft is precision-machined and hardened from a premium-quality blank manufactured in certified U.S. facilities. As a leading supplier of performance, standard automotive and RV camshafts, Elgin enjoys a well-earned reputation for quality, performance and value.

But first a few tips...and some hard-and-fast rules:

- Your new cam is highly dependent on the other parts you install. Don't lose sight of your performance objective by trying to save a few pennies on other components.
- **ALWAYS** replace the lifters when installing a new cam. Old lifters will quickly score the lobes of your new cam, leading to degraded performance and premature failure. Always use Elgin® Engine Pre-Lube (#EPL-4) on lobes and lifter bottoms.
- Be certain there is adequate CLEARANCE between the valves and pistons after installing your new cam. Failure to do so could lead to part breakage. Also make sure the valve springs DO NOT coil bind with the new cam.
- Cam break-in procedures MUST be carefully followed to ensure superior performance and reliability. Do NOT allow the engine to run UNDER 1500 rpm for the first five minutes to one hour! This prevents spalling of critical cam surfaces, ensuring exceptional service life.

Camshaft Break-In Procedures

Important! As soon as the engine fires, bring the engine RPM to 1500 to 2000 during the first 30 minutes of operation. Slower engine speeds may not supply the camshaft with an adequate amount of oil for the break-in period. Change RPM periodically to direct oil splash to different areas of the camshaft. After the 30 minute break-in period, change the oil and filter again to be sure all contaminants and break-in lube are removed from the engine. If the camshaft you are using requires double valve springs, we recommend removing the inner spring for camshaft break-in.

There is absolutely no warranty on any parts used in racing applications. There is no warranty on products that have been physically altered, improperly installed or maintained, used in improper applications, abused or not used in conjunction with the proper parts.

Understanding Elgin PRO STOCK® Cam Ranges

To help you select the perfect part, Elgin PRO STOCK® cams are organized into five distinct performance categories, from nearly stock (Range A) to oval track and bracket racing (Range E).

The descriptions that follow cover cam performance characteristics within each Elgin PRO STOCK® range. (Please note: Durations shown are at 0.050-in. cam lift.) Recommended engine/vehicle modifications are listed to help you achieve your performance goals.

Range A (Hydraulic: Up to 195° Effective Duration)

Smooth stock type idle. Good low end torque in 1600 - 2000 RPM range. Operating power range 1000 - 3200 RPM. Best fuel economy cam with correct equipment. Good choice for heavy towing. Will work with stock or slightly modified engine, stock automatic or manual transmission. Compression 9.0 to 1 or less. Recommended spring pressure 95 lbs. for valve on seat; 240 lbs. for valve open. Stock axle ratio 3.50 to 1 and lower. Not recommended for racing.



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Range B (Hydraulic: 195° - 210° Effective Duration)

Good to fair idle quality. Good low end torque and response in 1800 - 2600 RPM range. Good low end and mid-range power in 1500 - 4000 RPM operating range. Good fuel economy cam with correct equipment. Good choice for light towing. Compression 9.5 to 1 or less. Will work with stock or slightly modified engine, stock automatic or manual transmission. Recommended spring pressure 105 lbs. for valve on seat; 265 lbs. for valve open. Stock axle ratio 3.20 to 4.20 to 1 range. Not recommended for racing.

Range C (Hydraulic: 210° - 225° Effective Duration) (Mechanical: 220° - 235° Effective Duration)

Fair idle quality with lope. Good mid-range torque and response in 2400 - 3200 RPM range. Operating power range 2000 - 4800 RPM. Good fuel economy cam with correct equipment. Good choice for light towing. Compression 10.3 to 1 or less. Will work with stock or slightly modified engine, stock automatic or manual transmission. Recommended spring pressure 110 lbs. for valve on seat; 280 lbs. for valve open. Axle ratio 3.70 to 1 or higher is best. Recommended for mild bracket racing.

Range D (Hydraulic: 225° - 240° Effective Duration) (Mechanical: 235° - 250° Effective Duration)

Rough idle quality - (Note: Intake vacuum may be too low for power brakes, etc.) Good mid-range torque in 3000 - 4000 RPM range. Good mid-range power operating range 2200 - 5400 RPM. Average fuel economy cam not recommended for towing. Increased compression ratio best, 10.5 to 1 or 11.0 to 1. Some engine modification required. Use manual or automatic transmission with high stall converter. Recommended spring pressure 120 lbs. for valve on seat; 300 lbs. for valve open. Axle ratio at 3.90 to 4.50 to 1 is best. Recommended for limited oval track.

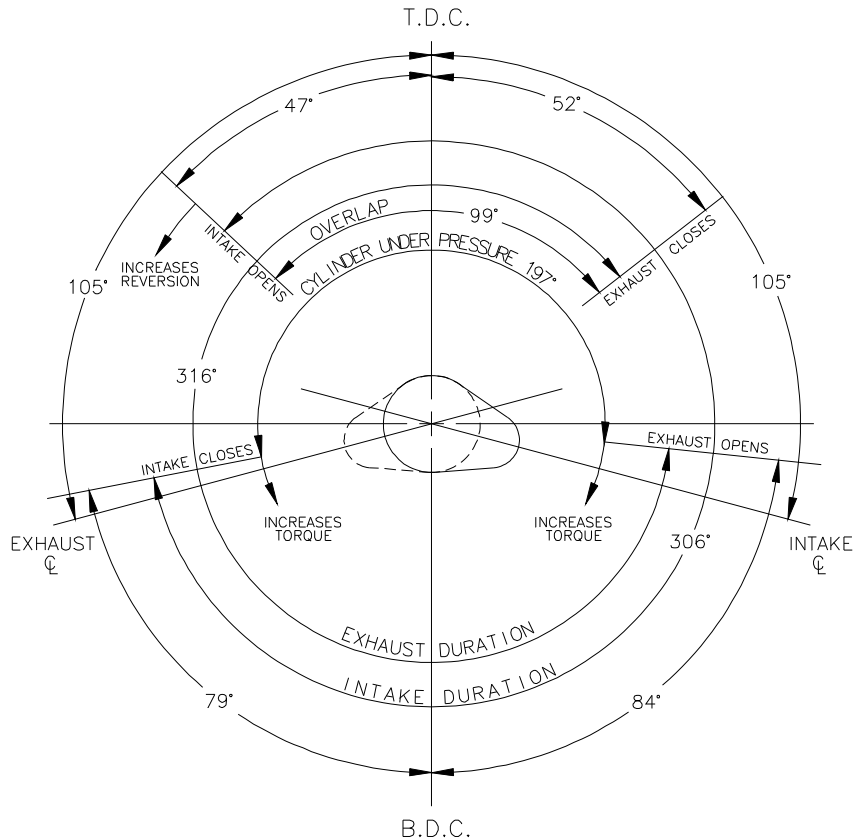
Range E (Hydraulic: 240° - 255° Effective Duration) (Mechanical: 250° - 265° Effective Duration)

Rough idle quality with heavy lope - (Note: Intake vacuum will not operate power brakes, etc.) Good mid to high RPM torque in 3800-5000 range. Good high RPM power, operating range 3200 - 6500 RPM. Average to poor fuel economy, definitely do not use for towing. Increased compression ratio required 10.5 to 1 to 12.0 to 1. Competition engine modifications required. Use only heavy duty manual or automatic (with high stall converter) transmission. Recommended spring pressure 125 lbs. for valve on seat; 325 lbs. for valve open. Axle ratio at 4.20 to 1 is best. Competition headers and valve job recommended. Recommended for oval track or bracket drag racing.

Symbol Definitions

- ⊙ = Base circle size of these camshafts is smaller than stock size, thus requiring special push rods or rocker arms to keep geometry correct and avoid damage.
- ☑ = The valve lift of these camshafts may require special push rods, rocker arms or springs to keep geometry correct or prevent binding and damage.
- * = The cam base circle sizes of these camshafts require the valve train to be adjustable or use a special length push rod.

How To Degree Your Camshaft



Degreeing a camshaft enables you to locate the valve motion in relation to the piston movement or, stated another way, to identify cam rotation relative to the rotation of the crankshaft. In short, it is an important step in maximizing engine performance.

Elgin PRO STOCK® engineers recommend using the “lobe center line” method - the easiest and most accurate process - to degree your cam:

Step 1: Find top-dead-center on the #1 piston.

Step 2: Locate the maximum lift point on the #1 intake lobe. This can be done by placing a dial indicator on the lifter and rotating the engine until maximum lobe lift is achieved. Note: You'll notice the crankshaft will rotate 2 to 3 degrees in either direction without registering on the indicator. To accurately locate maximum lift point, rotate the engine and allow the lifter to drop 0.050" on either side of maximum lift. Then count the number of degrees between these two points and mark the point halfway between the two outer marks. This is the “theoretical intake center line,” or maximum lift point.

Step 3: Locate this center line in the proper position in relation to top-dead-center. For example, if your cam is ground with 106-degree lobe separation and you want to install it straight-up, simply locate the “intake center line” at 106 degrees from the TDC mark. If you want to advance it 2 degrees, locate the intake center line at 104 degrees from TDC. (The valve timing diagram above will help you understand how cam location modifications affect an engine's torque characteristics.)

Chevrolet 4 Cyl.: 153 Eng.

Cam #	Lifter #	Material	Drive Type	Crank Rotation	Cam Rotation	Type		Dur. @ .050"	Cam Lift	Lobe Center Line	Replaces OEM Cam Number
E-786-S	HL-1817	Cast Iron	Gear	R.H.	L.H.	Hyd	Int Exh	190° 190°	.232 .232	113° 110°	2770015 2770019 3853850
Timing Gear Matched Set: C-2525S											

Chevrolet 4 Cyl.: 181 Eng.

Cam #	Lifter #	Material	Drive Type	Crank Rotation	Cam Rotation	Type		Dur. @ .050"	Cam Lift	Lobe Center Line	Replaces OEM Cam Number
E-1588-S	HL-1817	Cast Iron	Gear	R.H.	L.H.	Hyd	Int Exh	204° 204°	.253 .253	109° 115°	3937765 9341350

Chevrolet V6: 229 Eng.

Cam #	Lifter #	Material	Drive Type	Crank Rotation	Cam Rotation	Type		Dur. @ .050"	Cam Lift	Lobe Center Line	Replaces OEM Cam Number
E-1591-S	HL-1817	Cast Iron	Gear	L.H.	R. H.	Hyd	Int Exh	202° 213°	.273 .273	111° 115°	6269983

Chevrolet 6 Cyl.: 230, 250 Eng.

Cam #	Lifter #	Material	Drive Type	Crank Rotation	Cam Rotation	Type		Dur. @ .050"	Cam Lift	Lobe Center Line	Replaces OEM Cam Number
E-1587-S	HL-1817	Cast Iron	Gear	R.H.	L.H.	Hyd	Int Exh	192° 192°	.230 .230	113° 110°	3891590

Chevrolet V6: 262 Eng. w/Roller Lifters

Cam #	Lifter #	Material	Drive Type	Crank Rotation	Cam Rotation	Type		Dur. @ .050"	Cam Lift	Lobe Center Line	Replaces OEM Cam Number
E-1033-P	HL-2148	5150 Steel	Chain	R.H.	R.H.	RLR	Int Exh	202° 213°	.269 .273	108° 116°	14096233
E-1573-S	HL-2148	5150 Steel	Gear	L.H.	R. H.	RLR	Int Exh	202° 213°	.269 .273	108° 116°	14096233

Chevrolet V6: 262 Eng. w/Hydraulic Lifters

Cam #	Lifter #	Material	Drive Type	Crank Rotation	Cam Rotation	Type		Dur. @ .050"	Cam Lift	Lobe Center Line	Replaces OEM Cam Number
E-1016-P	HL-1817	Cast Iron	Chain	R.H.	R. H.	Hyd	Int Exh	202° 207°	.269 .276	110° 114°	14095789
E-1032-P	HL-1817	Cast Iron	Chain	R.H.	R.H.	Hyd	Int Exh	202° 213°	.273 .273	111° 115°	14095859

Chevrolet 6 Cyl.: 292 Eng.

Cam #	Lifter #	Material	Drive Type	Crank Rotation	Cam Rotation	Type		Dur. @ .050"	Cam Lift	Lobe Center Line	Replaces OEM Cam Number
E-551-S	HL-1817	Cast Iron	Gear	R.H.	L.H.	Hyd	Int Exh	188° 188°	.232 .232	113° 110°	3789544 3847998

CAMSHAFTS



Marine

Chevrolet V8: 283, 305, 307, 327, 350 Eng. w/Hydraulic Lifters (Excl. HO & Magnum w/Roller Lifters)

Cam #	Lifter #	Material	Drive Type	Crank Rotation	Cam Rotation	Type		Dur. @ .050"	Cam Lift	Lobe Center Line	Replaces OEM Cam Number
E-1575-S	HL-1817	Cast Iron	Chain	R.H.	R.H.	Hyd	Int Exh	202° 213°	.267 .273	108° 112°	6262944
E-1576-S	HL-1817	Cast Iron	Gear	L.H.	R.H.	Hyd	Int Exh	202° 213°	.267 .273	108° 112°	6272972
Timing Chain Set: SS-3100 True-Roller Type Set (3 keyway crank sprocket)											
Timing Cam Gear: C-2534; Crank Gear: C-2535											

Chevrolet V8: 327 HO Eng., 350 HO Eng. (Excl. "Magnum" w/Roller Lifters)

Cam #	Lifter #	Material	Drive Type	Crank Rotation	Cam Rotation	Type		Dur. @ .050"	Cam Lift	Lobe Center Line	Replaces OEM Cam Number
E-921-P	HL-1817	Cast Iron	Chain	R.H.	R.H.	Hyd	Int Exh	224° 224°	.300 .307	114° 114°	3896962 431-5952
Timing Chain Set: SS-3100 True-Roller Type Set (3 keyway crank sprocket)											
Timing Cam Gear: C-2534; Crank Gear: C-2535											

Chevrolet V8: 427, 454 "Magnum" Eng.

Cam #	Lifter #	Material	Drive Type	Crank Rotation	Cam Rotation	Type		Dur. @ .050"	Cam Lift	Lobe Center Line	Replaces OEM Cam Number
*E-1589-S	HL-1817	Cast Iron	Chain	R.H.	R.H.	Hyd	Int Exh	214° 218°	.271 .282	110° 120°	3883986
^E-1572-S	HL-1817	Cast Iron	Gear	R.H.	L.H.	Hyd	Int Exh	214° 218°	.271 .282	110° 120°	3892340
*E-1571-S	HL-1817	Cast Iron	Gear	L.H.	R.H.	Hyd	Int Exh	214° 218°	.271 .282	110° 120°	3906688
Timing Chain Set: SS-3100 True-Roller Type Set (3 keyway crank sprocket)											
Timing Cam Gear: C-2530; Crank Gear: C-2531, Timing Gear Set: C-2532S											

^ - Requires a special distributor/oil pump drive gear. (Marine Reverse Rotation Distributor Gear).

* - When using E-1571-S & E-1589-S in 1965-66 applications, a 3/16" wide x 7/32" deep groove must be machined in the center of the rear cam journal.

Chevrolet V8: 454 HO (Excl. Hi-perf.) 350 Eng. w/310-430 HP

Cam #	Lifter #	Material	Drive Type	Crank Rotation	Cam Rotation	Type		Dur. @ .050"	Cam Lift	Lobe Center Line	Replaces OEM Cam Number
E-1116-P	HL-1817	Cast Iron	Chain	R.H.	R.H.	Hyd	Int Exh	229° 236°	.312 .324	109° 119°	451-7892
Timing Chain Set: SS-3110 True-Roller Type Set (3 keyway crank sprocket)											
Timing Gear Set: C-2532S											

Chevrolet V8: 454 (Hi-perf.) Eng. w/440-460 HP

Cam #	Lifter #	Material	Drive Type	Crank Rotation	Cam Rotation	Type		Dur. @ .050"	Cam Lift	Lobe Center Line	Replaces OEM Cam Number
E-1117-P	HL-1817	Cast Iron	Chain	R.H.	R.H.	Hyd	Int Exh	232° 239°	.323 .328	104° 116°	41436
E-1118-P	HL-1817	Cast Iron	Chain	R.H.	R.H.	Hyd	Int Exh	241° 250°	.329 .340	105° 115°	485-816709
Timing Chain Set: SS-3110 True-Roller Type Set (3 keyway crank sprocket)											
Timing Gear Set: C-2532S											

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Chevrolet V8: 482 Eng.

Cam #	Lifter #	Material	Drive Type	Crank Rotation	Cam Rotation	Type		Dur. @ .050"	Cam Lift	Lobe Center Line	Replaces OEM Cam Number
E-1117-P	HL-1817	Cast Iron	Chain	R.H.	R.H.	Hyd	Int Exh	232° 239°	.323 .328	104° 116°	41436

Chevrolet V8: 502 "Magnum" Eng.

Cam #	Lifter #	Material	Drive Type	Crank Rotation	Cam Rotation	Type		Dur. @ .050"	Cam Lift	Lobe Center Line	Replaces OEM Cam Number
E-1064-P	HL-1817	Cast Iron	Chain	R.H.	R.H.	Hyd	Int Exh	224° 224°	.300 .300	114° 117°	14096209
E-1584-S	HL-1817	Cast Iron	Gear	L.H.	R.H.	Hyd	Int Exh	224° 224°	.300 .300	114° 117°	14096458

Chevrolet V8: 540 Eng. (Excl. Hi-Perf.) w/525 HP

Cam #	Lifter #	Material	Drive Type	Crank Rotation	Cam Rotation	Type		Dur. @ .050"	Cam Lift	Lobe Center Line	Replaces OEM Cam Number
E-1116-P	HL-1817	Cast Iron	Chain	R.H.	R.H.	Hyd	Int Exh	229° 236°	.312 .324	109° 119°	451-7892

Chevrolet V8: 540 Eng. (Hi-Perf.) w/575 HP

Cam #	Lifter #	Material	Drive Type	Crank Rotation	Cam Rotation	Type		Dur. @ .050"	Cam Lift	Lobe Center Line	Replaces OEM Cam Number
E-1119-P	HL-1817	Cast Iron	Chain	R.H.	R.H.	Hyd	Int Exh	257° 264°	.363 .374	105° 111°	12475

Chrysler 6 Cyl.: 170, 225 Eng.

Cam #	Lifter #	Material	Drive Type	Crank Rotation	Cam Rotation	Type		Dur. @ .050"	Cam Lift	Lobe Center Line	Replaces OEM Cam Number
E-380-S	VT-2084	Cast Iron	Chain	R.H.	R.H.	Mech	Int Exh	198° 203°	.270 .276	106° 112°	2128644 2264105 2465852 2843563 3512639 4104437

Chrysler V8: 273 Eng. & 1967 & Up 318 Eng.

Cam #	Lifter #	Material	Drive Type	Crank Rotation	Cam Rotation	Type		Dur. @ .050"	Cam Lift	Lobe Center Line	Replaces OEM Cam Number
E-1585-S	HL-2011	Cast Iron	Chain	R.H.	R.H.	Hyd	Int Exh	197° 199°	.273 .274	114° 108°	2806283
*E-1578-S	HL-2011	Cast Iron	Chain	L.H.	L.H.	Hyd	Int Exh	197° 199°	.273 .274	114° 108°	2846998
Timing Chain Set: SS-3103 True-Roller Type Set (3 keyway crank sprocket)											

* - Requires a special distributor/oil pump drive gear. (Marine Reverse Rotation Distributor Gear).

Use Engine Armor ZDDP-4 with your cams

CAMSHAFTS



Marine

Chrysler V8: 340, 360 Eng.

Cam #	Lifter #	Material	Drive Type	Crank Rotation	Cam Rotation	Type		Dur. @ .050"	Cam Lift	Lobe Center Line	Replaces OEM Cam Number
E-1579-S	HL-2011	Cast Iron	Chain	R.H.	R.H.	Hyd	Int Exh	210° 220°	.286 .296	118° 110°	3675869
Timing Chain Set: SS-3103 True-Roller Type Set (3 keyway crank sprocket)											

Ford V8: 260, 289, 302 (w/Hydraulic Lifters), 351W Eng.

Cam #	Lifter #	Material	Drive Type	Crank Rotation	Cam Rotation	Type		Dur. @ .050"	Cam Lift	Lobe Center Line	Replaces OEM Cam Number
^ E-870-S	HL-1900	Cast Iron	Chain	R.H.	R.H.	Hyd	Int Exh	206° 221°	.278 .283	116° 114°	D2JE-6250BA EOAZ-6250A
*E-1581-S	HL-1900	Cast Iron	Chain	L.H.	L.H.	Hyd	Int Exh	206° 221°	.278 .283	116° 114°	D2JE-6250CA E7JE-6250BA
Timing Chain Set: SS-3135 True-Roller Type Set (3 keyway crank sprocket)											

^ - Rewire the distributor to the 351W Firing order 1-3-7-2-6-5-4-8.

* - Rewire the distributor to the 351W Firing order 1-3-7-2-6-5-4-8. Requires a special distributor/oil pump drive gear, Ford D1JF-12390AA or its equivalent. (Marine Reverse Rotation Distributor Gear).

Ford V8: 351W HO Eng.

Cam #	Lifter #	Material	Drive Type	Crank Rotation	Cam Rotation	Type		Dur. @ .050"	Cam Lift	Lobe Center Line	Replaces OEM Cam Number
E-1599-S	HL-1900	Cast Iron	Chain	R.H.	R.H.	Hyd	Int Exh	210° 221°	.283 .283	117° 114°	F1JE-6250BA
Timing Chain Set: SS-3135 True-Roller Type Set (3 keyway crank sprocket)											

Ford V8: 429, 460 Eng.

Cam #	Lifter #	Material	Drive Type	Crank Rotation	Cam Rotation	Type		Dur. @ .050"	Cam Lift	Lobe Center Line	Replaces OEM Cam Number
E-1586-S	HL-1900	Cast Iron	Chain	R.H.	R.H.	Hyd	Int Exh	216° 220°	.285 .290	109° 120°	D3JE-6250AA
Timing Chain Set: SS-3130 True-Roller Type Set (3 keyway crank sprocket)											

Mercury Marine 4 Cyl.: 224 Eng.

Cam #	Lifter #	Material	Drive Type	Crank Rotation	Cam Rotation	Type		Dur. @ .050"	Cam Lift	Lobe Center Line	Replaces OEM Cam Number
E-1583-S	HL-1900	Cast Iron	Chain	R.H.	R.H.	Hyd	Int Exh	208° 220°	.287 .290	111° 117°	4669410

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Muscle Car



CAMSHAFTS

Chevrolet (1955-94) V-8: 262, 265, 267, 283, 302, 305, 307, 327, 350, 400 Eng. (Small Block): 1.5 RAR

Range	Cam #	Lifter #	OEM Cam Number		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over-Lap	Lash-Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-274-S	HL-1817	3733431 3896929	Int Exh	.260 .273	.390 .410	258° 269°	194° 203°	10° BTC 68° BBC	52° ABC 6° ATC	90°	Hyd	110° 122°
C	E-900-P	VT-1992	3736097	Int Exh	.263 .267	.395 .401	287° 287°	228° 230°	6° BTC 48° BBC	42° ABC 2° ATC	66°	.012 .018	108° 112°
C	E-903-P	HL-1817	3863151	Int Exh	.298 .298	.447 .447	306° 306°	222° 222°	1° BTC 49° BBC	41° ABC 7° BTC	78°	Hyd	110° 118°
C	E-921-P	HL-1817	3896962	Int Exh	.300 .307	.450 .460	292° 288°	224° 224°	3° ATC 46° BBC	47° ABC 2° BTC	60°	Hyd	114° 114°
D	E-904-P	VT-1992	3972178	Int Exh	.306 .323	.459 .485	316° 336°	242° 254°	10° BTC 68° BBC	52° ABC 6° ATC	90°	.020 .025	110° 122°
E	E-901-P	VT-1992	3849346	Int Exh	.323 .323	.485 .485	314° 314°	254° 254°	16° BTC 64° BBC	58° ABC 10° ATC	86°	.030 .030	110° 118°
E	E-902-P	VT-1992	3927140	Int Exh	.329 .341	.493 .512	323° 329°	257° 270°	19° BTC 70° BBC	58° ABC 20° ATC	103°	.022 .024	108° 116°

Chevrolet (1969-90) V-8: 366 Eng. (Chain Drive); (1965-94) V-8: 396, 402, 427, 454 Eng. (Big Block): 1.7 RAR

Range	Cam #	Lifter #	OEM Cam Number		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over-Lap	Lash-Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-574-S	HL-1817	3874872	Int Exh	.234 .234	.398 .398	286° 286°	196° 196°	14° ATC 33° BBC	30° ABC 17° BTC	59°	Hyd	110° 117°
B	E-787-S	HL-1817	3953544 3963544	Int Exh	.234 .253	.398 .430	269° 278°	193° 204°	-12° BTC 33° BBC	25° ABC -10° ATC	52°	Hyd	108° 113°
C	E-596-S	HL-1817	353040	Int Exh	.259 .259	.440 .440	285° 295°	210° 213°	-6° BTC 43° BBC	36° ABC -11° ATC	63°	Hyd	110° 117°
C	E-1589-S	HL-1817	3883986	Int Exh	.270 .282	.476 .496	290° 303°	214° 218°	-4° BTC 49° BBC	38° ABC -11° ATC	66°	Hyd	110° 120°
D	E-905-P	VT-1992	3904362	Int Exh	.306 .306	.520 .520	336° 316°	242° 242°	12° BTC 60° BBC	50° ABC 2° ATC	98°	.020 .024	108° 120°
E	E-906-P	VT-1992	3928911	Int Exh	.329 .341	.559 .580	342° 333°	264° 270°	22° BTC 70° BBC	62° ABC 20° ATC	112°	.022 .026	108° 116°

Chrysler (1964-89) V-8: (1964-89) 273, 340, 360 Eng.; (1967-89) 318 Eng.: 1.5 RAR

Range	Cam #	Lifter #	OEM Cam Number		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over-Lap	Lash-Hot	Lobe Center Line
								Dur.	Opens	Closes			
A	E-577-S	HL-2011	4227879	Int Exh	.248 .266	.373 .400	264° 274°	181° 192°	-20° BTC 24° BBC	21° ABC -12° ATC	50°	Hyd	108° 114°
B	E-578-S	HL-2011	2899206	Int Exh	.286 .296	.429 .444	268° 276°	210° 220°	7° ATC 46° BBC	37° ABC 6° BTC	44°	Hyd	112° 116°

Chrysler (1958-78) V-8: 350, 361, 383, 400, 413, 426 (Exc. Hemi), 440 Eng: 1.5 RAR "B" Eng: Use w/Single Bolt (1958-67 Use HL-1812 Lifters)

Range	Cam #	Lifter #	OEM Cam Number		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over-Lap	Lash-Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-327-S	HL-2011	2532190	Int Exh	.289 .287	.434 .431	260° 268°	206° 209°	7° ATC 40° BBC	33° ABC 11° BTC	37°	Hyd	110° 116°
C	E-1094-P	HL-2011	2843564 3512907	Int Exh	.299 .309	.449 .464	268° 284°	214° 225°	6° ATC 49° BBC	40° ABC 4° BTC	46°	Hyd	113° 117°

Use Engine Armor ZDDP-4 with your cams

CAMSHAFTS



Muscle Car

Ford (1962-91) V-8: 221, 255, 260, 289, 302 Eng. (Excl. 1982-85 302 High Output & w/Hyd. Roller Lifters): 1.6 RAR

Range	Cam #	Lifter #	OEM Cam Number		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over-Lap	Lash-Hot	Lobe Center Line
								Dur.	Opens	Closes			
A	E-560-S	HL-1900	C3AZ-6250-V	Int	.230	.368	270°	184°	22° ATC	26° ABC	50°	Hyd	114°
				Exh	.238	.381	248°	189°	17° BBC	8° BTC			104°
C	E-811-S	VT-2000	C3OZ-6250-C	Int	.298	.477	310°	228°	5° BTC	43° ABC	82°	.018	108°
				Exh	.298	.477	310°	228°	53° BBC	5° BTC			120°

Ford (1985-94) V-8: 302 High Output Eng. (w/Roller Lifters): 1.6 RAR

Range	Cam #	Lifter #	OEM Cam Number		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over-Lap	Lash-Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-836-S	HL-2205	F1ZZ-6250-A	Int	.278	.445	266°	210°	10° ATC	40° ABC	36°	RLR	115°
				Exh	.278	.445	266°	210°	40° BBC	10° BTC			115°

Ford (1969-91) V-8: (1982-85) 302 HO Eng. (Excl. Roller Lifters); (1969-91) 351W Eng.: 1.6 RAR

Range	Cam #	Lifter #	OEM Cam Number		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over-Lap	Lash-Hot	Lobe Center Line
								Dur.	Opens	Closes			
A	E-643-S	HL-1900	C9OZ-6250-A	Int	.260	.416	270°	195°	-6° BTC	21° ABC	55°	Hyd	103°
				Exh	.260	.416	270°	195°	29° BBC	-15° ATC			112°

Ford (1963-78) V-8: 330, 352, 359, 360, 361, 389, 390, 391, 406, 410, 427, 428 Eng.: 1.73 RAR

Range	Cam #	Lifter #	OEM Cam Number		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over-Lap	Lash-Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-572-S	HL-2083	C7AZ-6250-A	Int	.247	.433	273°	192°	-17° BTC	29° ABC	51°	Hyd	113°
				Exh	.249	.436	281°	199°	31° BBC	-12° ATC			111°
B	E-573-S	HL-2083	C6AZ-6250-A	Int	.252	.442	274°	192°	-12° BTC	24° ABC	55°	Hyd	108°
				Exh	.252	.442	274°	192°	27° BBC	-15° ATC			111°

Ford (1970-82) V-8: 351C, 351M, 400 Eng.: 1.72 RAR

Range	Cam #	Lifter #	OEM Cam Number		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over-Lap	Lash-Hot	Lobe Center Line
								Dur.	Opens	Closes			
C	E-806-S	HL-1900	D2ZZ-6250-B	Int	.278	.481	287°	206°	-16° BTC	43° ABC	63°	Hyd	120°
				Exh	.283	.490	307°	221°	44° BBC	-3° ATC			110°

Ford (1968-94) V-8: 370, 429, 460 Eng.: 1.72 RAR

Range	Cam #	Lifter #	OEM Cam Number		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over-Lap	Lash-Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-589-S	HL-1900	C8SZ-6250-A	Int	.253	.437	273°	193°	-14° BTC	27° ABC	53°	Hyd	110°
				Exh	.278	.480	287°	206°	39° BBC	-13° ATC			116°

Oldsmobile (1967-85) V-8: 260F, 307, 350R, 400, 403, 425 (Excl. Toronado), 455 Eng.: (39 Degree Bank Angle): 1.6 RAR

Range	Cam #	Lifter #	OEM Cam Number		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over-Lap	Lash-Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-590-S	HL-1951	400084	Int	.250	.399	276°	276°	-13° BTC	20° ABC	62°	Hyd	106°
				Exh	.251	.401	290°	290°	34° BBC	-14° ATC			112°
D	E-908-P	HL-1951	402194	Int	.296	.474	308°	232°	3° BTC	49° ABC	82°	Hyd	112°
				Exh	.296	.474	308°	232°	49° BBC	3° ATC			114°

Use Engine Armor ZDDP-4 with your cams

American Motors (1964-91) 6 Cyl.: 199, 232, 258 Eng.: 1.5 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-1122-P	HL-2011	CL-1122PK	Int Exh	.280 .280	.420 .420	280° 280°	208° 208°	6° ATC 38° BBC	34° ABC 10° BTC	56°	Hyd	110° 114°

American Motors (1966-92) V-8: 290, 304, 343, 360, 390, 401 Eng.: 1.6 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
A	E-1078-P	HL-2011	CL-1078PK	Int Exh	.245 .265	.392 .424	250° 260°	184° 194°	13° ATC 32° BBC	17° ABC 18° BTC	35°	Hyd	105° 115°
B	E-587-S	HL-2011	CL-587K	Int Exh	.266 .266	.426 .426	266° 266°	196° 196°	11° ATC 31° BBC	27° ABC 15° BTC	44°	Hyd	109° 112°
B	E-912-P	HL-2011	CL-912PK	Int Exh	.280 .295	.448 .472	270° 280°	204° 214°	3° ATC 42° BBC	27° ABC 8° BTC	55°	Hyd	105° 115°
C	E-911-P	HL-2011	CL-911PK	Int Exh	.296 .297	.474 .475	288° 288°	218° 218°	2° BTC 46° BBC	36° ABC 8° BTC	64°	Hyd	107° 117°
C	E-1224-P	HL-2011	CL-1224PK	Int Exh	.296 .311	.473 .497	289° 300°	214° 224°	0° BTC 49° BBC	34° ABC -5° BTC	-5°	Hyd	107° 117°
C	E-910-P	HL-2011	CL-910PK	Int Exh	.299 .299	.478 .478	304° 304°	222° 222°	3° ATC 45° BBC	45° ABC 3° BTC	76°	Hyd	114° 114°
C	E-1041-P	HL-2011	CL-1041PK	Int Exh	.305 .305	.488 .488	284° 284°	218° 218°	4° BTC 44° BBC	34° ABC 6° BTC	64°	Hyd	105° 115°
C	E-1226-P	HL-2011	CL-1226PK	Int Exh	.311 .325	.497 .520	300° 304°	224° 234°	3° BTC 56° BBC	41° ABC 1° BTC	1°	Hyd	109° 119°
D	E-981-P	HL-2011	CL-981PK	Int Exh	.325 .340	.520 .544	300° 310°	234° 244°	10° BTC 59° BBC	44° ABC 5° ATC	81°	Hyd	107° 117°

Buick (1977-90) V-6: 181, 196, 231, 252, Eng. (RWD only) (Even Fire w/Integral Distr. Gear): 1.6 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
A	E-1123-P	HL-1969	CL-1123PK	Int Exh	.258 .273	.413 .437	259° 271°	190° 202°	18° ATC 33° BBC	28° ABC 11° BTC	40°	Hyd	112° 112°
A	E-915-P	HL-1969	CL-915PK	Int Exh	.265 .280	.424 .448	260° 270°	194° 204°	12° ATC 41° BBC	26° ABC 17° BTC	37°	Hyd	109° 119°
B	E-1124-P	HL-1969	CL-1124PK	Int Exh	.280 .280	.448 .448	282° 282°	208° 208°	6° ATC 36° BBC	34° ABC 8° BTC	60°	Hyd	110° 112°
B	E-913-P	HL-1969	CL-913PK	Int Exh	.280 .295	.448 .472	270° 280°	204° 214°	5° ATC 44° BBC	29° ABC 10° BTC	51°	Hyd	107° 117°
C	E-998-P	HL-1969	CL-998PK	Int Exh	.295 .310	.472 .496	280° 290°	214° 224°	0° BTC 49° BBC	34° ABC 5° BTC	61°	Hyd	107° 117°
C	E-914-P	HL-1969	CL-914PK	Int Exh	.310 .310	.496 .496	290° 290°	224° 224°	5° BTC 49° BBC	39° ABC 5° BTC	66°	Hyd	107° 117°
D	E-1063-P	HL-1969	CL-1063PK	Int Exh	.325 .340	.520 .544	300° 310°	234° 244°	10° BTC 59° BBC	44° ABC 5° ATC	81°	Hyd	107° 117°

CAMSHAFTS



Performance

Cadillac (1968-84) V8: 368, 425, 472, 500 Eng.: 1.72 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
C	E-1084-P	HL-1969	CL-1084PK	Int Exh	.295 .305	.507 .525	280° 284°	214° 218°	5° ATC 41° BBC	39° ABC 3° BTC	74°	Hyd	112° 112°

Chevrolet (1982-89) 4 Cyl. OHV: (1982) 112 (1.8L) Eng.; (1983-91) 122 (2.0L) Eng.: 1.5 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-1098-P	HL-1969	CL-1098PK	Int Exh	.280 .295	.420 .443	270° 280°	204° 214°	3° ATC 42° BBC	27° ABC 8° BTC	55°	Hyd	105° 115°
C	E-1097-P	HL-1969	CL-1097PK	Int Exh	.305 .319	.458 .479	284° 294°	218° 228°	2° BTC 51° BBC	36° ABC 3° BTC	65°	Hyd	107° 117°

Chevrolet (1980-94) V-6: (60 Degree) (1980-93) 173 (2.8L) Eng.; (1988-96) 189 (3.1L) Eng.: 1.5 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-865-S	HL-2095	CL-865K	Int Exh	.263 .273	.395 .410	282° 290°	196° 202°	11° ATC 30° BBC	27° ABC 8° BTC	31°	Hyd	109° 109°
B	E-1125-P	HL-2095	CL-1125PK	Int Exh	.280 .280	.421 .421	280° 280°	208° 208°	-4° BTC 36° BBC	32° ABC -8° ATC	60°	Hyd	108° 112°
B	E-999-P	HL-2095	CL-999PK	Int Exh	.280 .295	.420 .443	270° 280°	204° 214°	5° ATC 44° BBC	29° ABC 10° BTC	51°	Hyd	107° 117°
C	E-1000-P	HL-2095	CL-1000PK	Int Exh	.295 .310	.443 .465	280° 290°	214° 224°	0° BTC 49° BBC	34° ABC 5° BTC	61°	Hyd	107° 117°

Chevrolet (1962-84) L-6: 194, 230, 250 Eng.: 1.75 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
A	E-1021-P	HL-1817	CL-1021PK	Int Exh	.265 .280	.464 .490	260° 270°	194° 204°	8° ATC 37° BBC	22° ABC 13° BTC	45°	Hyd	105° 115°
C	E-1026-P	HL-1817	CL-1026PK	Int Exh	.291 .291	.509 .509	290° 290°	224° 224°	1° ATC 35° BBC	45° ABC 9° ATC	74°	Hyd	113° 103°

Performance



CAMSHAFTS

Chevrolet (1978-84) V-6: 200, 229 Eng. (90 Degree, Odd Fire): 1.5 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
A	E-927-P	HL-1817	CL-927PK	Int	.265	.398	260°	194°	12° ATC	26° ABC	37°	Hyd	109°
				Exh	.280	.420	270°	204°	41° BBC	17° BTC			119°
B	E-926-P	HL-1817	CL-926PK	Int	.280	.420	270°	204°	5° ATC	29° ABC	51°	Hyd	107°
				Exh	.295	.443	280°	214°	44° BBC	10° BTC			117°
C	E-924-P	HL-1817	CL-924PK	Int	.295	.443	280°	214°	0° BTC	34° ABC	61°	Hyd	107°
				Exh	.310	.465	290°	224°	49° BBC	5° BTC			117°
C	E-1001-P	HL-1817	CL-1001PK	Int	.310	.465	290°	224°	5° BTC	39° ABC	71°	Hyd	107°
				Exh	.325	.488	300°	234°	54° BBC	0° ATC			117°
D	E-925-P	VT-1992	CL-925PK	Int	.320	.480	300°	238°	12° BTC	46° ABC	76°	.022	107°
				Exh	.320	.480	300°	238°	56° BBC	2° ATC			117°
D	E-1002-P	VT-1992	CL-1002PK	Int	.320	.480	300°	238°	12° BTC	46° ABC	81°	.022	107°
				Exh	.335	.503	310°	248°	61° BBC	7° ATC			117°
D	E-1003-P	VT-1992	CL-1003PK	Int	.335	.503	310°	248°	17° BTC	51° ABC	91°	.022	107°
				Exh	.350	.525	320°	258°	66° BBC	12° ATC			117°

Chevrolet (1987-94) V-6: 262 (4.3L) Eng. (90 Deg., Even Fire w/Hyd. Roller Lifters) 1.5 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-1033-P	HL-2148	CL-1033PK	Int	.269	.404	270°	202°	7° ATC	29° ABC	55°	RLR	108°
				Exh	.273	.410	284°	213°	41° BBC	8° BTC			116°
C	E-1205-P	HL-2148	CL-1205PK	Int	.319	.478	273°	210°	-2° BTC	32° ABC	51°	RLR	107°
				Exh	.325	.487	277°	214°	44° BBC	-10° ATC			117°

Chevrolet (1985-86) V-6: 262 (4.3L) Eng (90 Degree Even Fire): 1.5 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-1126-P	HL-1817	CL-1126PK	Int	.265	.398	270°	194°	7° ATC	21° ABC	67°	Hyd	104°
				Exh	.280	.420	278°	204°	26° BBC	2° BTC			104°
B	E-1016-P	HL-1817	CL-1016PK	Int	.269	.404	269°	202°	9° ATC	31° ABC	45°	Hyd	110°
				Exh	.276	.414	271°	207°	37° BBC	10° BTC			114°
B	E-1032-P	HL-1817	CL-1032PK	Int	.273	.410	269°	202°	10° ATC	32° ABC	52°	Hyd	111°
				Exh	.273	.410	284°	213°	40° BBC	7° BTC			115°

Chevrolet (1963-89) L-6: 292 Eng.: 1.75 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
A	E-1022-P	HL-1817	CL-551K	Int	.265	.464	260°	194°	8° ATC	22° ABC	45°	Hyd	105°
				Exh	.280	.490	270°	200°	37° BBC	13° BTC			115°
A	E-551-S	HL-1817	CL-551K	Int	.323	.405	276°	188°	-19° ATC	27° ABC	53°	Hyd	113°
				Exh	.323	.405	276°	188°	24° BBC	-16° BTC			110°

CAMSHAFTS



Performance

Chevrolet (1955-02) V-8: 262, 265, 267, 283, 302, 305, 307, 327, 350, 400 Eng. (Small Block): 1.5 RAR

All Small Block Chevrolet camshafts may be used in the 1955-56 Engines if late model cam bearings are used. Camshafts for the 265 engine must be modified by machining a slot in the rear journal .427" wide and .225"-.235" deep.

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
A	E-1100-P	HL-1817	CL-1100PK	Int Exh	.245 .265	.368 .398	250° 260°	184° 194°	12° ATC 21° BBC	16° ABC 7° BTC	47°	Hyd	104° 104°
A	E-1005-P	HL-1817	CL-1005PK	Int Exh	.265 .280	.398 .420	260° 270°	194° 204°	10° ATC 39° BBC	24° ABC 15° BTC	41°	Hyd	107° 117°
A	E-1101-P	HL-1817	CL-1101PK	Int Exh	.265 .280	.398 .420	260° 270°	194° 204°	7° ATC 26° BBC	21° ABC 2° BTC	57°	Hyd	104° 104°
B	E-1127-P	HL-1817	CL-1127PK	Int Exh	.258 .273	.387 .410	258° 269°	190° 202°	14° ATC 36° BBC	24° ABC 14° BTC	40°	Hyd	108° 116°
B	E-860-S	HL-1817	CL-860K	Int Exh	.269 .276	.404 .414	288° 294°	202° 207°	14° ATC 37° BBC	36° ABC 10° BTC	62°	Hyd	115° 114°
B	E-919-P	HL-1817	CL-919PK	Int Exh	.276 .276	.414 .414	266° 266°	209° 209°	4° ATC 36° BBC	33° ABC 7° BTC	45°	Hyd	108° 112°
B	E-1128-P	HL-1817	CL-1128PK	Int Exh	.280 .280	.420 .420	280° 280°	208° 208°	2° ATC 40° BBC	30° ABC 12° BTC	58°	Hyd	106° 116°
B	E-923-P	HL-1817	CL-923PK	Int Exh	.280 .295	.420 .443	270° 280°	204° 214°	5° ATC 44° BBC	29° ABC 10° BTC	51°	Hyd	107° 117°
B	E-1105-P	HL-1817	CL-1105PK	Int Exh	.280 .295	.420 .443	270° 280°	204° 214°	8° ATC 37° BBC	32° ABC 3° BTC	55°	Hyd	110° 110°
B	E-1787-P	HL-1817	CL-1787PK	Int Exh	.285 .285	.427 .427	260° 260°	204° 204°	2° BTC 38° BBC	26° ABC -14° ATC	41°	Hyd	105° 115°
B	E-1120-P	HL-1817	CL-1120PK	Int Exh	.290 .303	.435 .455	275° 278°	209° 216°	3° ATC 45° BBC	32° ABC 9° BTC	51°	Hyd	107° 117°
C	E-900-P	VT-1992	CL-900PK	Int Exh	.263 .267	.395 .401	287° 287°	228° 230°	6° BTC 48° BBC	42° ABC 2° ATC	66°	.012 .018	108° 112°
C	E-1129-P	HL-1817	CL-1129PK	Int Exh	.286 .286	.429 .429	295° 295°	220° 220°	2° BTC 42° BBC	38° ABC 2° BTC	75°	Hyd	108° 112°
C	E-1028-P	HL-1817	CL-1028PK	Int Exh	.291 .291	.437 .437	296° 296°	224° 224°	5° BTC 41° BBC	38° ABC 2° ATC	79°	Hyd	109° 109°
C	E-1029-P	HL-1817	CL-1029PK	Int Exh	.295 .295	.443 .443	280° 280°	214° 214°	0° BTC 44° BBC	34° ABC 10° BTC	56°	Hyd	107° 117°
C	E-1069-P	HL-1817	CL-1069K	Int Exh	.295 .295	.443 .443	280° 280°	214° 214°	2° BTC 42° BBC	32° ABC 8° BTC	60°	Hyd	105° 115°
C	E-922-P	HL-1817	CL-922PK	Int Exh	.295 .310	.443 .465	280° 290°	214° 224°	0° BTC 49° BBC	34° ABC 5° BTC	61°	Hyd	107° 117°
C	E-1121-P	HL-1817	CL-1121PK	Int Exh	.295 .310	.443 .465	280° 290°	214° 224°	7° BTC 56° BBC	27° ABC 12° BTC	61°	Hyd	100° 124°
C	E-903-P	HL-1817	CL-903PK	Int Exh	.298 .298	.447 .447	306° 306°	222° 222°	1° BTC 49° BBC	41° ABC 7° BTC	78°	Hyd	110° 118°
C	E-1785-P	HL-1817	CL-1785PK	Int Exh	.300 .300	.450 .450	274° 274°	218° 218°	8° BTC 40° BBC	30° ABC -2° ATC	62°	Hyd	102° 110°
C	E-921-P	HL-1817	CL-921PK	Int Exh	.300 .307	.450 .460	292° 288°	224° 224°	3° ATC 46° BBC	47° ABC 2° BTC	60°	Hyd	114° 114°
C	E-1186-P	HL-1817	CL-1186PK	Int Exh	.302 .320	.453 .479	282° 294°	216° 228°	1° BTC 51° BBC	35° ABC 3° BTC	64°	Hyd	107° 117°

Performance



CAMSHAFTS

Chevrolet (1955-02) V-8: 262, 265, 267, 283, 302, 305, 307, 327, 350, 400 Eng. (Small Block): 1.5 RAR [Cont.]

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
C	E-1065-P	HL-1817	CL-1065PK	Int Exh	.305 .305	.458 .458	284° 284°	218° 218°	4° BTC 44° BBC	34° ABC 6° ATC	64°	Hyd	105° 115°
C	E-1019-P	HL-1817	CL-1019PK	Int Exh	.310 .310	.465 .465	290° 290°	224° 224°	5° BTC 49° BBC	39° ABC 5° ATC	66°	Hyd	107° 117°
C	E-1015-P	HL-1817	CL-1015PK	Int Exh	.310 .325	.465 .488	290° 300°	224° 234°	5° BTC 54° BBC	39° ABC 0° ATC	71°	Hyd	107° 117°
C	E-1179-P	HL-1817	CL-1179PK	Int Exh	.311 .311	.466 .466	298° 298°	224° 234°	3° BTC 51° BBC	41° ABC -7° ATC	-4°	Hyd	109° 119°
C	E-1788-P	HL-1817	HL-1788PK	Int Exh	.311 .311	.467 .467	280° 280°	222° 222°	7° BTC 47° BBC	35° ABC -5° ATC	60°	Hyd	105° 115°
C	E-1211-P	HL-1817	CL-1211PK	Int Exh	.311 .325	.466 .487	298° 304°	224° 234°	3° BTC 56° BBC	41° ABC -2° ATC	1°	Hyd	109° 119°
C	E-1784-P	HL-1817	CL-1784PK	Int Exh	.320 .320	.480 .480	284° 284°	228° 228°	7° BTC 51° BBC	41° ABC -3° ATC	60°	Hyd	107° 117°
C	E-1842-P	HL-1817	CL-1842PK	Int Exh	.320 .324	.480 .486	283° 291°	224° 230°	7° BTC 51° BBC	37° ABC -1° ATC	67°	Hyd	107° 113°
D	E-918-P	VT-1992	CL-918PK	Int Exh	.297 .297	.446 .446	294° 294°	239° 239°	9° BTC 56° BBC	50° ABC 3° ATC	67°	.018 .018	109° 118°
D	E-1227-P	HL-1817	CL-1227PK	Int Exh	.300 .300	.450 .450	282° 282°	232° 232°	10° BTC 42° BBC	42° ABC 10° ATC		Hyd	106° 106°
D	E-916-P	HL-1817	CL-916PK	Int Exh	.302 .302	.453 .453	284° 284°	230° 230°	3° BTC 51° BBC	47° ABC 1° BTC	55°	Hyd	112° 116°
D	E-1187-P	VT-1992	CL-1187PK	Int Exh	.304 .319	.456 .479	258° 270°	219° 229°	1° ATC 53° BBC	40° ABC 4° BTC	36°	.022 .022	110° 118°
D	E-1852-P	HL-1817	CL-1852PK	Int Exh	.306 .306	.460 .460	303° 303°	232° 232°	7° BTC 55° BBC	45° ABC -3° ATC	76°	Hyd	109° 119°
D	E-904-P	VT-1992	CL-904PK	Int Exh	.306 .323	.459 .485	316° 336°	242° 254°	10° BTC 68° BBC	52° ABC 6° ATC	90°	.020 .025	110° 122°
D	E-1846-P	HL-1817	CL-1846PK	Int Exh	.310 .310	.465 .465	285° 285°	230° 230°	13° BTC 45° BBC	37° ABC 5° ATC	73°	Hyd	102° 110°
D	E-1130-P	HL-1817	CL-1130PK	Int Exh	.312 .320	.468 .480	306° 287°	222° 231°	5° BTC 49° BBC	37° ABC 2° ATC	91°	Hyd	106° 114°
D	E-1847-P	HL-1817	CL-1847PK	Int Exh	.313 .313	.470 .470	282° 282°	226° 226°	12° BTC 44° BBC	34° ABC 2° ATC	70°	Hyd	101° 111°
D	E-920-P	HL-1817	CL-920PK	Int Exh	.320 .320	.480 .480	292° 292°	230° 230°	8° BTC 46° BBC	42° ABC 4° ATC	74°	Hyd	107° 111°
D	E-1011-P	HL-1817	CL-1011PK	Int Exh	.325 .325	.490 .490	292° 300°	232° 234°	10° BTC 47° BBC	42° ABC 7° ATC	80°	Hyd	106° 110°
D	E-1180-P	HL-1817	CL-1180PK	Int Exh	.325 .325	.487 .487	303° 303°	234° 234°	8° BTC 56° BBC	46° ABC -2° ATC	6°	Hyd	109° 119°
D	E-1212-P	HL-1817	CL-1212PK	Int Exh	.325 .338	.487 .508	303° 313°	234° 244°	8° BTC 61° BBC	46° ABC 3° ATC	11°	Hyd	109° 119°
D	E-1067-P	HL-1817	CL-1067PK	Int Exh	.325 .340	.488 .510	300° 310°	234° 244°	10° BTC 59° BBC	44° ABC 5° ATC	81°	Hyd	107° 117°
D	E-1133-P	VT-1992	CL-1133PK	Int Exh	.332 .332	.498 .498	280° 280°	246° 246°	17° BTC 53° BBC	50° ABC 14° ATC	65°	.030 .030	106° 110°
D	E-1200-P	VT-1992	CL-1200PK	Int Exh	.338 .338	.507 .507	283° 283°	249° 249°	23° BTC 55° BBC	46° ABC 14° ATC	71°	.030 .030	102° 110°

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Performance

Chevrolet (1955-02) V-8: 262, 265, 267, 283, 302, 305, 307, 327, 350, 400 Eng. (Small Block): 1.5 RAR [Cont.]

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
D	E-1131-P	VT-1992	CL-1131PK	Int Exh	.347 .347	.521 .521	282° 290°	240° 250°	15° BTC 52° BBC	45° ABC 18° ATC	75°	.024 .024	104° 108°
D	E-1243-P	VT-1992	CL-1243PK	Int Exh	.354 .361	.531 .541	282° 286°	248° 251°			38°	.016 .016	103° 109°
E	E-1132-P	HL-1817	CL-1132PK	Int Exh	.289 .289	.434 .434	312° 312°	244° 244°	15° BTC 51° BBC	49° ABC 13° ATC	96°	Hyd	107° 109°
E	E-901-P Same as GM #3849346	VT-1992	CL-901PK	Int Exh	.323 .323	.485 .485	314° 314°	254° 254°	16° BTC 64° BBC	58° ABC 10° ATC	86°	.030 .030	110° 118°
E	E-902-P Same as GM #3927140	VT-1992	CL-902PK	Int Exh	.329 .341	.493 .512	323° 329°	257° 270°	19° BTC 70° BBC	58° ABC 20° ATC	103°	.022 .024	108° 116°
E	E-1844-P	VT-1992	CL-1844PK	Int Exh	.331 .344	.496 .516	289° 299°	244° 254°	20° BTC 57° BBC	44° ABC 17° ATC	80°	.022 .022	102° 110°
E	E-1786-P	HL-1817	CL-1786PK	Int Exh	.333 .333	.500 .500	302° 302°	246° 246°	21° BTC 53° BBC	45° ABC 13° ATC	90°	Hyd	102° 110°
E	E-1091-P Uses 1.5 ratio on Intake & Exhaust	VT-1992	CL-1091PK	Int Exh	.336 .336	.504 .504	287° 295°	256° 264°	29° BTC 63° BBC	47° ABC 21° ATC	81°	.026 .026	99° 111°
E	E-1091-P Uses 1.6 ratio on Intake & Exhaust	VT-1992	CL-1091PK	Int Exh	.336 .336	.538 .538	290° 298°	256° 264°	29° BTC 63° BBC	47° ABC 21° ATC	84°	.026 .026	99° 111°
E	E-1091-P Uses 1.5 ratio Int. & 1.6 ratio Exh.	VT-1992	CL-1091PK	Int Exh	.336 .336	.504 .538	287° 298°	256° 264°	29° BTC 63° BBC	47° ABC 21° ATC	81°	.026 .026	99° 111°
E	E-1091-P Uses 1.6 ratio Int. & 1.5 ratio Exh.	VT-1992	CL-1091PK	Int Exh	.336 .336	.538 .504	290° 295°	256° 264°	29° BTC 63° BBC	47° ABC 21° ATC	84°	.026 .026	99° 111°
E	E-1213-P	HL-1817	CL-1213PK	Int Exh	.339 .355	.508 .532	313° 328°	244° 254°	13° BTC 66° BBC	51° ABC 8° ATC	21°	Hyd	109° 119°
E	E-1024-P	HL-1817	CL-1024PK	Int Exh	.340 .340	.510 .510	310° 310°	244° 244°	15° BTC 51° BBC	49° ABC 13° ATC	94°	Hyd	107° 109°
E	E-1006-P	HL-1817	CL-1006PK	Int Exh	.340 .355	.510 .533	310° 320°	244° 254°	15° BTC 64° BBC	49° ABC 10° ATC	91°	Hyd	107° 117°
E	E-917-P	VT-1992	CL-917PK	Int Exh	.341 .357	.512 .536	325° 332°	262° 273°	21° BTC 71° BBC	61° ABC 22° ATC	105°	.022 .024	108° 116°
E	E-1843-P	VT-1992	CL-1843PK	Int Exh	.344 .358	.516 .538	299° 309°	254° 264°	25° BTC 62° BBC	49° ABC 22° ATC	93°	.022 .022	102° 110°
E	E-1190-P	VT-1992	CL-1190PK	Int Exh	.345 .345	.518 .518	319° 319°	278° 278°	32° BTC 76° BBC	66° ABC 22° ATC	95°	.030 .030	107° 117°
E	E-1195-P	VT-1992	CL-1195PK	Int Exh	.355 .370	.533 .556	283° 290°	250° 260°	23° BTC 60° BBC	47° ABC 20° ATC	75°	.026 .028	102° 110°
E	E-1214-P	HL-1817	CL-1214PK	Int Exh	.355 .370	.536 .558	312° 322°	254° 264°	18° BTC 71° BBC	57° ABC 13° ATC	31°	Hyd	109° 119°
E	E-1196-P	VT-1992	CL-1196PK	Int Exh	.357 .350	.536 .526	296° 312°	252° 266°	23° BTC 62° BBC	49° ABC 24° ATC	92°	.016 .016	104° 108°
E	E-1175-P	VT-1992	CL-1175PK	Int Exh	.358 .371	.538 .556	290° 298°	258° 266°	30° BTC 64° BBC	48° ABC 22° ATC	84°	.026 .026	99° 111°
E	E-1090-P Uses 1.5 ratio on Intake & Exhaust	VT-1992	CL-1090PK	Int Exh	.358 .371	.537 .557	287° 295°	256° 264°	29° BTC 63° BBC	47° ABC 21° ATC	81°	.026 .026	99° 111°
E	E-1090-P Uses 1.6 ratio on Intake & Exhaust	VT-1992	CL-1090PK	Int Exh	.358 .371	.573 .594	290° 298°	256° 264°	29° BTC 63° BBC	47° ABC 21° ATC	84°	.026 .026	99° 111°
E	E-1090-P Uses 1.5 ratio Int. & 1.6 ratio Exh.	VT-1992	CL-1090PK	Int Exh	.358 .371	.537 .594	287° 298°	256° 264°	29° BTC 63° BBC	47° ABC 21° ATC	81°	.026 .026	99° 111°

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Chevrolet (1955-02) V-8: 262, 265, 267, 283, 302, 305, 307, 327, 350, 400 Eng. (Small Block): 1.5 RAR [Cont.]

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
E	E-1090-P	VT-1992	CL-1090PK	Int Exh	.358 .371	.573 .557	290° 295°	256° 264°	29° BTC 63° BBC	47° ABC 21° ATC	84°	.026 .026	99° 111°
E	E-1173-P	VT-1992	CL-1173PK	Int Exh	.358 .371	.537 .557	287° 295°	256° 264°	29° BTC 63° BBC	47° ABC 21° ATC	81°	.026 .026	99° 111°
E	E-1173-P	VT-1992	CL-1173PK	Int Exh	.358 .371	.573 .594	290° 298°	256° 264°	29° BTC 63° BBC	47° ABC 21° ATC	84°	.026 .026	99° 111°
E	E-1173-P	VT-1992	CL-1173PK	Int Exh	.358 .371	.537 .594	287° 298°	256° 264°	29° BTC 63° BBC	47° ABC 21° ATC	81°	.026 .026	99° 111°
E	E-1173-P	VT-1992	CL-1173PK	Int Exh	.358 .371	.573 .557	290° 295°	256° 264°	29° BTC 63° BBC	47° ABC 21° ATC	84°	.026 .026	99° 111°
E	E-1241-P	VT-1992	CL-1241PK	Int Exh	.358 .371	.537 .556	288° 296°	255° 263°			47°	.026 .028	102° 110°
E	E-1845-P	VT-1992	CL-1845PK	Int Exh	.358 .375	.538 .563	309° 319°	264° 274°	28° BTC 69° BBC	56° ABC 25° ATC	98°	.022 .022	104° 112°
E	E-1242-P	VT-1992	CL-1242PK	Int Exh	.362 .369	.543 .553	291° 295°	252° 255°			49°	.016 .016	100° 104°
E	E-1194-P	VT-1992	CL-1194PK	Int Exh	.365 .377	.547 .566	289° 299°	256° 265°	28° BTC 63° BBC	48° ABC 22° ATC	84°	.026 .026	98° 112°
E	E-1201-P	VT-1992	CL-1201PK	Int Exh	.368 .375	.552 .563	296° 300°	257° 260°	29° BTC 54° BBC	48° ABC 26° ATC	94°	.016 .016	101° 103°
E	E-1240-P	VT-1992	CL-1240PK	Int Exh	.375 .389	.563 .583	298° 304°	259° 269°			91°	.018 .020	102° 110°
E	E-1025-P	VT-1992	CL-1025PK	Int Exh	.386 .386	.557 .557	315° 315°	274° 274°	29° BTC 69° BBC	62° ABC 22° ATC	92°	.022 .022	108° 112°

Chevrolet (1955-94) V-8: 262, 265, 267, 283, 302, 305, 307, 327, 350, 400 Eng. (Small Block): 1.5 RAR

Retro-Fit Hydraulic Roller - For Use in Early Engine Blocks With Standard Hydraulic Cams.

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-1230-P	HL-4001	N/A	Int Exh	.290 .308	.435 .462	273° 288°	198° 210°	9° ATC 41° BBC	27° ABC 11° BTC		RLR	108° 116°
B	E-1231-P	HL-4001	N/A	Int Exh	.305 .305	.458 .458	275° 275°	202° 202°	1° BTC 29° BBC	21° ABC 7° BTC		RLR	100° 108°
C	E-1232-P	HL-4001	N/A	Int Exh	.308 .313	.462 .470	288° 284°	210° 215°	1° ATC 41° BBC	31° ABC 6° BTC		RLR	106° 114°
D	E-1233-P	HL-4001	N/A	Int Exh	.320 .320	.480 .480	306° 306°	230° 230°	9° BTC 45° BBC	41° ABC 5° ATC		RLR	106° 110°

CAMSHAFTS



Performance

Chevrolet (1987-05) V-8: 305 (5.0L), 350 (5.7L) (Originally Equipped With Roller Lifters) 1.5 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-1191-P	HL-2148	CL-1191PK	Int Exh	.290 .308	.435 .462	273° 278°	198° 210°	81° ATC 41° BBC	99° ABC 11° BTC	57°	RLR	108° 116°
C	E-1193-P	HL-2148	CL-1193PK	Int Exh	.308 .313	.462 .470	288° 284°	210° 215°	1° ATC 42° BBC	31° ABC 7° BTC	68°	RLR	106° 114°
D	E-1192-P	HL-2148	CL-1192PK	Int Exh	.320 .320	.480 .480	306° 306°	230° 230°	9° BTC 45° BBC	41° ABC 5° ATC	90°	RLR	106° 110°

These camshafts can be used in 1987-94 LT1 & LT4 engines by pressing dowel pin into camshaft until .300" protrusion is obtained. The .500" diameter hole will not cause a problem.

Chevrolet (1987-94) V-8: 305, 350 Eng.: (Use w/new style thrust plate for cam retention) 1.5 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-1134-P	HL-2148	CL-1134PK	Int Exh	.290 .308	.435 .462	273° 288°	198° 210°	9° ATC 41° BBC	27° ABC 11° BTC	55°	RLR	108° 116°
B	E-1040-P	HL-2148	CL-1040PK	Int Exh	.291 .308	.437 .462	269° 279°	202° 212°	6° ATC 43° BBC	28° ABC 11° BTC	50°	RLR	107° 117°
C	E-1872-P	HL-2148	CL-1872PK	Int Exh	.296 .311		288° 298°	214° 224°	0° BTC 49° BBC	34° ABC -5° ATC	69°	RLR	107° 117°
C	E-1136-P	HL-2148	CL-1136PK	Int Exh	.308 .313	.462 .470	288° 284°	210° 215°	1° ATC 41° BBC	31° ABC 6° BTC	71°	RLR	106° 114°
C	E-1869-P	HL-2148	CL-1869PK	Int Exh	.319 .334	.478 .501	297° 307°	222° 232°	2° BTC 55° BBC	40° ABC -3° ATC	75°	RLR	109° 119°
C	E-1871-P	HL-2148	CL-1871PK	Int Exh	.330 .335	.495 .503	283° 287°	220° 224°	3° BTC 45° BBC	37° ABC -1° ATC	65°	RLR	107° 113°
D	E-1135-P	HL-2148	CL-1135PK	Int Exh	.320 .320	.480 .480	306° 306°	230° 230°	9° BTC 45° BBC	41° ABC 5° ATC	90°	RLR	106° 110°
D	E-1229-P	HL-2148	CL-1229PK	Int Exh	.358 .364	.538 .546	296° 300°	234° 238°	10° BTC 56° BBC	44° ABC 2° ATC	74°	RLR	107° 117°

Chevrolet (1981-88) V-8: 305 "LG4" Eng. w/4BC

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-1115-P	HL-1817	CL-1115PK	Int Exh	.265 .295	.398 .443	260° 280°	194° 214°	10° ATC 44° BBC	24° ABC 10° BTC	46°	Hyd	107° 117°

Chevrolet (2000-2007) V-8: 350 (5.7L) "LS1": 1.7 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
C	E-1838-P	HL-2148	CL-1838PK	Int Exh	.329 .329	.559 .560	285° 292°	216° 220°	-2° BTC 48° BBC	38° ABC -8° ATC	59°	RLR	110° 118°

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Chevrolet (2000-2007) V-8: 350 (5.7L) "LS1": 1.7 RAR

[Cont.]

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
C	E-1839-P	HL-2148	CL-1839PK	Int Exh	.329 .329	.559 .560	285° 292°	220° 224°	2° BTC 48° BBC	38° ABC -4° ATC	62°	RLR	108° 116°
C	E-1865-P	HL-2148	CL-1865PK	Int Exh	.337 .340	.573 .578	265° 298°	208° 221°	11° BTC 79° BBC	74° ABC 38° ATC	49°	RLR	119° 117°
D	E-1840-P	HL-2148	CL-1840PK	Int Exh	.344 .344	.585 .585	283° 286°	228° 230°	6° BTC 51° BBC	42° ABC -1° ATC	59°	RLR	108° 116°
D	E-1841-P	HL-2148	CL-1841PK	Int Exh	.350 .350	.595 .595	296° 299°	238° 242°	11° BTC 47° BBC	57° ABC 5° ATC	73°	RLR	108° 116°

Chevrolet (1969-98) V-8: 366 Eng. (Chain Drive);

(1965-00) V-8: 396, 402, 427, 454 Eng. (Big Block): 1.7 RAR

When installing the following camshafts in the 1991 and later 454 "L19" V8 Engine with a "NET BUILD LASH" non-adjustable valvetrain, it may be necessary to convert to an adjustable valvetrain by using Pre-'91 valve components. The 1965-66 396 engines did not have an oil groove in the rear cam bearing bore. When using the camshafts below in these engines, it is necessary to machine a 3/16" wide x 7/64" deep groove in the center of the rear cam journal or the I.D. of the rear cam bearing.

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-574-S	HL-1817	CL-574K	Int Exh	.234 .234	.398 .398	286° 286°	196° 196°	14° ATC 33° BBC	30° ABC 17° BTC	59°	Hyd	110° 117°
B	E-1138-P	HL-1817	CL-1138PK	Int Exh	.234 .253	.398 .430	271° 281°	192° 203°	11° ATC 37° BBC	23° ABC 14° BTC	54°	Hyd	107° 117°
B	E-1137-P	HL-1817	CL-1137PK	Int Exh	.258 .273	.439 .464	261° 272°	190° 202°	12° ATC 35° BBC	22° ABC 13° BTC	46°	Hyd	106° 114°
B	E-1176-P	HL-1817	CL-1176PK	Int Exh	.270 .270	.459 .459	288° 298°	204° 208°	-6° BTC 40° BBC	30° ABC -12° ATC	68°	Hyd	108° 116°
B	E-1139-P	HL-1817	CL-1139PK	Int Exh	.280 .280	.476 .476	284° 284°	208° 208°	3° ATC 39° BBC	31° ABC 11° BTC	62°	Hyd	107° 114°
B	E-1219-P	HL-1817	CL-1219PK	Int Exh	.280 .294	.475 .500	276° 280°	208° 218°	-3° ATC 46° BBC	31° ABC -8° BTC	-11°	Hyd	107° 117°
B	E-931-P	HL-1817	CL-931PK	Int Exh	.280 .295	.476 .501	270° 280°	204° 214°	5° ATC 44° BBC	29° ABC 10° BTC	51°	Hyd	107° 117°
C	E-1086-P	HL-1817	CL-1086PK	Int Exh	.280 .280	.476 .476	278° 278°	212° 212°	0° BTC 40° BBC	32° ABC 8° BTC	58°	Hyd	106° 114°
B	E-1795-P	HL-1817	CL-1795PK	Int Exh	.285 .285	.484 .484	263° 263°	204° 204°	-3° BTC 37° BBC	27° ABC -13° ATC	43°	Hyd	105° 115°
B	E-1851-P	HL-1817	CL-1851PK	Int Exh	.293 .293	.499 .499	266° 266°	210° 210°	0° BTC 40° BBC	30° ABC -10° ATC	46°	Hyd	105° 115°
C	E-928-P	HL-1817	CL-928PK	Int Exh	.294 .297	.500 .505	308° 328°	222° 235°	1° BTC 58° BBC	41° ABC 3° BTC	88°	Hyd	110° 120°
C	E-932-P	HL-1817	CL-932PK	Int Exh	.295 .295	.501 .501	280° 280°	214° 214°	2° ATC 46° BBC	36° ABC 12° BTC	52°	Hyd	109° 119°
C	E-1206-P	HL-1817	CL-1206PK	Int Exh	.295 .295	.502 .501	277° 287°	218° 228°	0° BTC 53° BBC	38° ABC -5° BTC	-5°	Hyd	109° 119°
C	E-930-P	HL-1817	CL-930PK	Int Exh	.295 .310	.501 .527	280° 290°	214° 224°	0° BTC 49° BBC	34° ABC 5° BTC	61°	Hyd	107° 117°

CAMSHAFTS



Performance

Chevrolet (1969-98) V-8: 366 Eng. (Chain Drive); [Cont.]
(1965-00) V-8: 396, 402, 427, 454 Eng. (Big Block): 1.7 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
C	E-1064-P	HL-1817	CL-1064PK	Int Exh	.300 .300	.510 .510	292° 292°	224° 224°	3° ATC 48° BBC	47° ABC 4° BTC	61°	Hyd	114° 117°
C	E-1850-P	HL-1817	CL-1850PK	Int Exh	.305 .305	.518 .518	296° 296°	218° 218°	4° BTC 44° BBC	34° ABC -6° ATC	75°	Hyd	105° 115°
C	E-1066-P	HL-1817	CL-1066PK	Int Exh	.305 .305	.519 .519	284° 284°	218° 218°	4° BTC 44° BBC	34° ABC 6° BTC	64°	Hyd	105° 115°
C	E-1070-P	HL-1817	CL-1070PK	Int Exh	.310 .325	.527 .553	290° 292°	224° 232°	2° BTC 54° BBC	42° ABC 2° BTC	63°	Hyd	110° 118°
C	E-1221-P	HL-1951	CL-1221PK	Int Exh	.311 .325	.466 .487	298° 303°	224° 234°	3° BTC 56° BBC	41° ABC -2° BTC	1°	Hyd	109° 119°
C	E-1207-P	HL-1817	CL-1207PK	Int Exh	.329 .337	.559 .572	305° 311°	240° 246°	10° BTC 57° BBC	50° ABC 9° ATC	85°	Hyd	110° 114°
D	E-1796-P	HL-1817	CL-1796PK	Int Exh	.302 .302	.514 .514	309° 309°	226° 226°	7° BTC 43° BBC	39° ABC 3° ATC	93°	Hyd	106° 110°
D	E-905-P	VT-1992	CL-905PK	Int Exh	.306 .306	.520 .520	336° 316°	242° 242°	12° BTC 60° BBC	50° ABC 2° ATC	98°	.020 .024	108° 120°
D	E-1116-P	HL-1817	CL-1116PK	Int Exh	.312 .324	.530 .551	316° 314°	229° 236°	5° BTC 57° BBC	44° ABC 1° BTC	82°	Hyd	109° 119°
D	E-1215-P	HL-1817	CL-1215PK	Int Exh	.318 .318	.539 .539	292° 304°	228° 238°	5° BTC 58° BBC	43° ABC 0° BTC	5°	Hyd	109° 119°
D	E-1218-P	HL-1817	CL-1218PK	Int Exh	.318 .318	.539 .539	304° 316°	238° 248°	10° BTC 63° BBC	48° ABC 5° BTC	15°	Hyd	109° 119°
D	E-1797-P	HL-1817	CL-1797PK	Int Exh	.320 .320	.544 .544	287° 287°	228° 228°	7° BTC 51° BBC	41° ABC -3° ATC	63°	Hyd	107° 117°
D	E-929-P	HL-1817	CL-929PK	Int Exh	.320 .320	.544 .544	292° 292°	230° 230°	8° BTC 46° BBC	42° ABC 4° ATC	74°	Hyd	107° 111°
D	E-1009-P	VT-1992	CL-1009PK	Int Exh	.320 .335	.544 .570	300° 310°	238° 248°	10° BTC 63° BBC	48° ABC 5° ATC	77°	.026 .026	109° 119°
D	E-1117-P	HL-1817	CL-1117PK	Int Exh	.323 .328	.549 .558	293° 310°	232° 239°	12° BTC 56° BBC	40° ABC 3° ATC	88°	Hyd	104° 116°
D	E-1849-P	HL-1817	CL-1849PK	Int Exh	.325 .340	.552 .577	312° 322°	234° 244°	10° BTC 59° BBC	44° ABC 5° ATC	92°	Hyd	107° 117°
D	E-1007-P	HL-1817	CL-1007PK	Int Exh	.325 .340	.553 .578	300° 310°	234° 244°	10° BTC 59° BBC	44° ABC 5° ATC	81°	Hyd	107° 117°
D	E-1068-P	VT-1992	CL-1068PK	Int Exh	.335 .350	.570 .595	310° 320°	248° 258°	19° BTC 64° BBC	49° ABC 14° ATC	95°	.026 .026	105° 115°
E	E-1171-P	VT-1992	CL-1171PK	Int Exh	.327 .324	.555 .552	294° 301°	255° 263°	22° BTC 66° BBC	54° ABC 18° ATC	77°	.022 .022	106° 114°
E	E-1118-P	HL-1817	CL-1118PK	Int Exh	.329 .340	.559 .578	314° 314°	241° 250°	16° BTC 60° BBC	45° ABC 10° ATC	89°	Hyd	105° 115°
E	E-906-P	VT-1992	CL-906PK	Int Exh	.329 .341	.559 .580	342° 333°	264° 270°	22° BTC 70° BBC	62° ABC 20° ATC	112°	.022 .026	108° 116°
E	E-1143-P	HL-1817	CL-1143PK	Int Exh	.339 .339	.576 .576	304° 304°	246° 246°	17° BTC 57° BBC	49° ABC 9° ATC	84°	Hyd	106° 114°
E	E-1142-P	HL-1817	CL-1142PK	Int Exh	.339 .355	.576 .603	316° 332°	244° 254°	17° BTC 61° BBC	47° ABC 13° ATC	105°	Hyd	105° 115°
E	E-1144-P	VT-1992	CL-1144PK	Int Exh	.339 .376	.576 .639	301° 304°	250° 260°	16° BTC 64° BBC	54° ABC 16° ATC	83°	.022 .026	108° 116°

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Performance



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Chevrolet (1969-98) V-8: 366 Eng. (Chain Drive); [Cont.]
(1965-00) V-8: 396, 402, 427, 454 Eng. (Big Block): 1.7 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
E	E-1172-P	VT-1992	CL-1172PK	Int Exh	.342 .365	.581 .621	326° 339°	262° 273°	25° BTC 71° BBC	57° ABC 22° ATC	114°	.020 .020	106° 114°
E	E-1848-P	VT-1992	CL-1848PK	Int Exh	.344 .358	.584 .609	302° 312°	254° 264°	23° BTC 64° BBC	51° ABC 20° ATC	87°	.026 .026	104° 112°
E	E-1010-P	VT-1992	CL-1010PK	Int Exh	.350 .365	.595 .621	320° 330°	258° 268°	24° BTC 69° BBC	54° ABC 19° ATC	105°	.026 .026	105° 115°
E	E-1145-P	VT-1992	CL-1145PK	Int Exh	.382 .394	.649 .670	325° 325°	268° 276°	24° BTC 72° BBC	64° ABC 24° ATC	105°	.022 .026	108° 116°

Chevrolet (1967-96) V-8: 366 Eng. (Chain Drive);
(1965-96) V-8: 396, 402, 427, 454 Eng. Exc. VINJ
(Big Block): 1.7 RAR

Retro-Fit Hydraulic Roller - For Use in Early Engine Blocks With Standard Hydraulic Cams.

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
C	E-1234-P	HL-4003	N/A	Int Exh	.295 .300	.501 .510	288° 300°	216° 228°	0° TDC 50° BBC	36° ABC 2° BTC		RLR	108° 116°
D	E-1235-P	HL-4003	N/A	Int Exh	.310 .320	.527 .544	296° 308°	224° 234°	6° BTC 51° BBC	38° ABC 3° ATC		RLR	106° 114°
D	E-1236-P	HL-4003	N/A	Int Exh	.330 .340	.561 .578	316° 324°	236° 246°	12° BTC 57° BBC	44° ABC 9° ATC		RLR	106° 114°
D	E-1237-P	HL-4003	N/A	Int Exh	.368 .376	.626 .639	335° 329°	237° 245°	6° BTC 54° BBC	51° ABC 11° ATC		RLR	109° 115°
E	E-1238-P	HL-4003	N/A	Int Exh	.329 .337	.559 .572	305° 310°	241° 246°	12° BTC 57° BBC	49° ABC 9° ATC		RLR	110° 114°

Chevrolet (1996-05) V-8: 454 (7.4L) (Originally Equipped with Roller Lifters) 1.7 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
D	E-1197-P	HL-7003	CL-1197PK	Int Exh	.295 .300	.501 .510	288° 300°	216° 228°	0° BTC 50° BBC	36° ABC 2° BTC	-2°	RLR	108° 116°
D	E-1198-P	HL-7003	CL-1198PK	Int Exh	.310 .320	.527 .544	296° 308°	224° 234°	6° BTC 51° BBC	38° ABC 3° ATC	9°	RLR	106° 114°
D	E-1199-P	HL-7003	CL-1199PK	Int Exh	.330 .340	.561 .578	316° 324°	236° 246°	12° BTC 57° BBC	44° ABC 9° BTC	21°	RLR	106° 114°
E	E-1870-P	HL-7003	CL-1870PK	Int Exh	.372 .382	.632 .649	319° 326°	247° 258°	15° BTC 63° BBC	52° ABC 15° ATC	98°	RLR	109° 114°

CAMSHAFTS



Performance

Chrysler (1981-94) 4 Cyl. OHC: (1981-87) 135 (2.2L) Eng.;
(1986-87) 153 (2.5L) Eng.: 1.5 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-1037-P	HL-2105	CL-1037PK	Int Exh	.243 .243	.430 .430	232° 248°	206° 220°	2° BTC 49° BBC	24° ABC 9° BTC	20°	Hyd	110° 110°
C	E-1177-P	R-808 Follower	CL-1177PK	Int Exh	.242 .242	.429 .429	278° 278°	224° 224°				Hyd	
C	E-1082-P	HL-2105	CL-1082PK	Int Exh	.258 .258	.457 .457	240° 248°	215° 223°	7° BTC 51° BBC	28° ABC 8° BTC	24°	Hyd	110° 110°

Chrysler (1964-03) V-8: (1964-03) 273, 340, 360 Eng.;
(1967-03) 318 Eng.: 1.5 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
A	E-983-P	HL-2011	CL-983PK	Int Exh	.265 .280	.398 .420	260° 270°	194° 204°	8° ATC 37° BBC	22° ABC 13° BTC	45°	Hyd	105° 115°
B	E-938-P	HL-2011	CL-938PK	Int Exh	.280 .280	.420 .420	270° 270°	204° 204°	4° ATC 36° BBC	28° ABC 12° BTC	50°	Hyd	106° 114°
B	E-937-P	HL-2011	CL-937PK	Int Exh	.280 .295	.420 .443	270° 280°	204° 214°	5° ATC 44° BBC	29° ABC 10° BTC	51°	Hyd	107° 117°
B	E-578-S	HL-2011	CL-578K	Int Exh	.286 .296	.429 .444	268° 276°	210° 220°	7° ATC 46° BBC	37° ABC 6° BTC	44°	Hyd	112° 116°
C	E-1223-P	HL-2011	CL-1223PK	Int Exh	.294 .294	.441 .441	288° 218°	218° 228°	0° BTC 53° BBC	-5° ABC -5° BTC	-5°	Hyd	109° 119°
C	E-1087-P ⊙	HL-2011	CL-1087PK	Int Exh	.295 .295	.443 .443	280° 280°	214° 214°	1° BTC 41° BBC	33° ABC 7° BTC	60°	Hyd	106° 114°
C	E-936-P ⊙	HL-2011	CL-936PK	Int Exh	.295 .310	.443 .465	280° 290°	214° 224°	0° BTC 49° BBC	34° ABC 5° BTC	61°	Hyd	107° 117°
C	E-1858-P	HL-2011	CL-1858PK	Int Exh	.298 .298	.448 .448	290° 319°	222° 232°	4° BTC 53° BBC	38° ABC -1° ATC	87°	Hyd	107° 117°
C	E-934-P ⊙	HL-2011	CL-934PK	Int Exh	.298 .300	.447 .450	306° 316°	222° 232°	4° BTC 53° BBC	38° ABC 1° BTC	92°	Hyd	107° 117°
C	E-1146-P	HL-2011	CL-1146PK	Int Exh	.302 .302	.453 .453	304° 304°	224° 224°	6° BTC 42° BBC	38° ABC 2° ATC	88°	Hyd	106° 110°
C	E-1789-P	HL-2011	CL-1789PK	Int Exh	.303 .303	.454 .454	272° 272°	216° 216°	3° BTC 43° BBC	33° ABC -7° ATC	52°	Hyd	105° 115°
C	E-1042-P ⊙	HL-2011	CL-1042PK	Int Exh	.305 .305	.458 .458	284° 284°	218° 218°	4° BTC 44° BBC	34° ABC 6° BTC	64°	Hyd	105° 115°
D	E-933-P ⊙	HL-2011	CL-933PK	Int Exh	.300 .317	.450 .476	298° 308°	232° 242°	9° BTC 58° BBC	43° ABC 4° ATC	79°	Hyd	107° 117°
D	E-935-P ⊙	HL-2011	CL-935PK	Int Exh	.320 .320	.480 .480	292° 292°	230° 230°	7° BTC 45° BBC	43° ABC 5° ATC	74°	Hyd	107° 111°
D	E-1798-P	HL-2011	CL-1798PK	Int Exh	.320 .320	.480 .480	284° 284°	228° 228°	7° BTC 51° BBC	41° ABC -3° ATC	61°	Hyd	107° 117°
D	E-1110-P ☒	HL-2011	CL-1110PK	Int Exh	.325 .340	.488 .510	300° 310°	234° 244°	11° BTC 60° BBC	43° ABC 4° ATC	81°	Hyd	106° 118°
D	E-985-P	VT-2039	CL-985PK	Int Exh	.335 .350	.503 .525	310° 320°	248° 258°	21° BTC 62° BBC	47° ABC 16° ATC	99°	.022 .022	103° 113°

Performance



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**Chrysler (1958-78) V-8: 350, 361, 383, 400, 413, 426 (Excl. Hemi),
440 Eng.: 1.5 RAR**

“B” Eng.: Use w/Single Bolt - (1958-67 Use HL-1812 Lifters)

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
A	E-986-P	HL-2011	CL-986PK	Int Exh	.245 .265	.368 .398	250° 260°	184° 194°	13° ATC 32° BBC	17° ABC 18° BTC	35°	Hyd	105° 115°
A	E-987-P	HL-2011	CL-987PK	Int Exh	.265 .280	.398 .420	260° 270°	194° 204°	8° ATC 37° BBC	22° ABC 13° BTC	45°	Hyd	105° 115°
B	E-1147-P	HL-2011	CL-1147PK	Int Exh	.280 .280	.420 .420	280° 280°	208° 208°	4° ATC 36° BBC	32° ABC 10° BTC	58°	Hyd	108° 114°
B	E-942-P	HL-2011	CL-942PK	Int Exh	.280 .295	.420 .443	270° 280°	204° 214°	5° ATC 44° BBC	29° ABC 10° BTC	51°	Hyd	107° 117°
B	E-327-S	HL-2011	CL-327K	Int Exh	.289 .287	.434 .431	260° 268°	206° 209°	7° ATC 40° BBC	33° ABC 11° BTC	37°	Hyd	110° 116°
C	E-943-P ⊙	HL-2011	CL-943PK	Int Exh	.295 .310	.443 .465	280° 290°	214° 224°	0° BTC 49° BBC	34° ABC 5° BTC	61°	Hyd	107° 117°
C	E-939-P	HL-2011	CL-939PK	Int Exh	.296 .297	.444 .445	288° 288°	218° 218°	2° BTC 46° BBC	36° ABC 8° BTC	64°	Hyd	107° 117°
C	E-1854-P	HL-2011	CL-1854PK	Int Exh	.296 .311	.444 .466	288° 298°	214° 224°	0° BTC 49° BBC	34° ABC -5° ATC	69°	Hyd	107° 117°
C	E-1094-P	HL-2011	CL-1094PK	Int Exh	.299 .309	.449 .464	268° 284°	214° 225°	6° ATC 49° BBC	40° ABC 4° BTC	46°	Hyd	113° 117°
C	E-1853-P	HL-2011	CL-1853PK	Int Exh	.303 .303	.454 .454	289° 289°	224° 224°	4° BTC 48° BBC	40° ABC -4° ATC	64°	Hyd	108° 116°
C	E-1043-P ⊙	HL-2011	CL-1043PK	Int Exh	.305 .305	.458 .458	284° 284°	218° 218°	4° BTC 44° BBC	34° ABC 6° BTC	64°	Hyd	105° 115°
C	E-988-P ⊙	HL-2011	CL-988PK	Int Exh	.310 .325	.465 .488	290° 300°	224° 234°	5° BTC 54° BBC	39° ABC 0° ATC	71°	Hyd	107° 117°
C	E-1222-P	HL-2011	CL-1222PK	Int Exh	.311 .325	.466 .487	298° 303°	224° 234°	3° BTC 56° BBC	41° ABC -2° ATC	1°	Hyd	109° 119°
C	E-1208-P	HL-2011	CL-1208PK	Int Exh	.320 .330	.480 .496	303° 310°	238° 246°	14° BTC 58° BBC	44° ABC 8° ATC	86°	Hyd	105° 115°
D	E-941-P ⊙	HL-2011	CL-941PK	Int Exh	.320 .320	.480 .480	292° 292°	230° 230°	7° BTC 45° BBC	43° ABC 5° ATC	74°	Hyd	107° 111°
D	E-1228-P	HL-2011	CL-1228PK	Int Exh	.320 .320	.480 .480	302° 302°	236° 236°	10° BTC 46° BBC	46° ABC 10° ATC	20°	Hyd	108° 108°
D	E-1045-P	VT-1942	CL-1045PK	Int Exh	.330 .345	.495 .518	301° 305°	239° 246°	14° BTC 58° BBC	45° ABC 8° ATC	83°	.022 .022	105° 115°
E	E-940-P ⊙	HL-2011	CL-940PK	Int Exh	.317 .317	.476 .476	308° 308°	242° 242°	15° BTC 59° BBC	47° ABC 3° ATC	84°	Hyd	106° 118°
E	E-1044-P ☒	HL-2011	CL-1044PK	Int Exh	.340 .340	.510 .510	310° 310°	244° 244°	19° BTC 55° BBC	45° ABC 9° ATC	94°	Hyd	103° 113°
E	E-1148-P	HL-2011	CL-1148PK	Int Exh	.347 .367	.521 .551	311° 322°	242° 252°	12° BTC 54° BBC	50° ABC 18° ATC	99°	Hyd	108° 110°

Chrysler (1966-71) V-8: 426 Hemi Eng.: Use w/3 Bolt Gear

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
D	E-841-S	VT-1942	CL-841K	Int Exh	.314 .316	.471 .474	284° 284°	229° 230°	8° BTC 53° BBC	41° ABC 3° BTC	60°	Hyd	106° 118°

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Performance

Ford (1978-80) 4 Cyl.: 98 (1.6L) OHV Eng.: 1.5 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
C	E-944-P	VT-2014	CL-944PK	Int Exh	.268 .268	.393 .393	290° 290°	228° 235°	6° BTC 46° BBC	42° ABC 9° ATC	74°	.010 .017	107° 109°

Ford (1981-85) 4 Cyl.: 98 (1.6L) CVH (Compound Valve Hemispherical) Eng.: 1.6 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-848-S	HL-2102	CL-848K	Int Exh	.240 .240	.400 .400	256° 256°	200° 200°	8°ATC 34°BBC	28°ABC 14°BTC	34°	Hyd	108° 114°
B	E-1149-P	HL-2102	CL-1149PK	Int Exh	.245 .245	.404 .404	284° 284°	209° 209°	2°ATC 39°BBC	31°ABC -10°BTC	62°	Hyd	106° 115°
B	E-968-P	HL-2102	CL-968PK	Int Exh	.280 .295	.465 .490	270° 280°	204° 214°	10°ATC 49°BBC	34°ABC 15°BTC	41°	Hyd	112° 122°

Ford (1971-74) 4 Cyl.: 122 (2.0L) OHC Eng.: 1.6 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
C	E-945-P	R-811 Follower	CL-945PK	Int Exh	.261 .261	.418 .418	290° 286°	229° 229°	1°ATC 40°BBC	50°ABC 9°ATC	64°	.011 .012	106° 96°
C	E-946-P	R-811 Follower	CL-946PK	Int Exh	.280 .281	.448 .450	292° 295°	231° 239°	9°BTC 44°BBC	42°ABC 15°ATC	78°	.010 .017	95° 95°

Ford (1974-97) 4 Cyl.: 140 (2.3L) OHC Eng.

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-1093-P	HL-2012	CL-1093PK	Int Exh	.250 .250	.410 .410	253° 253°	206° 205°	8° ATC 50°BBC	34°ABC 25°BTC	14°	Hyd	118° 118°
C	E-1860-P	HL-2012	CL-1860PK	Int Exh	.269 .269	.441 .441	282° 282°	220° 220°	1° BTC 45°BBC	39°ABC -5°ATC	13°	Hyd	108° 116°
C	E-1102-P	HL-2012	CL-1102PK	Int Exh	.270 .270	.454 .454	270° 270°	220° 220°	1° BTC 45°BBC	39°ABC 5°BTC	46°	Hyd	108° 116°
D	E-1092-P	HL-2012	CL-1092PK	Int Exh	.281 .280	.449 .449	292° 297°	231° 239°	16.5°ATC 47° BBC	67.5°ABC 12°ATC	56.5°	.010 .012	109° 109°
D	E-1103-P	HL-2012	CL-1103PK	Int Exh	.285 .285	.479 .479	280° 280°	230° 230°	6° BTC 50°BBC	44°ABC 0°ATC	56°	Hyd	108° 116°
D	E-1104-P	HL-2012	CL-1104PK	Int Exh	.300 .300	.504 .504	288° 288°	240° 240°	11°BTC 55°BBC	49°ABC 5°ATC	64°	Hyd	108° 116°

Ford (1983-86) V-6: 171 (2.8L) Eng.: 1.5 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-1107-P ⊙	VT-1872	CL-1107PK	Int Exh	.300 .300	.438 .438	266° 266°	214° 214°	2° BTC 42° BBC	32° ABC 8° BTC	46°	.022 .022	105° 115°
B	E-1108-P ⊙	VT-1872	CL-1108PK	Int Exh	.300 .300	.438 .438	266° 276°	214° 224°	2° BTC 47° BBC	32° ABC 3° BTC	51°	.022 .022	105° 115°

Ford (1984-87) V-6: 232 (3.8L) Eng.: 1.72 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-1036-P	HL-1900	CL-1036PK	Int Exh	.280 .295	.484 .510	270° 280°	204° 214°	5° ATC 44° BBC	29° ABC 10° BTC	51°	Hyd	107° 117°

Ford (1982-83) V-6: 232 (3.8L) Eng.: 1.72 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
A	E-1030-P	HL-1900	CL-1030PK	Int Exh	.265 .280	.458 .484	260° 270°	194° 204°	8° ATC 37° BBC	22° ABC 13° BTC	45°	Hyd	105° 115°
B	E-1031-P	HL-1900	CL-1031PK	Int Exh	.280 .295	.484 .510	270° 280°	204° 214°	5° ATC 44° BBC	29° ABC 10° BTC	51°	Hyd	107° 117°

Ford (1965-96) 6 Cyl.: 240, 300 Eng.: 1.6 RAR

When using the following camshafts in 1987 and later models, the fuel pump eccentric lobe is not used.

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-1178-P	HL-1900	CL-1178PK	Int Exh	.281 .296	.449 .473	280° 289°	204° 214°	-4° BTC 41° BBC	28° ABC -7° ATC	65°	Hyd	106° 114°
C	E-1095-P	HL-1900	CL-1095PK	Int Exh	.305 .319	.491 .514	284° 294°	218° 228°	2° BTC 51° BBC	36° ABC 3° BTC	65°	Hyd	107° 117°

Ford (1962-01) V-8: 221, 255, 260, 289, 302 Eng. (Excl. 1982-85 302 High Output & w/Hyd. Roller Lifters): 1.6 RAR

(Firing Order 1-5-4-2-6-3-7-8). These cams can be used in the 351W & 302 HO engines by re-wiring the distributor to above Firing Order.

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
A	E-560-S	HL-1900	CL-560K	Int Exh	.230 .238	.368 .381	270° 248°	184° 189°	22° ATC 17° BBC	26° ABC 8° BTC	50°	Hyd	114° 104°

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Performance

Ford (1962-01) V-8: 221, 255, 260, 289, 302 Eng. [Cont.] (Excl. 1982-85 302 High Output & w/Hyd. Roller Lifters): 1.6 RAR

(Firing Order 1-5-4-2-6-3-7-8). These cams can be used in the 351W & 302 HO engines by re-wiring the distributor to above Firing Order.

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
A	E-402-S	HL-1900	CL-402K	Int	.238	.381	252°	187°	10° ATC	17° ABC	36°	Hyd	103°
				Exh	.238	.381	252°	187°	26° BBC	19° BTC			113°
B	E-1150-P	HL-1900	CL-1150PK	Int	.258	.413	258°	190°	12° ATC	22° ABC	43°	Hyd	106°
				Exh	.273	.437	271°	202°	35° BBC	13° BTC			114°
B	E-1151-P	HL-1900	CL-1151PK	Int	.280	.448	281°	208°	3° ATC	31° ABC	59°	Hyd	107°
				Exh	.280	.448	281°	208°	39° BBC	11° BTC			115°
B	E-951-P *	HL-1900	CL-951PK	Int	.280	.448	270°	204°	5° ATC	29° ABC	51°	Hyd	107°
				Exh	.295	.472	280°	214°	44° BBC	10° BTC			117°
C	E-1857-P	HL-1900	CL-1857PK	Int	.279	.447	288°	212°	0° BTC	32° ABC	63°	Hyd	106°
				Exh	.279	.447	288°	212°	40° BBC	-8° ATC			114°
C	E-1856-P	HL-1900	CL-1856PK	Int	.293	.469	265°	210°	0° BTC	30° ABC	45°	Hyd	105°
				Exh	.293	.469	265°	210°	40° BBC	-10° ATC			115°
C	E-1089-P	HL-1900	CL-1089PK	Int	.280	.448	278°	212°	0° BTC	32° ABC	58°	Hyd	106°
				Exh	.280	.448	278°	212°	40° BBC	8° BTC			114°
C	E-1152-P	HL-1900	CL-1152PK	Int	.286	.458	297°	218°	3° BTC	35° ABC	80°	Hyd	106°
				Exh	.297	.475	304°	224°	46° BBC	2° BTC			114°
C	E-1153-P	HL-1900	CL-1153PK	Int	.286	.458	297°	218°	3° BTC	35° ABC	83°	Hyd	106°
				Exh	.302	.483	306°	230°	49° BBC	1° BTC			114°
C	E-947-P	HL-1900	CL-947PK	Int	.288	.460	288°	218°	3° BTC	35° ABC	62°	Hyd	107°
				Exh	.288	.460	288°	218°	49° BBC	11° BTC			119°
C	E-1027-P	HL-1900	CL-1027PK	Int	.291	.466	304°	224°	2° BTC	42° ABC	76°	Hyd	110°
				Exh	.291	.466	304°	224°	38° BBC	6° BTC			106°
C	E-1217-P	HL-1900	CL-1217PK	Int	.294	.470	278°	218°	0° BTC	38° ABC	-5°	Hyd	109°
				Exh	.294	.470	290°	228°	53° BBC	-5° BTC			119°
C	E-950-P *	HL-1900	CL-950PK	Int	.295	.472	280°	214°	0° BTC	34° ABC	61°	Hyd	107°
				Exh	.310	.496	290°	224°	49° BBC	5° BTC			117°
C	E-811-S	VT-2000	CL-811K	Int	.298	.477	310°	228°	5° BTC	43° ABC	82°	.018	108°
				Exh	.298	.477	310°	228°	53° BBC	5° BTC			120°
C	E-1790-P	HL-1900	CL-1790PK	Int	.303	.485	274°	216°	3° BTC	33° ABC	54°	Hyd	105°
				Exh	.303	.485	274°	216°	43° BBC	-7° ATC			115°
C	E-1046-P *	HL-1900	CL-1046PK	Int	.305	.488	284°	218°	4° BTC	34° ABC	64°	Hyd	105°
				Exh	.305	.488	284°	218°	44° BBC	6° BTC			115°
C	E-989-P ☑	HL-1900	CL-989PK	Int	.310	.496	290°	224°	5° BTC	39° ABC	71°	Hyd	107°
				Exh	.325	.520	300°	234°	54° BBC	0° ATC			117°
C	E-1800-P	HL-1900	CL-1800PK	Int	.311	.498	282°	222°	6° BTC	36° ABC	62°	Hyd	105°
				Exh	.311	.498	282°	222°	46° BBC	-4° ATC			115°
D	E-1791-P	HL-1900	CL-1791PK	Int	.320	.512	284°	228°	7° BTC	41° ABC	62°	Hyd	107°
				Exh	.320	.512	284°	228°	51° BBC	-3° ATC			117°
D	E-949-P ☑	HL-1900	CL-949PK	Int	.320	.512	292°	230°	7° BTC	43° ABC	74°	Hyd	107°
				Exh	.320	.512	292°	230°	45° BBC	5° ATC			111°
D	E-952-P ☑	VT-2000	CL-952PK	Int	.320	.512	298°	238°	12° BTC	46° ABC	79°	.025	107°
				Exh	.335	.536	308°	248°	61° BBC	7° ATC			117°
D	E-1216-P	HL-1900	CL-1216PK	Int	.325	.520	304°	234°	8° BTC	46° ABC	11°	Hyd	109°
				Exh	.339	.541	314°	244°	61° BBC	3° ATC			119°

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Ford (1962-01) V-8: 221, 255, 260, 289, 302 Eng. [Cont.]
(Excl. 1982-85 302 High Output & w/Hyd. Roller Lifters): 1.6 RAR

(Firing Order 1-5-4-2-6-3-7-8). These cams can be used in the 351W & 302 HO engines by re-wiring the distributor to above Firing Order.

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
D	E-1052-P ☑	HL-1900	CL-1052PK	Int Exh	.325 .340	.520 .544	300° 310°	234° 244°	10° BTC 59° BBC	44° ABC 5° ATC	81°	Hyd	107° 117°
E	E-948-P ☑	VT-2000	CL-948PK	Int Exh	.330 .330	.528 .528	318° 320°	251° 252°	23° BTC 58° BBC	48° ABC 14° ATC	104°	.020 .020	102° 112°
E	E-990-P ☑	VT-2000	CL-990PK	Int Exh	.335 .350	.536 .560	310° 320°	248° 258°	21° BTC 62° BBC	47° ABC 16° ATC	99°	.024 .024	103° 113°
E	E-1053-P ☑	VT-2000	CL-1053PK	Int Exh	.357 .357	.571 .571	314° 314°	254° 254°	25° BTC 57° BBC	49° ABC 17° ATC	102°	.024 .024	102° 110°

Ford (1985-94) V-8: 302 High Output Eng. (w/Roller Lifters): 1.6 RAR
(1994-97) 351W Eng.

Specifically designed to be used in engines originally produced using roller tappets. Use the 351W Firing Order 1-3-7-2-6-5-4-8 when using in 1985-89 302 HO engines. Can be used in the 1985-89 302 Standard engine by re-wiring the distributor to Firing Order 1-3-7-2-6-5-4-8. On EFI applications, a mass air induction system must be used.

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-836-S	HL-2205	CL-836K	Int Exh	.278 .278	.445 .445	266° 266°	210° 210°	10° ATC 40° BBC	40° ABC 10° BTC	36°	RLR	115° 115°
C	E-1017-P ☑	HL-2205	CL-1017PK	Int Exh	.308 .319	.493 .510	279° 289°	212° 222°	1° ATC 49° BBC	33° ABC 6° BTC	60°	RLR	107° 117°
C	E-1164-P	HL-2205	CL-1164PK	Int Exh	.311 .311	.498 .498	285° 285°	220° 220°	0° ATC 40° BBC	40° ABC 0° BTC	65°	RLR	110° 110°
C	E-1835-P	HL-2205	CL-1835PK	Int Exh	.312 .319	.499 .510	285° 292°	220° 226°	2° BTC 49° BBC	38° ABC -3° ATC	67°	RLR	108° 116°
C	E-1018-P ☑	HL-2205	CL-1018PK	Int Exh	.319 .334	.510 .534	289° 299°	222° 232°	4° BTC 53° BBC	38° ABC 1° BTC	70°	RLR	107° 117°
C	E-1239-P	HL-2205	CL-1239PK	Int Exh	.320 .320	.512 .512	286° 292°	220° 223°	1° BTC 46° BBC	39° ABC 3° BTC		RLR	109° 115°
D	E-1866-P	HL-2205	CL-1866PK	Int Exh	.325 .325	.520 .520	298° 302°	227° 234°	6° BTC 54° BBC	41° ABC 0° ATC	74°	RLR	107° 117°
D	E-1836-P	HL-2205	CL-1836PK	Int Exh	.339 .352	.542 .563	286° 289°	224° 232°	4° BTC 52° BBC	40° ABC 0° ATC	62°	RLR	108° 116°
D	E-1867-P	HL-2205	CL-1867PK	Int Exh	.340 .347	.544 .555	290° 296°	230° 236°	8° BTC 55° BBC	42° ABC 1° ATC	69°	RLR	107° 117°
D	E-1868-P	HL-2205	CL-1868PK	Int Exh	.358 .364	.573 .583	299° 302°	235° 238°	11° BTC 56° BBC	44° ABC 2° ATC	77°	RLR	107° 117°
E	E-1837-P	HL-2205	CL-1837PK	Int Exh	.359 .372	.574 .595	299° 327°	236° 248°	12° BTC 58° BBC	44° ABC 10° ATC	97°	RLR	106° 114°

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Ford (1969-91) V-8: (1982-85) 302 HO Eng. (Excl. Roller Lifters); (1969-91) 351W Eng.: 1.6 RAR

Firing Order 1-3-7-2-6-5-4-8. These cams are used in the 221 thru 302 engines by re-wiring the distributor to above Firing Order.

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
A	E-1062-P	HL-1900	CL-1062PK	Int Exh	.245 .265	.392 .424	250° 260°	184° 194°	13° ATC 32° BBC	17° ABC 18° BTC	35°	Hyd	105° 115°
A	E-1059-P	HL-1900	CL-1059PK	Int Exh	.265 .280	.424 .448	260° 270°	194° 204°	8° ATC 37° BBC	22° ABC 13° BTC	45°	Hyd	105° 115°
B	E-881-S	HL-1900	CL-881K	Int Exh	.260 .278	.416 .445	260° 274°	198° 208°	15° ATC 37° BBC	33° ABC 9° BTC	38°	Hyd	115° 114°
B	E-959-P	HL-1900	CL-959PK	Int Exh	.280 .295	.448 .472	270° 280°	204° 214°	5° ATC 44° BBC	29° ABC 10° BTC	51°	Hyd	107° 117°
C	E-870-S	HL-1900	CL-870K	Int Exh	.278 .283	.445 .453	270° 290°	206° 221°	13° ATC 48° BBC	39° ABC 7° BTC	44°	Hyd	116° 114°
C	E-958-P	HL-1900	CL-958PK	Int Exh	.288 .288	.461 .461	288° 288°	218° 218°	3° BTC 49° BBC	35° ABC 11° BTC	62°	Hyd	107° 119°
C	E-960-P	HL-1900	CL-960PK	Int Exh	.295 .310	.472 .496	280° 290°	214° 224°	0° BTC 49° BBC	34° ABC 5° BTC	61°	Hyd	107° 117°
C	E-1047-P	HL-1900	CL-1047PK	Int Exh	.305 .305	.488 .488	284° 284°	218° 218°	4° BTC 44° BBC	34° ABC 6° BTC	64°	Hyd	105° 115°
C	E-992-P ☑	HL-1900	CL-992PK	Int Exh	.310 .325	.496 .520	290° 300°	224° 234°	5° BTC 54° BBC	39° ABC 0° ATC	71°	Hyd	107° 117°
D	E-961-P ☑	VT-2000	CL-961PK	Int Exh	.320 .335	.512 .536	298° 308°	238° 248°	12° BTC 61° BBC	46° ABC 7° ATC	79°	.025 .025	107° 117°
D	E-993-P ☑	HL-1900	CL-993PK	Int Exh	.325 .340	.520 .544	300° 310°	234° 244°	10° BTC 59° BBC	44° ABC 5° ATC	81°	Hyd	107° 117°

Ford (1963-78) V-8: 330, 352, 359, 360, 361, 389, 390, 391, 406, 410, 427, 428 Eng.: 1.73 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
A	E-994-P	HL-2083	CL-994PK	Int Exh	.245 .265	.424 .458	250° 260°	184° 194°	13° ATC 32° BBC	17° ABC 18° BTC	35°	Hyd	105° 115°
A	E-970-P	HL-2083	CL-970PK	Int Exh	.265 .280	.458 .484	260° 270°	194° 204°	8° ATC 37° BBC	22° ABC 13° BTC	45°	Hyd	105° 115°
B	E-1159-P	HL-2083	CL-1159PK	Int Exh	.280 .280	.484 .484	284° 284°	208° 208°	1° BTC 43° BBC	27° ABC 15° BTC	62°	Hyd	103° 119°
B	E-966-P ☑	HL-2083	CL-966PK	Int Exh	.280 .295	.484 .510	270° 280°	204° 214°	5° ATC 44° BBC	29° ABC 10° BTC	51°	Hyd	107° 117°
C	E-963-P ☑	HL-2083	CL-963PK	Int Exh	.292 .292	.514 .514	300° 300°	223° 223°	1° BTC 46° BBC	42° ABC 3° BTC	76°	Hyd	110° 114°
C	E-1859-P	HL-2083	CL-1859PK	Int Exh	.293 .293	.516 .516	298° 298°	214° 224°	0° BTC 40° BBC	30° ABC -10° ATC	47°	Hyd	105° 115°
C	E-1060-P ☑	HL-2083	CL-1060PK	Int Exh	.295 .295	.510 .510	280° 280°	214° 214°	2° BTC 42° BBC	32° ABC 8° BTC	60°	Hyd	105° 115°
C	E-965-P ☑	HL-2083	CL-965PK	Int Exh	.295 .310	.510 .536	280° 290°	214° 224°	0° BTC 49° BBC	34° ABC 5° BTC	61°	Hyd	107° 117°

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Performance



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**Ford (1963-78) V-8: 330, 352, 359, 360, 361, 389, 390, 391, [Cont.]
406, 410, 427, 428 Eng.: 1.73 RAR**

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
C	E-1048-P ☑	HL-2083	CL-1048PK	Int Exh	.305 .305	.528 .528	284° 284°	218° 218°	4° BTC 44° BBC	34° ABC 6° BTC	64°	Hyd	105° 115°
C	E-1793-P	HL-2083	CL-1793PK	Int Exh	.303 .303	.533 .533	276° 276°	216° 216°	3° BTC 43° BBC	33° ABC -7° ATC	56°	Hyd	105° 115°
C	E-995-P ☑	HL-2083	CL-995PK	Int Exh	.310 .325	.536 .562	290° 300°	224° 234°	7° BTC 52° BBC	37° ABC 2° ATC	75°	Hyd	105° 115°
C	E-1863-P	HL-2083	CL-1863PK	Int Exh	.311 .325	.544 .569	302° 312°	224° 234°	7° BTC 52° BBC	37° ABC 2° ATC	87°	Hyd	105° 115°
C	E-1209-P	HL-2083	CL-1209PK	Int Exh	.325 .325	.562 .562	302° 302°	236° 236°	15° BTC 51° BBC	41° ABC 5° ATC	86°	Hyd	103° 113°
D	E-962-P	VT-1872	CL-962PK	Int Exh	.303 .303	.524 .524	282° 282°	245° 245°	10° BTC 58° BBC	55° ABC 7° ATC	96°	.025 .025	114° 114°
D	E-964-P ☑	HL-2083	CL-964PK	Int Exh	.320 .320	.554 .554	292° 292°	230° 230°	7° BTC 45° BBC	43° ABC 5° ATC	74°	Hyd	107° 111°

Ford (1970-82) V-8: 351C, 351M, 400 Eng.: 1.72 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
A	E-1058-P	HL-1900	CL-1058PK	Int Exh	.265 .280	.458 .484	260° 270°	194° 204°	8° ATC 37° BBC	22° ABC 13° BTC	45°	Hyd	105° 115°
B	E-1799-P	HL-1900	CL-1799PK	Int Exh	.285 .285	.456 .456	261° 261°	204° 204°	-3° BTC 37° BBC	27° ABC 14° ATC	41°	Hyd	105° 110°
B	E-1155-P	HL-1900	CL-1155PK	Int Exh	.280 .280	.484 .484	284° 284°	208° 208°	3° ATC 39° BBC	31° ABC 11° BTC	62°	Hyd	107° 115°
B	E-953-P	HL-1900	CL-953PK	Int Exh	.280 .295	.484 .510	270° 280°	204° 214°	5° ATC 44° BBC	29° ABC 10° BTC	51°	Hyd	107° 117°
C	E-1156-P	HL-1900	CL-1156PK	Int Exh	.291 .293	.503 .507	308° 314°	224° 224°	8° BTC 43° BBC	36° ABC 0° ATC	92°	Hyd	104° 112°
C	E-907-P	HL-1900	CL-907PK	Int Exh	.292 .292	.505 .505	290° 290°	219° 219°	1° BTC 49° BBC	38° ABC 10° BTC	62°	Hyd	108° 120°
C	E-1862-P	HL-1900	CL-1862PK	Int Exh	.293 .293	.508 .508	266° 266°	210° 210°	0° BTC 40° BBC	30° ABC -10° ATC	46°	Hyd	105° 115°
C	E-1225-P	HL-1900	CL-1225PK	Int Exh	.294 .294	.509 .509	280° 292°	218° 228°	0° BTC 53° BBC	38° ABC -5° BTC	-5°	Hyd	109° 119°
C	E-1061-P	HL-1900	CL-1061PK	Int Exh	.295 .295	.510 .510	280° 280°	214° 214°	2° BTC 42° BBC	32° ABC 8° BTC	60°	Hyd	105° 115°
C	E-954-P	HL-1900	CL-954PK	Int Exh	.295 .310	.510 .536	280° 290°	214° 224°	0° BTC 49° BBC	34° ABC 5° BTC	61°	Hyd	107° 117°
C	E-1792-P	HL-1900	CL-1792PK	Int Exh	.303 .303	.524 .524	276° 276°	216° 216°	3° BTC 43° BBC	33° ABC -7° ATC	56°	Hyd	105° 115°
C	E-1049-P	HL-1900	CL-1049PK	Int Exh	.305 .305	.528 .528	284° 284°	218° 218°	4° BTC 44° BBC	34° ABC 6° BTC	64°	Hyd	105° 115°
C	E-997-P	HL-1900	CL-997PK	Int Exh	.310 .325	.536 .562	290° 300°	224° 234°	5° BTC 54° BBC	39° ABC 0° ATC	71°	Hyd	107° 117°
C	E-1801-P	HL-1900	CL-1801PK	Int Exh	.311 .311	.539 .539	284° 284°	222° 222°	6° BTC 46° BBC	36° ABC -4° ATC	64°	Hyd	105° 115°

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Performance

Ford (1970-82) V-8: 351C, 351M, 400 Eng.: 1.72 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
D	E-1802-P	HL-1900	CL-1802PK	Int Exh	.320 .320	.554 .554	288° 288°	228° 228°	7° BTC 51° BBC	41° ABC -3° ATC	64°	Hyd	107° 117°
D	E-1861-P	HL-1900	CL-1861PK	Int Exh	.325 .340	.561 .587	302° 312°	234° 244°	10° BTC 59° BBC	44° ABC 5° ATC	93°	Hyd	107° 117°
D	E-991-P	HL-1900	CL-991PK	Int Exh	.325 .340	.562 .588	300° 310°	234° 244°	10° BTC 59° BBC	44° ABC 5° ATC	81°	Hyd	107° 117°
D	E-1157-P	VT-2000	CL-1157PK	Int Exh	.329 .341	.569 .590	292° 301°	244° 254°	17° BTC 54° BBC	47° ABC 20° ATC	85°	.026 .026	104° 108°
D	E-955-P	VT-2000	CL-955PK	Int Exh	.335 .350	.580 .606	313° 323°	248° 258°	21° BTC 62° BBC	47° ABC 16° ATC	102°	.025 .025	103° 113°
E	E-1158-P	VT-2000	CL-1158PK	Int Exh	.370 .370	.640 .640	306° 306°	260° 260°	25° BTC 61° BBC	55° ABC 19° ATC	90°	.026 .026	103° 113°
E	E-956-P	VT-2000	CL-956PK	Int Exh	.380 .380	.657 .657	343° 343°	278° 278°	36° BTC 72° BBC	62° ABC 26° ATC	127°	.025 .025	103° 113°

Ford (1968-99) V-8: 370, 429, 460 Eng.: 1.72 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
A	E-996-P	HL-1900	CL-996PK	Int Exh	.265 .280	.458 .484	260° 270°	194° 204°	8° ATC 37° BBC	22° ABC 13° BTC	45°	Hyd	105° 115°
B	E-1160-P	HL-1900	CL-1160PK	Int Exh	.280 .280	.484 .484	284° 284°	208° 208°	1° ATC 41° BBC	29° ABC 13° BTC	62°	Hyd	105° 117°
B	E-967-P	HL-1900	CL-967PK	Int Exh	.280 .295	.484 .510	270° 280°	204° 214°	5° ATC 44° BBC	29° ABC 10° BTC	51°	Hyd	107° 117°
C	E-1088-P	HL-1900	CL-1088PK	Int Exh	.280 .280	.490 .490	278° 278°	212° 212°	0° BTC 40° BBC	32° ABC 8° BTC	58°	Hyd	106° 114°
C	E-1586-S	HL-1900	CL-1586PK	Int Exh	.285 .290	.493 .502	308° 312°	216° 220°	-1° BTC 50° BBC	37° ABC -10° ATC	81°	Hyd	109° 120°
C	E-1161-P	HL-1900	CL-1161PK	Int Exh	.286 .286	.495 .495	300° 300°	220° 220°	6° BTC 46° BBC	34° ABC 6° BTC	80°	Hyd	104° 116°
C	E-1220-P	HL-1900	CL-1220PK	Int Exh	.294 .294	.470 .470	278° 290°	218° 218°	0° BTC 53° BBC	38° ABC -5° BTC	-5°	Hyd	109° 119°
C	E-1055-P	HL-1900	CL-1055PK	Int Exh	.295 .310	.510 .536	280° 290°	214° 224°	0° BTC 49° BBC	34° ABC 5° BTC	61°	Hyd	107° 117°
C	E-1050-P	HL-1900	CL-1050PK	Int Exh	.305 .305	.528 .528	284° 284°	218° 218°	4° BTC 44° BBC	34° ABC 6° BTC	64°	Hyd	105° 115°
C	E-1210-P	HL-1900	CL-1210PK	Int Exh	.326 .341	.565 .590	292° 303°	234° 244°	14° BTC 55° BBC	40° ABC 9° ATC	81°	Hyd	103° 113°
D	E-1163-P	HL-1900	CL-1163PK	Int Exh	.302 .302	.522 .522	309° 309°	230° 230°	11° BTC 51° BBC	39° ABC 1° BTC	89°	Hyd	104° 116°
D	E-1162-P	HL-1900	CL-1162PK	Int Exh	.311 .325	.538 .562	303° 308°	224° 234°	5° BTC 54° BBC	39° ABC 0° ATC	84°	Hyd	107° 117°
D	E-1056-P	HL-1900	CL-1056PK	Int Exh	.325 .325	.563 .563	300° 300°	234° 234°	12° BTC 52° BBC	42° ABC 2° ATC	80°	Hyd	105° 115°
D	E-1057-P	HL-1900	CL-1057PK	Int Exh	.325 .340	.563 .588	300° 310°	234° 244°	10° BTC 59° BBC	44° ABC 5° ATC	81°	Hyd	107° 117°
D	E-1140-P	VT-2000	CL-1140PK	Int Exh	.340 .355	.588 .614	294° 304°	244° 254°	15° BTC 63° BBC	49° ABC 11° ATC	76°	.026 .026	107° 117°

Use Engine Armor ZDDP-4 with your cams

⊗☒* = See Page 2 for Symbol Definitions

Performance



CAMSHAFTS

Oldsmobile (1967-85) V-8: 260F, 307, 350R, 400, 403, 425 (Excl. Toronado), 455 Eng.: (39 Degree Bank Angle): 1.6 RAR

The following camshaft base circles are 0.100" to 0.150" smaller diameter than stock camshafts. Since these engines have non-adjustable rocker arms, the use of longer push rods or adjustable rocker arms may be necessary.

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
A	E-1072-P	HL-1951	CL-1072PK	Int Exh	.245 .265	.392 .424	250° 260°	184° 194°	13° ATC 32° BBC	17° ABC 18° BTC	35°	Hyd	105° 115°
B	E-976-P	HL-1951	CL-976PK	Int Exh	.280 .295	.448 .472	270° 280°	204° 214°	5° ATC 44° BBC	29° ABC 10° BTC	51°	Hyd	107° 117°
C	E-977-P	HL-1951	CL-977PK	Int Exh	.295 .310	.472 .496	280° 290°	214° 224°	0° BTC 49° BBC	34° ABC 5° BTC	61°	Hyd	107° 117°
C	E-1071-P	HL-1951	CL-1071PK	Int Exh	.305 .305	.488 .488	284° 284°	218° 218°	4° BTC 44° BBC	34° ABC 6° BTC	64°	Hyd	105° 115°
C	E-1074-P	HL-1951	CL-1074PK	Int Exh	.310 .325	.496 .520	290° 300°	224° 234°	5° BTC 54° BBC	39° ABC 0° ATC	71°	Hyd	107° 117°
D	E-908-P	HL-1951	CL-908PK	Int Exh	.296 .296	.474 .474	308° 308°	232° 232°	3° BTC 49° BBC	49° ABC 3° ATC	82°	Hyd	112° 114°
D	E-1141-P	HL-1951	CL-1141PK	Int Exh	.325 .339	.520 .542	304° 316°	234° 244°	10° BTC 59° BBC	44° ABC 5° ATC	85°	Hyd	107° 117°
E	E-975-P	HL-1951	CL-975PK	Int Exh	.297 .297	.475 .475	328° 328°	244° 244°	12° BTC 52° BBC	52° ABC 12° ATC	108°	Hyd	110° 110°

Pontiac (1979-89) 4 Cyl.: 151 (2.5L) Eng.: (Excl. 1985-89 "U" Engines w/Roller Lifters): 1.75 RAR

The following cams are designed for use with flat tappets only. Fuel pump eccentric is not used in the 1984-86 151 Engine.

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
A	E-1154-P	HL-2077	CL-1154PK	Int Exh	.258 .273	.452 .478	258° 270°	190° 202°	15° ATC 33° BBC	25° ABC 11° BTC	42°	Hyd	109° 113°
B	E-1013-P	HL-2077	CL-1013PK	Int Exh	.280 .295	.490 .516	270° 280°	204° 214°	5° ATC 44° BBC	29° ABC 10° BTC	51°	Hyd	107° 117°
C	E-1014-P	HL-2077	CL-1014PK	Int Exh	.295 .310	.516 .543	280° 290°	214° 224°	0° BTC 49° BBC	34° ABC 5° BTC	61°	Hyd	107° 117°

CAMSHAFTS



Performance

Pontiac (1955-81) V-8: 265, 287, 301, 316, 326, 347, 350P, 370, 389, 400, 421, 428, 455 Eng.: 1.5 RAR

Range	Cam #	Lifter #	Cam/ Lifter #		Cam Lift	Valve Lift	Adv. Dur.	(Effective) Timing Event @ .050" Cam Lift			Over- Lap	Lash- Hot	Lobe Center Line
								Dur.	Opens	Closes			
B	E-576-S	HL-1951	CL-576K	Int Exh	.270 .272	.405 .408	273° 282°	198° 208°	7° ATC 40° BBC	25° ABC 12° BTC	56°	Hyd	106° 116°
B	E-588-S	HL-1951	CL-588K	Int Exh	.271 .274	.407 .411	273° 282°	200° 210°	6° ATC 41° BBC	26° ABC 11° BTC	56°	Hyd	106° 116°
B	E-979-P	HL-1951	CL-979PK	Int Exh	.280 .295	.420 .443	270° 280°	204° 214°	3° ATC 42° BBC	27° ABC 8° BTC	55°	Hyd	105° 115°
C	E-909-P	HL-1951	CL-909PK	Int Exh	.271 .271	.408 .408	301° 313°	224° 236°	0° BTC 57° BBC	44° ABC 1° BTC	76°	Hyd	112° 119°
C	E-980-P	HL-1951	CL-980PK	Int Exh	.295 .310	.443 .465	280° 290°	214° 224°	0° BTC 49° BBC	34° ABC 5° BTC	61°	Hyd	107° 117°
C	E-1794-P	HL-1951	CL-1794PK	Int Exh	.303 .303	.454 .454	272° 272°	216° 216°	3° BTC 43° BBC	33° ABC -7° ATC	52°	Hyd	105° 115°
C	E-1075-P	HL-1951	CL-1075PK	Int Exh	.305 .305	.458 .458	284° 284°	218° 218°	4° BTC 44° BBC	34° ABC 6° BTC	64°	Hyd	105° 115°
C	E-1083-P	HL-1951	CL-1083PK	Int Exh	.310 .325	.465 .488	290° 300°	224° 234°	5° BTC 54° BBC	39° ABC 0° ATC	71°	Hyd	107° 117°
C	E-1221-P	HL-1951	CL-1221PK	Int Exh	.311 .325	.466 .487	298° 303°	224° 234°	3° BTC 56° BBC	41° ABC -2° BTC	1°	Hyd	109° 119°
C	E-1855-P	HL-1951	CL-1855PK	Int Exh	.311 .325	.466 .487	298° 308°	224° 234°	5° BTC 54° BBC	39° ABC 0° ATC	80°	Hyd	107° 117°
D	E-778-S	HL-1951	CL-778K	Int Exh	.313 .313	.470 .470	308° 320°	231° 240°	3° BTC 54° BBC	48° ABC 6° ATC	87°	Hyd	112° 115°
D	E-1034-P	HL-1951	CL-1034PK	Int Exh	.320 .320	.480 .480	292° 292°	230° 230°	10° BTC 50° BBC	40° ABC 0° ATC	63°	Hyd	105° 115°
D	E-1803-P	HL-1951	CL-1803PK	Int Exh	.320 .320	.480 .480	284° 284°	228° 228°	7° BTC 51° BBC	41° ABC -3° ATC	61°	Hyd	107° 117°
D	E-1076-P	VT-1992	CL-1076PK	Int Exh	.345 .345	.518 .518	305° 305°	246° 246°	20° BTC 56° BBC	46° ABC 10° ATC	89°	.022 .022	103° 113°

This camshaft requires .142" longer push rods when using in place of a hydraulic cam.
The VT-1992 has a .142" lower push rod seat than the HL-1951.



Cam Bolt Lock Plate Kit

- ◆ Bendable Locking Tabs to secure bolts at any RPM
- ◆ Grade 8 Bolts

Application	Kit Number	Kit Includes
Chevrolet V8 Small Block / Big Block	839030	Lock Plate with Bolts



Elgin® Cam Buttons: For Roller Cams

Cam buttons are required to hold roller cams at the rear of the engine. The cam button is positioned between the timing gear and front cover and is commonly shimmed for precise cam end play. Elgin offers both solid nylon type and high performance roller cam buttons.



Application	Part Number	Description	Length
Chevrolet 265-400	SS-200	Roller Button	0.795"
Chevrolet 265-400	SS-202	Nylon Thrust Button	0.810"
Chevrolet 396-454	SS-205	Nylon Thrust Button	0.945"
Chevrolet 396-454	SS-207	Roller Button	0.945"

Cam / Lifter Kits

Kit Number	Components	
	Cam	Lifter
CL-327K	(1) E-327-S	(16) HL-2011
CL-402K	(1) E-402-S	(16) HL-1900
CL-560K	(1) E-560-S	(16) HL-1900
CL-574K	(1) E-574-S	(16) HL-1817
CL-576K	(1) E-576-S	(16) HL-1951
CL-578K	(1) E-578-S	(16) HL-2011
CL-587K	(1) E-587-S	(16) HL-2011
CL-588K	(1) E-588-S	(16) HL-1951
CL-778K	(1) E-778-S	(16) HL-1951
CL-811K	(1) E-811-S	(16) VT-2000
CL-836K	(1) E-836-S	(16) HL-2205
CL-848K	(1) E-848-S	(8) HL-2102
CL-860K	(1) E-860-S	(16) HL-1817
CL-865K	(1) E-865-S	(12) HL-2095
CL-870K	(1) E-870-S	(16) HL-1900
CL-881K	(1) E-881-S	(16) HL-1900
CL-1571K	(1) E-1571-S	(16) HL-1817
CL-1572K	(1) E-1572-S	(16) HL-1817
CL-1573K	(1) E-1573-S	(12) HL-2148
CL-1575K	(1) E-1575-S	(16) HL-1817
CL-1576K	(1) E-1576-S	(16) HL-1817
CL-1578K	(1) E-1578-S	(16) HL-2011
CL-1579K	(1) E-1579-S	(16) HL-2011

Kit Number	Components	
	Cam	Lifter
CL-1581K	(1) E-1581-S	(16) HL-1900
CL-1584K	(1) E-1584-S	(16) HL-1817
CL-1585K	(1) E-1585-S	(16) HL-2011
CL-1586K	(1) E-1586-S	(16) HL-1900
CL-1587K	(1) E-1587-S	(12) HL-1817
CL-1588K	(1) E-1588-S	(8) HL-1817
CL-1589K	(1) E-1589-S	(16) HL-1817
CL-1591K	(1) E-1591-S	(12) HL-1817
CL-1599K	(1) E-1599-S	(16) HL-1900
CL-900PK	(1) E-900-P	(16) VT-1992
CL-901PK	(1) E-901-P	(16) VT-1992
CL-902PK	(1) E-902-P	(16) VT-1992
CL-903PK	(1) E-903-P	(16) HL-1817
CL-904PK	(1) E-904-P	(16) VT-1992
CL-905PK	(1) E-905-P	(16) VT-1992
CL-906PK	(1) E-906-P	(16) VT-1992
CL-907PK	(1) E-907-P	(16) HL-1900
CL-908PK	(1) E-908-P	(16) HL-1951
CL-909PK	(1) E-909-P	(16) HL-1951HP
CL-910PK	(1) E-910-P	(16) HL-2011
CL-911PK	(1) E-911-P	(16) HL-2011
CL-912PK	(1) E-912-P	(16) HL-2011
CL-913PK	(1) E-913-P	(12) HL-1969

CAMSHAFT



Cam / Lifter Kits [Cont.]

Kit Number	Components	
	Cam	Lifter
CL-914PK	(1) E-914-P	(12) HL-1969
CL-915PK	(1) E-915-P	(12) HL-1969
CL-916PK	(1) E-916-P	(16) HL-1817
CL-917PK	(1) E-917-P	(16) VT-1992
CL-918PK	(1) E-918-P	(16) VT-1992
CL-919PK	(1) E-919-P	(16) HL-1817
CL-920PK	(1) E-920-P	(16) HL-1817
CL-921PK	(1) E-921-P	(16) HL-1817
CL-922PK	(1) E-922-P	(16) HL-1817
CL-923PK	(1) E-923-P	(16) HL-1817
CL-924PK	(1) E-924-P	(12) HL-1817
CL-925PK	(1) E-925-P	(12) VT-1992
CL-926PK	(1) E-926-P	(12) HL-1817
CL-927PK	(1) E-927-P	(12) HL-1817
CL-928PK	(1) E-928-P	(16) HL-1817
CL-929PK	(1) E-929-P	(16) HL-1817
CL-930PK	(1) E-930-P	(16) HL-1817
CL-931PK	(1) E-931-P	(16) HL-1817
CL-932PK	(1) E-932-P	(16) HL-1817
CL-933PK	(1) E-933-P	(16) HL-2011
CL-934PK	(1) E-934-P	(16) HL-2011
CL-935PK	(1) E-935-P	(16) HL-2011
CL-936PK	(1) E-936-P	(16) HL-2011
CL-937PK	(1) E-937-P	(16) HL-2011
CL-938PK	(1) E-938-P	(16) HL-2011
CL-939PK	(1) E-939-P	(16) HL-2011
CL-940PK	(1) E-940-P	(16) HL-2011
CL-941PK	(1) E-941-P	(16) HL-2011
CL-942PK	(1) E-942-P	(16) HL-2011
CL-943PK	(1) E-943-P	(16) HL-2011
CL-944PK	(1) E-944-P	(8) VT-2014
CL-947PK	(1) E-947-P	(16) HL-1900
CL-948PK	(1) E-948-P	(16) VT-2000
CL-949PK	(1) E-949-P	(16) HL-1900
CL-950PK	(1) E-950-P	(16) HL-1900
CL-951PK	(1) E-951-P	(16) HL-1900
CL-952PK	(1) E-952-P	(16) VT-2000
CL-953PK	(1) E-953-P	(16) HL-1900
CL-954PK	(1) E-954-P	(16) HL-1900
CL-955PK	(1) E-955-P	(16) VT-2000
CL-956PK	(1) E-956-P	(16) VT-2000
CL-958PK	(1) E-958-P	(16) HL-1900
CL-959PK	(1) E-959-P	(16) HL-1900
CL-960PK	(1) E-960-P	(16) HL-1900
CL-961PK	(1) E-961-P	(16) VT-2000
CL-962PK	(1) E-962-P	(16) VT-1872
CL-963PK	(1) E-963-P	(16) HL-2083
CL-964PK	(1) E-964-P	(16) HL-2083
CL-965PK	(1) E-965-P	(16) HL-2083
CL-966PK	(1) E-966-P	(16) HL-2083
CL-967PK	(1) E-967-P	(16) HL-1900
CL-968PK	(1) E-968-P	(8) HL-2102
CL-970PK	(1) E-970-P	(16) HL-2083
CL-975PK	(1) E-975-P	(16) HL-1951
CL-976PK	(1) E-976-P	(16) HL-1951

Kit Number	Components	
	Cam	Lifter
CL-977PK	(1) E-977-P	(16) HL-1951
CL-979PK	(1) E-979-P	(16) HL-1951
CL-980PK	(1) E-980-P	(16) HL-1951
CL-981PK	(1) E-981-P	(16) HL-2011
CL-983PK	(1) E-983-P	(16) HL-2011
CL-985PK	(1) E-985-P	(16) VT-2084
CL-986PK	(1) E-986-P	(16) HL-2011
CL-987PK	(1) E-987-P	(16) HL-2011
CL-988PK	(1) E-988-P	(16) HL-2011
CL-989PK	(1) E-989-P	(16) HL-1900
CL-990PK	(1) E-990-P	(16) VT-2000
CL-991PK	(1) E-991-P	(16) HL-1900
CL-992PK	(1) E-992-P	(16) HL-1900
CL-993PK	(1) E-993-P	(16) HL-1900
CL-994PK	(1) E-994-P	(16) HL-2083
CL-995PK	(1) E-995-P	(16) HL-2083
CL-996PK	(1) E-996-P	(16) HL-1900
CL-997PK	(1) E-997-P	(16) HL-1900
CL-998PK	(1) E-998-P	(12) HL-1969
CL-999PK	(1) E-999-P	(12) HL-2095
CL-1000PK	(1) E-1000-P	(12) HL-2095
CL-1001PK	(1) E-1001-P	(12) HL-1817
CL-1002PK	(1) E-1002-P	(12) VT-1992
CL-1003PK	(1) E-1003-P	(12) VT-1992
CL-1005PK	(1) E-1005-P	(16) HL-1817
CL-1006PK	(1) E-1006-P	(16) HL-1817
CL-1007PK	(1) E-1007-P	(16) HL-1817
CL-1009PK	(1) E-1009-P	(16) VT-1992
CL-1010PK	(1) E-1010-P	(16) VT-1992
CL-1011PK	(1) E-1011-P	(16) HL-1817
CL-1012PK	(1) E-1012-P	(16) HL-1951
CL-1013PK	(1) E-1013-P	(8) HL-2077
CL-1014PK	(1) E-1014-P	(8) HL-2077
CL-1015PK	(1) E-1015-P	(16) HL-1817
CL-1016PK	(1) E-1016-P	(12) HL-1817
CL-1017PK	(1) E-1017-P	(16) HL-2205
CL-1018PK	(1) E-1018-P	(16) HL-2205
CL-1019PK	(1) E-1019-P	(16) HL-1817
CL-1021PK	(1) E-1021-P	(12) HL-1817
CL-1022PK	(1) E-1022-P	(12) HL-1817
CL-1024PK	(1) E-1024-P	(16) HL-1817
CL-1025PK	(1) E-1025-P	(16) VT-1992
CL-1026PK	(1) E-1026-P	(12) HL-1817
CL-1027PK	(1) E-1027-P	(16) HL-1900
CL-1028PK	(1) E-1028-P	(16) HL-1817
CL-1029PK	(1) E-1029-P	(16) HL-1817
CL-1030PK	(1) E-1030-P	(12) HL-1900
CL-1031PK	(1) E-1031-P	(12) HL-1900
CL-1032PK	(1) E-1032-P	(12) HL-1817
CL-1033PK	(1) E-1033-P	(12) HL-2148
CL-1034PK	(1) E-1034-P	(16) HL-1951
CL-1036PK	(1) E-1036-P	(12) HL-1900
CL-1037PK	(1) E-1037-P	(8) HL-2105
CL-1040PK	(1) E-1040-P	(16) HL-2148
CL-1041PK	(1) E-1041-P	(16) HL-2011

Cam / Lifter Kits [Cont.]

Kit Number	Components	
	Cam	Lifter
CL-1042PK	(1) E-1042-P	(16) HL-2011
CL-1043PK	(1) E-1043-P	(16) HL-2011
CL-1044PK	(1) E-1044-P	(16) HL-2011
CL-1046PK	(1) E-1046-P	(16) HL-1900
CL-1047PK	(1) E-1047-P	(16) HL-1900
CL-1048PK	(1) E-1048-P	(16) HL-2083
CL-1049PK	(1) E-1049-P	(16) HL-1900
CL-1050PK	(1) E-1050-P	(16) HL-1900
CL-1052PK	(1) E-1052-P	(16) HL-1900
CL-1053PK	(1) E-1053-P	(16) VT-2000
CL-1055PK	(1) E-1055-P	(16) HL-1900
CL-1056PK	(1) E-1056-P	(16) HL-1900
CL-1057PK	(1) E-1057-P	(16) HL-1900
CL-1058PK	(1) E-1058-P	(16) HL-1900
CL-1059PK	(1) E-1059-P	(16) HL-1900
CL-1060PK	(1) E-1060-P	(16) HL-2083
CL-1061PK	(1) E-1061-P	(16) HL-1900
CL-1062PK	(1) E-1062-P	(16) HL-1900
CL-1063PK	(1) E-1063-P	(12) HL-1969
CL-1064PK	(1) E-1064-P	(16) HL-1817
CL-1065PK	(1) E-1065-P	(16) HL-1817
CL-1066PK	(1) E-1066-P	(16) HL-1817
CL-1067PK	(1) E-1067-P	(16) HL-1817
CL-1068PK	(1) E-1068-P	(16) VT-1992
CL-1069PK	(1) E-1069-P	(16) HL-1817
CL-1070PK	(1) E-1070-P	(16) HL-1817
CL-1071PK	(1) E-1071-P	(16) HL-1951
CL-1072PK	(1) E-1072-P	(16) HL-1951
CL-1074PK	(1) E-1074-P	(16) HL-1951
CL-1075PK	(1) E-1075-P	(16) HL-1951
CL-1076PK	(1) E-1076-P	(16) VT-1992
CL-1078PK	(1) E-1078-P	(16) HL-2011
CL-1082PK	(1) E-1082-P	(8) HL-2105
CL-1083PK	(1) E-1083-P	(16) HL-1951
CL-1084PK	(1) E-1084-P	(16) HL-1969
CL-1085PK	(1) E-1085-P	(16) HL-1969
CL-1086PK	(1) E-1086-P	(16) HL-1817
CL-1087PK	(1) E-1087-P	(16) HL-2011
CL-1088PK	(1) E-1088-P	(16) HL-1900
CL-1089PK	(1) E-1089-P	(16) HL-1900
CL-1090PK	(1) E-1090-P	(16) VT-1992
CL-1091PK	(1) E-1091-P	(16) VT-1992
CL-1093PK	(1) E-1093-P	(8) HL-2012
CL-1094PK	(1) E-1094-P	(12) HL-2011
CL-1095PK	(1) E-1095-P	(12) HL-1900
CL-1097PK	(1) E-1097-P	(8) HL-1969
CL-1098PK	(1) E-1098-P	(8) HL-1969
CL-1100PK	(1) E-1100-P	(16) HL-1817
CL-1101PK	(1) E-1101-P	(16) HL-1817
CL-1102PK	(1) E-1102-P	(8) HL-2012
CL-1103PK	(1) E-1103-P	(8) HL-2012
CL-1104PK	(1) E-1104-P	(8) HL-2012
CL-1105PK	(1) E-1105-P	(16) HL-1817
CL-1107PK	(1) E-1107-P	(12) VT-1872
CL-1108PK	(1) E-1108-P	(12) VT-1872

Kit Number	Components	
	Cam	Lifter
CL-1115PK	(1) E-1115-P	(16) HL-1817
CL-1116PK	(1) E-1116-P	(16) HL-1817
CL-1117PK	(1) E-1117-P	(16) HL-1817
CL-1118PK	(1) E-1118-P	(16) HL-1817
CL-1119PK	(1) E-1119-P	(16) VT-1992
CL-1120PK	(1) E-1120-P	(16) HL-1817
CL-1121PK	(1) E-1121-P	(16) HL-1817
CL-1122PK	(1) E-1122-P	(12) HL-2011
CL-1123PK	(1) E-1123-P	(12) HL-1969
CL-1124PK	(1) E-1124-P	(12) HL-1969
CL-1125PK	(1) E-1125-P	(12) HL-2095
CL-1126PK	(1) E-1126-P	(12) HL-1817
CL-1127PK	(1) E-1127-P	(16) HL-1817
CL-1128PK	(1) E-1128-P	(16) HL-1817
CL-1129PK	(1) E-1129-P	(16) HL-1817
CL-1130PK	(1) E-1130-P	(16) HL-1817
CL-1131PK	(1) E-1131-P	(16) VT-1992
CL-1132PK	(1) E-1132-P	(16) HL-1817
CL-1133PK	(1) E-1133-P	(16) VT-1992
CL-1134PK	(1) E-1134-P	(16) HL-2148
CL-1135PK	(1) E-1135-P	(16) HL-2148
CL-1136PK	(1) E-1136-P	(16) HL-2148
CL-1137PK	(1) E-1137-P	(16) HL-1817
CL-1138PK	(1) E-1138-P	(16) HL-1817
CL-1139PK	(1) E-1139-P	(16) HL-1817
CL-1140PK	(1) E-1140-P	(16) VT-2000
CL-1141PK	(1) E-1141-P	(16) HL-1951
CL-1142PK	(1) E-1142-P	(16) HL-1817
CL-1143PK	(1) E-1143-P	(16) HL-1817
CL-1144PK	(1) E-1144-P	(16) HL-1817
CL-1145PK	(1) E-1145-P	(16) VT-1992
CL-1146PK	(1) E-1146-P	(16) HL-2011
CL-1147PK	(1) E-1147-P	(16) HL-2011
CL-1148PK	(1) E-1148-P	(16) HL-2011
CL-1149PK	(1) E-1149-P	(8) HL-2102
CL-1150PK	(1) E-1150-P	(16) HL-1900
CL-1151PK	(1) E-1151-P	(16) HL-1900
CL-1152PK	(1) E-1152-P	(16) HL-1900
CL-1153PK	(1) E-1153-P	(16) HL-1900
CL-1154PK	(1) E-1154-P	(8) HL-2077
CL-1155PK	(1) E-1155-P	(16) HL-1900
CL-1156PK	(1) E-1156-P	(16) HL-1900
CL-1157PK	(1) E-1157-P	(16) VT-2000
CL-1158PK	(1) E-1158-P	(16) VT-2000
CL-1159PK	(1) E-1159-P	(16) HL-2083
CL-1160PK	(1) E-1160-P	(16) HL-1900
CL-1161PK	(1) E-1161-P	(16) HL-1900
CL-1162PK	(1) E-1162-P	(16) HL-1900
CL-1163PK	(1) E-1163-P	(16) HL-1900
CL-1164PK	(1) E-1164-P	(16) HL-2205
CL-1171PK	(1) E-1171-P	(16) VT-1992
CL-1173PK	(1) E-1173-P	(16) VT-1992
CL-1175PK	(1) E-1175-P	(16) VT-1992
CL-1176PK	(1) E-1176-P	(16) HL-1817
CL-1177PK	(1) E-1177-P	(8) R-808

CAMSHAFT



Cam / Lifter Kits [Cont.]

Kit Number	Components	
	Cam	Lifter
CL-1178PK	(1) E-1178-P	(12) HL-1900
CL-1179PK	(1) E-1179-P	(16) HL-1817
CL-1180PK	(1) E-1180-P	(16) HL-1817
CL-1186PK	(1) E-1186-P	(16) HL-1817
CL-1187PK	(1) E-1187-P	(16) VT-1992
CL-1190PK	(1) E-1190-P	(16) VT-1992
CL-1191PK	(1) E-1191-P	(16) HL-2148
CL-1192PK	(1) E-1192-P	(16) HL-2148
CL-1193PK	(1) E-1193-P	(16) HL-2148
CL-1194PK	(1) E-1194-P	(16) VT-1992
CL-1195PK	(1) E-1195-P	(16) VT-1992
CL-1196PK	(1) E-1196-P	(16) VT-1992
CL-1197PK	(1) E-1197-P	(16) HL-7003
CL-1198PK	(1) E-1198-P	(16) HL-7003
CL-1199PK	(1) E-1199-P	(16) HL-7003
CL-1200PK	(1) E-1200-P	(16) VT-1992
CL-1201PK	(1) E-1201-P	(16) VT-1992
CL-1205PK	(1) E-1205-P	(12) HL-2148
CL-1206PK	(1) E-1206-P	(16) HL-1817
CL-1207PK	(1) E-1207-P	(16) HL-1817
CL-1208PK	(1) E-1208-P	(16) HL-2011
CL-1209PK	(1) E-1209-P	(16) HL-2083
CL-1210PK	(1) E-1210-P	(16) HL-1900
CL-1211PK	(1) E-1211-P	(16) HL-1817
CL-1212PK	(1) E-1212-P	(16) HL-1817
CL-1213PK	(1) E-1213-P	(16) HL-1817
CL-1214PK	(1) E-1214-P	(16) HL-1817
CL-1215PK	(1) E-1215-P	(16) HL-1817
CL-1216PK	(1) E-1216-P	(16) HL-1900
CL-1217PK	(1) E-1217-P	(16) HL-1900
CL-1218PK	(1) E-1218-P	(16) HL-1817
CL-1219PK	(1) E-1219-P	(16) HL-1817
CL-1220PK	(1) E-1220-P	(16) HL-1900
CL-1221PK	(1) E-1221-P	(16) HL-1951
CL-1222PK	(1) E-1222-P	(16) HL-2011
CL-1223PK	(1) E-1223-P	(16) HL-2011
CL-1224PK	(1) E-1224-P	(16) HL-2011
CL-1225PK	(1) E-1225-P	(16) HL-1900
CL-1226PK	(1) E-1226-P	(16) HL-2011
CL-1227PK	(1) E-1227-P	(16) HL-1817
CL-1228PK	(1) E-1228-P	(16) HL-2011
CL-1229PK	(1) E-1229-P	(16) HL-2148
CL-1239PK	(1) E-1239-P	(16) HL-2205
CL-1240PK	(1) E-1240-P	(16) VT-1992
CL-1241PK	(1) E-1241-P	(16) VT-1992
CL-1242PK	(1) E-1242-P	(16) VT-1992
CL-1243PK	(1) E-1243-P	(16) VT-1992
CL-1784PK	(1) E-1784-P	(16) HL-1817
CL-1785PK	(1) E-1785-P	(16) HL-1817
CL-1786PK	(1) E-1786-P	(16) HL-1817
CL-1787PK	(1) E-1787-P	(16) HL-1817
CL-1788PK	(1) E-1788-P	(16) HL-1817
CL-1789PK	(1) E-1789-P	(16) HL-2011

Kit Number	Components	
	Cam	Lifter
CL-1790PK	(1) E-1790-P	(16) HL-1900
CL-1791PK	(1) E-1791-P	(16) HL-1900
CL-1792PK	(1) E-1792-P	(16) HL-1900
CL-1793PK	(1) E-1793-P	(16) HL-2083
CL-1794PK	(1) E-1794-P	(16) HL-1951
CL-1795PK	(1) E-1795-P	(16) HL-1817
CL-1796PK	(1) E-1796-P	(16) HL-1817
CL-1797PK	(1) E-1797-P	(16) HL-1817
CL-1798PK	(1) E-1798-P	(16) HL-2011
CL-1799PK	(1) E-1799-P	(16) HL-1900
CL-1800PK	(1) E-1800-P	(16) HL-1900
CL-1801PK	(1) E-1801-P	(16) HL-1900
CL-1802PK	(1) E-1802-P	(16) HL-1900
CL-1803PK	(1) E-1803-P	(16) HL-1951
CL-1842PK	(1) E-1842-P	(16) HL-1817
CL-1843PK	(1) E-1843-P	(16) VT-1992
CL-1844PK	(1) E-1844-P	(16) VT-1992
CL-1845PK	(1) E-1845-P	(16) VT-1992
CL-1846PK	(1) E-1846-P	(16) HL-1817
CL-1847PK	(1) E-1847-P	(16) HL-1817
CL-1848PK	(1) E-1848-P	(16) VT-1992
CL-1849PK	(1) E-1849-P	(16) HL-1817
CL-1850PK	(1) E-1850-P	(16) HL-1817
CL-1851PK	(1) E-1851-P	(16) HL-1817
CL-1852PK	(1) E-1852-P	(16) HL-1817
CL-1853PK	(1) E-1853-P	(16) HL-2011
CL-1854PK	(1) E-1854-P	(16) HL-2011
CL-1855PK	(1) E-1855-P	(16) HL-1951
CL-1856PK	(1) E-1856-P	(16) HL-1900
CL-1857PK	(1) E-1857-P	(16) HL-1900
CL-1858PK	(1) E-1858-P	(16) HL-2011
CL-1859PK	(1) E-1859-P	(16) HL-2083
CL-1860PK	(1) E-1860-P	(16) HL-2012
CL-1861PK	(1) E-1861-P	(16) HL-1900
CL-1862PK	(1) E-1862-P	(16) HL-1900
CL-1863PK	(1) E-1863-P	(16) HL-2083
CL-1865PK	(1) E-1865-P	(16) HL-2148
CL-1866PK	(1) E-1866-P	(16) HL-2205
CL-1867PK	(1) E-1867-P	(16) HL-2205
CL-1868PK	(1) E-1868-P	(16) HL-2205
CL-1869PK	(1) E-1869-P	(16) HL-2148
CL-1870PK	(1) E-1870-P	(16) HL-7003
CL-1871PK	(1) E-1871-P	(16) HL-2148
CL-1872PK	(1) E-1872-P	(16) HL-2148

Elgin PRO STOCK® Chassis Parts: Take the Power to the Pavement

The power you create under the hood is meaningless if your chassis prevents you from hooking up with the pavement. That's why Elgin has introduced a complete line of Elgin PRO STOCK chassis parts featuring the latest engineering advances in ultra-high-strength component bodies. Give your favorite ride the "legs" needed to provide precision steering and handling performance. And the point is winning, right?

Ball Joints

Part Number	Applications
1K772	Barracuda, Charger, Challenger, Roadrunner
1K3082	AMX, Hornet, Javelin
1K3083	AMX, Hornet, Javelin
1K5208	Camaro, Caprice, Impala
1K6141	Bonneville, Impala, Caprice
1K8259	Crown Victoria, Grand Marquis, Mustang
1K8749	Crown Victoria, Grand Marquis, Mustang



Bushing Kits

Part Number	Applications
4K408	Barracuda, Charger, Challenger, Roadrunner
4K6176	Chevelle, Malibu, GTO
4K6177	Chevelle, Malibu, GTO
4K8237	Cougar, Comet, Maverick, Mustang



Drag Links

Part Number	Applications
DS749	Chevelle, Monte Carlo, GTO
DS784	Firebird

Idler Arms

Part Number	Applications
3K5143	Chevelle, Malibu, GTO
3K7041	Barracuda, Charger, Challenger, Roadrunner
3K8158	Cougar, Mustang



Tie Rods

Part Number	Applications
ES368RL	AMX, Hornet, Javelin
ES2033RLT	Grand National, Grand Prix
ES2034RLT	Grand National, Grand Prix
ES3238RL	Camaro Z28, Trans Am
EV117	Mustang GT
EV260	Camaro Z28, Trans Am

**SEE ELGIN'S CHASSIS CATALOG FOR
COMPLETE LISTINGS AND APPLICATIONS!**

CHEMICALS



Elgin PRO STOCK® Engine Chemicals: Extra Armor For Your Engines

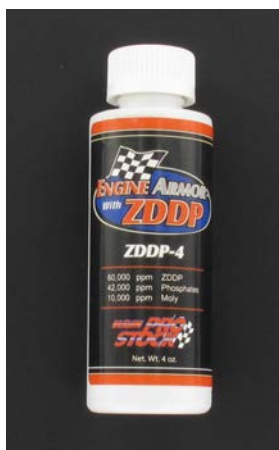
Elgin engineers have developed one of the industry's most sophisticated and effective lines of performance chemicals and lubricants for today's most powerful engines.

Elgin Engine Pre-Lube (#EPL-4) is a scientifically blended oil with premium thickeners and additives designed to help ensure maximum lubrication when assembling an engine. It protects against scoring, scuffing, and coking of cams and metallic surfaces and is also recommended for use on bearings, gears, cam lobes, valve stems, lifters and all mating parts with close tolerances.

Elgin PRO STOCK Engine Armor™ with ZDDP (#ZDDP-4) is an exclusive, powerful blend of ZDDP (15,000 ppm per ounce), moly and other proven wear additives that restore oils to pre-OBD quality and performance. This industry leading formula is compatible with all engine oils and ideal for any on- or off-road racing engine.

Elgin PRO STOCK Engine Armor™ Anti-Seize (#CAS-8) features an exclusive professional-grade formula that provides maximum resistance to corrosion and resists temperatures up to 2000° F.

Elgin PRO STOCK Engine Armor™ White Lithium Grease (WLG-8) is a perfect way to prevent premature component wear caused by friction and/or corrosion.



ZDDP-4



EPL-4



CAS-8



WLG-8

Part Number	Description
EPL-1	1 Ounce Moly Lube
EPL-4	4 Ounce Bottle with PRO STOCK Design
EPL-8	8 Ounce Bottle with PRO STOCK Design
CAS-8	Copper Anti-Seize 8 Ounce Bottle with PRO STOCK Design
WLG-8	White Lithium Grease 8 Ounce Bottle with PRO STOCK Design
ZDDP-4	Zinc Additive 4 Ounce Bottle with PRO STOCK Design

CHROME TIMING CHAIN COVERS: Make Power Shine

Available for small-block and big-block Chevy engines, these chrome-finished aluminum covers bring a mirror-type gleam to the front of the engine. Shipped complete with seal, gaskets and bolts. Note: Will not clear double-roller timing chains.



Application	Description	Part Number
Chevy Small Block	Includes cover, seal, gaskets and bolts. Will not clear double roller timing chains.	ETC-6040C
Chevy Big Block	Includes cover, seal, gaskets and bolts. Will not clear double roller timing chains.	ETC-8422C

BAFFLED CHROME VALVE COVERS: Because Looks Matter

Face it, you open the hood to show off the engine. Why not give yours the best with these chromed-aluminum beauties? Available for small- and big-block Chevy and small-block Ford engines, and in short and tall heights.



Application	Description	Part Number
Chevy Small Block	Short (2 9/16") Height, Plain w/hole	VC-6131-2C
Chevy Small Block	Tall (3 11/16") Height, Plain w/hole	VC-6130-2C
Chevy Big Block	Short (2 7/8") Height, Plain w/hole	VC-6231-2C
Chevy Big Block	Tall (3 11/16") Height, Plain w/out hole	VC-6330-2C
Ford Small Block	Tall (3 13/16") Height, Plain w/hole	VC-6171C

CYLINDER HEAD BOLTS/STUDS



Head Bolts & Studs: Optimizing the Other Torque

The cylinder head hardware you choose can be the difference between a “bulletproof” motor and one that just keeps costing you money. Elgin® head bolts and head studs are cold forged and heat treated prior to thread rolling using 190,000-psi tensile strength material. All bolts feature an underhead radius to prevent failure. All studs feature undercut shanks to distribute stress and are packaged with high tensile nuts and washers.



Single Head Bolts

Application	Part Number	Overall Length	Length Under Head to End	Shank Diameter	Thread Size	Head Size
Chevy Small Block	EHC-2315	1.970	1.625	0.394	7/16-14	0.625
Chevy Small Block	EHC-2316	3.280	2.960	0.394	7/16-14	0.625
Chevy Small Block	EHC-2317	4.020	3.690	0.394	7/16-14	0.625

Head Bolt Kits

Application		Kit Number	Description
Chevrolet	Small Block w/O.E. Cast Iron/Aluminum heads	EHC-99S	Boxed Kit for one Engine
	Big Block w/O.E. Cast Iron/Aluminum & early Bowtie heads	EHC-201S	Boxed Kit for one Engine
Chevrolet/ Pontiac	LS1	EHC-118S	Boxed Kit for one Engine
Chrysler/ Dodge	2.2L Turbo Models	EHC-106S-1	Boxed Kit for one Engine
	5.7 Hemi	EHC-120S	Boxed Kit for one Engine
Ford	302	EHC-116S	Boxed Kit for one Engine

Head Stud Kits

Application		Kit Number	Description
Chevrolet	Small Block w/O.E. Cast Iron/Aluminum heads	EHC-4S	Boxed Kit for one Engine
	Big Block w/O.E. Cast Iron/Aluminum & early Bowtie heads	EHC-5S	Boxed Kit for one Engine
Chrysler	318, 340, 360	EHC-7S	Boxed Kit for one Engine
	400, 440	EHC-9S	Boxed Kit for one Engine
Ford	302	EHC-10S	Boxed Kit for one Engine
	302 Boss	EHC-11S	Boxed Kit for one Engine
	351C	EHC-12S	Boxed Kit for one Engine
	351W	EHC-13S	Boxed Kit for one Engine
	390	EHC-15S	Boxed Kit for one Engine
	429, 460	EHC-14S	Boxed Kit for one Engine



EXPANSION PLUG KITS

Expansion Plug Kits: Reliability and Performance

Each Elgin PRO STOCK expansion plug kit includes every plug needed for the corresponding engine block. Elgin brass plugs expand faster than the engine block to resist fallout, making them the perfect choice for performance applications.



American Motors/Jeep

Application	Year	Part # Skin-Pack	Part # Poly Bag
151	1980-83	EP163B	EP163BR
173	1984-86	EP165B	EP165BR
196, 199, 232, 258	1959-90	EP116B	EP116BR
290, 304, 343, 360, 390, 401	1966-98	EP117B	EP117BR

Chrysler

Application	Year	Part # Skin-Pack	Part # Poly Bag
135, 153	1981-02	EP176B	EP176BR
170, 198, 225	1960-87	EP112B	EP112BR
273, 318, 340, 359, 360	1957-03	EP113B	EP113BR
383, 400, 413, 426, 440	1959-79	EP114B	EP114BR

Ford (Incl. Truck)

Application	Year	Part # Skin-Pack	Part # Poly Bag
122, 140 (Exc HSC)	1974-97	EP128B	EP128BR
170, 200, 250	1961-83	EP105B	EP105BR
171	1974-86	EP129B	EP129BR
221, 255, 260, 289, 302, 351W	1962-01	EP108B	EP108BR
223, 262	1954-64	EP106B	EP106BR
232	1982-03	EP177B	EP177BR
240, 300	1965-96	EP107B	EP107BR
330, 352, 360, 361, 389, 390, 427, 428, SCJ	1957-78	EP110B	EP110BR
351C, 351M, 400	1970-82	EP109B	EP109BR
370, 429, 460	1968-99	EP125B	EP125BR

EXPANSION PLUG KITS



GM (Buick)

Application	Year	Part # Skin-Pack	Part # Poly Bag
181,196, 231,252	1975-95	EP137B	EP137BR
250	1965-84	EP104B	EP104BR
260 (V6), 307, 350R, N, 403	1975-90	EP124B	EP124BR
267, 305, 307, 350L	1977-02	EP100B	EP100BR
340, 350	1966-80	EP118B	EP118BR
425, 430, 455	1963-76	EP119B	EP119BR

GM (Chevrolet)

Application	Year	Part # Skin-Pack	Part # Poly Bag
150	1979-92	EP163B	EP163BR
153, 194, 230, 250, 262, 292	1962-85	EP104B	EP104BR
173	1980-93	EP165B	EP165BR
181, 196, 231, 231A, 252	1976-95	EP137B	EP137BR
232, 258	1980-82	EP116B	EP116BR
260 Diesel, 307Y, 350N	1980-90	EP124B	EP124BR
262Z	1985-04	EP185B	EP185BR
267, 283, 302, 305, 307, 327, 350	1957-02	EP100B	EP100BR
366, 396, 400BB, 402, 427,454	1965-00	EP102B	EP102BR
379 Diesel	1982-93	EP180B	EP180BR
400SB	1970-80	EP101B	EP101BR

GM (Oldsmobile)

Application	Year	Part # Skin-Pack	Part # Poly Bag
151	1977-93	EP163B	EP163BR
173	1980-93	EP165B	EP165BR
181, 196, 231, 252	1976-95	EP137B	EP137BR
250	1966-84	EP104B	EP104BR
260 Diesel, 260F, 8, 307Y, 330, 350N, 350R, 400, 403, 425, 455	1964-90	EP124B	EP124BR
267J, 305	1977-02	EP100B	EP100BR

GM (Pontiac)

Application	Year	Part # Skin-Pack	Part # Poly Bag
151	1977-93	EP163B	EP163BR
173	1980-93	EP165B	EP165BR
181, 196, 231, 252	1976-95	EP137B	EP137BR
230, 250	1963-84	EP104B	EP104BR
260, 350N, 350R, 403	1977-85	EP124B	EP124BR
262Z	1985-96	EP185B	EP185BR
267, 305, 307, 350L	1971-02	EP100B	EP100BR
326, 350P, 389, 400, 421, 428, 455	1959-79	EP115B	EP115BR
350B, J, X	1968-81	EP118B	EP118BR

GMC Truck

Application	Year	Part # Skin-Pack	Part # Poly Bag
262N, Z	1985-04	EP185B	EP185BR
305, 351, 401M	1960-75	EP121B	EP121BR
379 Diesel	1982-93	EP180B	EP180BR



FLEXPLATES/FLYWHEELS

Flexplates/Flywheels: Power in the Balance

Elgin® flexplates are manufactured from high quality 0.140" thick high strength steel plate and are engineered to exceed OE specifications. Our double-welded ring gears, dual bolt pattern and durable dichromate finish all combine for superior performance and reliability.



Chevrolet Flexplates (OEM Type)

Application	Year	Part Number	OEM Number	Outside Diameter	# of Teeth	Weight
Small Block V8, Exc. 400	1967-85	FP-1	471598, 340296	14.13"	168	w/o Weight
Big Block, Exc. 454	1990 & Earlier					
400 External Balance	1970-76	FP-2	340298	14.13"	168	with Weight
454 External Balance	1970-90	FP-3	343738	14.13"	168	with Weight
Small Block V8, Exc. 400	1969-85	FP-4	471529	12.85"	153	w/o Weight
4.3L 90° V6 Small Block V8 External Balance	1986-Present	FP-5	10128414, 14088761	14.13"	168	with Weight

Flywheel / Flexplate Bolts

Application	Year	Set Number	Size	Set Includes Boxed
Flexplate Chevy 90° V6, V8	prior to 1986	FP-22S	7/16-20 x 0.680"	6 Bolts with lock washers
Flywheel Chevy 90° V6, V8 Ford V8	prior to 1986	FP-26S	7/16-20 x 1.000"	6 Bolts with lock washers
Flexplate Chevy 90° V6, V8 1 piece rear seal	1986-93	FP-29S	7/16-20 x 0.680"	6 Bolts
Flywheel Chevy 90° V6, V8 1 piece rear seal	1986-93	FP-30S	7/16-20 x 1.000"	6 Bolts

HARMONIC BALANCERS



Harmonic Balancers: Limiting The Vibe

Elgin® harmonic balancers provide true OE-style designs and materials that match the unique needs of each engine. Our harmonic balancers are new – never reconditioned – which ensures the best performance and value for every application.



Application	Year	Part Number	OEM Number
Buick, Oldsmobile, Pontiac - 3.3L (204)	1993	EDA-2323	24503067
Buick, Cadillac, Oldsmobile, Pontiac - 307, 350, 403, 455	1968-86	EDA-4552	417142
Chevrolet - 396, 402, 427 7.00" Diameter	1965-69	EDA-396	386008
Chevrolet - 396, 402, 427 w/8.00" Diameter	1965-70	EDA-427	
Chevrolet - 2.8L (173)	1988-92	EDA-1890	14100630
Chevrolet - 305, 350 w/7.00" Diameter	1972-94	EDA-3071	12551537
Chevrolet - 305, 350 w/7.00" Diameter (Heavy Duty)	1972-94	EDA-3071HD	12551537
Chevrolet - Big Block 454	1970-89	EDA-4541	10141212
Chevrolet/GMC Truck/Oldsmobile - 4.3L (262)	1985-95	EDA-2621	10172764
Chevrolet/GMC Truck - 5.0L (307)	1969-75	EDA-3270	6272223
Chevrolet/GMC Truck - 5.7L (350)	1969-95	EDA-3502	6272222
Chevrolet/GMC Truck - 5.7L (350)	1977-86	EDA-3504	458652
Chevrolet/GMC Truck - 5.7L (350)	1996-02	EDA-3506	10243271
Chevrolet/GMC Truck - 6.6L (400)	1970-80	EDA-400	6272225
Chevrolet/GMC Truck - 7.4L (454)	1991-93	EDA-4542	10101160
Chevrolet/Pontiac LS1	1998-02	EDA-3507	12553118
Ford - 360, 390	1973-76	EDA-390	D5TZ6316D
Ford - 351W w/3 Bolt Raised Pulley	1968-73	EDA-2008	C8AZ6316A
Ford - 351W w/3 Bolt Countersunk Pulley (Heavy Duty)	1969-73	EDA-2009HD	C9OZ6316A
Ford - 5.0L (302)	1984-95	EDA-3021	E4TZ6316A
Ford - 5.0L (302)	1970-80	EDA-3022	D8TZ6316B
Ford - 5.8L (351W)	1987-92	EDA-3513	E8TZ6316B
Ford - 7.3L Diesel	1988-94	EDA-4451	E8TZ6316A
Pontiac - All 301-455 V8 Engines (Heavy Duty)	1968-77	EDA-4551HD	477682
Toyota - 3SFE, 3SF Camry, Celica	1987-92	EDA-20	1340874020

Harmonic Balancer Bolt Kits

Application	Kit Number	Kit Includes
Chevrolet Small Block	HB12S	Grade 8 Bolt, Extra thick parallel ground washer, Grade 8 lock washer
Chevrolet Big Block	HB13S	Grade 8 Bolt, Extra thick parallel ground washer, Grade 8 lock washer

Elgin PRO STOCK® Lifters: Mastering the Finer Points of Speed

Elgin offers the performance industry's most complete range of premium lifters, including "Standard" hydraulic lifters (acceptable performance up to 4,500 RPM), "High Performance" (anti-pump-up) lifters ("HP" suffix), and "High Velocity" maximum performance lifters (HV suffix).

Elgin PRO STOCK **High Performance (HP)** lifters feature premium grade/high strength material and a special ultra-strong steel retainer to precisely limit plunger travel. (With plunger travel limited, adjustable rocker arms must be used to effect a lash adjustment of .000/.002".) This allows the valvetrain to perform as a "mechanical" system for higher RPM. Important: All high performance hydraulic lifters require adjustable rocker arms.

Rocker arm adjustment procedure is as follows:

- 1) Rotate engine until lifter is on base circle (engine valve closed)
- 2) Adjust rocker arm to zero lash (engine cold)
- 3) Lock adjusting nut (or screw) if not self-locking

Elgin PRO STOCK **High Velocity (HV)** lifters will help you increase both horsepower and low-end torque without affecting idle quality.

HYDRAULIC



American Motors/Jeep

Application	Year	Part Numbers		
		Stock	High Perf.	High Velocity
150, 196, 199, 232, 242, 258, 287, 290, 304, 327, 343, 360, 390, 401	1961-04	HL-2011	HL-2011HP	HL-2011HV

Buick

Application	Year	Part Numbers		
		Stock	High Perf.	High Velocity
181 (183), 196, 231, 252, 350B, H, J, X, 455	1970-88	HL-1969	HL-1969HP	HL-1969HV

Chevrolet

Application	Year	Part Numbers		
		Stock	High Perf.	High Velocity
112G, 140, 145, 153, 164, 194, 200, 229, 230, 250, 262, 265, 267, 283, 302, 305, 307, 327, 348, 350, 396, 400, 402, 409, 427, 454	1955-86	HL-1817	HL-1817HP	
121, 134	1983-93	HL-1969	HL-1969HP	HL-1969HV

Add an **S** to ALL Lifter numbers for a boxed set of 4

LIFTERS



HYDRAULIC [CONT.]

Chrysler

Application	Year	Part Numbers		
		Stock	High Perf.	High Velocity
150 ('88-92), 273, 318, 340, 360, 383 ('68-71), 400, 440	1968-89	HL-2011	HL-2011HP	HL-2011HV
225 (3.7L)	1981-87	HL-2089		
241, 270, 315, 325, 331, 350, 354, 361, 383, 392, 413, 426 Std	1953-67	HL-1812	HL-1812HP	
361, 383, 400, 413, 440	1958-79	HL-1976	HL-1976HP	

Ford

Application	Year	Part Numbers		
		Stock	High Perf.	High Velocity
140, 153, 183, 221, 230, 240, 255, 260, 289, 302, 351C, 351M, 351W, 400, 429, 460	1962-93	HL-1900	HL-1900HP	HL-1900HV
144, 170, 177, 200, 250, 317, 332, 341, 352, 361, 368, 383, 390, 406, 410, 427, 428, 430, 462	1952-92	HL-2083	HL-2083HP	HL-2083HV
Same as above (.040" Shorter)	1952-92	HL-2083-4		

Oldsmobile

Application	Year	Part Numbers		
		Stock	High Perf.	High Velocity
260, 307, 330, 350R, 400, 403, 425, 455 (Excl. 1966-67 400, 425 F85, 4-4-2, Toronado)	1964-84	HL-1951	HL-1951HP*	

* - Do NOT use washers & nuts packaged w/lifters

Pontiac

Application	Year	Part Numbers		
		Stock	High Perf.	High Velocity
151 ('71-78 All & '79 Calif. only), 265, 301	1977-81	HL-1969	HL-1969HP	HL-1969HV
195, 316, 326, 347, 350P, 370, 389, 400, 421, 428, 455	1956-79	HL-1951	HL-1951HP*	

* - DO use washers & nuts packaged w/lifters

MECHANICAL TAPPETS



Chevrolet

Application	Year	Part Number
140, 145, 153, 164, 194, 200, 229, 230, 250, 262, 265, 267, 283, 302, 305, 307, 327, 348, 350, 396, 400, 402, 409, 427, 454	1955-93	VT-1992
Same application as VT-1840 For use on steel or hardfaced cams (Chilled Iron)	1955-93	VT-1883

Add an **S** to ALL Lifter numbers for a boxed set of 4



LIFTERS

MECHANICAL TAPPETS [CONT.]

Chrysler

Application	Year	Part Number
170, 198, 225, 273, 277, 301, 303, 318, 361, 413, 426 Std., 440 (Heavy Duty, Solid Body)	1955-83	VT-2084

Ford

Application	Year	Part Number
144, 159, 170, 171, 177, 325, 390, 406, 427, 428	1960-79	VT-1872
289, 302	1963-69	VT-2000

Pontiac

Application	Year	Part Number
301, 316, 326, 347, 370, 389, 400, 421, 455	1956-81	VT-1992

ROLLER - HYDRAULIC



Chrysler

Application	Year	Part Number
202, 230, 239, 318, 360, 488	1990-02	HL-2269
345 (5.7L), 370 (6.1L) Hemi w/out MDS Engine (4 Lifter Assembly w/Cradle)	2005 - Present	HL-7013K*
345 (5.7L), 370 (6.1L) Hemi w/ MDS Engine (4 Lifter Assembly w/Cradle) Front	2005 - Present	HL-7014K*
345 (5.7L), 370 (6.1L) Hemi w/ MDS Engine (4 Lifter Assembly w/Cradle) Rear	2005 - Present	HL-7015K*
345 (5.7L), 370 (6.1L) Hemi w/out MDS Engine (Individual Lifter w/out Cradle)	2005 - Present	HL-7016*

* Skin Packed 4 Lifter Assembly

Ford

Application	Year	Part Number
116, 122	1987-04	HL-2217
183 (Exc SHO), 230, (232), 256, 302, 351W	1985-07	HL-2205
245 (4.0L)	1990-04	HL-7002
363, 421, 445 Diesel Trucks	1983-09	HL-2201

Add an **S** to ALL Lifter numbers for a boxed set of 4

LIFTERS



ROLLER - HYDRAULIC [CONT.]

General Motors

Application	Year	Part Number
134 (2.2L), 189 (3.1L), 207 (3.4L), 213 (3.5L)	1990-05	HL-2270
151, 204N, 231, 252, 262, 273, 300, 305, 350L	1984-03	HL-2148
262 Diesel, 307 Gas, 350N Diesel	1981-90	HL-2201
294 (4.8L), 323 (5.3L), 350 (5.7L) LS1, 364 (6.0L)	1997-05	HL-2148
323 (5.3L) w/Active Fuel Management	2005 - Present	HL-7011
350, 454, 496	1996-05	HL-7003

Add an **S** to ALL Lifter numbers for a boxed set of 4

'RETRO-FIT' ROLLER LIFTERS

These exclusive lifters are engineered specifically for use with Elgin® Retro-Fit hydraulic roller cams. Elgin offers these lifters for Small Block and Big Block Chevy engines. (You must be CERTAIN that the lifter is correct for the type of block.)



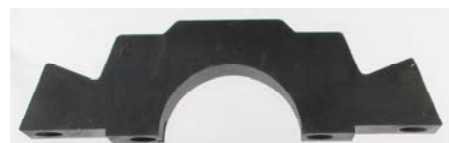
Chevrolet

Application	Description	Skin Packed Set Number (2 Per Motor Required)
Small Block	For Use in Early Engine Blocks with Standard Hydraulic Cams	HL-4001K*
Big Block	For Use in Early Engine Blocks with Standard Hydraulic Cams	HL-4003K*

* - Skin package of 4 lifter pairs

See Pages 32-35 for Cam / Lifter Kits

Elgin's Main Caps are manufactured from Alloy Billet Steel and are C.N.C. machined for a great fit every time for ease of honing. Splayed caps tie into the stronger part of the block helping to reduce main bearing distortion.



Application	Part Number	Includes	Description
Chevrolet Small Block 2.450" mains, 6.200" register	MC100S	Set of 3 intermediate caps	Four bolt performance cap replaces stock cast or nodular iron cap
Chevrolet Small Block 2.450" mains, 4.486" register	MC101S	Set of 3 intermediate caps	Four bolt conversion cap to convert 2 bolt to 4 bolt w/straight outer holes
Chevrolet Small Block 2.450" mains, 4.486" register	MC102S	Set of 3 intermediate caps	Four bolt conversion cap to convert 2 bolt to 4 bolt w/splayed 22 degree outer holes. Use with MC104
Chevrolet 400 ci 2.650" mains, 6.200" register	MC103S	Set of 3 intermediate caps	Four bolt conversion cap to convert 2 bolt to 4 bolt w/splayed 18 degree outer holes
Chevrolet Small Block 2.450" mains, 4.486" register	MC104	Front Cap	Two bolt performance cap replaces stock gray cast iron cap. Use with MC102S
Chevrolet Big Block 2.750" mains, 7.130" register	MC107S	Set of 3 intermediate caps	Four bolt conversion cap to convert 2 bolt to 4 bolt w/straight outer holes

MAIN BOLTS / STUDS



Main Bolts & Studs: Clamp Down for Power

Elgin® main bolts and main studs are a truly premium answer to off-brand alternatives. Each bolt/stud is cold-forged and heat-treated prior to thread rolling using 180,000 psi tensile strength material. All bolts feature an underhead radius to prevent failure. All studs feature undercut shanks to distribute stress and are packaged with high tensile nuts and washers.

Main Bolt Kits

Application		Kit Number	Description
Chevrolet	Small Block with 2 bolt main, large journal	MC200S	Boxed Kit for one engine
	Small Block with 4 bolt main, large journal	MC201S	Boxed Kit for one engine
Ford	302 with 2 bolt main	MC202S	Boxed Kit for one engine
	302 with 4 bolt main	MC203S	Boxed Kit for one engine

Main Stud Kits

Application		Kit Number	Description
Chevrolet	Small Block with 4 bolt main, large journal	MC3S	Boxed Kit for one engine
	Small Block with 2 bolt main, large journal	MC4S	Boxed Kit for one engine
	Big Block with 4 bolt main	MC5S	Boxed Kit for one engine
	Big Block with 2 bolt main	MC6S	Boxed Kit for one engine
Ford	302 with 2 bolt main	MC9S	Boxed Kit for one engine
	351C with 2 bolt main	MC11S	Boxed Kit for one engine
	351C with 4 bolt main	MC12S	Boxed Kit for one engine
	351W with 2 bolt main	MC13S	Boxed Kit for one engine
	351W, SVO with 4 bolt main	MC14S	Boxed Kit for one engine
	429, 460 with 2 bolt main	MC15S	Boxed Kit for one engine
	429, 460 with 4 bolt main	MC25S	Boxed Kit for one engine

OIL PANS



STEEL CLAIMER-STYLE OIL PANS: Styling on the Down-Low

Offered in black, unplated and zinc finishes, these claimer oil pans look just as important to the engine as the precious gold they contain. Available for pre-1980 small-block Chevy engines, each carries 4 quarts and features a super-thick steel, two trap doors, crank scraper with windage tray, and reinforced rails. Note: Use with OP-7110 oil pan pickup.



Application	Finish	Description	Part Number
Chevy Small Block Pre-1980	Black	Made with thicker material, 2 trap doors, crank scraper w/windage tray, and reinforced rails. Dipstick on driver side.	OP-7108P
Chevy Small Block Pre-1980	Unplated	Made with thicker material, 2 trap doors, crank scraper w/windage tray, and reinforced rails. Dipstick on driver side.	OP-7108R
Chevy Small Block Pre-1980	Zinc	Made with thicker material, 2 trap doors, crank scraper w/windage tray, and reinforced rails. Dipstick on driver side.	OP-7108Z

STEEL CIRCLE-TRACK OIL PANS: Lube Like the Pros

Warning: What's beneath your engine can kill it. That's why you need to upgrade to one of these 6-quart-capacity circle-track style steel oil pans for your small-block Chevy engine. Offered in black, unplated and zinc finishes, these pans accommodate a stock starter and are 7.5-in. deep and feature two trap doors. Use with OP-7106 or OP-7107 pickup.

Application	Finish	Description	Part Number
Chevy Small Block 1955-79	Black	Dipstick on driver side.	OP-7104P
Chevy Small Block 1955-79	Unplated	Dipstick on driver side.	OP-7104R
Chevy Small Block 1955-79	Zinc	Dipstick on driver side.	OP-7104Z
Chevy Small Block 1980-85	Black	Dipstick on passenger side.	OP-7105P
Chevy Small Block 1980-85	Unplated	Dipstick on passenger side.	OP-7105R
Chevy Small Block 1980-85	Zinc	Dipstick on passenger side.	OP-7105Z

ZINC STEEL OIL PAN PICKUPS: The Missing Link

Remember that your engine's precious lifeblood is only as good as what's pumping it. These premium performance oil pan pickups are available for small-block Chevy engines (claimer and circle track applications) and offered in standard and high-volume designs. Always use with Elgin PRO STOCK oil pan and oil pump.



Application	Description	Part Number
Chevy Small Block 1955-85	Standard volume. Use with OP-7104 oil pans or OP-7105 oil pans.	OP-7106
Chevy Small Block 1955-85	Hi volume. Use with OP-7104 oil pans or OP-7105 oil pans.	OP-7107
Chevy Small Block Pre-1980	Hi volume. Use with OP-7108 oil pans.	OP-7110

Elgin PRO STOCK® Oil Pumps: Feeding the Beast

Repeat after us: "Honor the engine." And to do that you have to protect the integrity of its lubrication system with the proven performance of an Elgin PRO STOCK High Volume (HV) or High Pressure (HP) oil pump.

Our premium **High Volume (HV)** pumps are 100% pressure tested and dyno'd to ensure 20 to 28% greater volume (at the same pressure) as stock units for exceptional performance and engine protection.

Our **High Pressure (HP)** pumps are the best choice for ultra-high-performance applications requiring consistent pump pressure. These pumps are fully pressure tested and hand turned before they earn their way into an Elgin PRO STOCK box. (When using an HP pump, carefully match oil viscosity to the needs of the engine.)

Chrysler

Application	Part Number
318, 350, 361, 383, 400, 413, 426, 440	EM-63HP

Ford

Application	Part Number
260, 289, 302	EM-68A
332, 352, 360, 361, 383, 390, 406, 427, 428, 430, 462	EM-57HP

Pontiac

Application	Part Number
400 Ram Air ('69-70), 455 (More Pressure than EM-54D-S)	EM-54F



High Pressure Oil Pump Repair Kits

Ford

Application	Part Number
Repair Kit for EM-68A	EK-68A

***CHECK OUT ELGIN'S ENGINE
PARTS CATALOG FOR A COMPLETE
OIL PUMP LISTING!***

OIL PUMPS



High Volume

AMC/Jeep

Application	Part Number
199, 232, 258 (Excl. Eagle)	EM-81AHV-S4*
258 (Eagle)	EM-81AHV-S2*
232, 258	EM-81AHV-S3*

* - Includes Screen

Chevrolet

Application	Part Number
153, 194, 215, 230, 250, 292	EM-62HV
173, 189 (1st Design w/15.9mm Oil Pick-up Tube)	EM-95HV
173, 189, 207 (2nd Design w/19.0 mm Oil Pick-up Tube), 213	EM-134HV
1993-94 262, 305, 350 Small Block (Must use IS-55E Intermediate Shaft w/Steel Guide)	EM-155HV
302, 350 w/HP & SHP; 409 w/Dual 4BC HP	EM-55A
Small Block (Excl. Chevy II's & '93 Truck w/305 Eng. C & K 1,2,3) Must use IS-55E Intermediate Shaft w/Steel Guide. Will work w/5/8" dia. press in tubes.	EM-55HV
Small Block: More Volume & Pressure than EM-55HV (Must use IS-55E Intermediate Shaft w/Steel Guide) May require cutting pan baffles.	EM-99HV-S*
Big Block (Must use IS-77 Intermediate Shaft w/Steel Guide) (May require minor modification on 4 bolt main generation IV Block in 1988-94 application)	EM-77HV
EM-95HV w/Screen	EM-95HV-S3*

* - Includes Screen

Chrysler

Application	Part Number
135 (Must use 118S screen), 153	EM-118
170, 198, 225	EM-66HV
239, 273, 318, 340, 360	EM-72HV
318, 350, 361, 383, 400, 413, 426, 440 (Excl. W-300)	EM-63HV

High Volume



OIL PUMPS

Ford

Application	Part Number
122-140 Do not use with alum. pan.	EM-86CHV
221, 255, 260, 289, 302	EM-68HV
240, 300	EM-74HV
330 MD-330 HD w/Velocity Governor-332, 352, 360, 361, 383, 390, 410, 427, 428 (Excl. Police, Cobra/Super Cobra Jet)-430, 462	EM-57HV
351W	EM-83HV
351C, 351M, 400	EM-84AHV
429, 460 (Excl. Police, Cobra Jet/ Super Cobra Jet) (Use w/oil pan depth of 8-1/4". May require minor modification of oil pan. Pump has bolt on pickup screen assembly)	EM-84BHV-S*
429, 460 (Police, Cobra Jet/Super Cobra Jet) (Use w/oil pan depth of 8-5/8". May require minor modification of oil pan. Pump has bolt on pickup screen assembly)	EM-84EHV-S*

* - Includes Screen

Ford Truck

Application	Part Number
330 HD w/Centrivac Governor, 361, 389, 391	EM-57AHV
370, 429, 460	EM-84DHV

Oldsmobile

Application	Part Number
260, 307, 330, 350, 350N, 394, 400, 403, 425, 455 (Pump is manufactured with a bolt on type flange & a chamfered hole. Either a bolt on or press in screen can be used. Can be used in either FWD or RWD depending upon the screen used.)	EM-22FHV

Pontiac

Application	Part Number
151	EM-62BHV
151	EM-62CHV
194, 265, 301, 326, 350, 389, 400, 421, 428, 455	EM-54D-S*

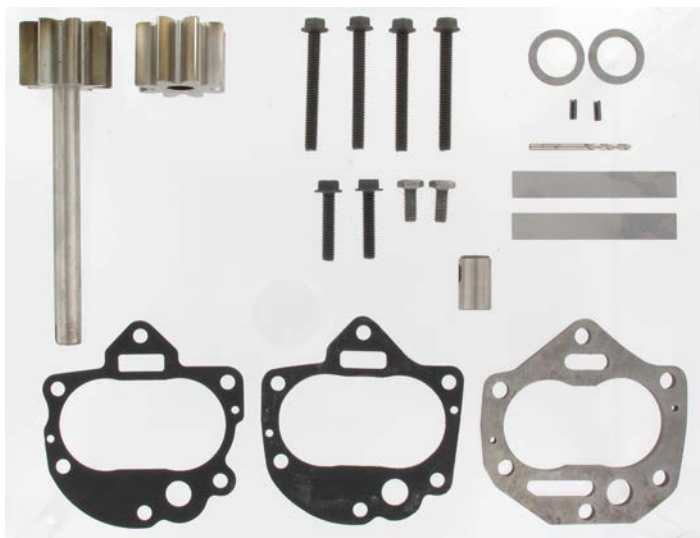
* - Includes Screen

OIL PUMPS



High Volume

High Volume Oil Pump Repair Kits



Buick

Application	Part Number
196, 225, 231, 252, 300, 340, 350B, H, J, X Kit includes longer gears, spacer, gaskets, springs, and instructions. May require timing cover removal for installation. Requires hand tools & drill (drill bit is included) to install.	EK-20IHV
EK-20IHV Kit + EP-20I Thrust Plate Kit	EK-20IPHV
400, 430, 455 Kit includes longer gears, spacer, gaskets, springs, and instructions. May require timing cover removal for installation. Requires hand tools & drill (drill bit is included) to install.	EK-20JHV
EK-20JHV Kit + EP-20I Thrust Plate Kit	EK-20JPHV

Gear Thrust Plate Kits



Buick

Application	Part Number
Provides new wearing surface for EK-20I, EK-20J, EK-20IHV, & EK-20 Kit includes cast iron thrust plate, mounting gasket, proper length screws & instruction sheet.	EP-20I
Provides a new wearing surface for EK-20L & EK-20LHV Kit includes cast iron thrust plate, mounting gasket, proper length screws & instruction sheet.	EP-20L



PISTON PINS

Piston Pins: Get a Hold on It

For virtually its entire 90-plus year history, Elgin Industries has been one of the world's foremost manufacturers of quality wrist pins. Our complete in-house machining and heat-treating operations ensure not only the best quality products for every engine, but also the ability to produce any custom pin desired for a special application. Need proof?

Our all-tool-steel pins are machined from solid H-11 bar stock, heat treated and triple tempered, and then centerless ground to 0.0001" total tolerance. Inner diameters are honed on Sunnen equipment to precise size and finish requirements, while the outside diameters feature a slight edge break to maintain maximum bearing area.

Wrist pins are also available in 1018 material to provide a more cost effective pin alternative with the same manufacturing quality.

H-11 Tool Steel Piston Pins

Part Number	O. D.	Wall Thickness	Length	Weight (grams)
P1284	0.912	0.090	2.500	74.5
P1011	0.912	0.120	2.500	96.0
P1012	0.927	0.090	2.500	76.0
P1013	0.927	0.120	2.500	98.0
P1014	0.927	0.140	2.500	111.0
P2060	0.927	0.120	2.750	106.0
P1276	0.927	0.120	2.950	115.0
P1016	0.930	0.120	2.500	98.0
P1018	0.980	0.090	2.930	95.0
P1019	0.990	0.090	2.930	96.0
P1020	0.990	0.120	2.930	123.0
P1995	0.990	0.130	2.930	130.0
P2059	0.990	0.150	2.930	147.0

PUSH RODS



Elgin PRO STOCK® Push Rods: The Legend Continues

The world's best engine builders and performance enthusiasts know about Elgin PRO STOCK push rods – in fact, Elgin's status as a premier engine parts manufacturer began with the push rod.

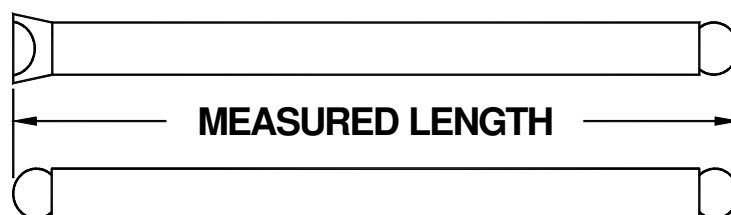
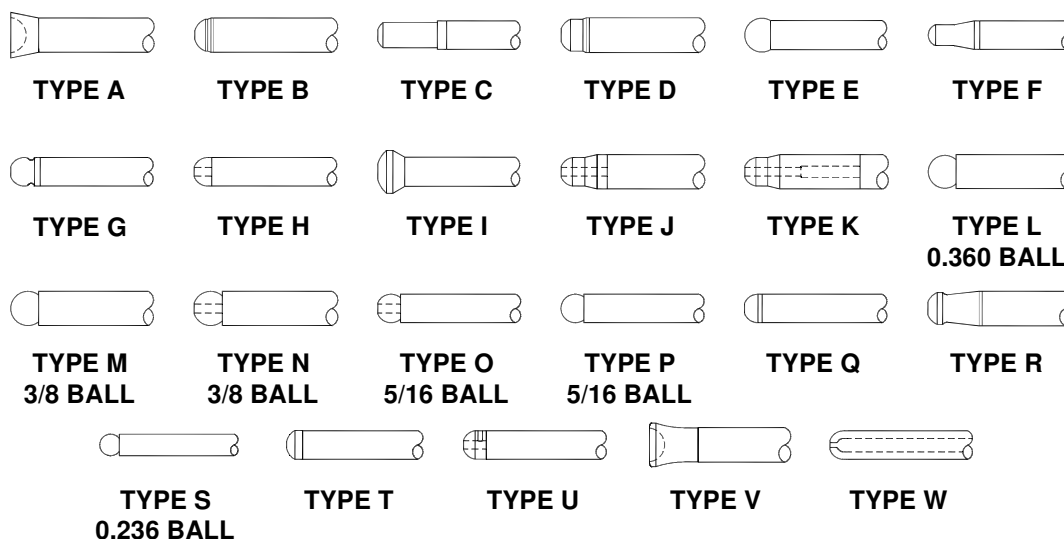
All Elgin push rods are manufactured in our state-of-the-art manufacturing complex in Elgin, IL, where our engineers keep a stern eye on material quality and manufacturing tolerances.

When the absolute best is required, go with our new **Elgin PRO STOCK 900 Series** one-piece push rods. Each push rod features through-hardened .080 to .085" chrome/moly alloy for exceptional stiffness and column strength as well as cold-formed and tumble polished ends for exacting radius finish tolerances and a surface finish quality of less than RZ 10. Each rod also includes a centerless ground and lapped outside diameter, which means near-zero run-out and the best possible resistance to guide plate wear.

The popular **Elgin PRO STOCK 700 Series** introduces an increased-strength 4130 seamless chrome-moly material. Sizing is 5/16" diameter and .065" wall. These exceptional units are ideal for spring pressures of 300 pounds or more.

Elgin PRO STOCK 500 Series push rods feature 20% greater column strength than stock units. Each features 5/16" diameter x .075" wall and is suitable for spring pressures up to 500 pounds.

Tip Configuration Guide:





PUSH RODS

Chevrolet Small Block: 200 (1978-79), 229 (1980-84), 262 (1975-76) (1985-96),
 See General Motors section for additional applications.
 265 (1955-57), 267J (1979-82), 283 (1957-68),
 302 (1967-69), 305 (1976-97), 307 (1968-73),
 327 (1962-69), 348 (1958-65), 350L (1967-97),
 350G (1977), 400 (1970-80)

Length	Part Number	Construction	Material	Tube	Guide Plate Use OK?	Tip
7.000	PR-903*	One-Piece	4130	5/16 x 0.080	Yes	W-W
7.150	PR-904*	One-Piece	4130	5/16 x 0.080	Yes	W-W
7.199	PR-700	Pressed	4130	5/16 x 0.065	Yes	H-H
7.200	PR-900*	One-Piece	4130	5/16 x 0.080	Yes	W-W
7.294	PR-1133	Welded	C1010	5/16 x 0.075	Yes	H-H
7.295	PR-794	Pressed	4130	5/16 x 0.065	Yes	H-H
7.295	PR-994*	One-Piece	4130	5/16 x 0.080	Yes	W-W
7.300	PR-1033	Welded	C1010	5/16 x 0.075	Yes	H-H
7.650	PR-554	Welded	C1010	5/16 x 0.075	Yes	O-O
7.650	PR-754*	Pressed	4130	5/16 x 0.065	Yes	H-H
7.700	PR-539*	Welded	C1010	5/16 x 0.075	Yes	O-O
7.700	PR-739	Pressed	4130	5/16 x 0.065	Yes	H-H
7.700	PR-939*	One-Piece	4130	5/16 x 0.080	Yes	W-W
7.750	PR-538	Welded	C1010	5/16 x 0.075	Yes	O-O
7.750	PR-938*	One-Piece	4130	5/16 x 0.080	Yes	W-W
7.794	PR-751	Pressed	4130	3/8 x 0.065	Yes	J-J
7.800	PR-537*	Welded	C1010	5/16 x 0.075	Yes	O-O
7.800	PR-737*	Pressed	4130	5/16 x 0.065	Yes	H-H
7.800	PR-937*	One-Piece	4130	5/16 x 0.080	Yes	W-W
7.800	PR-1037	Welded	C1010	5/16 x 0.075	Yes	H-H
7.800	PR-1137	Welded	C1010	5/16 x 0.075	Yes	H-H
7.850	PR-580	Welded	C1010	5/16 x 0.075	Yes	O-O
7.850	PR-780*	Pressed	4130	5/16 x 0.065	Yes	H-H
7.894	PR-768	Pressed	4130	3/8 x 0.065	Yes	J-J
7.900	PR-577*	Welded	C1010	5/16 x 0.075	Yes	O-O
7.900	PR-777*	Pressed	4130	5/16 x 0.065	Yes	H-H
7.900	PR-977*	One-Piece	4130	5/16 x 0.080	Yes	W-W
7.900	PR-1077	Welded	C1010	5/16 x 0.075	Yes	H-H
7.900	PR-1177	Welded	C1010	5/16 x 0.075	Yes	H-H
7.944	PR-792	Pressed	4130	3/8 x 0.065	Yes	J-J
7.950	PR-582*	Welded	C1010	5/16 x 0.075	Yes	O-O
7.950	PR-782*	Pressed	4130	5/16 x 0.065	Yes	H-H
7.950	PR-982*	One-Piece	4130	5/16 x 0.080	Yes	W-W
7.950	PR-1082	Welded	C1010	5/16 x 0.075	Yes	H-H
7.950	PR-1182	Welded	C1010	5/16 x 0.075	Yes	H-H
8.000	PR-783*	Pressed	4130	5/16 x 0.065	Yes	H-H
8.000	PR-983*	One-Piece	4130	5/16 x 0.080	Yes	W-W
8.000	PR-1083	Welded	C1010	5/16 x 0.075	Yes	H-H
8.000	PR-1183	Welded	C1010	5/16 x 0.075	Yes	H-H
8.050	PR-787*	Pressed	4130	5/16 x 0.065	Yes	H-H
8.050	PR-987*	One-Piece	4130	5/16 x 0.080	Yes	W-W
8.100	PR-788	Pressed	4130	5/16 x 0.065	Yes	H-H
8.100	PR-988*	One-Piece	4130	5/16 x 0.080	Yes	W-W
8.150	PR-1047	Welded	C1010	5/16 x 0.075	Yes	H-H
8.150	PR-1147	Welded	C1010	5/16 x 0.075	Yes	H-H
8.200	PR-795	Pressed	4130	5/16 x 0.065	Yes	H-H
8.250	PR-908	One-Piece	4130	5/16 x 0.080	Yes	W-W
8.408	PR-1050	Welded	C1010	5/16 x 0.075	Yes	H-H

- * - Add a **K** for **Skin Packed Set for Entire Engine**
- Add an **S** to ALL Push Rod numbers for a boxed set of 4

PUSH RODS



Chevrolet Small Block [Cont.]

Length	Part Number	Construction	Material	Tube	Guide Plate Use OK?	Tip
8.408	PR-1150	Welded	C1010	5/16 x 0.075	Yes	H-H
9.130	PR-1026	Welded	C1010	5/16 x 0.075	Yes	H-H
9.300	PR-1098	Welded	C1010	5/16 x 0.075	Yes	H-H

- * - Add a **K** for **Skin Packed Set for Entire Engine**
- Add an **S** to ALL Push Rod numbers for a boxed set of 4

Chrysler

Application	Year	Part Number	Length	Ends		Material	Tube	Guide Plate Use OK?
273	1964-69	PR-720	7.342	Pressed	A-B	4130	5/16 x 0.065	No
318, LA, LA-3	1957-03	PR-906*	7.500	One-Piece	W-W	4130	5/16 x 0.080	Yes
		PR-559	7.513	Welded	P-P	C1010	5/16 x 0.075	Yes
		PR-759	7.513	Pressed	B-B	4130	5/16 x 0.065	Yes
		PR-907*	7.550	One-Piece	W-W	4130	5/16 x 0.080	Yes
		PR-786	7.389	Pressed	A-Q	4130 soft	5/16 x 0.060	No
340	1968-73	PR-906*	7.500	One-Piece	W-W	4130	5/16 x 0.080	Yes
		PR-559	7.513	Welded	P-P	C1010	5/16 x 0.075	Yes
		PR-759	7.513	Pressed	B-B	4130	5/16 x 0.065	Yes
		PR-907*	7.550	One-Piece	W-W	4130	5/16 x 0.080	Yes
		PR-906*	7.500	One-Piece	W-W	4130	5/16 x 0.080	Yes
360, 360-3	1970-03	PR-906*	7.500	One-Piece	W-W	4130	5/16 x 0.080	Yes
		PR-559	7.513	Welded	P-P	C1010	5/16 x 0.075	Yes
		PR-759	7.513	Pressed	B-B	4130	5/16 x 0.065	Yes
		PR-907*	7.550	One-Piece	W-W	4130	5/16 x 0.080	Yes
361	1958-77	PR-746A	8.136	Pressed	A-D	4130	3/8 x 0.065	No
		PR-746	8.412	Pressed	A-D	4130	3/8 x 0.065	No
383	1959-71	PR-746A	8.136	Pressed	A-D	4130	3/8 x 0.065	No
		PR-540	8.555	Welded	P-P	C1010	5/16 x 0.075	Yes
		PR-740	8.555	Pressed	B-B	4130	5/16 x 0.065	Yes
		PR-742	8.555	Pressed	A-D	4130	3/8 x 0.065	No
		PR-718	9.375	Pressed	B-F	4130	5/16 x 0.065	No
400	1972-79	PR-540	8.555	Welded	P-P	C1010	5/16 x 0.075	Yes
		PR-740	8.555	Pressed	B-B	4130	5/16 x 0.065	Yes
413	1959-77	PR-717B	8.750	Pressed	A-D	4130	3/8 x 0.065	No
		PR-717	9.357	Pressed	A-D	4130	3/8 x 0.065	No
		PR-717A	9.200	Pressed	A-D	4130	3/8 x 0.065	No
		PR-718	9.375	Pressed	B-F	4130	5/16 x 0.065	No
426	1963-71	PR-717B	8.750	Pressed	A-D	4130	3/8 x 0.065	No
		PR-717	9.357	Pressed	A-D	4130	3/8 x 0.065	No
		PR-717A	9.200	Pressed	A-D	4130	3/8 x 0.065	No
		PR-718	9.375	Pressed	B-F	4130	5/16 x 0.065	No
		PR-744	10.490	Pressed	A-D	4130	3/8 x 0.065	No
		PR-715	10.657	Pressed	A-D	4130	3/8 x 0.065	No
		PR-745	11.457	Pressed	A-D	4130	3/8 x 0.065	No
		PR-716	11.585	Pressed	A-D	4130	3/8 x 0.065	No
440	1966-79	PR-717B	8.750	Pressed	A-D	4130	3/8 x 0.065	No
		PR-541	9.295	Welded	P-P	C1010	5/16 x 0.075	Yes
		PR-741*	9.295	Pressed	B-B	4130	5/16 x 0.065	Yes
		PR-743	9.450	Pressed	A-D	4130	3/8 x 0.065	No
		PR-941*	9.295	One-Piece	W-W	4130	5/16 x 0.080	Yes
		PR-718	9.375	Pressed	B-F	4130	5/16 x 0.065	No

- * - Add a **K** for **Skin Packed Set for Entire Engine**
- Add an **S** to ALL Push Rod numbers for a boxed set of 4



PUSH RODS

Ford

Application	Year	Part Number	Length	Ends		Material	Tube	Guide Plate Use OK?
221	1962-63	PR-763*	6.804	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-963*	6.804	One-Piece	W-W	4130	5/16 x 0.080	Yes
240	1965-75	PR-767	10.140	Pressed	H-H	4130	5/16 x 0.065	No
255	1980-82	PR-581*	6.886	Welded	O-O	C1010	5/16 x 0.075	Yes
		PR-748*	6.886	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-948*	6.886	One-Piece	W-W	4130	5/16 x 0.080	Yes
		PR-902*	6.950	One-Piece	W-W	4130	5/16 x 0.080	Yes
260	1962-65	PR-763*	6.804	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-963*	6.804	One-Piece	W-W	4130	5/16 x 0.080	Yes
289	1963-68	PR-763*	6.804	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-963*	6.804	One-Piece	W-W	4130	5/16 x 0.065	Yes
302	1968-01	PR-993*	6.250	One-Piece	W-W	4130	5/16 x 0.080	Yes
		PR-901*	6.350	One-Piece	W-W	4130	5/16 x 0.080	Yes
		PR-763*	6.804	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-963*	6.804	One-Piece	W-W	4130	5/16 x 0.080	Yes
		PR-581*	6.886	Welded	O-O	C1010	5/16 x 0.075	Yes
		PR-748*	6.886	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-948*	6.886	One-Piece	W-W	4130	5/16 x 0.080	Yes
		PR-902*	6.950	One-Piece	W-W	4130	5/16 x 0.080	Yes
		PR-749*	7.605	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-949*	7.605	One-Piece	W-W	4130	5/16 x 0.080	Yes
		PR-554	7.650	Welded	O-O	C1010	5/16 x 0.075	Yes
		PR-754*	7.650	Pressed	H-H	4130	5/16 x 0.065	Yes
330	1964-78	PR-707*	9.564	Pressed	E-E	4130	5/16 x 0.065	No
		PR-708*	9.594	Pressed	E-E	4130	5/16 x 0.065	No
332	1958-59	PR-705*	9.157	Pressed	A-E	4130	11/32 x 0.065	No
		PR-707*	9.564	Pressed	E-E	4130	5/16 x 0.065	No
		PR-708*	9.594	Pressed	E-E	4130	5/16 x 0.065	No
		PR-705A*	10.498	Pressed	A-E	4130	11/32 x 0.065	No
351	1971-72	PR-753*	8.492	Pressed	H-H	4130	5/16 x 0.065	Yes
351C	1970-74	PR-750*	8.408	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-950*	8.408	One-Piece	W-W	4130	5/16 x 0.080	Yes
351M	1975-82	PR-779*	9.504	Pressed	H-H	4130	5/16 x 0.065	Yes
351W	1969-97	PR-747*	8.150	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-947*	8.150	One-Piece	W-W	4130	5/16 x 0.080	Yes
		PR-776*	8.182	Pressed	H-H	4130	5/16 x 0.065	Yes
352	1958-67	PR-705*	9.157	Pressed	A-E	4130	11/32 x 0.065	No
		PR-707*	9.564	Pressed	E-E	4130	5/16 x 0.065	No
		PR-708*	9.594	Pressed	E-E	4130	5/16 x 0.065	No
		PR-705A*	10.498	Pressed	A-E	4130	11/32 x 0.065	No
359	1974-78	PR-707*	9.564	Pressed	E-E	4130	5/16 x 0.065	No
		PR-708*	9.594	Pressed	E-E	4130	5/16 x 0.065	No
360	1968-76	PR-707*	9.564	Pressed	E-E	4130	5/16 x 0.065	No
		PR-708*	9.594	Pressed	E-E	4130	5/16 x 0.065	No
361	1958-59	PR-707*	9.564	Pressed	E-E	4130	5/16 x 0.065	No
	1964-78	PR-707*	9.564	Pressed	E-E	4130	5/16 x 0.065	No
		PR-708*	9.594	Pressed	E-E	4130	5/16 x 0.065	No
370	1979-97	PR-778*	8.550	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-540	8.555	Welded	P-P	C1010	5/16 x 0.075	Yes
		PR-785	8.650	Pressed	H-H	4130	5/16 x 0.065	Yes

* - Add a **K** for **Skin Packed Set for Entire Engine**

- Add an **S** to ALL Push Rod numbers for a boxed set of 4

PUSH RODS



Ford [Cont.]

Application	Year	Part Number	Length	Ends		Material	Tube	Guide Plate Use OK?
389	1975-78	PR-707*	9.564	Pressed	E-E	4130	5/16 x 0.065	No
		PR-708*	9.594	Pressed	E-E	4130	5/16 x 0.065	No
390	1961-76	PR-705*	9.157	Pressed	A-E	4130	11/32 x 0.065	No
		PR-707*	9.564	Pressed	E-E	4130	5/16 x 0.065	No
		PR-708*	9.594	Pressed	E-E	4130	5/16 x 0.065	No
		PR-705A*	10.498	Pressed	A-E	4130	11/32 x 0.065	No
391	1964-78	PR-707*	9.564	Pressed	E-E	4130	5/16 x 0.065	No
		PR-708*	9.594	Pressed	E-E	4130	5/16 x 0.065	No
400	1971-82	PR-779*	9.504	Pressed	H-H	4130	5/16 x 0.065	Yes
406	1962-63	PR-705*	9.157	Pressed	A-E	4130	11/32 x 0.065	No
		PR-705A*	10.498	Pressed	A-E	4130	11/32 x 0.065	No
410	1966-67	PR-707*	9.564	Pressed	E-E	4130	5/16 x 0.065	No
427	1963-69	PR-705*	9.157	Pressed	A-E	4130	11/32 x 0.065	No
		PR-707*	9.564	Pressed	E-E	4130	5/16 x 0.065	No
		PR-708*	9.594	Pressed	E-E	4130	5/16 x 0.065	No
		PR-705A*	10.498	Pressed	A-E	4130	11/32 x 0.065	No
428	1966-70	PR-705*	9.157	Pressed	A-E	4130	11/32 x 0.065	No
		PR-707*	9.564	Pressed	E-E	4130	5/16 x 0.065	No
		PR-708*	9.594	Pressed	E-E	4130	5/16 x 0.065	No
		PR-705A*	10.498	Pressed	A-E	4130	11/32 x 0.065	No
429	1968-73	PR-778*	8.550	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-540	8.555	Welded	P-P	C1010	5/16 x 0.075	Yes
		PR-785	8.650	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-764*	8.693	Pressed	H-H	4130	5/16 x 0.065	Yes
	1979-98	PR-778*	8.550	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-540	8.555	Welded	P-P	C1010	5/16 x 0.075	Yes
460	1968-99	PR-785	8.650	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-778*	8.550	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-540	8.555	Welded	P-P	C1010	5/16 x 0.075	Yes
		PR-764*	8.693	Pressed	H-H	4130	5/16 x 0.065	Yes

- * - Add a **K** for **Skin Packed Set for Entire Engine**
- Add an **S** to ALL Push Rod numbers for a boxed set of 4

General Motors

(See pages 56 & 57 for additional Small Block Applications)

Application	Year	Part Number	Length	Ends		Material	Tube	Guide Plate Use OK?
151	1977-93	PR-562	9.682	Welded	O-O	C1010	5/16 x 0.075	Yes
		PR-762*	9.682	Pressed	H-H	4130	5/16 x 0.065	Yes
153	1962-70	PR-562	9.682	Welded	O-O	C1010	5/16 x 0.075	Yes
		PR-762*	9.682	Pressed	H-H	4130	5/16 x 0.065	Yes
181 (183)	1982-88	PR-764*	8.693	Pressed	H-H	4130	5/16 x 0.065	Yes
194	1962-67	PR-562	9.682	Welded	O-O	C1010	5/16 x 0.075	Yes
		PR-762*	9.682	Pressed	H-H	4130	5/16 x 0.065	Yes
195	1961-63	PR-764*	8.693	Pressed	H-H	4130	5/16 x 0.065	Yes
196	1978-79	PR-764*	8.693	Pressed	H-H	4130	5/16 x 0.065	Yes
230	1963-70	PR-562	9.682	Welded	O-O	C1010	5/16 x 0.075	Yes
		PR-762*	9.682	Pressed	H-H	4130	5/16 x 0.065	Yes

- * - Add a **K** for **Skin Packed Set for Entire Engine**
- Add an **S** to ALL Push Rod numbers for a boxed set of 4



PUSH RODS

General Motors [Cont.] (See pages 56 & 57 for additional Small Block Applications)

Application	Year	Part Number	Length	Ends		Material	Tube	Guide Plate Use OK?
231	1975-05	PR-764*	8.693	Pressed	H-H	4130	5/16 x 0.065	Yes
250	1966-84	PR-562	9.682	Welded	O-O	C1010	5/16 x 0.075	Yes
		PR-762*	9.682	Pressed	H-H	4130	5/16 x 0.065	Yes
252	1980-85	PR-764*	8.693	Pressed	H-H	4130	5/16 x 0.065	Yes
287	1955	PR-526	9.130	Welded	O-O	C1010	5/16 x 0.075	Yes
		PR-726*	9.130	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-926*	9.130	One-Piece	W-W	4130	5/16 x 0.080	Yes
292	1963-90	PR-755	11.382	Pressed	H-H	4130	5/16 x 0.065	Yes
316	1956	PR-526	9.130	Welded	O-O	C1010	5/16 x 0.075	Yes
		PR-726*	9.130	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-926*	9.130	One-Piece	W-W	4130	5/16 x 0.080	Yes
326	1963-67	PR-764*	8.693	Pressed	H-H	4130	5/16 x 0.065	Yes
336	1958-59	PR-526	9.130	Welded	O-O	C1010	5/16 x 0.075	Yes
		PR-726*	9.130	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-926*	9.130	One-Piece	W-W	4130	5/16 x 0.080	Yes
347	1957	PR-526	9.130	Welded	O-O	C1010	5/16 x 0.075	Yes
		PR-726*	9.130	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-926*	9.130	One-Piece	W-W	4130	5/16 x 0.080	Yes
348	1958-65	PR-526	9.130	Welded	O-O	C1010	5/16 x 0.075	Yes
		PR-726*	9.130	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-926*	9.130	One-Piece	W-W	4130	5/16 x 0.080	Yes
LS1, LS2, LS6	1997-Up	PR-905*	7.400	One-Piece	W-W	4130	5/16 x 0.080	Yes
		PR-906*	7.500	One-Piece	W-W	4130	5/16 x 0.080	Yes
		PR-907*	7.550	One-Piece	W-W	4130	5/16 x 0.080	Yes
350	1967-97	PR-700	7.199	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-900*	7.199	One-Piece	W-W	4130	5/16 x 0.080	Yes
350B, H, J, X	1968-81	PR-562	9.682	Welded	O-O	C1010	5/16 x 0.075	Yes
		PR-762*	9.682	Pressed	H-H	4130	5/16 x 0.065	Yes
350P	1968-77	PR-526	9.130	Welded	O-O	C1010	5/16 x 0.075	Yes
		PR-726*	9.130	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-926*	9.130	One-Piece	W-W	4130	5/16 x 0.080	Yes
370	1958	PR-526	9.130	Welded	O-O	C1010	5/16 x 0.075	Yes
		PR-726*	9.130	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-926*	9.130	One-Piece	W-W	4130	5/16 x 0.080	Yes
389	1959-66	PR-764*	8.693	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-526	9.130	Welded	O-O	C1010	5/16 x 0.075	Yes
		PR-726*	9.130	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-926*	9.130	One-Piece	W-W	4130	5/16 x 0.080	Yes
396	1965-72	PR-713*	8.280	Pressed	J-J	4130	3/8 x 0.065	Yes
		PR-731	8.280	Pressed	J-J	4130	7/16 x 0.065	Yes
		PR-790	8.380	Pressed	J-J	4130	3/8 x 0.065	Yes
		PR-732	9.250	Pressed	J-J	4130	7/16 x 0.065	Yes
		PR-714	9.252	Pressed	J-J	4130	3/8 x 0.065	Yes
400	1965-69	PR-758	9.547	Pressed	H-H	4130	5/16 x 0.065	Yes
	1967-79	PR-764*	8.693	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-526	9.130	Welded	O-O	C1010	5/16 x 0.075	Yes
		PR-726*	9.130	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-730	9.130	Pressed	D-D	4130	11/32 x 0.065	No
		PR-926*	9.130	One-Piece	W-W	4130	5/16 x 0.080	Yes

* - Add a **K** for **Skin Packed Set for Entire Engine**

- Add an **S** to ALL Push Rod numbers for a boxed set of 4

PUSH RODS



General Motors [Cont.] (See pages 56 & 57 for additional Small Block Applications)

Application	Year	Part Number	Length	Ends		Material	Tube	Guide Plate Use OK?
400 (402)	1970-72	PR-713*	8.280	Pressed	J-J	4130	3/8 x 0.065	Yes
		PR-731	8.280	Pressed	J-J	4130	7/16 x 0.065	Yes
		PR-790	8.380	Pressed	J-J	4130	3/8 x 0.065	Yes
		PR-732	9.250	Pressed	J-J	4130	7/16 x 0.065	Yes
		PR-714*	9.252	Pressed	J-J	4130	3/8 x 0.065	Yes
409	1961-65	PR-526	9.130	Welded	O-O	C1010	5/16 x 0.075	Yes
		PR-726*	9.130	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-926*	9.130	One-Piece	W-W	4130	5/16 x 0.080	Yes
421	1963-66	PR-764*	8.693	Pressed	H-H	4130	5/16 x 0.065	Yes
427	1966-69	PR-713*	8.280	Pressed	J-J	4130	3/8 x 0.065	Yes
		PR-731	8.280	Pressed	J-J	4130	7/16 x 0.065	Yes
		PR-790	8.380	Pressed	J-J	4130	3/8 x 0.065	Yes
		PR-765	8.680	Pressed	J-J	4130	3/8 x 0.065	Yes
		PR-732	9.250	Pressed	J-J	4130	7/16 x 0.065	Yes
		PR-714*	9.252	Pressed	J-J	4130	3/8 x 0.065	Yes
		PR-766	9.652	Pressed	J-J	4130	3/8 x 0.065	Yes
428	1967-69	PR-526	9.130	Welded	O-O	C1010	5/16 x 0.075	Yes
		PR-726*	9.130	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-926*	9.130	One-Piece	W-W	4130	5/16 x 0.080	Yes
454	1970-00	PR-713*	8.280	Pressed	J-J	4130	3/8 x 0.065	Yes
		PR-731	8.280	Pressed	J-J	4130	7/16 x 0.065	Yes
		PR-790	8.380	Pressed	J-J	4130	3/8 x 0.065	Yes
		PR-781	8.800	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-732	9.250	Pressed	J-J	4130	7/16 x 0.065	Yes
		PR-714*	9.252	Pressed	J-J	4130	3/8 x 0.065	Yes
455	1968-76	PR-526	9.130	Welded	O-O	C1010	5/16 x 0.075	Yes
		PR-726*	9.130	Pressed	H-H	4130	5/16 x 0.065	Yes
		PR-926*	9.130	One-Piece	W-W	4130	5/16 x 0.080	Yes
		PR-758	9.547	Pressed	H-H	4130	5/16 x 0.065	Yes

* - Add a **K** for **Skin Packed Set for Entire Engine**

- Add an **S** to ALL Push Rod numbers for a boxed set of 4

Identification Chart



PUSH ROD

Listed By Progressive Length

Manufacturer	Part Number	Finish Length	Ends		Material	Tube	Guide Plate Use OK?
Ford	PR-993	6.250	One-Piece	W-W	4130	5/16 x 0.080	Yes
Ford	PR-901	6.350	One-Piece	W-W	4130	5/16 x 0.080	Yes
Ford	PR-763	6.804	Pressed	H-H	4130	5/16 x 0.065	Yes
Ford	PR-963	6.804	One-Piece	W-W	4130	5/16 x 0.080	Yes
Ford	PR-581	6.886	Welded	O-O	C1010	5/16 x 0.075	Yes
Ford	PR-748	6.886	Pressed	H-H	4130	5/16 x 0.065	Yes
Ford	PR-948	6.886	One-Piece	W-W	4130	5/16 x 0.080	Yes
Ford	PR-902	6.950	One-Piece	W-W	4130	5/16 x 0.080	Yes
GM	PR-903	7.000	One-Piece	W-W	4130	5/16 x 0.080	Yes
GM	PR-904	7.150	One-Piece	W-W	4130	5/16 x 0.080	Yes
GM	PR-700	7.199	Pressed	H-H	4130	5/16 x 0.065	Yes
GM	PR-900	7.200	One-Piece	W-W	4130	5/16 x 0.080	Yes
GM	PR-994	7.300	One-Piece	W-W	4130	5/16 x 0.080	Yes
Chrysler	PR-720	7.342	Pressed	A-B	4130	5/16 x 0.065	No
GM	PR-905	7.400	One-Piece	W-W	4130	5/16 x 0.080	Yes
Chrysler, GM	PR-906	7.500	One-Piece	W-W	4130	5/16 x 0.080	Yes
Chrysler	PR-559	7.513	Welded	P-P	C1010	5/16 x 0.075	Yes
Chrysler	PR-759	7.513	Pressed	B-B	4130	5/16 x 0.065	Yes
Chrysler, GM	PR-907	7.550	One-Piece	W-W	4130	5/16 x 0.080	Yes
Ford	PR-749	7.605	Pressed	H-H	4130	5/16 x 0.065	Yes
Ford	PR-949	7.605	One-Piece	W-W	4130	5/16 x 0.080	Yes
Ford, GM	PR-554	7.650	Welded	O-O	C1010	5/16 x 0.075	Yes
Ford, GM	PR-754	7.650	Pressed	H-H	4130	5/16 x 0.065	Yes
GM	PR-539	7.700	Welded	O-O	C1010	5/16 x 0.075	Yes
GM	PR-739	7.700	Pressed	H-H	4130	5/16 x 0.065	Yes
GM	PR-939	7.700	One-Piece	W-W	4130	5/16 x 0.080	Yes
GM	PR-538	7.750	Welded	O-O	C1010	5/16 x 0.075	Yes
GM	PR-938	7.750	One-Piece	W-W	4130	5/16 x 0.080	Yes
GM	PR-751	7.794	Pressed	J-J	4130	3/8 x 0.065	Yes
GM	PR-537	7.800	Welded	O-O	C1010	5/16 x 0.075	Yes
GM	PR-737	7.800	Pressed	H-H	4130	5/16 x 0.065	Yes
GM	PR-937	7.800	One-Piece	W-W	4130	5/16 x 0.080	Yes
GM	PR-1037	7.800	Welded	H-H	C1010	5/16 x 0.075	Yes
GM	PR-580	7.850	Welded	O-O	C1010	5/16 x 0.075	Yes
GM	PR-780	7.850	Pressed	H-H	4130	5/16 x 0.065	Yes
GM	PR-768	7.894	Pressed	J-J	4130	3/8 x 0.065	Yes
GM	PR-577	7.900	Welded	O-O	C1010	5/16 x 0.075	Yes
GM	PR-777	7.900	Pressed	H-H	4130	5/16 x 0.065	Yes
GM	PR-977	7.900	One-Piece	W-W	4130	5/16 x 0.080	Yes
GM	PR-1077	7.900	Welded	H-H	C1010	5/16 x 0.075	Yes
GM	PR-792	7.944	Pressed	J-J	4130	3/8 x 0.065	Yes
GM	PR-582	7.950	Welded	O-O	C1010	5/16 x 0.075	Yes
GM	PR-782	7.950	Pressed	H-H	4130	5/16 x 0.065	Yes
GM	PR-982	7.950	One-Piece	W-W	4130	5/16 x 0.080	Yes
GM	PR-783	8.000	Pressed	H-H	4130	5/16 x 0.065	Yes
GM	PR-983	8.000	One-Piece	W-W	4130	5/16 x 0.080	Yes
GM	PR-787	8.050	Pressed	H-H	4130	5/16 x 0.065	Yes
GM	PR-987	8.050	One-Piece	W-W	4130	5/16 x 0.080	Yes
GM	PR-988	8.100	One-Piece	W-W	4130	5/16 x 0.080	Yes
Chrysler	PR-746A	8.136	Pressed	A-D	4130	3/8 x 0.065	No
Ford	PR-747	8.150	Pressed	H-H	4130	5/16 x 0.065	Yes
Ford	PR-947	8.150	One-Piece	W-W	4130	5/16 x 0.080	Yes

PUSH ROD



Identification Chart

Listed By Progressive Length [Cont.]

Manufacturer	Part Number	Finish Length	Ends		Material	Tube	Guide Plate Use OK?
Ford	PR-776	8.182	Pressed	H-H	4130	5/16 x 0.065	Yes
GM	PR-795	8.200	Pressed	H-H	4130	5/16 x 0.065	Yes
GM	PR-995	8.200	One-Piece	W-W	4130	5/16 x 0.080	Yes
GM	PR-908	8.250	One-Piece	W-W	4130	5/16 x 0.080	Yes
GM	PR-713	8.280	Pressed	J-J	4130	3/8 x 0.065	Yes
GM	PR-731	8.280	Pressed	J-J	4130	7/16 x 0.065	Yes
GM	PR-790	8.380	Pressed	J-J	4130	3/8 x 0.065	Yes
Ford	PR-750	8.408	Pressed	H-H	4130	5/16 x 0.065	Yes
Ford	PR-950	8.408	One-Piece	W-W	4130	5/16 x 0.080	Yes
Chrysler	PR-746	8.412	Pressed	A-D	4130	3/8 x 0.065	No
Ford	PR-753	8.492	Pressed	H-H	4130	5/16 x 0.065	Yes
Ford	PR-778	8.550	Pressed	H-H	4130	5/16 x 0.065	Yes
Chrysler, Ford	PR-540	8.555	Welded	P-P	C1010	5/16 x 0.075	Yes
Chrysler	PR-740	8.555	Pressed	B-B	4130	5/16 x 0.065	Yes
Chrysler	PR-742	8.555	Pressed	A-D	4130	3/8 x 0.065	No
Ford	PR-785	8.650	Pressed	H-H	4130	5/16 x 0.065	Yes
GM	PR-765	8.680	Pressed	J-J	4130	3/8 x 0.065	Yes
Ford, GM	PR-764	8.693	Pressed	H-H	4130	5/16 x 0.065	Yes
Chrysler	PR-717B	8.750	Pressed	A-D	4130	3/8 x 0.065	No
GM	PR-526	9.130	Welded	O-O	C1010	5/16 x 0.075	Yes
GM	PR-726	9.130	Pressed	H-H	4130	5/16 x 0.065	Yes
GM	PR-730	9.130	Pressed	D-D	4130	11/32 x 0.065	No
GM	PR-926	9.130	One-Piece	W-W	4130	5/16 x 0.080	Yes
Ford	PR-705	9.157	Pressed	A-E	4130	11-32 x 0.065	No
Chrysler	PR-717A	9.180	Pressed	A-D	4130	3/8 x 0.065	No
Chrysler	PR-717	9.357	Pressed	A-D	4130	3/8 x 0.065	No
GM	PR-732	9.250	Pressed	J-J	4130	7/16 x 0.065	Yes
GM	PR-714	9.252	Pressed	J-J	4130	3/8 x 0.065	Yes
Chrysler	PR-541	9.295	Welded	P-P	C1010	5/16 x 0.075	Yes
Chrysler	PR-741	9.295	Pressed	B-B	4130	5/16 x 0.065	Yes
Chrysler	PR-743	9.450	Pressed	A-D	4130	3/8 x 0.065	No
Chrysler	PR-941	9.295	One-Piece	W-W	4130	5/16 x 0.080	Yes
Chrysler	PR-718	9.375	Pressed	B-F	4130	5/16 x 0.065	No
Ford	PR-779	9.504	Pressed	H-H	4130	5/16 x 0.065	Yes
GM	PR-758	9.547	Pressed	H-H	4130	5/16 x 0.065	Yes
Ford	PR-707	9.564	Pressed	E-E	4130	5/16 x 0.065	No
Ford	PR-708	9.594	Pressed	E-E	4130	5/16 x 0.065	No
GM	PR-766	9.652	Pressed	J-J	4130	3/8 x 0.065	Yes
GM	PR-562	9.682	Welded	O-O	C1010	5/16 x 0.075	Yes
GM	PR-762	9.682	Pressed	H-H	4130	5/16 x 0.065	Yes
Ford	PR-767	10.140	Pressed	H-H	4130	5/16 x 0.065	No
Chrysler	PR-744	10.490	Pressed	A-D	4130	3/8 x 0.065	No
Ford	PR-705A	10.498	Pressed	A-E	4130	11/32 x 0.065	No
Chrysler	PR-715	10.657	Pressed	A-D	4130	3/8 x 0.065	No
GM	PR-755	11.382	Pressed	H-H	4130	5/16 x 0.065	Yes
Chrysler	PR-745	11.457	Pressed	A-D	4130	3/8 x 0.065	No
Chrysler	PR-716	11.585	Pressed	A-D	4130	3/8 x 0.065	No

Push Rod Length Checkers: It's All About the Geometry

These essential tools make it easy and economical to lay out and determine proper push rod length. This is necessary to ensure correct valvetrain geometry, to maximize cam performance and prevent component damage. These tools are manufactured from thin-wall 5/16" push rods that have been cut and threaded for more than 1" travel.



Part Number	Length	Description	Application
PRC-100		Master Kit - 1 ea. PRC-101 thru PRC-105	Ford & GM
PRC-101	7.500" - 8.700"	5/16 Diameter & 5/16 Ball Ends	Ford & GM
PRC-102	8.500" - 9.800"	5/16 Diameter & 5/16 Ball Ends	Ford & GM
PRC-103	9.700" - 11.000"	5/16 Diameter & 5/16 Ball Ends	Ford & GM
PRC-104	10.200" - 11.500"	5/16 Diameter & 5/16 Ball Ends	Ford & GM
PRC-105	6.125" - 7.500"	5/16 Diameter & 5/16 Ball Ends	Ford & GM
PRC-110	8.350" - 9.800"	5/16 Diameter & 3/8 Ball & 5/16 Cup	Chrysler Big Block
PRC-111	10.300" - 11.700"	5/16 Diameter & 3/8 Ball & 5/16 Cup	Chrysler Hemi
PRC-112	6.900" - 8.350"	5/16 Diameter & 5/16 Ball & 5/16 Cup	Chrysler Small Block

Push Rod Guide Plates: Unsung Heroes

We take guide plates very seriously, and so should you. Elgin® guide plates reduce push rod flexing and side movement of the rocker arm. Each guide plate is stamped from high quality steel, heat treated for greater durability and black oxidized for maximum corrosion protection. Guide plates MUST be used with screw-in rocker arm studs.

Chevrolet Small Block (265-400)

Part Numbers		Type
GP100	Bulk* (50)	Flat 5/16"
GP100S	Boxed (8)	
GP100K	Skin-Pack (8)	
GP101	Bulk* (50)	Flat 3/8"
GP101S	Boxed (8)	
GP101K	Skin-Pack (8)	
GP102	Bulk* (50)	Raised 3/8"
GP102S	Boxed (8)	
GP102K	Skin-Pack (8)	
GP103	Bulk* (50)	Raised 5/16"
GP103S	Boxed (8)	
GP103K	Skin-Pack (8)	

Chevrolet Big Block (396-454)

Part Numbers		Type
GP106	Bulk* (50)	Raised 7/16"
GP106S	Boxed (8)	
GP106K	Skin-Pack (8)	
GP107	Bulk* (50)	Raised 3/8"
GP107S	Boxed (8)	
GP107K	Skin-Pack (8)	

Chevrolet Big Block Gen V & Gen VI

Part Numbers		Type
GP115	Bulk* (50)	Raised 3/8"
GP115S	Boxed (8)	
GP115K	Skin-Pack (8)	

10mm Stud Holes

* - Order quantities in multiples of 50

Chevrolet Big Block OEM #3860038

Part Numbers		Type
GP114	Bulk* (50)	Raised 3/8"
GP114S	Boxed (8)	
GP114K	Skin-Pack (8)	

Ford (289, 302W, 351W)

Part Numbers		Type
GP108	Bulk* (50)	Flat 5/16"
GP108S	Boxed (8)	
GP108K	Skin-Pack (8)	
GP109	Bulk* (50)	Flat 3/8"
GP109S	Boxed (8)	
GP109K	Skin-Pack (8)	

Ford (302 Boss 351C Modified)

Part Numbers		Type
GP110	Bulk* (50)	Raised 3/8"
GP110S	Boxed (8)	
GP110K	Skin-Pack (8)	
GP111	Bulk* (50)	Raised 5/16"
GP111S	Boxed (8)	
GP111K	Skin-Pack (8)	

Ford (429, 460)

Part Numbers		Type
GP112	Bulk* (50)	Raised 3/8"
GP112S	Boxed (8)	
GP112K	Skin-Pack (8)	
GP113	Bulk* (50)	Raised 5/16"
GP113S	Boxed (8)	
GP113K	Skin-Pack (8)	



Elgin PRO STOCK® Rocker Arms: Now You Can Take It Anywhere

When it comes to precision engineered rocker arms, the Elgin PRO STOCK brand offers the perfect choice for virtually every competitive challenge. Our roller-tip rockers are stamped from high-strength steel, then specially heat treated for maximum resistance to wear and flex. (We also offer long-slot rockers for high-lift cams.)

Each Elgin PRO STOCK rocker arm kit features self-locking adjusting nuts. Chevrolet small- and big-block kits also include special grooved rocker pivot balls for added lubrication. For maximum valve lift (and horsepower) on a small-block Chevy, consider our optional 1.6 ratio rocker arm kit (RK-508SP). We also offer a 7/16" stud version with low-friction Diconite-coated pivot ball to reduce stud flex on small-block Chevy engines.

Aluminum Roller Rocker Arms

These beautifully crafted aluminum rockers feature high strength, lightweight extruded aluminum construction to minimize reciprocating weight. Each rocker's premium needle-bearing trunions allow maximum open spring pressure. A precisely heat-treated finish survives brutal internal operating temps while the CNC-machined bodies guarantee smooth valve operation and longer valvetrain life.



Chevrolet Small Block

Kit Number		Ratio	Stud Diameter	
Skin Packed Kit of 8	Boxed Kit of 16			
R-840REXK	R-840REXS	1.5	3/8"	Rocker Arms w/Poly Locks
R-840SPREXK	R-840SPREXS	1.6	3/8"	Rocker Arms w/Poly Locks
R-1840REXK	R-1840REXS	1.5	7/16"	Rocker Arms w/Poly Locks
R-1840SPREXK	R-1840SPREXS	1.6	7/16"	Rocker Arms w/Poly Locks

Chevrolet Big Block

Kit Number		Ratio	Stud Diameter	
Skin Packed Kit of 8	Boxed Kit of 16			
R-868REXK	R-868REXS	1.7	7/16"	Rocker Arms w/Poly Locks

Ford 302, 351W

Kit Number		Ratio	Stud Diameter	
Skin Packed Kit of 8	Boxed Kit of 16			
R-889REXK	R-889REXS	1.6	7/16"	Rocker Arms w/Poly Locks
R-889SPREXK	R-889SPREXS	1.7	7/16"	Rocker Arms w/Poly Locks
R-1889REXK	R-1889REXS	1.7	3/8"	Rocker Arms w/Poly Locks

ROCKER ARMS



Roller Tip



All Roller Tip Rockers offer the following:

- ◆ Increased Horsepower
- ◆ Reduce Tip-Rocker Friction
- ◆ Long Slot Design
- ◆ H-11 Tool Steel Roller & Pin
- ◆ Precision Ground Roller (3 RA Finish)

All Small Block 7/16" Roller Tip Rockers also offer:

- ◆ Ultra Low Friction Diconite Coating on Pivot Ball
- ◆ Reduced Stud Flex and Stud Failure

Chevrolet Small Block

Kit Number		Ratio	Stud Diameter	Kit Components
Skin Packed Kit of 8	Boxed Kit of 16			
RK-840RK	RK-840RS	1.5	3/8"	Roller Tip Rocker Arms, RM-1786 Nuts RM-1792 Grooved Balls
RK-840SPRK	RK-840SPRS	1.6	3/8"	Roller Tip Rocker Arms, RM-1786 Nuts RM-1792 Grooved Balls
RK-1840RK	RK-1840RS	1.5	7/16"	Roller Tip Rocker Arms, RM-1793 Nuts RM-1000 Diconite Coated Grooved Balls
RK-1840SPRK	RK-1840SPRS	1.6	7/16"	Roller Tip Rocker Arms, RM-1793 Nuts RM-1000 Diconite Coated Grooved Balls

Ford 302 & 351W

Kit Number		Ratio	Stud Diameter	Kit Components
Skin Packed Kit of 8	Boxed Kit of 16			
RK-889RK	RK-889RS	1.6	N/A	Roller Tip Rocker Arms, RM-1776 Fulcrum RM-1741 Bolts & Washers

Stock Tip



ROCKER ARMS

Rocker Arms with Guide Rails

- ◆ Stamped Steel Design For High-Performance
- ◆ Superior Heat Treat
- ◆ Special Design w/Guide Rails Permitting Self Alignment



Application		Part Number Single Piece	Set Number 8 Rockers Only Skin Packed	Kit Number	Ratio	Slot	Kit Components Boxed
Chevrolet	Small Block 3/8" Stud 1988-Up	R-736	R-736K	RK-1736	1.5	Stock	(1) R-736, (1) RM-1786 Nut, (1) RM-1731 Smooth Ball
				RK-2736			(1) R-736, (1) RM-1786 Nut, (1) RM-1792 Grooved Ball
		R-737	R-737K	RK-1737	1.5	Long	(1) R-737, (1) RM-1786 Nut, (1) RM-1731 Smooth Ball
				RK-2737			(1) R-737, (1) RM-1786 Nut, (1) RM-1792 Grooved Ball
		R-738	R-738K	RK-738	1.6	Long	(1) R-738, (1) RM-1786 Nut, (1) RM-1792 Grooved Ball

Stock Appearing Rocker Arms

Application		Part Number Single Piece	Set Number 8 Rockers Only Skin Packed	Kit Number	Ratio	Slot	Kit Components Boxed
Chevrolet	Small Block 3/8" Stud	R-840	R-840K	RK-508	1.5	Long	(1) R-840, (1) RM-1786 Nut, (1) RM-1792 Grooved Ball
		R-840SP	R-840SPK	RK-508SP	1.6	Long	(1) R-840SP, (1) RM-1786 Nut, (1) RM-1792 Grooved Ball
		R-842	R-842K	RK-401	1.5	Stock	(1) R-842, (1) RM-1786 Nut, (1) RM-1731 Smooth Ball
	Small Block 7/16" Stud	R-1840		RK-1508	1.5	Long	(1) R-1840, (1) RM-1793 Nut, (1) RM-1000 Grooved Ball
		R-1840SP		RK-1508SP	1.6	Long	(1) R-1840SP, (1) RM-1793 Nut, (1) RM-1000 Grooved Ball
	Big Block	R-867		RK-504	1.72	Stock	(1) R-867, (1) RM-1793 Nut, (1) RM-1797 Grooved Ball
		R-868 ↑		RK-507	1.72	Long	(1) R-868, (1) RM-1793 Nut, (1) RM-1797 Grooved Ball
Ford	Pinto 2300cc	R-810**					
	302w/Rails 1968-78	R-886 Cast		RK-610 RK-610B		Stock	
	302 Boss, 351C, 429	R-888 Stamped		RK-547		Stock	(1) R-888, (1) RM-1740 Bolt, (1) RM-1776 Fulcrum
	302 1978-93	R-889 Stamped		RK-548		Stock	(1) R-889, (1) RM-1741 Bolt, (1) RM-1776 Fulcrum

** - Forged Cam Follower

↑ - w/0.560" or More Camshaft Lift

ROCKER ARMS



Nitro™ Rocker Arms

Elgin PRO STOCK Nitro rocker arms feature a long-slot design and advanced surface hardening that provides significantly increased resistance to wear. These exclusive rockers are ideally suited for applications with high valve spring pressure and which compete in classes/series requiring stock-appearing parts. Racers have found that these rockers are the ideal choice for classes requiring stock-appearing parts.



Chevrolet Small Block

Kit Number		Ratio	Stud Diameter	Slot	Kit Components
Skin Packed Kit of 8	Boxed Kit of 16				
RK-1840NK	RK-1840NS	1.5	7/16	Long	Nitro Rocker Arms, RM-1793 Nuts RM-1000 Grooved Balls
RK-840NK	RK-840NS	1.5	3/8	Long	Nitro Rocker Arms, RM-1786 Nuts RM-1792 Grooved Balls
RK-840SPNK	RK-840SPNS	1.6	3/8	Long	Nitro Rocker Arms, RM-1786 Nuts RM-1792 Grooved Balls

* Must be used with push rod guide plate heads.

Chevrolet Big Block

Kit Number		Ratio	Stud Diameter	Slot	Kit Components
Skin Packed Kit of 8	Boxed Kit of 16				
RK-868NK	RK-868NS	1.72	7/16	Long	Nitro Rocker Arms, RM-1793 Nuts RM-1797 Grooved Balls

Rocker Arm Accessories

Application	Part Number 25 per box	Set Number 16 Pieces Skin Packed	Description	Construction
Chevrolet Small Block	RM-1731*	RM-1731K	Ball, Smooth 3/8" hole	Powdered Metal
	RM-1786*	RM-1786K	Nut 3/8-24	Steel
	RM-1792*	RM-1792K	Ball, Grooved 3/8" hole	Powdered Metal
Chevrolet Big Block	RM-1793*	RM-1793K	Nut 7/16-20	Steel
	RM-1797*	RM-1797K	Ball, Grooved 7/16" hole	Powdered Metal
Ford	RM-1740*	RM-1740K	Bolt 5/16-18	Steel
	RM-1741*	RM-1741K	Bolt & Washer 5/16-18	Steel
	RM-1776*	RM-1776K	Fulcrum	Powdered Metal
	RM-1790*	RM-1790K	Ball, Smooth 7/16" hole	Powdered Metal

* - Order in multiples of 25 pieces



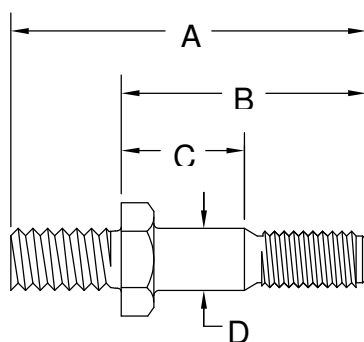
ROCKER ARMS

Adjustable Rocker Arm Nuts (Posi-Locks)

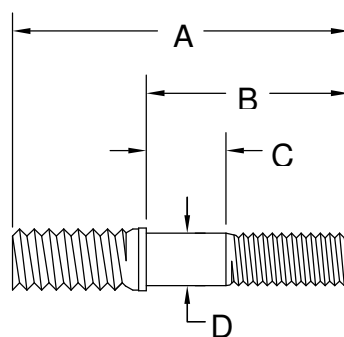
Application	Part Number		Includes
	Boxed	Skin Packed	
For use with 3/8 - 24 Thread and Stamped Steel Rockers	RM-8823S	RM-8823K	16 Nuts and 16 Allen Screws
For use with 7/16 - 20 Thread and Stamped Steel Rockers	RM-8822S	RM-8822K	16 Nuts and 16 Allen Screws

Rocker Arm Studs

Elgin Rocker Arm Studs have cold rolled threads, large radii for reduced flex and are made from black oxidized 190,000 psi Alloy Steel for added strength.



Hex Nut



No Hex Nut

Application	Part Number	A Overall Length	B	C	Thread Sizes Bottom / Top	D Shoulder Diameter	Hex Nut
Chevrolet	RDS-941	2.560	1.765	0.875	7/16-14 / 7/16-20	7/16	Yes
	RDS-945	2.250	1.490	0.770	7/16-14 / 3/8-24	3/8	Yes
	RDS-948	57.0 mm	40 mm	22 mm	10mm-1.50 / 10mm-1.00	10 mm	Yes
	RDS-1920	2.325	1.600	0.750	7/16-14 / 3/8-24	3/8	No
	RDS-2920	2.325	1.725	0.850	7/16-14 / 3/8-24	3/8	Yes
Ford	RDS-940	2.670	1.910	0.810	7/16-14 / 7/16-20	7/16	Yes
	RDS-942	61.0 mm	41 mm	19 mm	10mm-1.50 / 8mm-1.25	8 mm	No

Timing Sets: Precision Power, Longer Life

Elgin proudly offers a comprehensive line of performance timing sets covering leading high-output applications. These sets are available for all timing drives featuring gears or sprocket/chain systems.

Elgin PRO STOCK timing sets for Small Block Chevy engines feature three-piece timing chain and sprockets. Each chain features the highest quality and workmanship. Our silent drive sets feature cast iron cam gears, and roller sets incorporate a solid roller design that provides a seamless bearing surface for longer chain and sprocket life.

All Elgin PRO STOCK sets provide the ultimate in performance, durability and value. (Speed sets are skin-packed for display purposes.)

SS-2100 Series

The SS-2100 Series is our most economical and popular timing series. All sets are designed to give you maximum performance for the lowest price. We offer sets with a 3 or 9-Keyway Crank Gear.



SS-3100 Series

The SS-3100 is Elgin's finest timing series featuring true-roller style timing chains. We offer three distinct sets in this series, the 3-Keyway and 9-Keyway as well as the Steel Cam and Crank Gear Set. Chevy Small Block Steel Sets are available with Torrington bearings, no machining required.



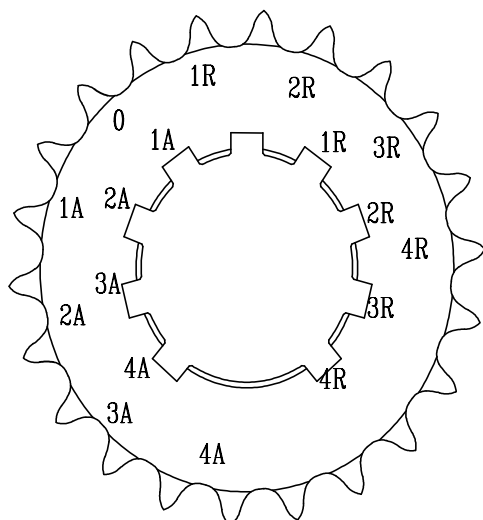
Matched Timing Gear Sets

Application		Years	Speed Set Part Number
Chevrolet	6 Cyl.: 153, 194, 230, 250, 292	1965-88	SS-1016**
Ford	6 Cyl.: 240, 300	1965-96	SS-1014**

** - Aluminum Cam Gear

9 Keyway Timing Sets for Chevrolet Small Block

All Elgin PRO STOCK 9 Keyway Crank Sprockets are cut from 4140 Chrome Moly aircraft quality steel to offer the finest performance available. All 9 Keyway Crank Sprockets are heat treated (hardened) to 55 RC to maximize resistance to premature wear. The 9 keyways represent one degree increments to accurately time your performance engine (in camshaft degrees) as shown below. The 9 Keyway Sprocket is available with the silent drive, roller, or true-roller type chains.



0 = Standard Keyway

1R = 1° Retard

1A = 1° Advanced

2R = 2° Retard

2A = 2° Advanced

3R = 3° Retard

3A = 3° Advanced

4R = 4° Retard

4A = 4° Advanced

Application (All 3 Numbers Fit the Following)	Years	Speed Set Part Number	Description		
			Crank Gear	Cam Gear	Chain
Chevrolet V8: 262, 265, 267, 283, 302, 305G, H, 307, 327, 350L, 400 w/2BC (Excl. Roller Cam)	1955-91	SS-2100-9	Steel	Cast	Roller Drive
		SS-3100-9	Steel	Cast	True-Roller Drive
		SS-3100ST-9	Steel	Steel	True-Roller Drive

* - Use with Cam Button

TIMING



Roller Speed Sets (2100 Series)

- ◆ 3-Keyway Steel Crank Gear ◆ Cast Iron Cam Gear ◆ Solid Roller Chain

Application		Years	Part Number
Chevrolet	V6: 200, 229, 262 (4.3Z)	1978-96	SS-2100
	V8: 262, 265, 267, 283, 302, 305G, H, 307, 327, 350L, 400 w/2BC (Exc Roller Cam)	1955-Up	SS-2100
	V8: 396, 400 w/4BC, 402, 427, 454	1965-Up	SS-2110

Roller Speed Sets (3100 Series)

- ◆ 3-Keyway Steel Crank Gear ◆ Cast Iron Cam Gear ◆ Roller Chain True-Type

Application		Years	Part Number
AMC	V8: 290, 304, 343, 360, 390, 401	1967-79	SS-3118
Buick	V6: 181, 196, 231, 231A, 252 Turbo w/Int. Dist. Dr. (RWD only)	1975-88	SS-3134
	V6: 198, 225, 231 w/o Int. Dist. Dr., 300, 340	1962-82	SS-3132
Chevrolet	V6: 173 (2.8-S, X, Z)	1980-91	SS-3137
	V6: 200, 229, 262 (4.3Z)	1978-96	SS-3100
	V6: Truck 4.3L-W, X w/Balance Shaft	1992-98	SS-3154
	V8: 262, 265, 267, 283, 302, 305G, H, 307, 327, 350L, 400 w/2BC (Exc Roller Cam)	1955-Up	SS-3100
	V8: 305 (5.0-E,F), 350 (5.7-7, 5.7-8) w/Roller Follower Cam	1985-Up	SS-3145
	V8: 348, 409	1958-65	SS-3101
	V8: 364 (6.0L) "Double Roller Set"	2005-07	SS-3159
	V8: 396, 400 w/4BC, 402, 427, 454	1965-Up	SS-3110
	V8: Small Block "Rocket" Raised Cam & S/B Crank Snout	All	SS-3146
	V8: Chevy S/B "Vortec" 350 (5.7L) ½" Pitch Single Roller Chain	1996-Up	SS-3157
	V8: LT1/LT4 (Vented Opti-Spark) (4.3L, 5.7L-P, 5) ½" Pitch Single Roller Chain	1994-97	SS-3151
	V8: Big Block "Mark VI" w/Factory Roller Cam	1995-Up	SS-3149
Chrysler	V8: 273, 315, 318, 325, 326, 340, 354, 360, 392	1956-Up	SS-3103
	V8: 361, 383, 400, 426W, 426 Hemi, 440 w/Single Bolt Cam	1956-Up	SS-3104
	V8: 361, 383, 400, 426W, 426 Hemi, 440 w/Three Bolt Cam	1956-Up	SS-3125
Ford	V8: 255, 289 Std, 302 Std, 302 Boss, 351W Std, 351W HO (to 3/21/84)	1965-84	SS-3135
	V8: 302, 351W (from 03/21/84) (w/ 2 pc. fuel ecc)	1984-Up	SS-3138
	V8: 351C, 351M, 400	1970-82	SS-3121
	V8: 351W Std, 351W HO (to 03/21/84)	1969-84	SS-3135
	V8: 352, 390, 410, 427, 428	1964-74	SS-3108
	V8: 429, 460 Std	1972-Up	SS-3130
Oldsmobile	V8: 260F, 330, 350R, 400, 403, 425, 455	1965-83	SS-3113
Pontiac	V8: 287, 316, 326, 347, 350P, 370, 389, 400, 421, 428, 455	1955-82	SS-3112

Add a **K** for a Skin Packaged Roller Speed Set

All Steel Roller Sets

- ◆ Steel Crank Gear ◆ Steel Cam Gear ◆ Roller Chain True-Type

Application		Years	Part Number
Chevrolet	V8: Small Block 262 - 400 3 Keyway	1955-91	SS-3100ST
	V8: Small Block 262 - 400 3 Keyway w/Torrington-type Bearing	1955-91	SS-3100STA*
	V8: Small Block 262 - 400 9 Keyway	1955-91	SS-3100ST-9

* - Use with Cam Button

Add a **K** for a Skin Packaged Roller Speed Set



TOP END KITS

Elgin PRO STOCK® Top End Kits: We Call it 'The Perfect Combination'

Another Elgin PRO STOCK innovation: complete matched sets of push rods, rocker arms, rocker arm balls and fasteners to help you save time and money while ensuring the **"Perfect Combination"** in your engine and on the pavement.

Application		Kit Number	Kit Includes Boxed
Ford	230, 232, 256	TEK-232	(12) R-819, (12) RM-1701, (12) RM-1702, (12) PR-434
	300 (4.9L)	TEK-300E	(12) R-876, (12) RM-1771, (12) RM-1786, (12) RM-1791, (12) PR-306
	300 (4.9L)	TEK-613	(12) R-710, (12) RM-1741, (12) RM-1776, (12) PR-306
	302 early	TEK-302	(16) R-886, (16) RM-1771, (16) RM-1786, (16) RM-1791, (16) PR-281
	302 late	TEK-548	(16) R-889, (16) RM-1741, (16) RM-1776, (16) PR-281
	351C	TEK-547	(16) R-888, (16) RM-1740, (16) RM-1776, (16) PR-309
	351W early	TEK-610B	(16) R-886, (16) RM-1771, (16) RM-1786, (16) PR-280
	351W late	TEK-548W	(16) R-889, (16) RM-1741, (16) RM-1776, (16) PR-339
	351M-400	TEK-547M	(16) R-888, (16) RM-1740, (16) RM-1776, (16) PR-310
	460	TEK-460	(16) R-888, (16) RM-1740, (16) RM-1776, (16) PR-274
General Motors	173	TEK-407	(12) R-864, (12) RM-1720, (12) RM-1721, (12) PR-342
	262 (4.3L) non roller	TEK-262	(12) R-842, (12) RM-1731, (12) RM-1786, (12) PR-34B
	262 (4.3L)	TEK-262LR	(12) R-736, (12) RM-1731, (12) RM-1786, (12) PR-373
	262 (4.3L)	TEK-262LRX	(12) R-736, (12) RM-1731, (12) RM-1786X, (12) PR-373
	262 (4.3L) roller lifter	TEK-262R	(12) R-842, (12) RM-1731, (12) RM-1786, (12) PR-373
	262 (4.3L) roller lifter	TEK-262RX	(12) R-842, (12) RM-1731, (12) RM-1786X, (12) PR-373
	262 (4.3L) non roller	TEK-262X	(12) R-842, (12) RM-1731, (12) RM-1786X, (12) PR-34B
	292 (4.8L)	TEK-292X	(12) R-844, (12) RM-1783, (12) RM-1786X, (12) PR-318
	350	TEK-401	(16) R-842, (16) RM-1731, (16) RM-1786, (16) PR-34B
	Small Block	TEK-401X	(16) R-842, (16) RM-1731, (16) RM-1786X, (16) PR-34B
	Small Block	TEK-840RS	(16) R-840R, (16) RM-1786, (16) RM-1792, (16) PR-537
	Small Block	TEK-1736	(16) R-736, (16) RM-1731, (16) RM-1786, (16) PR-34B
	Small Block	TEK-1736X	(16) R-736, (16) RM-1731, (16) RM-1786X, (16) PR-34B
	454	TEK-454	(16) R-867, (16) RM-1793, (16) RM-1797, (8) PR-230, (8) PR-230A
	454 Big Block	TEK-454B	(16) R-867, (16) RM-1793, (16) RM-1797, (8) PR-379, (8) PR-380
	454	TEK-504	(16) R-867, (16) RM-1793, (16) RM-1797, (8) PR-441, (8) PR-442
	454 long slot rockers	TEK-507	(16) R-868, (16) RM-1793, (16) RM-1797, (8) PR-441, (8) PR-442
	6.0L, 7.0L	TEK-366	(16) R-867, (16) RM-1793, (16) RM-1797, (8) PR-45, (8) PR-45A

VALVES



Performance

Elgin PRO STOCK® Valves: Breathe Deep to Win



Face it: You've probably paid too much money in the past for performance valves. By relying on the Elgin PRO STOCK brand, you can be certain that you're getting the finest materials, design and manufactured quality at the best available price.

All of our one-piece valves are forged from a single blank of premium 21-4N material and feature a hard wafer tip (RC 55 min). Our two-piece valves utilize a forged 21-4N head and hardened tip.

Available stem types: straight; fully machined with no undercut; fully machined with undercut and swirl polished stem; not machined (forged finish) on underhead and face cup to look like OEM.

Chevrolet Small Block 1 Piece Valves

Part Number	Head Dia.	Stem Dia.	Overall Length	Install Height	Type	Stem Type	Chrome Stem	Seal Groove
HPV-1	1.500	0.3415	4.910	Stock	Exh	Straight	Yes	No
HPV-2	1.500	0.3415	4.910	Stock	Exh	Straight	Yes	Yes
HPV-35	1.500	0.3415	4.910	Stock	Exh	Undercut	Yes	No
HPV-44	1.500	0.3415	4.910	Stock	Exh	Straight	No	Yes
HPV-3	1.600	0.3415	4.910	Stock	Exh	Not Fully Mach.	Yes	Yes
HPV-4	1.600	0.3415	4.910	Stock	Exh	Undercut	Yes	Yes
HPV-5	1.600	0.3415	4.910	Stock	Exh	Undercut	Yes	No
HPV-43	1.600	0.3415	4.910	Stock	Exh	Straight	No	Yes
HPV-45	1.600	0.3415	4.910	Stock	Exh	Straight	Yes	No
HPV-6	1.600	0.3415	5.025	+0.100"	Exh	Undercut	Yes	No
HPV-7	1.625	0.3415	4.910	Stock	Exh	Undercut	Yes	No
HPV-8	1.625	0.3415	5.025	+0.100"	Exh	Undercut	Yes	No
HPV-9	1.940	0.3415	4.910	Stock	Int	Straight	Yes	No
HPV-10	1.940	0.3415	4.910	Stock	Int	Straight	Yes	Yes
HPV-34	1.940	0.3415	4.910	Stock	Int	Undercut	Yes	No
HPV-41	1.940	0.3415	4.910	Stock	Int	Straight	No	Yes
HPV-11	2.020	0.3415	4.910	Stock	Int	Not Fully Mach.	Yes	Yes
HPV-12	2.020	0.3415	4.910	Stock	Int	Undercut	Yes	Yes
HPV-13	2.020	0.3415	4.910	Stock	Int	Undercut	Yes	No
HPV-40	2.020	0.3415	4.910	Stock	Int	Straight	No	Yes
HPV-46	2.020	0.3415	4.910	Stock	Int	Straight	Yes	No
HPV-14	2.020	0.3415	5.025	+0.100"	Int	Undercut	Yes	No
HPV-15	2.055	0.3415	4.910	Stock	Int	Undercut	Yes	No
HPV-36	2.055	0.3415	5.025	+0.100"	Int	Undercut	Yes	No
HPV-37	2.080	0.3415	5.025	+0.100"	Int	Undercut	Yes	No
HPV-38	2.125	0.3415	5.025	+0.100"	Int	Undercut	Yes	No

Chevrolet Small Block 2 Piece Valves

Part Number	Head Dia.	Stem Dia.	Overall Length	Install Height	Type	Stem Type	Chrome Stem	Seal Groove
HPV-32	1.500	0.3415	4.910	Stock	Exh	Straight	Yes	Yes
HPV-28	1.600	0.3415	4.910	Stock	Exh	Undercut	Yes	Yes
HPV-29	1.600	0.3415	4.910	Stock	Exh	Straight	Yes	Yes
HPV-33	1.940	0.3415	4.910	Stock	Int	Straight	Yes	Yes
HPV-30	2.020	0.3415	4.910	Stock	Int	Undercut	Yes	Yes
HPV-31	2.020	0.3415	4.910	Stock	Int	Straight	Yes	Yes

Chevrolet Big Block 1 Piece Valves

Part Number	Head Dia.	Stem Dia.	Overall Length	Install Height	Type	Stem Type	Chrome Stem	Seal Groove
HPV-16	1.725	0.3715	5.375	Stock	Exh	Straight	Yes	No
HPV-17	1.725	0.3715	5.375	Stock	Exh	Undercut	Yes	No
HPV-18	1.880	0.3715	5.375	Stock	Exh	Straight	Yes	No
HPV-19	1.880	0.3715	5.375	Stock	Exh	Undercut	Yes	No
HPV-20	1.880	0.3415	5.520	+0.100"	Exh	Undercut	Yes	No
HPV-21	1.940	0.3415	5.520	+0.100"	Exh	Undercut	Yes	No
HPV-22	2.065	0.3715	5.220	Stock	Int	Undercut	Yes	No
HPV-23	2.190	0.3715	5.220	Stock	Int	Straight	Yes	No
HPV-24	2.190	0.3715	5.220	Stock	Int	Undercut	Yes	No
HPV-25	2.190	0.3415	5.345	+0.100"	Int	Undercut	Yes	No
HPV-26	2.250	0.3715	5.220	Stock	Int	Undercut	Yes	No
HPV-27	2.250	0.3415	5.345	+0.100"	Int	Undercut	Yes	No

Chevy LS1 1 Piece Valves

Part Number	Head Dia.	Stem Dia.	Overall Length	Install Height	Type	Stem Type	Chrome Stem	Seal Groove
HPV-73	2.020	0.3133	4.880	Stock	Int	Undercut	Yes	No
HPV-74	2.020	0.3133	4.880	Stock	Int	Undercut	Yes	No
HPV-75	2.080	0.3133	4.880	Stock	Int	Undercut	Yes	No
HPV-76	1.570	0.3136	4.920	Stock	Exh	Undercut	Yes	No
HPV-77	1.571	0.3136	4.920	Stock	Exh	Straight	Yes	No
HPV-78	1.600	0.3136	4.920	Stock	Exh	Undercut	Yes	No

Chrysler Small Block 1 Piece Valves

Part Number	Head Dia.	Stem Dia.	Overall Length	Install Height	Type	Stem Type	Chrome Stem	Seal Groove
HPV-49	1.600	0.3715	4.980	Stock	Exh	Straight	Yes	No
HPV-50	1.600	0.3715	4.980	Stock	Exh	Undercut	Yes	No
HPV-47	2.020	0.3715	4.980	Stock	Int	Straight	Yes	No
HPV-48	2.020	0.3715	4.980	Stock	Int	Undercut	Yes	No

VALVES



Performance

Chrysler Big Block 1 Piece Valves

Part Number	Head Dia.	Stem Dia.	Overall Length	Install Height	Type	Stem Type	Chrome Stem	Seal Groove
HPV-56	1.740	0.3715	4.875	Stock	Exh	Straight	Yes	No
HPV-57	1.810	0.3415	4.928	Stock	Exh	Undercut	Yes	No
HPV-58	1.810	0.3715	4.918	Stock	Exh	Undercut	Yes	No
HPV-51	2.080	0.3715	4.875	Stock	Int	Undercut	Yes	No
HPV-53	2.140	0.3415	4.908	Stock	Int	Undercut	Yes	No
HPV-52	2.140	0.3715	4.875	Stock	Int	Straight	Yes	No
HPV-54	2.140	0.3715	4.875	Stock	Int	Undercut	Yes	No
HPV-55	2.190	0.3715	4.875	Stock	Int	Undercut	Yes	No

Ford 289, 302, 351W 1 Piece Valves

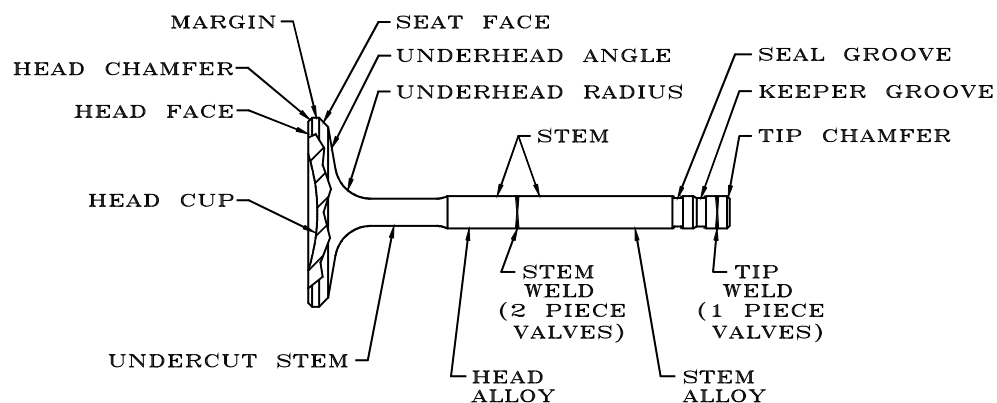
Part Number	Head Dia.	Stem Dia.	Overall Length	Install Height	Type	Stem Type	Chrome Stem	Seal Groove
HPV-62	1.460	0.3415	4.842	Stock	Exh	Undercut	Yes	No
HPV-63	1.540	0.3415	4.842	Stock	Exh	Undercut	Yes	No
HPV-64	1.600	0.3415	4.910	Stock	Exh	Undercut	Yes	No
HPV-59	1.850	0.3415	5.075	Stock	Int	Undercut	Yes	No
HPV-60	1.900	0.3415	5.090	Stock	Int	Undercut	Yes	No
HPV-61	1.940	0.3415	4.910	Stock	Int	Straight	Yes	No

Ford 351C 1 Piece Valves

Part Number	Head Dia.	Stem Dia.	Overall Length	Install Height	Type	Stem Type	Chrome Stem	Seal Groove
HPV-68	1.710	0.3415	5.025	Stock	Exh	Straight	Yes	No
HPV-69	1.710	0.3415	5.025	Stock	Exh	Undercut	Yes	No
HPV-65	2.190	0.3415	5.225	Stock	Int	Straight	Yes	No
HPV-66	2.190	0.3415	5.225	Stock	Int	Undercut	Yes	No
HPV-67	2.250	0.3415	5.225	Stock	Int	Undercut	Yes	No

Ford 429, 460 1 Piece Valves

Part Number	Head Dia.	Stem Dia.	Overall Length	Install Height	Type	Stem Type	Chrome Stem	Seal Groove
HPV-70	2.240	0.3415	5.276	Stock	Int	Straight	Yes	No
HPV-71	2.240	0.3415	5.276	Stock	Int	Undercut	Yes	No
HPV-72	1.745	0.3415	5.050	Stock	Exh	Straight	Yes	No



Valve Guides: Do it Right the First Time

Elgin PRO STOCK hardened guides are ideal for performance applications as well as propane-fueled engines, fleet trucks, RVs/motor homes, or any “problem” engines that need heavy duty guides. An OEM-type oil seal is recommended with these guides.

Due to the wide range of operating conditions, guides might require reaming or honing for a slightly more step clearance (0.005”-0.0015”). A chamfer (approx. 1/16 x 30) or counterbore can be added on the I.D. of the combustion chamber end for enhanced scuff/seizure resistance. We recommend a spinning bottle brush to clean out the grooves after honing.

Cast Iron Valve Guides

Part Number	I.D.	O.D.	Length	Spiral Grooved
55118	0.343	0.502	2.250	No
57118	0.343	0.502	2.250	Yes
55031	0.343	0.502	2.375	No
57108	0.343	0.502	2.375	Yes
55027	0.344	0.502	2.125	No
57027G	0.344	0.502	2.125	Yes
55005	0.344	0.502	2.250	No
57005	0.344	0.502	2.250	Yes
55006	0.344	0.502	2.375	No
57006	0.344	0.502	2.375	Yes
55017	0.374	0.502	2.375	No
57017	0.374	0.502	2.375	Yes
55016	0.374	0.502	2.625	No
55021	0.375	0.502	2.500	No
57021	0.375	0.502	2.500	Yes



Bronze Valve Guides

Part Number	I.D.	O.D.	Length	Spiral Grooved
51032-B	0.342	0.502	3.063	No
51034-B	0.343	0.502	2.125	No
55005-B	0.343	0.502	2.250	No
51029-B	0.343	0.502	2.500	No
55017-B	0.373	0.502	2.375	No
51037-B	0.373	0.620	2.535	No
51036-B	0.373	0.625	2.415	No
55021-B	0.374	0.502	2.500	No

Hardened Valve Guides

Part Number	I.D.	O.D.	Length	Spiral Grooved
556897	0.312	0.439	2.188	Yes
556896	0.312	0.439	2.875	Yes
559977	0.312	0.502	2.281	Yes
559460 ⊗	0.343	0.502	2.500	Yes
559607	0.344	0.502	2.250	Yes
559523	0.344	0.502	3.063	Yes
559964 ⊗	0.373	0.502	2.625	Yes
559458	0.374	0.502	3.063	Yes

⊗ - Most popular sizes

Valve Locks

Elgin's 7° stamped valve locks are manufactured from alloy steel and heat-treated for maximum strength and durability. Each is black oxide finished for maximum resistance to corrosion. Stamped locks are recommended only for stock and mildly modified engines.

If you believe machined steel valve locks are "good enough" for your engines, think again. Elgin PRO STOCK forged steel 10° valve locks offer the strength required for a true performance operating environment. These U.S. engineered and manufactured components also provide significantly more precise installed heights. Think about it ... why undermine your best work by cutting corners on valve locks? With Elgin PRO STOCK there's no reason.



Stamped Valve Locks

Application	Part Number	Valve Stem Dia.	# Grooves
Chevy, Pontiac	EHC-555	11/32"	1
Chevy, Ford	EHC-613	3/8"	1
Chrysler, Ford	EHC-614	Hemi 5/16"	1
Chrysler	EHC-746	3/8" Int.	2
Chrysler	EHC-766	3/8" Exh.	4
LS1	EHC-2783	11/32"	1

Forged Steel Valve Locks

Part Number	Valve Stem Dia.	# Grooves
EHC-413	11/32"*	1
EHC-438	3/8"	1

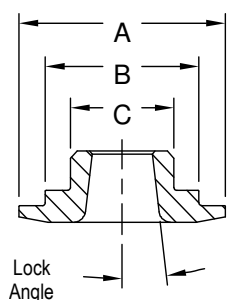
* +.035 Installed Height

Add a **K** for a Skin Packed Set of 32

Add an **R** for a Poly Bagged Set of 32

Valve Retainers

Elgin® valve retainers are manufactured from either high quality steel bar 1008 for “Stamped Stock,” or 4140 chrome-moly for “Machined” applications. Both designs are heat-treated and finished in black oxide for corrosion protection. They are sold with 16 retainers in a container or in bulk.



Retainer Size Chart

Part Number	A	B	C	Lock Angle	Material
ER-3974	1.200	0.800	0.650	7°	Stamped 1008
ER-3975	1.200	0.870	0.690	7°	Machined 4140
ER-3976	1.200	0.870	0.690	7°	Machined 4140
ER-3977	1.405	1.045	0.705	7°	Machined 4140
ER-3978	1.405	1.125	0.740	7°	Machined 4140
ER-3982	1.375	1.375	0.675	7°	Machined 4140
ER-3990	1.030	0.640	N/A	7°	Machined 4140

Retainers

Bulk**** 100 Per Box	Part Number		For Use With the Following Valve Spring Numbers
	Poly Bagged 16 Pieces	Skin Packed 16 Pieces	
ER-3974	ER-3974R	ER-3974K	RV-880X or RV-943X
ER-3975	ER-3975R	ER-3975K	RV-943X or RV-1943X*
ER-3976	ER-3976R	ER-3976K	RV-1943X**
ER-3977	ER-3977R	ER-3977K	RV-9901Z, RV-9902Z, or RV-9903Z
ER-3978	ER-3978R	ER-3978K	RV-9904Z
ER-3982	ER-3982R	ER-3982K	RV-9905X, RV-9912X, RV-9916Y***
ER-3990	ER-3990R	ER-3990K	RV-9937

* - Must use +0.100" long valves to use RV-1943X with ER-3975

** - Must use Stock length valves to use RV-1943X with ER-3976

*** - With +.040 install height

**** - Order in multiples of 100 pieces

Spring / Retainer Kits

Kit Number		Kit Components
Boxed Kit of 16	Skin Packed Kit of 8	
RVK-943XS	RVK-943XK	ER-3974, RV-943X
RVK-9900S	RVK-9900K	ER-3975, RV-943X
RVK-9901S	RVK-9901K	ER-3977, RV-9901Z
RVK-9902S	RVK-9902K	ER-3977, RV-9902Z
RVK-9903S	RVK-9903K	ER-3977, RV-9903Z
RVK-9904S	RVK-9904K	ER-3978, RV-9904Z
RVK-9905XS	RVK-9905XK	ER-3982, RV-9905X
RVK-9912XS	RVK-9912XK	ER-3982, RV-9912X
RVK-9916YS	RVK-9916YK	ER-3982, RV-9916Y
RVK-9937S	RVK-9937K	ER-3990, RV-9937

Spring I.D. Locator

Bulk 100 Per Box	Poly Bagged 16 Pieces	Skin Packed 16 Pieces	Thickness	I.D.	O.D.
ER-937*	ER-937R	ER-937K	0.060	0.570	1.300

* - Use with RV-9937 Valve Spring

Valve Springs: Demand the Elgin PRO STOCK® Advantage

Only the internal engine experts at Elgin Industries offer premium-quality performance valve springs for any championship-caliber engine.

Elgin PRO STOCK performance valve springs are available in premium chrome-silicon and chrome-silicon-vanadium materials and virtually any spring pressure to provide the peak performance and reliability you demand.

Don't Reuse Worn Valve Springs!

Remember, even worn valve springs might look okay but could quickly undermine the engine's performance and your good name. Replace any spring that's more than 1/32-inch out-of-square, has experienced pressure loss of 10% or more, or shows signs of coil clash and/or worn ends.



Application	Spring Part #	Spring-Retainer Kit	Spring Type	O.D.	Max. Lift	Nominal Load For Checking	Coil Bind
Chevy Small Block (Stock)	RV-880X		Single w/ Damper	1.250	.490	80# @ 1.700 200# @ 1.250	1.15
Chevy Small Block (High Performance)	RV-943X	RVK-9900* c/o ER-3975 RV-9900	Single w/ Damper	1.250	.490	110# @ 1.700 285# @ 1.210	1.16
Chevy Small Block (+0.100" High - Performance)	RV-1943X		Single w/ Damper	1.250	.550	125# @ 1.750 325# @ 1.200	1.16
GM Small Block Pontiac, Olds Ford Small Block, Chrysler Small Block	RV-9901Z	RVK-9901* c/o ER-3977 RV-9901	Dual w/ Damper	1.437**	.550	105# @ 1.800 300# @ 1.250	1.10
GM Small Block, Pontiac, Olds Ford Small Block, Chrysler Small Block	RV-9902Z	RVK-9902* c/o ER-3977 RV-9902	Dual w/ Damper	1.437**	.600	120# @ 1.800 325# @ 1.250	1.10
GM Small Block, Pontiac, Olds Ford Small Block, Chrysler Small Block	RV-9903Z	RVK-9903* c/o ER-3977 RV-9903	Dual w/ Damper	1.437**	.660	135# @ 1.800 360# @ 1.250	1.10
GM Big Block, Chrysler Big Block	RV-9904Z	RVK-9904* c/o ER-3978 RV-9904Z	Dual w/ Damper	1.550	.650	145# @ 1.850 405# @ 1.200	1.12
Ford 2.3, GM Small Block	RV-9905X	RVK-9905X* c/o ER-3982 RV-9905X	Single w/ Damper	1.440	.500	100# @ 1.530 250# @ 1.030	.925
Chevy B.B. V8, Hyd. Chrysler B.B. V8	RV-9907X		Single w/ Damper	1.504	.555	90# @ 1.880 265# @ 1.380	1.265

* - Add an **S** for **Boxed Kit of 16** or a **K** for **Skin Packed Kit of 8** for Spring-Retainer Kits

** - Must Resize Spring Seats for Small Block Chevy Application

Springs



VALVE

Application	Spring Part #	Spring-Retainer Kit	Spring Type	O.D.	Max. Lift	Nominal Load For Checking	Coil Bind
Chrysler, Hyd. S.B. V8	RV-9908X		Single w/ Damper	1.494	.505	95# @ 1.650 270# @ 1.200	1.085
Chrysler, Mech. S.B. V8	RV-9910X		Single w/ Damper	1.435	.540	110# @ 1.700 300# @ 1.150	1.10
Chrysler, Mech. B.B. V8	RV-9911X		Single w/ Damper	1.539	.655	135# @ 1.875 305# @ 1.350	1.16
Ford, Hyd. S.B. & B.B. V8	RV-9912X	RVK-9912X* c/o ER-3982 RV-9912X	Single w/ Damper	1.460	.610	115# @ 1.820 245# @ 1.320	1.15
Buick 231, Hyd.	RV-9913X		Single w/ Damper	1.235	.490	90# @ 1.700 255# @ 1.200	1.15
Chevy, Mech. S.B. V8	RV-9914X		Single w/ Damper	1.260	.530	125# @ 1.750 325# @ 1.200	1.16
Chevy 262Z, Mech. S.B. V8	RV-9915X		Single w/ Damper	1.260	.580	130# @ 1.800 350# @ 1.200	1.16
Chevy V6 262Z, Mech., S.B. V8 Ford S.B. & B.B., V8	RV-9916Y	RVK-9916Y* c/o ER-3982 RV-9916Y	Dual	1.437	.640	140# @ 1.800 295# @ 1.300	1.10
Chevy B.B. V8, Mech. Chrysler B.B. V8	RV-9917Y		Dual	1.515	.680	140# @ 1.940 360# @ 1.300	1.20
Chrysler, Mech. S.B. V8	RV-9918Y		Dual	1.437	.665	110# @ 1.700 245# @ 1.200	.975
Olds V8, Hyd. Pontiac 4 Cyl. & V8	RV-9919Y		Dual	1.384	.615	115# @ 1.625 220# @ 1.150	.950
Olds V8, Mech.	RV-9920Y		Dual	1.437	.540	130# @ 1.700 295# @ 1.200	1.10
Chevy V6 262Z, Mech. Roller, S.B. V8	RV-9921Y		Dual	1.437	.640	165# @ 1.800 315# @ 1.300	1.10
Chevy 262Z, Hyd./Mech. S.B. V8	RV-9922Y		Dual	1.460	.735	120# @ 1.875 395# @ 1.175	1.08
Chevy Hyd. 454HO - 454	RV-9923Y		Dual	1.470	.570	110# @ 1.880 350# @ 1.330	1.25
Chevy Roller B.B. V8	RV-9924Z		Dual w/ Damper	1.540	.680	190# @ 1.940 450# @ 1.375	1.20
	RV-9925		Single	1.015	.692	52# @ 1.182 139# @ 1.250	1.06
	RV-9926		Single	1.000	.590	35.5# @ 1.560 73# @ 1.060	.910
	RV-9928X		Single w/ Damper	1.440	.600	105# @ 1.750 205# @ 1.250	1.09
	RV-9929X		Single w/ Damper	1.539	.712	132# @ 1.937 289# @ 1.375	1.165
	RV-9930		Ovate	1.133	.440	72.5# @ 1.620 148# @ 1.125	1.015
	RV-9931		Single	1.080	.565	60# @ 1.500 122# @ 1.000	.875
	RV-9932X		Single w/ Damper	1.440	.730	82# @ 1.880 154# @ 1.480	1.09
	RV-9933		Single	1.080	.627	74.5# @ 1.680 154# @ 1.087	1.00
	RV-9934		Single	1.437	.551	107# @ 1.531 235# @ 1.031	.920

* - Add an **S** for **Boxed Kit of 16** or a **K** for **Skin Packed Kit of 8** for Spring-Retainer Kits

** - Must Resize Spring Seats for Small Block Chevy Application

VALVE



Springs

Application	Spring Part #	Spring-Retainer Kit	Spring Type	O.D.	Max. Lift	Nominal Load For Checking	Coil Bind
	RV-9935		Single	1.514	.515	131# @ 1.750 240# @ 1.250	1.175
GM Gen III, LS1, LS6	RV-9937	RVK-9937* c/o ER-3982 RV-9937	Single Beehive	1.290	.600	130# @ 1.800 318# @ 1.200	1.085
AMC 6 Cyl., Ford/GM S.B. V8, Hyd./Mech.	RV-9939		Single	1.440	.560	95# @ 1.703 260# @ 1.200	1.08
Chry. S.B., Hyd./Mech.	RV-9940X		Single w/ Damper	1.500	.565	95# @ 1.625 280# @ 1.150	1.00
AMC V8, Chry./GM B.B. V8, Hyd./Mech.	RV-9941X		Single w/ Damper	1.500	.660	121# @ 1.800 298# @ 1.300	1.13
Pontiac V8, Hyd./Mech.	RV-9942X		Single w/ Damper	1.460	.605	110# @ 1.550 303# @ 1.110	.935
GM V6 & V8, Hyd./Mech.	RV-9943X		Single w/ Damper	1.255	.487	114# @ 1.700 340# @ 1.200	1.153
AMC, Chry., Ford, GM V8, Hyd./Mech./Roller	RV-9944Y		Dual	1.460	.710	130# @ 1.850 402# @ 1.150	1.08

* - Add an **S** for **Boxed Kit of 16** or a **K** for **Skin Packed Kit of 8** for Spring-Retainer Kits

** - Must Resize Spring Seats for Small Block Chevy Application



Race Proven Since 1919

Valve Spring Inserts: Pressure is a Good Thing

Proper valve spring tension is essential for peak engine performance. Elgin valve spring inserts correct assembled valve pressure and height (after grind) and are serrated to retard heat transfer. Elgin offers a complete line of high performance VSI's made out of the finest stock available (heat-treated), for your racing needs. All high performance inserts are identified by an "HP" suffix and boxed in 50/box.



VSI Sizes by Outside Diameter

Application	Part Number	O.D.	I.D.	Description
Buick, Chrysler, GMC	VSA202HP	0.915	0.640	Type AHP .060
	VSB202HP			Type BHP .030
Chevrolet	VSC106HP	1.100	0.719	Type CHP .015
AMC, Chrysler	VSA300HP	1.125	0.719	Type AHP .060
	VSB300HP			Type BHP .030
	VSC300HP			Type CHP .015
Ford	VSA105HP	1.218	0.875	Type AHP .060
	VSB105HP			Type BHP .030
	VSC105HP			Type CHP .015
Buick, Chevrolet, Chrysler	VSA107HP	1.250	0.625	Type AHP .060
	VSB107HP			Type BHP .030
	VSC107HP			Type CHP .015
Chevy Small Blk Stock Diameter Springs	VSA203HP	1.250	0.812	Type AHP .060
	VSB203HP			Type BHP .030
	VSC203HP			Type CHP .015
AMC, Buick, Chevrolet, Olds, Pontiac	VSA201HP	1.250	0.875	Type AHP .060
	VSB201HP			Type BHP .030
	VSC201HP			Type CHP .015
AMC, Chevrolet	VSA302HP	1.312	0.765	Type AHP .060
	VSB302HP			Type BHP .030
	VSC302HP			Type CHP .015
Buick, Chevrolet, Pontiac	VSC100HP	1.312	0.954	Type CHP .015
Chevrolet	VSA200HP	1.360	0.640	Type AHP .060
	VSC200HP			Type CHP .015
AMC, Chrysler, Ford	VSA102HP	1.360	1.000	Type AHP .060
	VSA502HP*			Type AHP .060
	VSB102HP			Type BHP .030
	VSC102HP			Type CHP .015

* - 500 Series come in Type A only and have a lip on outer edge to prevent spring walk

VALVE



Valve Spring Inserts

VSI Sizes by Outside Diameter [Cont.]

Application	Part Number	O.D.	I.D.	Description
GMC, Pontiac	VSA301HP	1.375	0.765	Type AHP .060
	VSC301HP			Type CHP .015
Chevrolet, Chrysler, Ford	VSA306HP	1.500	0.645	Type AHP .060
	VSA506HP*			Type AHP .060
	VS306HP			Type BHP .030
	VSC306HP			Type CHP .015
Chevy Small Block Larger Springs	VSA305HP	1.437	0.765	Type AHP .060
	VS305HP			Type BHP .030
	VSC305HP			Type CHP .015
Chevy Big Block	VSA303HP	1.480	0.703	Type AHP .060
	VS303HP			Type BHP .030
	VSC303HP			Type CHP .015
Chevrolet, Chrysler, Ford	VSC602HP	1.480	0.765	Type CHP .015
Chevrolet, Ford, Oldsmobile	VSA306HP	1.437	0.645	Type AHP .060
	VS306HP			Type BHP .030
	VSC306HP			Type CHP .015
AMC, Chevrolet, Chrysler, Ford, Pontiac	VSA103HP	1.500	1.031	Type AHP .060
	VSA503HP*			Type AHP .060
	VS103HP			Type BHP .030
	VSC103HP			Type CHP .015
Chevrolet, Chrysler, Ford Remachined Guides and Triple Springs	VSC601HP	1.640	0.635	Type CHP .015

* - 500 Series come in Type A only and have a lip on outer edge to prevent spring walk



VALVE STEM OIL SEALS

High Performance Metal Clad-and-Ring-and-Band Stem Seals

These premium valve stem seals, appropriate for intake and exhaust applications, are molded from premium VITON® fluoroelastomer for superior performance and extended life. (VITON is a registered trademark of Dupont Performance Elastomers.) Precisely positioned stem wipers flex to pick up oil each time the valve closes and reverse flex as the valve opens, transferring a consistent oil film through the seal and into the guide. Each seal's containment band securely maintains its grip on the guide throughout the ranges listed.

High Performance Metal Clad Stem Seals

Fits Stem Dia.	Fits Guide Dia.	Seal O.D.	Skirt Depth	Installed Height	Part Number
.216 - .239	.435 - .443	.530	.240	+.125	EOS-9004
.228 - .247	.473 - .476	.571	*.365	+.149	EOS-4902
.256 - .276	.425 - .440	.565	.248	+.108	EOS-4910
.263 - .282	.445 - .470	.553	.243	+.137	EOS-4914
.263 - .282	.474 - .477	.570	*.361	+.149	EOS-997
.264 - .283	.470 - .475	.574	.439	+.165	EOS-4912
.306 - .325	.474 - .477	.572	*.363	+.150	EOS-4921
.293 - .315	.470 - .475	.610	.265	+.104	EOS-4922
.311 - .321	.499 - .502	.548	*.338	+.162	EOS-4925
.305 - .324	.495 - .502	.624	.387	+.149	EOS-4923
.307 - .326	.525 - .540	.675	.358	+.155	EOS-2100
.325 - .344	.475 - .485	.589	.330	+.170	EOS-4934
.341 - .362	.494 - .502	.622	.385	+.150	EOS-2101
.339 - .358	.500 - .502	.548	*.338	+.164	EOS-4930
.332 - .351	.530 - .532	.675	.362	+.171	EOS-4932
.331 - .350	.555 - .565	.664	.358	+.158	EOS-806
.368 - .392	.500 - .515	.623	.380	+.154	EOS-4941
.367 - .386	.525 - .535	.678	.360	+.156	EOS-4942
.366 - .385	.553 - .562	.663	.359	+.157	EOS-4943
.366 - .385	.620 - .625	.745	.370	+.158	EOS-9021

* - Plain metal skirt I.D. All others have Viton rubber coated I.D.

High Performance Ring And Band Stem Seals

Fits Stem Dia.	Fits Guide Dia.	Seal O.D.	Skirt Depth	Installed Height	Part Number
.306 - .318	.450 - .485	.610 - .640	.290	+.163	EOS-821
.306 - .318	.485 - .514	.645 - .670	.312	+.171	EOS-830VT
.306 - .318	.520 - .553	.685 - .710	.320	+.175	EOS-4356
.335 - .347	.475 - .514	.659 - .688	.378	+.165	EOS-810
.335 - .347	.514 - .540	.696 - .714	.330	+.160	EOS-938
.335 - .347	.530 - .562	.714 - .736	.330	+.165	EOS-4324
.335 - .347	.562 - .605	.708 - .744	.310	+.167	EOS-9124
.362 - .382	.605 - .625	.780 - .795	.345	+.135	EOS-4368

High Performance Teflon® Stem Seals

Providing the ultimate in performance, these seals feature Dupont's world-class fluoropolymer for superior material strength, corrosion/wear resistance and lubricating properties. These seals are highly tolerant of alcohol and Nitromethane fuels. Their superior thermal properties ensure precise radial tension in spite of temperature changes. Each seal allows a very small amount of oil for guide/stem lubrication. Easily installed by hand. (TEFLON is a registered trademark of Dupont.)



Part Number	Size
EOS-5300	11/32" x .500"
EOS-5400	3/8" x .531"



For Immediate Release

ELGIN INDUSTRIES INTRODUCES GENUINE MUSCLE CAR CAMSHAFTS WITH OE GRINDS

ELGIN, IL...The Elgin® PRO-STOCK® line of performance components from Elgin Industries now includes a broad new offering of genuine muscle car camshafts featuring the original equipment grinds. Elgin PRO-STOCK engine parts are available through leading parts distributors across North America.

The new PRO-STOCK line of muscle car cams features world-class engineering and premium materials designed to deliver the classic power and performance preferred by the owners of GTOs, Camaros, Firebirds, Chevelles, and other legendary models. And only Elgin PRO-STOCK provides the precise OE cam grinds that made these street rods so popular.

"There's a huge surge in demand for premium OE-style engine components for the classic muscle car market," said Rick Simko, national sales and marketing manager for Elgin Industries. "These PRO-STOCK cams aren't just a restoration solution – they also help deliver the power and performance that put the GTO, Firebird and other muscle cars into the pantheon of the performance market."

These exciting new cam designs include:

Part No.	Valve Lift		Adv. Dur.		.050 Dur.	
	Intake	Exhaust	Intake	Exhaust	Intake	Exhaust
E-903P	.447	.447	306°	306°	222°	222°
E-923P	.420	.443	270°	280°	204°	214°
E-937P	.420	.443	270°	280°	204°	214°
E-951P	.448	.472	270°	280°	204°	214°
E-967-P	.484	.510	270°	280°	204°	214°
E-1090-P	.537	.557	287°	295°	256°	264°
E-1091-P	.504	.538	287°	298°	256°	264°
E-1180-P	.487	.487	303°	303°	234°	234°



LIMITED LIFETIME WARRANTY

All components are warranted to be free from defects in workmanship and materials for as long as the purchaser owns the vehicle into which said merchandise is installed. This limited warranty applies to the first retail purchaser only and excludes normal wear. The warranty is void if the product is not installed correctly or normal recommended established precautions and installation procedures and testing are not followed.

Liability is limited to the repair or replacement of the defective part. The manufacturer retains sole discretion in determining whether merchandise is defective and assumes no responsibility for diagnosis, removal, and/or installation labor, inconvenience or any other damages or expenses. EXCEPT TO THE EXTENT APPLICABLE STATE LAW EXPRESSLY MANDATES TO THE CONTRARY, THERE ARE NO OTHER WARRANTIES OF MERCHANTABILITY, FITNESS FOR A PARTICULAR OR USE, AND ALL OTHER OBLIGATIONS OR LIABILITIES WHETHER FOR CONSEQUENTIAL OR OTHER DAMAGES (INCLUDING DAMAGES TO RELATED PARTS) ARISING OUT OF THE ITEM'S SALE, USE, OR OPERATION ARE EXCLUDED. Neither the vendor of the item, its agent or sales representative or any other person is authorized to waive or alter any form or condition of this warranty.

To request repair or replacement of a defective item, please return merchandise in its original carton to the selling dealer. A copy of the dealer's invoice must accompany the defective item.