

EP 2015

# ENGINE PRO

## Performance Parts Catalog





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### On the Cover:

Engine Pro is a major partner with the Must See Racing Sprint Series. Televised nationally, this series features winged sprint cars that race on short tracks at speeds of up to 150 mph. Engine Pro supports this type of racing because it is exciting to watch and draws thousands of new enthusiasts into auto racing. Along with Engine Pro, several of the Engine Parts Group's key suppliers also participate in Must See Racing programs. For more information and to view previous races, go to [www.mustseeracing.com](http://www.mustseeracing.com).

Visit our website at  
[www.enginepro.com](http://www.enginepro.com)



**ENGINE PRO PERFORMANCE PRODUCTS** For more than a dozen years, Engine Pro has built its success around a simple idea—offer the highest quality performance engine parts exclusively to engine professionals at prices that allow a healthy profit on their parts. Engine Pro performance products are loaded with high-end features and many are being put to the test every day in extreme racing environments. The latest additions to the Engine Pro performance line include roller lifters, Nitro Black push rods, Nitro Black coated engine bearings and Nitro Black beehive valve springs. Additional coverage has been added to valves, valve springs, push rods, camshafts, piston rings and timing sets. Engine Pro products and other top brands of engine parts are available from 35 Engine Pro distributors in the U.S. and Australia who offer replacement domestic, import, agricultural and heavy duty engine parts.



**ENGINE PRO PERFORMANCE PARTS WARRANTY DISCLAIMER**

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

**Installation of these parts may affect the vehicle manufacturers warranty.**

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

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# PERFORMANCE NITRO BLACK VALVES

- 21-4N High Strength Stainless Alloy
- Swirl Polished for Improved Flow Characteristics
- Fully Undercut Stem
- Hard Wafer Tip
- One Piece Forging
- Proprietary Liquid Nitriding Process that Creates a Valve that is Smoother, Stronger and More Corrosion Resistant than Traditional Chromed Valves
- Deep Nitriding Provides Better Ductility Under the Hard Nitrided Layer as Proven in Rotating-Bending Fatigue Tests
- Valve is Less Likely to Break Even if Contacted by the Piston
- Greater Surface Hardness Means Less Valve Guide Wear
- Improved Corrosion Resistance even with Exotic Fuels
- Our Nitriding Process is Much Cleaner than Chroming- it's Better for the Environment



PART #	TYPE	HEAD DIAMETER	STEM DIAMETER	INSTALLED HEIGHT	OVERALL LENGTH	TIP LENGTH
<b>CHEVROLET SMALL BLOCK</b>						
01-3001-8	EXH	1.600	11/32"	STOCK	4.910	.250
01-3001.100-8	EXH	1.600	11/32"	+100	5.010	.250
01-3003-8	INT	2.020	11/32"	STOCK	4.910	.250
01-3003.100-8	INT	2.020	11/32"	+100	5.010	.250
01-3007.100-8	INT	2.055	11/32"	+100	5.010	.250
01-3008.100-8	INT	2.080	11/32"	+100	5.010	.250
<b>CHEVROLET BIG BLOCK</b>						
01-3004-8	EXH	1.880	3/8"	STOCK	5.352	.250
01-3014.100-8	EXH	1.880	11/32"	+100	5.452	.250
01-3005-8	INT	2.190	3/8"	STOCK	5.228	.250
01-3012.250-8	INT	2.250	11/32"	+250	5.478	.250
01-3013.250-8	INT	2.300	11/32"	+250	5.478	.250
<b>CHEVROLET LS1-- BEAD LOCK</b>						
01-3200-8	EXH	1.570	0.313"	STK	4.890	.160
01-3201-8	EXH	1.600	0.313"	STK	4.890	.160
01-3202-8	INT	2.020	0.314"	STK	4.880	.160
01-3206-8	INT	2.041	0.314"	STK	4.880	.160
01-3207-8	INT	2.055	0.314"	STK	4.880	.160

### Scanning Electron Microscope Comparison



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

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

**Smoother valve stems mean less valve and valve guide friction.**

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

# PERFORMANCE INCONEL ALLOY VALVES

- For Marine and Supercharged Applications
- Exotic Alloy Designed to Function in Extreme Heat Conditions
- One Piece Forging
- Swirl Polished For Improved Flow Characteristics
- Hard Wafer Tip

PART #	TYPE	HEAD DIAMETER	STEM DIAMETER	INSTALLED HEIGHT	OVERALL LENGTH	TIP LENGTH
<b>CHEVROLET BIG BLOCK</b>						
01-4301-8 INCONEL	EXH	1.890	3/8"	+0.048	5.400	.250
01-4312-8 INCONEL	EXH	1.880	11/32"	+0.098	5.450	.250
01-4313-8 INCONEL	EXH	1.900	11/32"	+0.098	5.450	.250

# STAINLESS VALVES

# 2000 SERIES

Out perform the competition with these superior stainless one-piece valves. Our Competition Series Valves feature 21-4N stainless alloy, hard wafer tip, chromed stem, full undercut and swirl polished for optimum flow.

- High Strength Stainless Alloy (21-4N)
- Swirl Polished for Improved Flow Characteristics
- Undercut Stem
- Hardened Tip
- One Piece Forging
- Hard Chrome Plated Stem



PART #	TYPE	HEAD DIAMETER	STEM DIAMETER	INSTALLED HEIGHT	OVERALL LENGTH	TIP LENGTH	REFERENCE INFO
<b>CHEVROLET SMALL BLOCK</b>							
01-2000-8	EXH	1.500	11/32"	STOCK	4.910	.250	12° UNDERCUT, FLOW
<b>01-2062.050-8</b>	<b>EXH</b>	<b>1.500</b>	<b>11/32"</b>	<b>+.050</b>	<b>4.960</b>	<b>.250</b>	<b>12° NO UNDERCUT</b>
01-2001-8	EXH	1.600	11/32"	STOCK	4.910	.250	12° UNDERCUT, FLOW STOCK
<b>01-2001.050-8</b>	<b>EXH</b>	<b>1.600</b>	<b>11/32"</b>	<b>+.050</b>	<b>4.960</b>	<b>.250</b>	<b>12° UNDERCUT, SUPER FLOW, EDELBROCK HEAD</b>
01-2001.100-8	EXH	1.600	11/32"	+.100	5.010	.250	12° UNDERCUT, SUPER FLOW
<b>01-2001.150-8</b>	<b>EXH</b>	<b>1.600</b>	<b>11/32"</b>	<b>+.150</b>	<b>5.060</b>	<b>.250</b>	<b>12° UNDERCUT</b>
<b>01-2001.250-8</b>	<b>EXH</b>	<b>1.600</b>	<b>11/32"</b>	<b>+.250</b>	<b>5.160</b>	<b>.250</b>	<b>15° UNDERCUT</b>
01-2002-8	INT	1.940	11/32"	STOCK	4.910	.250	12° UNDERCUT
<b>01-2002.050-8</b>	<b>INT</b>	<b>1.940</b>	<b>11/32"</b>	<b>+.050</b>	<b>4.960</b>	<b>.250</b>	<b>12° UNDERCUT</b>
<b>01-2061.050-8</b>	<b>INT</b>	<b>1.940</b>	<b>11/32"</b>	<b>+.050</b>	<b>4.960</b>	<b>.250</b>	<b>12° NO UNDERCUT</b>
01-2003-8	INT	2.020	11/32"	STOCK	4.910	.250	12° UNDERCUT
<b>01-2003.050-8</b>	<b>INT</b>	<b>2.020</b>	<b>11/32"</b>	<b>+.050</b>	<b>4.960</b>	<b>.250</b>	<b>12° UNDERCUT</b>
01-2003.100-8	INT	2.020	11/32"	+.100	5.010	.250	12° UNDERCUT, SUPER FLOW
01-2007.100-8	INT	2.055	11/32"	+.100	5.010	.250	12° UNDERCUT, SUPER FLOW
<b>01-2007.150-8</b>	<b>INT</b>	<b>2.055</b>	<b>11/32"</b>	<b>+.150</b>	<b>5.060</b>	<b>.250</b>	<b>12° UNDERCUT, SUPER FLOW</b>
01-2008.100-8	INT	2.080	11/32"	+.100	5.010	.250	12° UNDERCUT, SUPER FLOW
<b>01-2008.150-8</b>	<b>INT</b>	<b>2.080</b>	<b>11/32"</b>	<b>+.150</b>	<b>5.060</b>	<b>.250</b>	<b>12° UNDERCUT</b>
<b>CHEVROLET BIG BLOCK</b>							
01-2004-8	EXH	1.880	3/8"	STOCK	5.352	.250	15° UNDERCUT, SUPER FLOW
<b>01-2014.100-8</b>	<b>EXH</b>	<b>1.880</b>	<b>11/32"</b>	<b>+.100</b>	<b>5.421</b>	<b>.250</b>	<b>15° UNDERCUT, SUPER FLOW, BRODIX/DART 320-360</b>
<b>01-2014.150-8</b>	<b>EXH</b>	<b>1.880</b>	<b>11/32"</b>	<b>+.150</b>	<b>5.471</b>	<b>.250</b>	<b>15° UNDERCUT, SUPER FLOW</b>
01-2005-8	INT	2.190	3/8"	STOCK	5.221	.225	12° UNDERCUT, SUPER FLOW
01-2012.250-8	INT	2.250	11/32"	+.250	5.471	.250	12° UNDERCUT, SUPER FLOW
01-2013.250-8	INT	2.300	11/32"	+.250	5.471	.250	12° UNDERCUT, SUPER FLOW, BRODIX/DART 320-360
<b>CHEVROLET LS</b>							
<b>01-2200-8</b>	<b>EXH</b>	<b>1.570</b>	<b>0.313</b>	<b>STOCK</b>	<b>4.915</b>	<b>.160</b>	<b>25° TULIP LS1, UNDERCUT, RADIUS GROOVE</b>
<b>01-2201-8</b>	<b>EXH</b>	<b>1.600</b>	<b>0.313</b>	<b>STOCK</b>	<b>4.915</b>	<b>.160</b>	<b>15° LS1, UNDERCUT, RADIUS GROOVE</b>
<b>01-2204-8</b>	<b>EXH</b>	<b>1.550</b>	<b>0.313</b>	<b>STOCK</b>	<b>4.915</b>	<b>.160</b>	<b>15° LS1, NO UNDERCUT, RADIUS GROOVE</b>
<b>01-2220-8</b>	<b>INT</b>	<b>2.000</b>	<b>0.3137</b>	<b>STOCK</b>	<b>4.900</b>	<b>.160</b>	<b>12° LS1, UNDERCUT, RADIUS GROOVE</b>
<b>01-2202-8</b>	<b>INT</b>	<b>2.020</b>	<b>0.3137</b>	<b>STOCK</b>	<b>4.900</b>	<b>.160</b>	<b>10° LS1, UNDERCUT, RADIUS GROOVE</b>
<b>01-2231-8</b>	<b>INT</b>	<b>2.165</b>	<b>0.3137</b>	<b>STOCK</b>	<b>4.900</b>	<b>.160</b>	<b>12° LS3, BACK CUT, 30° RADIUS GROOVE</b>
<b>01-2232-8</b>	<b>INT</b>	<b>2.200</b>	<b>0.3137</b>	<b>STOCK</b>	<b>4.900</b>	<b>.160</b>	<b>12° LS3, BACK CUT, 30° RADIUS GROOVE</b>
<b>FORD 4.6 - 32 VALVES</b>							
<b>01-2147-8</b>	<b>EXH</b>	<b>30MM</b>	<b>7MM</b>	<b>STOCK</b>	<b>117.1MM</b>	<b>10.65MM</b>	<b>25° SUPER FLOW, 3 RADIAL GROOVES</b>
<b>01-2146-8</b>	<b>INT</b>	<b>30MM</b>	<b>7MM</b>	<b>STOCK</b>	<b>135.9MM</b>	<b>15.7MM</b>	<b>20° SUPER FLOW, 3 RADIAL GROOVES</b>
<b>FORD FE</b>							
<b>01-2301-8</b>	<b>EXH</b>	<b>1.655</b>	<b>3/8"</b>	<b>STOCK</b>	<b>5.435</b>	<b>.330</b>	<b>12° SUPER FLOW, EDELBROCK HEAD</b>
<b>01-2300-8</b>	<b>INT</b>	<b>2.090</b>	<b>3/8"</b>	<b>STOCK</b>	<b>5.450</b>	<b>.330</b>	<b>22° SUPER FLOW, 30° SEAT, EDELBROCK HEAD</b>



## STAINLESS VALVES

## 1000 SERIES

Engine Pro Performance Stainless Valves feature superior design engineering and enhanced product features. Our valves are manufactured to exacting standards and from only the highest quality materials.

- Undercut Stem
- Fully Machined
- Hardened Tip
- One Piece Forging
- Stainless Steel Alloy
- Hard Chrome Plated Stem



PART #	TYPE	HEAD DIAMETER	STEM DIAMETER	INSTALLED HEIGHT	OVERALL LENGTH	TIP LENGTH	REFERENCE INFO
<b>CHEVROLET SMALL BLOCK</b>							
01-1000-8	EXH	1.500	11/32"	STOCK	4.910	.250	12° UNDERCUT, DISH HEAD
<b>01-1000.100-8</b>	<b>EXH</b>	<b>1.500</b>	<b>11/32"</b>	<b>+.100</b>	<b>5.010</b>	<b>.256</b>	<b>12° UNDERCUT</b>
01-1001-8	EXH	1.600	11/32"	STOCK	4.910	.250	12° UNDERCUT, DISH HEAD
01-1001.100-8	EXH	1.600	11/32"	+.100	5.010	.250	12° UNDERCUT, DISH HEAD
<b>01-1052.150-8</b>	<b>EXH</b>	<b>1.650</b>	<b>11/32"</b>	<b>+.150</b>	<b>5.060</b>	<b>.250</b>	<b>12° UNDERCUT, DISH HEAD</b>
01-1002-8	INT	1.940	11/32"	STOCK	4.910	.250	10° UNDERCUT, DISH HEAD
<b>01-1002.100-8</b>	<b>INT</b>	<b>1.940</b>	<b>11/32"</b>	<b>+.100</b>	<b>5.010</b>	<b>.256</b>	<b>10° UNDERCUT</b>
01-1003-8	INT	2.020	11/32"	STOCK	4.910	.250	10° UNDERCUT, DISH HEAD
01-1003.100-8	INT	2.020	11/32"	+.100	5.010	.250	10° UNDERCUT, DISH HEAD
01-1007-8	INT	2.055	11/32"	STOCK	4.910	.250	10° UNDERCUT, DISH HEAD
01-1007.100-8	INT	2.055	11/32"	+.100	5.010	.250	10° UNDERCUT, DISH HEAD
01-1008-8	INT	2.080	11/32"	STOCK	4.910	.250	10° UNDERCUT, DISH HEAD
01-1008.100-8	INT	2.080	11/32"	+.100	5.010	.250	10° UNDERCUT, DISH HEAD
<b>CHEVROLET BIG BLOCK</b>							
01-1011-8	EXH	1.720	3/8"	STOCK	5.352	.250	12° UNDERCUT, DISH HEAD
01-1004-8	EXH	1.880	3/8"	STOCK	5.352	.250	12° UNDERCUT, DISH HEAD
<b>01-1014.100-8</b>	<b>EXH</b>	<b>1.880</b>	<b>11/32"</b>	<b>+.100</b>	<b>5.425</b>	<b>.250</b>	<b>12° UNDERCUT, DISH HEAD</b>
<b>01-1115.100-8</b>	<b>INT</b>	<b>2.190</b>	<b>11/32"</b>	<b>+.100</b>	<b>5.300</b>	<b>.250</b>	<b>10° UNDERCUT, DISH HEAD</b>
01-1010-8	INT	2.065	3/8"	STOCK	5.228	.250	10° UNDERCUT, DISH HEAD
01-1005-8	INT	2.190	3/8"	STOCK	5.228	.250	10° UNDERCUT, DISH HEAD
<b>01-1032-8</b>	<b>INT</b>	<b>2.250</b>	<b>3/8"</b>	<b>STOCK</b>	<b>5.271</b>	<b>.225</b>	<b>10° UNDERCUT, DISH HEAD</b>
<b>CHRYSLER BIG BLOCK</b>							
<b>01-1311-8</b>	<b>EXH</b>	<b>1.740</b>	<b>3/8"</b>	<b>STOCK</b>	<b>4.910</b>	<b>.290</b>	<b>14° UNDERCUT</b>
<b>01-1310-8</b>	<b>INT</b>	<b>2.080</b>	<b>3/8"</b>	<b>STOCK</b>	<b>4.875</b>	<b>.290</b>	<b>12° UNDERCUT</b>
<b>FORD SMALL BLOCK</b>							
01-1102-8	EXH	1.460	11/32"	STOCK	5.070	.395	12° UNDERCUT, DISH HEAD
01-1101-8	INT	1.780	11/32"	STOCK	5.070	.395	10° UNDERCUT, DISH HEAD
<b>FORD 351C, BOSS 302, 429, 460</b>							
<b>01-1108-8</b>	<b>EXH</b>	<b>1.710</b>	<b>11/32"</b>	<b>STOCK</b>	<b>5.060</b>	<b>.250</b>	<b>12° UNDERCUT, DISH HEAD</b>
<b>01-1109-8</b>	<b>EXH</b>	<b>1.760</b>	<b>11/32"</b>	<b>STOCK</b>	<b>5.060</b>	<b>.250</b>	<b>9° FLOW, DISH HEAD</b>
<b>01-1110-8</b>	<b>INT</b>	<b>2.070</b>	<b>11/32"</b>	<b>STOCK</b>	<b>5.275</b>	<b>.250</b>	<b>12° UNDERCUT, DISH HEAD</b>
<b>01-1107.050-8</b>	<b>INT</b>	<b>2.250</b>	<b>11/32"</b>	<b>+.050</b>	<b>5.271</b>	<b>.250</b>	<b>10° UNDERCUT, DISH HEAD</b>
<b>FORD 351W &amp; GT40 HEAD</b>							
<b>01-1105-8</b>	<b>EXH</b>	<b>1.550</b>	<b>11/32"</b>	<b>STOCK</b>	<b>5.075</b>	<b>.395</b>	<b>12° UNDERCUT, DISH HEAD</b>
<b>01-1155-8</b>	<b>EXH</b>	<b>1.600</b>	<b>11/32"</b>	<b>STOCK</b>	<b>5.075</b>	<b>.395</b>	<b>12° UNDERCUT, DISH HEAD</b>
<b>01-1106-8</b>	<b>INT</b>	<b>1.940</b>	<b>11/32"</b>	<b>STOCK</b>	<b>5.075</b>	<b>.395</b>	<b>10° UNDERCUT, DISH HEAD</b>
<b>PONTIAC 400-455</b>							
<b>01-1500-8</b>	<b>EXH</b>	<b>1.770</b>	<b>11/32"</b>	<b>STOCK</b>	<b>5.110</b>	<b>.250</b>	<b>9° FLOW, DISH HEAD</b>
<b>01-1501-8</b>	<b>INT</b>	<b>2.110</b>	<b>11/32"</b>	<b>STOCK</b>	<b>5.095</b>	<b>.250</b>	<b>9° FLOW, DISH HEAD, 30° SEAT</b>

## ECONOMY STAINLESS VALVES

## 500 SERIES

PART #	TYPE	HEAD DIAMETER	STEM DIAMETER	INSTALLED HEIGHT	OVERALL LENGTH	TIP LENGTH
<b>CHEVROLET SMALL BLOCK</b>						
<b>01-500-8</b>	<b>EXH</b>	<b>1.500</b>	<b>11/32"</b>	<b>STOCK</b>	<b>4.910</b>	<b>.250</b>
<b>01-501-8</b>	<b>EXH</b>	<b>1.600</b>	<b>11/32"</b>	<b>STOCK</b>	<b>4.910</b>	<b>.250</b>
<b>01-502-8</b>	<b>INT</b>	<b>1.940</b>	<b>11/32"</b>	<b>STOCK</b>	<b>4.910</b>	<b>.250</b>
<b>01-503-8</b>	<b>INT</b>	<b>2.020</b>	<b>11/32"</b>	<b>STOCK</b>	<b>4.910</b>	<b>.250</b>

Our economy performance valves are one piece EV-12 stainless steel forgings with hard tips and chrome plated undercut stems.

# PERFORMANCE VALVE STEM SEALS

Engine Pro offers the solution to oil control problems in any performance valve seal situation. From seals requiring no machining to those requiring machining of the guide with a cutter, we have the answers!

- Full Range of Materials for All Sealing Needs
- Large Selection of Sizes



AVAILABLE  
IN BULK!



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

# ROTATOR ELIMINATORS FOR CHEVROLET BIG BLOCK

For use on Chevrolet Big Block applications. Eliminates O.E. rotators on the exhaust valve while providing positive location of the valve spring.

- Flat, True and Dimensionally Accurate
- Case Hardened
- Black Oxide Finish



PART #	DESCRIPTION	THICKNESS	O.D.	SPRING O.D.	SPRING I.D.
03-4000-8	CHEVROLET BIG BLOCK EXHAUST ROTATOR ELIMINATOR	.300"	1.732"	1.568"	.623"

# VALVE LOCKS

Engine Pro locks are available in two types: stamped or machined. Our OEM style lock is stamped from premium materials and case hardened. Our premium performance locks are machined chrome moly steel and are recommended for severe duty applications with higher spring pressures.

- All Locks are Case Hardened
- OEM Style Lock is for Mild Performance Engine Applications
- Premium Lock is Machined from High Grade Chrome Moly Steel and Case Hardened to a Depth of .015" for High Horsepower Use
- Premium Locks with 11/32" Stem Available for +.050" and -.050" Installed Height.



PART #	VALVE HEIGHT	VALVE STEM SIZE	LOCK ANGLE	LASH CAP RECESS	MATERIAL
04-1000-32	STOCK INSTALLED HEIGHT	11/32"	7 DEGREES	NO	STAMPED STEEL
04-1001-32	STOCK INSTALLED HEIGHT	11/32"	7 DEGREES	NO	MACHINED CHROME MOLY
04-1008-32	+.050 INSTALLED HEIGHT	11/32"	7 DEGREES	NO	MACHINED CHROME MOLY
04-1009-32	-.050 INSTALLED HEIGHT	11/32"	7 DEGREES	NO	MACHINED CHROME MOLY
04-1002-32	STOCK INSTALLED HEIGHT	11/32"	10 DEGREES	YES	MACHINED CHROME MOLY
04-1003-32	+.050 INSTALLED HEIGHT	11/32"	10 DEGREES	NO	MACHINED CHROME MOLY
04-1004-32	-.050 INSTALLED HEIGHT	11/32"	10 DEGREES	NO	MACHINED CHROME MOLY
04-1005-32	STOCK INSTALLED HEIGHT	3/8"	7 DEGREES	NO	MACHINED CHROME MOLY
04-1010-32	+.050 INSTALLED HEIGHT	3/8"	7 DEGREES	NO	MACHINED CHROME MOLY
04-1011-32	-.050 INSTALLED HEIGHT	3/8"	7 DEGREES	NO	MACHINED CHROME MOLY
04-1006-32	STOCK INSTALLED HEIGHT	3/8"	10 DEGREES	YES	MACHINED CHROME MOLY
04-1007-32	STOCK INSTALLED HEIGHT	8mm	7 DEGREES*	NO	MACHINED CHROME ALLOY

\* Bead lock for Chevrolet LS valves

# NITRO BLACK BEEHIVE SPRINGS

Super Clean Chrome Silicon Vanadium Nickel Alloy



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

Part #	Spring O.D. Bottom	Spring I.D. Bottom	Spring O.D. Top	Spring I.D. Top	Closed Height	Closed Load	Open Height	Open Load	Coil Bind	Max. Lift	Rate	Material Type*	Steel Retainer Number	Titanium Retainer Number
02-1200-16	1.061	0.737	0.960	0.636	1.640	80	1.090	185	1.020	.550	191	Cr-Si-V-Ni	03-1012	
<b>02-1205-16</b>	<b>1.237</b>	<b>0.825</b>	<b>1.062</b>	<b>0.650</b>	<b>1.700</b>	<b>110</b>	<b>1.175</b>	<b>292</b>	<b>1.115</b>	<b>.575</b>	<b>347</b>	<b>Cr-Si-V-Ni</b>	<b>03-1011</b>	<b>03-1794</b>
													03-1013	
													03-1014	
													03-1015	
02-1201-16	1.292	0.880	1.062	0.650	1.800	135	1.150	330	1.110	.650	300	Cr-Si-V-Ni	03-1011	03-1794
													03-1013	
													03-1014	
													03-1015	
<b>02-1204-16</b>	<b>1.292</b>	<b>0.880</b>	<b>1.062</b>	<b>0.650</b>	<b>1.800</b>	<b>105</b>	<b>1.200</b>	<b>298</b>	<b>1.100</b>	<b>.625</b>	<b>322</b>	<b>Cr-Si-V-Ni</b>	<b>03-1011</b>	<b>03-1794</b>
													03-1013	
													03-1014	
													03-1015	
02-1203-16	1.412	1.065	1.000	0.650	1.750	123	1.175	284	1.100	.650		Cr-Si-V-Ni		
02-1202-16	1.447	0.999	1.098	0.650	1.880	155	1.280	365	1.210	.600	350	Cr-Si-V-Ni	03-1011	03-1794
													03-1013	
													03-1014	
													03-1015	

\*MATERIAL TYPE, Cr-Si-V-Ni = Chrome Silicon Vanadium Nickel Alloy

# ENGINE PRO SUPER CLEAN STREET/RACE VALVE SPRINGS

## Dual Valve Spring Assemblies

All Engine Pro valve springs are manufactured using the highest quality chrome silicon or high tensile chrome silicon vanadium alloy materials. Our springs are inspected during the manufacturing process to ensure consistent dimensions and overall quality.

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



Part #	Outer Spring O.D.	Outer Spring I.D.	Inner Spring I.D.	Closed Height	Closed Load	Open Height	Open Load	Coil Bind	Max Lift	Rate	Material Type *	Damper	Steel Retainer Number	Titanium Retainer Number
<b>02-1023-16</b>	<b>1.304</b>	<b>0.940</b>	<b>0.670</b>	<b>1.800</b>	<b>151</b>	<b>1.150</b>	<b>417</b>	<b>1.080</b>	<b>.650</b>	<b>409</b>	<b>Cr-Si-V</b>	<b>N</b>		
<b>02-1301-16</b>	<b>1.385</b>	<b>0.995</b>	<b>0.711</b>	<b>1.850</b>	<b>161</b>	<b>1.250</b>	<b>430</b>	<b>1.195</b>	<b>.600</b>	<b>448</b>	<b>Cr-Si</b>	<b>N</b>		
<b>02-1024-16</b>	<b>1.388</b>	<b>1.062</b>	<b>0.806</b>	<b>1.600</b>	<b>117</b>	<b>1.100</b>	<b>232</b>	<b>1.000</b>	<b>.600</b>	<b>230</b>	<b>Cr-Si-V</b>	<b>N</b>	<b>03-1003</b>	
02-1010-16	1.440	1.076	0.697	1.700	126	1.150	364	1.055	.550	433	Cr-Si	Y	03-1006	03-1730
02-1003-16	1.445	1.085	0.697	1.750	142	1.150	349	1.055	.600	345	Cr-Si	Y	03-1006	03-1730
02-1004-16	1.445	1.085	0.696	1.750	133	1.150	316	1.055	.600	305	Cr-Si	Y	03-1006	03-1730
<b>02-1300-16</b>	<b>1.450</b>	<b>1.060</b>	<b>0.790</b>	<b>1.900</b>	<b>140</b>	<b>1.300</b>	<b>358</b>	<b>1.120</b>	<b>.650</b>	<b>363</b>	<b>Cr-Si</b>	<b>N</b>	<b>03-1003</b>	
02-1011-16	1.460	1.060	0.696	1.850	126	1.250	368	1.150	.625	403	Cr-Si	Y	03-1003	
02-1012-16	1.515	1.115	0.696	1.900	125	1.200	385	1.165	.725	371	Cr-Si	Y		
02-1015-16	1.539	1.125	0.697	1.950	145	1.350	425	1.200	.625	467	Cr-Si	Y	03-1007	
02-1008-16	1.539	1.125	0.731	1.900	206	1.250	520	1.200	.650	483	Cr-Si	Y	03-1007	03-1732
													03-1008	
02-1009-16	1.546	1.134	0.814	1.900	240	1.250	598	1.150	.650	551	Cr-Si-V	N	03-1007	
													03-1009	

\*MATERIAL TYPE, Cr-Si = Chrome Silicon Alloy. Cr-Si-V = Chrome Silicon Vanadium Alloy



# ENGINE PRO SUPER CLEAN STREET/RACE VALVE SPRINGS

## Single Valve Springs

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



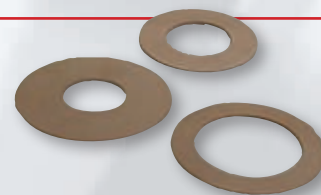
Part #	Spring O.D.	Spring I.D.	Closed Height	Closed Load	Open Height	Open Load	Coil Bind	Max. Lift	Rate	Material Type*	Damper	Steel Retainer Number	Titanium Retainer Number
02-1000-16	1.230	0.876	1.700	91	1.250	233	1.150	.525	316	Cr-Si	Y	03-1000	
												03-1001	
02-1001-16	1.253	0.870	1.700	124	1.210	322	1.160	.490	404	Cr-Si	Y	03-1000	
												03-1001	
02-1002-16	1.259	0.876	1.800	121	1.200	365	1.160	.600	407	Cr-Si	Y	03-1000	
												03-1001	
02-1016-16	1.263	0.880	1.750	150	1.250	367	1.100	.500	434	Cr-Si-V	Y	03-1000	
												03-1001	
<b>02-1019-16</b>	<b>1.354</b>	<b>0.940</b>	<b>1.850</b>	<b>97</b>	<b>1.350</b>	<b>312</b>	<b>1.280</b>	<b>.550</b>	<b>430</b>	<b>Cr-Si</b>	<b>Y</b>		
02-1017-16	1.437	1.035	1.700	110	1.200	289	1.060	.550	358	Cr-Si	Y		
<b>02-1020-16</b>	<b>1.463</b>	<b>1.080</b>	<b>1.900</b>	<b>100</b>	<b>1.300</b>	<b>252</b>	<b>1.120</b>	<b>.650</b>	<b>253</b>	<b>Cr-Si</b>	<b>Y</b>	<b>03-1006</b>	<b>03-1730</b>
<b>02-1021-16</b>	<b>1.464</b>	<b>1.064</b>	<b>1.800</b>	<b>129</b>	<b>1.250</b>	<b>305</b>	<b>1.135</b>	<b>.550</b>	<b>320</b>	<b>Cr-Si</b>	<b>Y</b>	<b>03-1002</b>	
												03-1003	
												03-1005	
												03-1010	
02-1005-16	1.476	1.062	1.800	109	1.300	317	1.140	.525	416	Cr-Si	Y	03-1003	
<b>02-1022-16</b>	<b>1.494</b>	<b>1.080</b>	<b>1.650</b>	<b>106</b>	<b>1.250</b>	<b>258</b>	<b>1.100</b>	<b>.525</b>	<b>380</b>	<b>Cr-Si</b>	<b>Y</b>	<b>03-1006</b>	<b>03-1730</b>
02-1018-16	1.500	1.117	1.800	152	1.250	311	1.050	.575	289	Cr-Si-V	Y	03-1004	
												03-1008	
02-1007-16	1.539	1.125	1.900	133	1.400	309	1.170	.625	352	Cr-Si	Y	03-1007	
												03-1008	
02-1014-16	1.548	1.134	1.900	150	1.350	328	1.180	.575	324	Cr-Si	Y	03-1007	
												03-1008	

\*MATERIAL TYPE, Cr-Si = Chrome Silicon Alloy. Cr-Si-V= Chrome Silicon Vanadium Alloy

## PERFORMANCE HARDENED VALVE SPRING SHIMS

Use of shims corrects assembled height after valve and valve seat reconditioning, assuring proper spring pressure. High quality heat treated material stands up to pounding caused by the extreme lobe design of the latest camshafts.

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

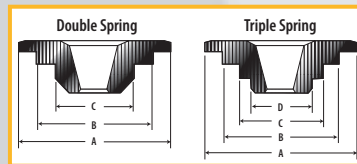


O.D.	I.D.	PART NUMBER .015 THICKNESS	PART NUMBER .030 THICKNESS	PART NUMBER .060 THICKNESS
1.215	.876	03-1050HP-16	03-3050HP-16	03-6050HP-16
1.246	.814	03-1060HP-16	03-3060HP-16	03-6060HP-16
1.438	.645	03-1135HP-16	03-3135HP-16	03-6135HP-16
1.500	.645	03-1153HP-16	03-3153HP-16	03-6153HP-16
1.634	.643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

# 10° TITANIUM VALVE SPRING RETAINERS

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

- Manufactured from 6AL4V titanium alloy
- Made in the USA - your assurance of quality
- Light weight
- Machined and polished finish
- Call for other sizes and applications



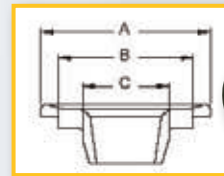
PART #	SPRING O.D.	SPRING TYPE	VALVE STEM SIZE	A	B	C	D
03-1730-16	1.437 / 1.500	DOUBLE	ALL	1.437	1.065	.700	
03-1731-16	1.500 / 1.550	DOUBLE	ALL	1.437	1.100	.800	
03-1732-16	1.500 / 1.550	DOUBLE	ALL	1.500	1.110	.710	
03-1733-16	1.625	DOUBLE	ALL	1.500	1.180	.765	
03-1736-16	1.500 / 1.550	TRIPLE	ALL	1.500	1.135	.835	.635
03-1739-16	1.625	TRIPLE	ALL	1.500	1.180	.870	.635
03-1735-16*	1.625	TRIPLE	ALL	1.500	1.180	.870	.635
03-1794-16	1.300	BEEHIVE	ALL	1.050	.640		

\*+.050 INSTALLED HEIGHT OVER # 03-1739

# STEEL VALVE SPRING RETAINERS

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

- 4140 chrome moly steel alloy
- CNC machined
- Heat treated
- Black oxide finish



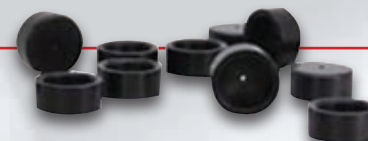
PART #	SPRING O.D.	SPRING HEIGHT	KEEPER DEGREE	VALVE STEM SIZE	DIMENSIONS		
					A	B	C
03-1000-16	1.250	STD	7	11/32"	1.245	.865	.680
03-1001-16	1.250	+.050	7	11/32"	1.245	.865	.680
<b>03-1017-16</b>	<b>1.275/1.325</b>	<b>STD</b>	<b>7</b>	<b>8mm</b>	<b>1.240</b>	<b>.940</b>	<b>.640</b>
03-1003-16	1.437/1.550	STD	7	11/32"	1.440	1.050	.700
03-1002-16	1.437/1.550	STD	10	ALL	1.440	1.050	.700
03-1005-16	1.437/1.550	STD	7	3/8"	1.440	1.050	.700
03-1006-16	1.437/1.500	STD	10	ALL	1.400	1.060	.690
<b>03-1004-16</b>	<b>1.500/1.550</b>	<b>STD</b>	<b>10</b>	<b>ALL</b>	<b>1.437</b>	<b>1.100</b>	<b>.800</b>
03-1007-16	1.500/1.550	+.100	10	ALL	1.500	1.115	.690
03-1008-16	1.550	+.100	10	ALL	1.500	1.105	.710
03-1009-16	1.550	+.100	10	ALL	1.500	1.120	.705
03-1010-16	1.437/1.550	+.100	7	11/32"	1.440	1.050	.700
03-1011-16	1.055	STD	7	8mm	1.030	0.640	BEEHIVE
03-1012-16	.959	STD	7	STOCK	0.930	0.630	BEEHIVE
03-1013-16	1.055	STD	7	11/32"	1.030	0.640	BEEHIVE
03-1014-16	1.095	STD	10	ALL	1.050	0.640	BEEHIVE
03-1015-16 *	1.055	STD	7	8mm	1.030	0.640	BEEHIVE
<b>03-1016-16</b>	<b>1.437/1.500</b>	<b>STD</b>	<b>7</b>	<b>11/32"</b>	<b>1.400</b>	<b>1.030</b>	<b>.690</b>

\* SAME AS 03-1011 BUT I.D. IS MACHINED FOR ADDITIONAL VALVE GUIDE CLEARANCE.

# LASH CAPS

In extreme performance and racing conditions, lash caps are necessary to protect the valve tip from pounding caused by an engine running on the edge of valve float. Lash caps must be used with titanium valves.

- CNC Machined From Hardened 8620 Steel
- Finish Lapped to Insure a Parallel Plane
- EDM Oil Hole Prevents Friction Welding of Cap to Valve
- Black Oxide Finish / Made In The USA



PART #	DESCRIPTION	OVERALL HEAD HEIGHT	THICKNESS	VALVE STEM SIZE
04-1620-16	HARDENED LASH CAP	.230	.080	5/16"
04-1621-16	HARDENED LASH CAP	.210	.080	11/32"
04-1622-16	HARDENED LASH CAP	.190	.080	3/8"

## O.D. VALVE SPRING CUPS

Our O.D. spring cups are manufactured from 4140 steel case hardened to a minimum of .010" ensuring proper spring location and long life even under extreme spring pressure conditions in today's high performance engines.

- CNC Machined
- Heat Treated
- Black Oxide Coated



PART #	SPRING O.D.	CUP O.D.	CUP I.D.	SHOULDER HEIGHT	THICKNESS
03-2000-16	1.250	1.390	.570	.150	.062
03-2001-16	1.437	1.550	.687	.150	.062
03-2002-16	1.550	1.680	.635	.150	.062
03-2003-16	1.550	1.680	.577	.150	.062
03-2004-16	1.625	1.740	.635	.150	.062
03-2005-16	1.660	1.740	.635	.140	.062
03-2006-16	1.550	1.740	.635	.158	.062
03-2007-16	1.560	1.740	.635	.128	.152
03-2008-16	1.650	1.740	.635	.183	.037

## I.D. VALVE SPRING LOCATORS

Our I.D. spring locators are manufactured from 8620 material and case hardened to a minimum of .010". Close tolerances are maintained to ensure proper spring location and long life even under extreme spring pressure conditions.

- 8620 Steel Heat Treated
- CNC Machined +/- .002"
- Black Oxide Finish



PART #	SPRING O.D.	LOCATOR O.D.	LOCATOR I.D.	CUP THICKNESS	SHOULDER HEIGHT	SHOULDER DIAMETER
03-3000-16	1.550	1.535	.570	.062	.140	.720
03-3001-16	1.550	1.535	.570	.062	.140	.740
03-3002-16	1.560	1.550	.567	.062	.163	.802
03-3003-16	1.560	1.550	.560	.060	.185	.690
03-3004-16	1.580	1.570	.567	.062	.163	.828
03-3005-16	1.580	1.570	.567	.045	.163	.828
03-3006-16	1.620	1.620	.570	.060	.185	.760
03-3007-16	1.625	1.615	.570	.062	.140	.675
03-3008-16	1.625	1.570	.567	.062	.163	.850
03-3009-16	1.660	1.660	.570	.062	.140	.630
03-3010-16	1.300	1.300	.570	.062	.198	.655
03-3011-16	1.480	1.480	.570	.060	.210	.690
03-3012-16	N/A	1.230	.535	.062	.140	.782
03-3013-16	N/A	1.245	.520	.065	.117	.636
03-3014-16	N/A	1.247	.563	.057	.146	.654

## GUIDE PLATES

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

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

- Black Oxide Coating
- Proper Positioning Promotes Valve Train Stability
- A Must for High Lift / High Spring Pressure Engine Environments



PART #	PUSH ROD DIAMETER	TYPE
<b>CHEVROLET SMALL BLOCK</b>		
05-1000-8	5/16"	FLAT
05-1020-8	3/8"	FLAT
05-1001-8	5/16"	STEPPED
05-1004-8	3/8"	STEPPED
<b>CHEVROLET BIG BLOCK</b>		
05-1002-8	3/8"	STEPPED
05-1102-8	3/8"	STEPPED - 10mm Stud Holes (Gen V & VI)
05-1006-8	7/16"	STEPPED
<b>FORD SMALL BLOCK (289, 302, 351W)</b>		
05-1003-8	5/16"	FLAT
05-1011-8	3/8"	FLAT
<b>FORD SMALL BLOCK (302 Boss, 351C Modified)</b>		
05-1012-8	3/8"	STEPPED
<b>FORD BIG BLOCK (429, 460)</b>		
05-1015-8	5/16"	STEPPED
05-1014-8	3/8"	STEPPED



# NEW PREMIUM ENGINE PRO NITRO BLACK SERIES PUSH RODS



In response to ever increasing spring pressures and higher rpm's, Engine Pro introduces three new series of push rods in a range of lengths. Made in the USA from one piece seamless thick wall chrome moly tubing, these thicker wall push rods give the extra strength required. These are the first push rods to carry the Nitro Black designation that Engine Pro reserves for it's premium high end performance products.

All Engine Pro Nitro Black push rods have these features:

- Made from 4130 seamless chrome moly tubing
- .210 radius on rocker arm end for higher lift applications to avoid push rod/rocker arm interference
- Guideplate compatible
- Carbon nitride treated to 60-62 Rockwell "C" scale hardness
- Sets matched to within +/- .005 overall length
- One piece design

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



## 5116 SERIES - 5/16 Diameter Push Rods

These thicker wall push rods give the extra strength required in applications that don't have the clearance for larger diameter push rods.

- .116 wall chrome moly tubing
- Available in 6.000 to 10.000 lengths in .050 increments
- Order as part number: 5116-(Length)  
Example: 5116-7.900

## 3121S SERIES - 3/8 Diameter Push Rods

- .120 wall chrome moly tubing
- Available in 7.000 to 11.000 lengths in .050 increments
- Order as part number: 3121S-(Length)  
Example: 3121S-7.900

## 3141S SERIES - 3/8 Diameter Push Rods

- .140 wall chrome moly tubing.
- Available in 7.000 to 11.000 lengths in .050 increments
- Order as part number: 3141S-(Length)  
Example: 3141S-7.900

## PUSH ROD LENGTH CHECKER KIT

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

PART #

LC5A-K



- Aluminum alloy
- Twelve tubes in 1/2" increments from 6" to 12"



## 4130 PUSH RODS

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

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



### 5/16" DIAMETER COMPETITION SERIES PUSH RODS

APPLICATION	LENGTH	PART #	PART #
<b>CHEVROLET</b>			
			.040" OIL RESTRICTED
SMALL BLOCK W/ OEM ROLLER CAM	7.200	581-7200	581-R7200
SMALL BLOCK STOCK LENGTH	7.800	581-7800	581-R7800
SMALL BLOCK LESS .050"	7.750	581-7750	581-R7750
SMALL BLOCK LESS .100"	7.700	581-7700	581-R7700
SMALL BLOCK LESS .150"	7.650	581-7650	581-R7650
SMALL BLOCK PLUS .050"	7.850	581-7850	581-R7850
SMALL BLOCK PLUS .100"	7.900	581-7900	581-R7900
SMALL BLOCK PLUS .150"	7.950	581-7950	581-R7950
SMALL BLOCK PLUS .200"	8.000	581-8000	581-R8000
<b>CHRYSLER</b>			
SMALL BLOCK W/ NON-ADJ. ROCKERS	7.500	581-7500	581-R7500
SMALL BLOCK W/ NON-ADJ. ROCKERS STOCK PLUS .050"	7.550	581-7550	581-R7550
BIG BLOCK W/ NON-ADJ. ROCKERS	8.600	581-8600	581-R8600
<b>FORD</b>			
FORD 302	6.800	581-6800	581-R6800
69-78 351W	8.150	581-8150	581-R8150
72-78 429-460 STOCK PLUS .050"	8.600	581-8600	581-R8600

### 3/8" DIAMETER COMPETITION SERIES PUSH RODS

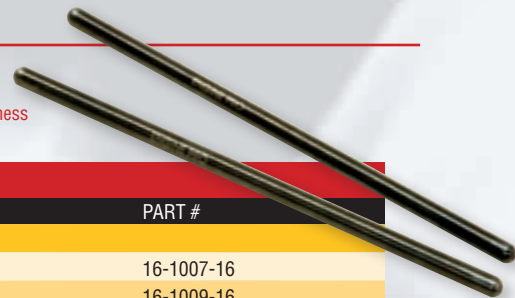
APPLICATION	LENGTH	PART #	PART #
<b>CHEVROLET</b>			
			.040" OIL RESTRICTED
SMALL BLOCK STOCK LENGTH	7.800	381-7800	381-R7800
BIG BLOCK STOCK LENGTH (INTAKE)	8.250	381-8250	381-R8250
BIG BLOCK STOCK LENGTH (EXHAUST)	9.250	381-9250	381-R9250
BIG BLOCK STOCK PLUS .100" (INTAKE)	8.350	381-8350	381-R8350
BIG BLOCK STOCK PLUS .100" (EXHAUST)	9.350	381-9350	381-R9350
BIG BLOCK W/ TALL DECK (INTAKE)	8.650	381-8650	381-R8650
BIG BLOCK W/ TALL DECK (EXHAUST)	9.650	381-9650	381-R9650
<b>FORD</b>			
69-71 429-460 STOCK LENGTH	8.700	381-8700	381-R8700
72-78 429-460 STOCK LENGTH	8.550	381-8550	381-R8550

Other sizes are available from 6" to 11" in .050" increments.

## 1010 PUSH RODS

Our premium 1010 steel push rods are made from .094" tubing and hardened for use with guide plates. Swedged ends and one piece construction eliminate the weak welded ball tip. For use in street and mild race applications with under 400 lbs open seat pressure.

- O.D. finish ground
- 58 'C' scale rockwell hardness
- Black oxide finish



### 5/16" DIAMETER 1010 SERIES PUSH RODS

APPLICATION	LENGTH	PART #
<b>CHEVROLET</b>		
SMALL BLOCK W/OEM ROLLER CAM STOCK LENGTH	7.200	16-1007-16
SMALL BLOCK W/OEM ROLLER CAM PLUS .100"	7.300	16-1009-16
SMALL BLOCK W/FLAT TAPPET CAM STOCK LENGTH	7.800	16-1000-16
SMALL BLOCK LESS .050" W/FLAT TAPPET CAM	7.750	16-1004-16
SMALL BLOCK LESS .100" W/FLAT TAPPET CAM	7.700	16-1005-16
SMALL BLOCK LESS .150" W/FLAT TAPPET CAM	7.650	16-1006-16
SMALL BLOCK PLUS .050" W/FLAT TAPPET CAM	7.850	16-1008-16
SMALL BLOCK PLUS .100" W/FLAT TAPPET CAM	7.900	16-1001-16
SMALL BLOCK PLUS .150" W/FLAT TAPPET CAM	7.950	16-1002-16
SMALL BLOCK PLUS .200" W/FLAT TAPPET CAM	8.000	16-1003-16

### 3/8" DIAMETER 1010 SERIES PUSH RODS

APPLICATION	LENGTH	PART #
<b>CHEVROLET</b>		
BIG BLOCK STOCK LENGTH (EXHAUST)	9.250	16-1011-8
BIG BLOCK STOCK LENGTH (INTAKE)	8.280	16-1012-8

## CHROME-MOLY STEEL ROLLER ROCKER ARMS

- Made from high grade chrome-moly steel, lighter and three times stronger than aluminum rocker arms
- Trunion, valve tip roller and shaft made from chrome-moly material, heat treated to insure long life
- Integral push rod seat
- Design allows clearance for most high performance valve springs
- Extra large trunions for better load distribution and wear
- Maximum open spring pressure 800 lbs.
- Laser etched with Engine Pro logo



APPLICATION	STUD DIA	RATIO	PART NUMBER
CHEVROLET SMALL BLOCK	3/8"	1.5	07-1100-16
CHEVROLET SMALL BLOCK	7/16"	1.5	07-1101-16
CHEVROLET SMALL BLOCK	3/8"	1.6	07-1102-16
CHEVROLET SMALL BLOCK	7/16"	1.6	07-1103-16
CHEVROLET BIG BLOCK	7/16"	1.72	07-1114-16
FORD SMALL BLOCK	3/8"	1.6	07-1117-16
<b>FORD SMALL BLOCK</b>	<b>7/16"</b>	<b>1.6</b>	<b>07-1118-16</b>

## ALUMINUM ROLLER ROCKER ARMS

- Made from aircraft grade 7000 series aluminum
- Trunion, valve tip roller and shaft made from chrome-moly material, heat treated to insure long life
- Integral push rod seat design allows clearance for most high performance valve springs
- Extra large trunions for better load distribution and wear
- Maximum open spring pressure 800 lbs.
- Black anodized finish with Engine Pro logo



APPLICATION	STUD DIA	RATIO	PART NUMBER
CHEVROLET SMALL BLOCK	3/8"	1.5	07-1000-16
CHEVROLET SMALL BLOCK	7/16"	1.5	07-1001-16
CHEVROLET SMALL BLOCK	3/8"	1.6	07-1002-16
CHEVROLET SMALL BLOCK	7/16"	1.6	07-1003-16
CHEVROLET BIG BLOCK	7/16"	1.7	07-1014-16
FORD SMALL BLOCK	3/8"	1.6	07-1017-16
<b>FORD SMALL BLOCK</b>	<b>7/16"</b>	<b>1.6</b>	<b>07-1018-16</b>

## POLYLOCKS

- 12 point
- Alloy steel
- Black oxide finish



PART NUMBER	APPLICATION	STUD DIA	LENGTH
06-4508-8	Chevrolet Small Block, Ford Small Block, Ford Big Block & Cleveland, Pontiac OEM or aftermarket	7/16"	2.100"
06-4509-8	Chevrolet Small Block, Ford Small Block, Pontiac OEM or aftermarket	3/8"	2.100"
06-4510-8	Chevrolet Big Block exhaust, Ford Big Block, OEM or aftermarket	7/16"	2.600"

## 8740 CHROMEMOLY ROCKER ARM STUDS

Forged from 8740 Chromemoly steel, induction heat treated and black oxide coated, our rocker studs are rated at 190,000 PSI tensile strength, incorporate rolled threads and a perfectly flat surface for maximum poly lock engagement.



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



# NEW ENGINE PRO PERFORMANCE ROLLER VALVE LIFTERS

• Made In USA • Made from highest quality 8620 tool steel

## Engine Pro Retro Fit Hydraulic

- Designed to update vintage engines to modern hydraulic roller lifters
- Fully machined bodies ensure stability in blocks not originally designed for roller lifters
- .700 wheel diameter yields accurate valve lift with mild to moderate cam designs with up to .370 lobe lift
- All axles are located with a lock wire

## Engine Pro Pro Series Mechanical

- Intended for sportsman level circle track or drag racing
- Tool steel wheels .750 diameter
- Lifter bodies are machined from alloy steel in the USA
- Fully rebuildable
- Vertical or horizontal tie bar available

## Engine Pro Pro Series Hydraulic

- Designed for maximum performance using Hydraulic roller lifters
- Good for over 7000 RPM with compatible valve train
- Machined from tool steel
- Centerless ground to .0003 tolerance
- Precision oil control ensures minimal bleed down
- Larger .750 wheel works with even the most aggressive hydraulic profiles
- Each lifter is individually pressure tested to validate performance



## Engine Pro Ultra Series Mechanical

- Our best conventional needle bearing lifter
  - Machined, heat treated, centerless ground and finished in house to control quality
  - Tool steel bodies
  - 9310 axle with loc wire retention
- OPTIONS: up to .850 wheel diameter, standard or + .300 tall, pressure fed oiling*

## Engine Pro Ultra Series Bushing Mechanical

- Bushing design replaces needle roller bearings
- Up to 40% increase in load capacity vs. needle design
- Increased capacity for modern cam profiles and spring rates
- Material developed for the aerospace industry
- Fully rebuildable
- Not for use with oil restrictors

<b>Legend:</b>	P/O = Pressurized Oiling	<b>NOTE:</b> All lifters with a tie bar (T/B) are designed to be installed in either Retro-Fit engines or engines originally equipped with roller lifters
HLT = HYD Limited Travel 0 to .005" Preload	NBA = Nascar Bearing and Axle	
U/P = Ultra Pro Pressurized Oiling	T/B = Tie Bar (Vertical or Horizontal)	
O/C = Pushrod Seat On Center	UFRS = Ultimate Fighter Roller Series	

Part #	BodyD	RollID	Description
<b>AMC 304-401 CU IN HYDRAULIC ROLLER LIFTERS</b>			
17-6076-16	0.903	0.700	AMC .903D T/B STREET PERF HYD ROLLER 304-401 CU IN V-8
<b>BUICK 350 CU IN HYDRAULIC ROLLER LIFTERS</b>			
17-5386-16	0.842	0.700	BUICK .842D T/B STREET PERF HYD ROLLER 350 CU IN V-8
<b>BUICK 350 CU IN MECHANICAL ROLLER LIFTERS</b>			
17-5555-16	0.842	0.700	BUICK .842D T/B STREET PERF MECH ROLLER
<b>BUICK 401-425-455 CU IN HYDRAULIC ROLLER LIFTERS</b>			
17-5333-16	0.842	0.700	BUICK .842D T/B STREET PERF HYD ROLLER 401-425-455 CU IN V-8
<b>BUICK 401-425-455 CU IN MECHANICAL ROLLER LIFTERS</b>			
17-5345-16	0.842	0.700	BUICK .842D T/B MECH STREET PERF ROLLER 401-425-455 CU IN V-8
<b>BUICK TURBO V-6 HYDRAULIC ROLLER LIFTERS</b>			
17-5393-12	0.842	0.700	BUICK .842D T/B STREET PERF HYD ROLL TURBO V6
<b>BUICK TURBO V-6 MECHANICAL ROLLER LIFTERS</b>			
17-5553-12	0.842	0.700	BUICK .842D T/B STREET PERF MECH ROLLER
<b>CADILLAC 425-472-500 HYDRAULIC ROLLER LIFTERS</b>			
17-5331-16	0.842	0.700	CAD .842D T/B STREET PERF HYD ROLLER
<b>CADILLAC 425-472-500 MECHANICAL ROLLER LIFTERS</b>			
17-5356-16	0.842	0.700	CAD .842D T/B MECH STREET PERF ROLLER 425-472-500 CU IN V-8
<b>CHEVY SB HYDRAULIC ROLLER LIFTERS</b>			
17-5372-16	0.842	0.700	SBC .842D T/B STREET PERF HYD ROLLER
17-4602-16	0.842	0.750	SBC .842D T/B PERF HYD ROLLER
17-4789-16	0.842	0.750	SBC .842D T/B HYD PERF (HLT) ROLLER
17-5044-16	0.842	0.750	SBC .842D T/B HI RPM HYD RACING (DO NOT USE OIL HEAVIER THAN 5W40)
17-5468-16	0.903	0.810	SBC .903D T/B HI RPM P/O HYD O/C RACING (DO NOT USE OIL HEAVIER THAN 5W40)

# ENGINE PRO PERFORMANCE ROLLER VALVE LIFTERS CONTINUED

Part #	BodyD	RollD	Description
<b>CHEVY SB MECHANICAL ROLLER LIFTERS</b>			
17-5511-16	0.842	0.700	SBC .842D T/B STREET PERF MECH ROLLER
17-4601-16	0.842	0.750	SBC .842D HORIZ T/B MECH ROLLER
17-4604-16	0.842	0.750	SBC .842D T/B MECH ROLLER +.300 O/C
17-4843-16	0.842	0.750	SBC .842D T/B U/P P/O +.300 O/C USE FOR SB2 HEADS ON STD BLOCK
17-6111-16	0.842	0.750	SBC .842D BUSHING UFRS T/B U/P P/O +.300 O/C
17-5965-16	0.842	0.750	SBC .842 T/B U/P +.300 O/C WITH (NBA)
17-4838-16	0.842	0.750	SBC .842D T/B U/P P/O +.300 .180 L&R INT OFFSET
17-6190-16	0.842	0.750	SBC .842D T/B U/P P/O +.300 .180 INT & EX OFFSET
17-6114-16	0.842	0.750	SBC .842D BUSHING UFRS T/B U/P P/O +.300 .180 L&R INT OFFSET
17-5963-16	0.842	0.750	SBC .842D T/B U/P +.300 (L&R OFFSET .180 EACH PAIR)
17-6348-16	0.842	0.750	SBC .842D BUSHING UFRS T/B U/P P/O +.300 .180 INT & EX OFFSET
17-4914-16	0.842	0.750	SBC/BUICK .842D T/B U/P P/O LEFT INT OFFSET
17-5919-16	0.875	0.750	SBC .875D T/B U/P P/O O/C
17-6116-16	0.875	0.750	SBC .875D BUSHING UFRS T/B U/P P/O O/C
17-5965-16	0.842	0.750	SBC .875D BUSHING UFRS T/B U/P P/O O/C
17-5910-16	0.875	0.750	SBC .875D T/B U/P P/O .180 L&R INT OFFSET
17-4867-16	0.903	0.810	SBC .903D T/B U/P P/O +.300 O/C
17-6118-16	0.903	0.750	SBC .842 T/B U/P +.300 O/C WITH (NBA)
17-4872-16	0.903	0.810	SBC .903D T/B U/P P/O +.300 .180 L&R INT OFFSET
17-6192-16	0.903	0.810	SBC .903D T/B U/P P/O +.300 .180 INT & EX OFFSET
17-6121-16	0.903	0.810	SBC .903D BUSHING UFRS T/B U/P P/O +.300 .180 L&R INT OFFSET
17-4989-16	0.903	0.810	SBC/BUICK .903D T/B U/P P/O .180 LEFT INT OFFSET
17-6123-16	0.903	0.810	SBC/BUICK .903D BUSHING UFRS T/B U/P P/O .180 LEFT INT OFFSET
17-6359-16	0.903	0.810	SBC .903D BUSHING UFRS T/B U/P P/O +.300 .180 INT & EX OFFSET EACH PAIR
17-6125-16	0.936	0.850	SBC .936D BUSHING UFRS T/B U/P P/O +.300 O/C
17-6128-16	0.936	0.850	SBC .936D BUSHING UFRS T/B U/P P/O +.300 .180 L&R INT OFFSET
17-4877-16	0.936	0.850	SBC .936D T/B U/P P/O +.300 O/C - TBA June 2013
17-4882-16	0.936	0.850	SBC .936D T/B U/P P/O +.300 .180 L&R INT OFFSET - TBA June 2013
<b>CHEVY SB HYDRAULIC ROLLER LIFTERS FACTORY REP POLISHED BODIES</b>			
17-5315-16	0.842	0.700	SBC .842D STK REP POL HYD ROLL 87-93 5.0,5.7,4.3
<b>CHEVY LS HYDRAULIC ROLLER LIFTERS</b>			
17-4708-16	0.842	0.750	LS .842D HYD ROLLER FOR STD & HI LIFT FITS LS STOCK ROCKER BOXES
17-4793-16	0.842	0.750	LS .842D HYD ROLLER (HLT) FOR STD & HI LIFT FITS LS STOCK ROCKER BOXES
17-5290-16	0.842	0.700	LS .842D T/B STREET PERF HYD ROLLER
17-5206-16	0.842	0.750	LS .842D T/B HYD ROLLER AND MOTOWN
17-5850-16	0.842	0.750	LS .842D T/B (HLT) HYD ROLLER AND MOTOWN
17-5294-16	0.842	0.750	LS .842D T/B HI RPM O/C HYD ROLLER (DO NOT USE OIL HEAVIER THAN 5W40)
17-5472-16	0.903	0.810	LS .903D T/B HI RPM O/C P/O HYD ROLLER (DO NOT USE OIL HEAVIER THAN 5W40)
<b>CHEVY LS MECHANICAL ROLLER LIFTERS</b>			
17-4737-16	0.842	0.750	LS .842D MECH ROLLER FOR STD & HI LIFT FITS LS STOCK ROCKER BOXES
17-5564-16	0.936	0.850	LS .936D MECH KEYED .937 - .850 ROLLER DIA (REQUIRED KEYED BUSHING)
17-5989-16	0.842	0.700	LS .842D T/B STREET PERF MECH ROLLER
17-5452-16	0.842	0.750	LS .842D T/B MECH ROLLER FOR STD & HI LIFT
17-5425-16	0.842	0.750	LS .842D T/B U/P P/O +.300 O/C AND MOTOWN
17-6177-16	0.842	0.750	LS .842D BUSHING UFRS T/B U/P P/O +.300 O/C
17-5428-16	0.903	0.810	LS .903D T/B U/P P/O +.300 O/C
17-6132-16	0.903	0.810	LS .903D BUSHING UFRS T/B U/P P/O +.300 O/C
17-5457-16	0.903	0.810	LS .903D T/B U/P P/O +.300 .180 LEFT INT OFFSET
17-6136-16	0.903	0.810	LS .903D BUSHING UFRS T/B U/P P/O +.300 .180 LEFT INT OFFSET
17-6200-16	0.936	0.850	LS .936D BUSHING UFRS T/B U/P P/O +.300 .180 LEFT INT OFFSET
17-6380-16	0.936	0.850	LS .936D T/B U/P P/O +.300 O/C; FITS 5 & 6 HEAD BOLT PATTERN
17-6196-16	0.936	0.850	BUSHING UFRS LS .936D T/B U/P P/O +.300 O/C FITS 5 & 6 HEAD BOLT PATTERN
17-6382-16	0.936	0.850	LS .936D T/B U/P P/O +.300; .180 LEFT INT O/S FITS 5 & 6 HEAD BOLT PATTERN
17-6200-16	0.936	0.850	BUSHING UFRS LS .936D T/B U/P P/O +.300; .180 LEFT INT O/S FITS 5 & 6 HEAD BOLT PATTERN

**Legend:**

HLT = HYD Limited Travel 0 to .005" Preload  
 U/P = Ultra Pro Pressurized Oiling  
 O/C = Pushrod Seat On Center

P/O = Pressurized Oiling  
 NBA = Nascar Bearing and Axle  
 T/B = Tie Bar (Vertical or Horizontal)  
 UFRS = Ultimate Fighter Roller Series

**NOTE:** All lifters with a tie bar (T/B) are designed to be installed in either Retro-Fit engines or engines originally equipped with roller lifters

# ENGINE PRO PERFORMANCE ROLLER VALVE LIFTERS CONTINUED



Part #	BodyD	RollID	Description
<b>CHEVY BB HYDRAULIC ROLLER LIFTERS</b>			
17-5475-16	0.842	0.750	MERCURY MARINE DOG BONE .842D HYD ROLLER
17-5374-16	0.842	0.700	BBC .842D T/B STREET PERF HYD ROLLER
17-4603-16	0.842	0.750	BBC .842D T/B HYD ROLLER
17-4795-16	0.842	0.750	BBC .842D T/B HYD (HLT) ROLLER
17-5045-16	0.842	0.750	BBC .842D T/B HI RPM O/C (DO NOT USE OIL HEAVIER THAN 5W40)
17-5470-16	0.903	0.810	BBC .903D T/B HI RPM P/O HYD ROLLER .300 O/C (DO NOT USE OIL HEAVIER THAN 5W40)
<b>CHEVY BB MECHANICAL ROLLER LIFTERS</b>			
17-5547-16	0.842	0.700	BBC .842D T/B STREET PERF MECH ROLLER
17-4677-16	0.842	0.750	BBC .842D HORIZ T/B MECH ROLLER
17-4606-16	0.842	0.750	BBC .842D T/B MECH ROLLER .300 TALL O/C
17-4845-16	0.842	0.750	BBC .842D T/B U/P P/O +.300 O/C
17-6138-16	0.842	0.750	BBC .842D BUSHING UFRS T/B U/P P/O +.300 O/C
17-4841-16	0.842	0.750	BBC .842D T/B U/P P/O +.300 .180 L&R INT OFFSET
17-6141-16	0.842	0.750	BBC .842D BUSHING UFRS T/B U/P P/O +.300 .180 L&R INT OFFSET
17-4869-16	0.903	0.810	BBC .903D T/B U/P P/O .903 +.300 O/C
17-6143-16	0.903	0.810	BBC .903D BUSHING UFRS T/B U/P P/O .903 +.300 O/C
17-4875-16	0.903	0.810	BBC .903D T/B U/P P/O +.300 .180 L&R INT OFFSET
17-6146-16	0.903	0.810	BBC .903D BUSHING UFRS T/B U/P P/O +.300 .180 L&R INT OFFSET
17-6048-16	0.903	0.810	BBC .903D T/B U/P P/O +.300 .180 RH INT OFFSET
17-6148-16	0.903	0.810	BBC .903D BUSHING UFRS T/B U/P P/O +.300 .180 RH INT OFFSET
17-6361-16	0.903	0.810	BBC .903D T/B U/P P/O +.300 (.180 INT & EX OFFSET EACH PAIR)
17-6363-16	0.903	0.810	BUSHING UFRS BBC .903D T/B U/P P/O +.300 (.180 INT & EXH OFFSET EACH PAIR)
17-6202-16	0.936	0.850	BBC .936D BUSHING UFRS T/B U/P P/O +.300 O/C
17-6204-16	0.936	0.850	BBC .936D BUSHING UFRS T/B U/P P/O +.300 .180 L&R INT OFFSET
17-4879-16	0.936	0.850	BBC .936D T/B U/P P/O +.300 O/C - TBA June 2013
17-4885-16	0.936	0.850	BBC .936D T/B U/P P/O +.300 .180 L&R INT OFFSET - TBA June 2013
<b>CHEVY 348 - 409 CU IN HYDRAULIC ROLLER LIFTERS</b>			
17-5339-16	0.842	0.700	CHEVY .842D T/B STREET PERF HYD ROLLER 348-409 CU IN V-8
17-6087-16	0.842	0.750	CHEVY .842D T/B PRO HYD ROLLER 348-409-CU. IN.
<b>CHEVY 348 - 409 CU IN MECHANICAL ROLLER LIFTERS</b>			
17-5347-16	0.842	0.700	CHEVY 348 409 .842D T/B STREET PERF MECH ROLLER
<b>CHRYSLER HYDRAULIC ROLLER LIFTERS</b>			
17-5321-16	0.903	0.700	MOPAR SB .903D STREET PERF HYD ROLLER FITS MAGNUM ENGS OR EARLY LA SERIES BLOCKS WITH MAGNUM STYLE HEADS
17-6072-16	0.903	0.810	MOPAR SB .903D T/B HI RPM HYD ROLLER
17-5319-16	0.903	0.700	MOPAR .903D T/B STREET PERF HYD ROLLER 440
17-6074-16	0.903	0.810	MOPAR 440 .903D T/B HI RPM HYD ROLLER
<b>CHRYSLER MECHANICAL ROLLER LIFTERS</b>			
17-5523-16	0.903	0.700	MOPAR A .903D T/B STREET PERF MECH ROLL
17-4723-16	0.903	0.750	MOPAR A .903D T/B MECH ROLLER MOPAR 318-340-360 CU IN
17-5526-16	0.903	0.700	MOPAR B 440 .903D T/B STREET PERF MECH ROLL
17-4730-16	0.903	0.750	MOPAR B .903D T/B MECH ROLLER
17-5260-16	0.903	0.810	MOPAR A .903D T/B U/P P/O O/C
17-6170-16	0.903	0.810	MOPAR A .903D BUSHING UFRS T/B U/P P/O O/C
17-5270-16	0.903	0.810	MOPAR B .903D T/B U/P O/C
17-6172-16	0.903	0.810	MOPAR B .903D BUSHING UFRS T/B U/P O/C
17-5561-16	0.903	0.810	MOPAR B .903D T/B U/P .180 L&R INT OFFSET
17-6175-16	0.903	0.81	MOPAR B .903D BUSHING UFRS T/B U/P .180 L&R INT OF/S
<b>FORD SB/BB HYDRAULIC ROLLER LIFTERS</b>			
17-5323-16	0.875	0.700	FORD .875D T/B STREET PERF HYD ROLLER WIND/CLEV 351-400 CU IN (302 CU IN REQUIRES HEAD REMOVAL TO INSTALL LIFTERS)
17-5327-16	0.875	0.700	FORD .875D T/B HYD ROLLER (HLT) WIND/CLEV 351-400 CU IN (302 CU IN REQUIRES HEAD REMOVAL TO INSTALL LIFTERS)
17-5879-16	0.875	0.750	FORD WIND & CLEV .875D T/B PRO HYD ROLLER WIND/CLEV 351-400 CU IN (302 CU IN REQUIRES HEAD REMOVAL TO INSTALL LIFTERS)
17-6083-16	0.903	0.810	FORD WIND .903D T/B HI RPM HYD ROLLER WIND/CLEV 351-400 CU IN (DO NOT USE OIL HEAVIER THAN 5W40)
17-5325-16	0.875	0.700	FORD .875D T/B STREET PERF HYD ROLLER BB 429 & 460 CU IN & FE
17-5329-16	0.875	0.700	FORD BB 429-460 & FE .875D T/B HYD ROLLER (HLT)
17-5891-16	0.875	0.750	FORD .875D T/B PRO HYD ROLLER
17-6085-16	0.903	0.81	FORD BB .903D T/B HI RPM HYD ROLLER (DO NOT USE OIL HEAVIER THAN 5W40)



# ENGINE PRO PERFORMANCE ROLLER VALVE LIFTERS CONTINUED

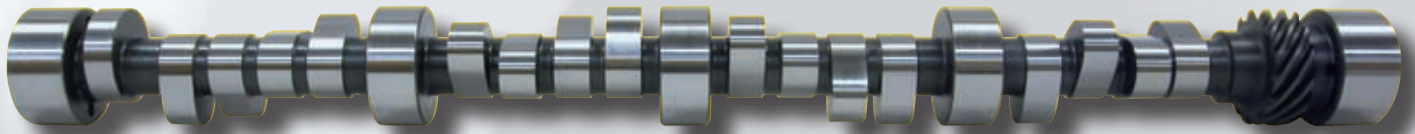
Part #	BodyD	RollD	Description
<b>FORD SB MECHANICAL ROLLER LIFTERS</b>			
17-5517-16	0.875	0.700	FORD WIND/CLEV .875D T/B STREET PERF MECH ROLL 302 REQUIRED REMOVAL OF HEADS TO INSTALL
17-4713-16	0.875	0.750	FORD .875D T/B MECH ROLLER WIND 260-302-351-400 CU IN
17-5411-16	0.875	0.750	FORD .875D T/B MECH ROLLER CLEV 351-400 CU IN
17-5436-16	0.875	0.750	FORD WIND .875D T/B U/P P/O 302 REQUIRED REMOVAL OF HEADS TO INSTALL
17-6152-16	0.875	0.750	FORD WIND .875D BUSHING UFRS T/B U/P P/O
17-5440-16	0.875	0.750	FORD CLEV .875D T/B U/P P/O CLEV 351-400 CU IN
17-6154-16	0.875	0.750	FORD CLEV .875D BUSHING UFRS T/B U/P P/O 351-400 CU. IN.
17-5557-16	0.875	0.750	FORD WIND .875D T/B U/P P/O .180 RIGHT INT OFFSET
17-6156-16	0.875	0.750	FORD WIND .875D BUSHING UFRS T/B U/P P/O .180 RIGHT INT OFFSET
17-6243-16	0.875	0.750	FORD WIND .875 BUSHING T/B U/P P/O OF/S .180R & .180L
17-5490-16	0.903	0.810	FORD SB 351 .903D T/B U/P P/O .903 WITH INT & EX OC
17-6158-16	0.903	0.810	FORD SB 351 BUSHING UFRS .903D T/B U/P P/O O/C
17-5488-16	0.903	0.810	FORD SB 351 .903D T/B U/P P/O .180 RIGHT INT OFFSET
17-6160-16	0.903	0.810	FORD SB 351 BUSHING UFRS .903D T/B U/P P/O .180R INT OF/S
17-6365-16	0.936	0.85	FORD SB 351 BUSHING UFRS .936D T/B U/P P/O O/C
<b>FORD BB MECHANICAL ROLLER LIFTERS</b>			
17-5520-16	0.875	0.700	FORD BB & FE .875D T/B STREET PERF MECH ROLL
17-4719-16	0.875	0.750	FORD BB 429-460 .875D T/B MECH ROLLER
17-4726-16	0.875	0.750	FORD FE .875D T/B MECH ROLLER 352-390-410-428 CU IN (FE)
17-5456-16	0.875	0.750	FORD BB 429-460 .875D T/B U/P P/O
17-6162-16	0.875	0.750	FORD BB BUSHING UFRS 429-460 .875D T/B U/P P/O
17-5454-16	0.875	0.750	FORD BB .875D T/B U/P P/O 352-390-410-428 CU IN (FE)
17-6164-16	0.875	0.750	FORD BB BUSHING UFRS .875D T/B U/P P/O 352-390-410-428 (FE)
17-5505-16	0.903	0.810	FORD BB 429-460 .903D T/B U/P P/O O/C
17-6166-16	0.903	0.810	FORD BB BUSHING UFRS 429-460 .903D T/B U/P P/O O/C
17-5506-16	0.903	0.810	FORD BB 429-460 .903D T/B U/P P/O .180 RIGHT INT OFFSET
17-6168-16	0.903	0.81	FORD BB BUSHING UFRS 429-460 .903D T/B U/P P/O .180 R INT OF/S
<b>HOLDEN V8 HYDRAULIC ROLLER LIFTERS</b>			
17-5337-16	0.842	0.700	HOLDEN .842D T/B STREET PERF HYD ROLLER
<b>HOLDEN V8 MECHANICAL ROLLER LIFTERS</b>			
17-5343-16	0.842	0.700	HOLDEN .842D T/B STREET PERF MECH ROLLER
<b>OLDS 400-403-425-455 CU IN HYDRAULIC ROLLER LIFTERS</b>			
17-5335-16	0.842	0.700	OLDS .842D T/B STREET PERF HYD ROLLER 400-403-425-455 V-8
<b>PONTIAC 400-421-428-455 CU IN HYDRAULIC ROLLER LIFTERS</b>			
17-5884-16	0.842	0.700	PONTIAC .842D T/B STREET PERF HYD ROLLER 400-421-428-455 CU IN
<b>PONTIAC 400-421-428-455 CU IN MECHANICAL ROLLER LIFTERS</b>			
17-5887-16	0.842	0.700	PONTIAC .842D T/B STREET PERF MECH ROLLER
<b>NASCAR KEYED ROLLER LIFTERS</b>			
17-6182-16	0.936	0.850	CHEVY RO-7 .936D DSL COATED REMOVABLE SEAT
17-5006-16	0.936	0.850	SBC .936D RO-7 KEYWAY P/O NASCAR DSL COATED FULL TIME BEARING OILING FIXED SEAT
17-5228-16	0.903	0.850	FORD SB 351W .936D NASCAR DSL COATED FULL TIME BEARING OILING
17-4969-16	0.936	0.850	CHRYSLER SB .936D NASCAR DSL COATED FULL TIME BEARING OILING
17-4970-16	0.936	0.85	TOYOTA .936D NASCAR ENGINE DSL COATED
<b>CHRYSLER TOP ALCOHOL ROLLER LIFTERS</b>			
17-5446-16	0.903	0.810	CHRYSLER .903 DT/B TOP ALCOHOL 2.000 BORE SPACE

**Legend:**

HLT = HYD Limited Travel 0 to .005" Preload  
 U/P = Ultra Pro Pressurized Oiling  
 O/C = Pushrod Seat On Center

P/O = Pressurized Oiling  
 NBA = Nascar Bearing and Axle  
 T/B = Tie Bar (Vertical or Horizontal)  
 UFRS = Ultimate Fighter Roller Series

**NOTE:** All lifters with a tie bar (T/B) are designed to be installed in either Retro-Fit engines or engines originally equipped with roller lifters



# CAMSHAFT RANGE & SELECTION CHART

SEE INDIVIDUAL LISTINGS FOR MORE INFORMATION

**TORQUE CAM**

NEED A GOOD TORQUE CAM?

LOOK FOR THIS ICON IN THE LISTINGS

## STAGE 1

DURATION @ .050": UP TO 200 HYDRAULIC	CHARACTERISTICS	RECOMMENDATIONS
	IDLE QUALITY: SMOOTH STOCK	TOWING: GOOD FOR PULLING HEAVY LOADS
	TORQUE: IMPROVED LOW END, 1600-2000 RPM	RACING: NOT RECOMMENDED
	FUEL ECONOMY: VERY GOOD	COMPUTER CONTROLLED VEHICLES: MODIFICATIONS NOT NEEDED
	TRANSMISSION: STOCK AUTOMATIC OR MANUAL	
	COMPRESSION RATIO: 9.0:1 OR LESS	

## STAGE 2

DURATION @ .050": 200-215 HYDRAULIC	CHARACTERISTICS	RECOMMENDATIONS
	IDLE QUALITY: SMOOTH	TOWING: GOOD FOR LIGHT PULLING AND RV USE
	TORQUE: GOOD LOW AND MID-RANGES 1800-2600 RPM	RACING: NOT RECOMMENDED
	FUEL ECONOMY: GOOD	COMPUTER CONTROLLED VEHICLES: MODIFICATIONS MAY BE NEEDED
	TRANSMISSION: STOCK AUTOMATIC OR MANUAL	
	COMPRESSION RATIO: 9.5:1 OR LESS	

## STAGE 3

DURATION @ .050": 210-225 HYDRAULIC	CHARACTERISTICS	RECOMMENDATIONS
	IDLE QUALITY: FAIR WITH SOME LOPE	TOWING: NOT RECOMMENDED
	TORQUE: MID-RANGE 2400-3200 RPM	RACING: MILD BRACKET RACING
	FUEL ECONOMY: FAIR	COMPUTER CONTROLLED VEHICLES: MODIFIED COMPUTER CHIP MAY BE REQUIRED TO COMPENSATE FOR LOW VACUUM
	TRANSMISSION: STOCK AUTOMATIC OR MANUAL	
	COMPRESSION RATIO: 10.3:1 OR LESS. CHECK VALVE TO PISTON CLEARANCE	

## STAGE 4

DURATION @ .050": 225-240 HYDRAULIC	CHARACTERISTICS	RECOMMENDATIONS
	IDLE QUALITY: ROUGH. MANIFOLD VACUUM WILL NOT OPERATE POWER BRAKES	TOWING: NOT RECOMMENDED
	TORQUE: MID-RANGE 3000-4000 RPM	RACING: BRACKET DRAG RACING, LIMITED OVAL TRACK
	FUEL ECONOMY: POOR	COMPUTER CONTROLLED VEHICLES: NOT RECOMMENDED
	TRANSMISSION: AUTOMATIC WITH HIGH STALL CONVERTER OR MANUAL	
	COMPRESSION RATIO: 10.5:1 TO 11.0:1. CHECK VALVE TO PISTON CLEARANCE	

## STAGE 5

DURATION @ .050": 240-255 HYDRAULIC 250-265 MECHANICAL	CHARACTERISTICS	RECOMMENDATIONS
	IDLE QUALITY: ROUGH WITH HEAVY LOPE. WILL NOT OPERATE POWER BRAKES	TOWING: NOT RECOMMENDED
	TORQUE: MID TO HIGH RANGES 3800-5000 RPM	RACING: BRACKET DRAG RACING, OVAL TRACK
	FUEL ECONOMY: POOR	COMPUTER CONTROLLED VEHICLES: NOT RECOMMENDED
	TRANSMISSION: AUTOMATIC WITH HIGH STALL CONVERTER OR HEAVY DUTY MANUAL	
	COMPRESSION RATIO: 10.5:1 TO 12.0:1. CHECK VALVE TO PISTON CLEARANCE	

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

# PERFORMANCE CAMSHAFTS

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

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

## CAMSHAFT APPLICATION CHART

PART #	MECH/ HYD	STAGE	DUR @ .050"		ADV. DUR.		VALVE LIFT		LOBE SEP		POWER RANGE	IDLE	LIFTER PART#	NOTES: COMMENTS BELOW PART #
			INT	EXH	INT	EXH	INT	EXH	INT	EXH				
<b>AMERICAN MOTORS V8, 1966-92 - Flat Tappet Cam / 290, 304, 343, 360, 390, 401 C.I.</b>														
MC1786	HYD	2	204	214	280	290	.448	.472	105	105	1000-5000	SMOOTH	2011	B, D
COMMENT: <b>TORQUE CAM</b> GOOD AND LOW MID RANGE TORQUE AND PULLING POWER														
<b>BUICK V6, 1978-88 - Flat Tappet Cam / 181, 196, 231, 252 C.I. (EVEN FIRE W/INTEGRAL DIST. DRIVE GEAR)</b>														
MC1731	HYD	1	194	204	272	280	.424	.449	114	114	1000-5000	SMOOTH	969	B
COMMENT: GOOD MILEAGE AND TORQUE														
MC2731	HYD	2	204	214	280	290	.448	.472	112	112	1200-4700	SMOOTH	969	N
COMMENT: <b>TORQUE CAM</b> GOOD LOW AND MID-RANGE TORQUE														
<b>BUICK V8 400, 455 C.I.</b>														
MC11650	HYD	3	214	224	290	300	.469	.493	112	Centerline	1500-4500	SMOOTH	969	D
COMMENT: GOOD MILEAGE AND TORQUE														
<b>CHEVROLET V6 - Flat Tappet Cam / 1980-89 173 C.I. (2.8L) &amp; 1990-94 189 C.I. (3.1L)</b>														
MC1784	HYD	2	204	214	278	288	.420	.443	107	112	1000-5000	SMOOTH	2095	B
COMMENT: <b>TORQUE CAM</b> GOOD LOW END TORQUE AND PULLING POWER														
<b>CHEVROLET V6 1985-03 262 c.i. (4.3L)</b>														
MC22113	HYD	1	194	204	270	278	.398	.420	104	104	Idle-5000	STOCK	817	N
COMMENT: <b>TORQUE CAM</b> GOOD LOW AND MID-RANGE TORQUE AND PULLING POWER														
<b>ROLLER CAM FOR ENGINES ORIGINALLY EQUIPPED WITH ROLLER CAM TORQUE CAM</b>														
MC22128	HYD	2	210	214	273	277	.487	.478	107	117	1500-4000	SMOOTH	2148	B, N
COMMENT: <b>TORQUE CAM</b> GOOD TORQUE AND MILEAGE														
<b>CHEVROLET - GM LS V8 GEN III &amp; IV, 3 BOLT, 1997 - Present, 1.7-1 Rocker Ratio</b>														
<b>MC315271</b>	HYD	<b>2</b>	<b>204</b>	<b>218</b>	-	-	<b>.551</b>	<b>.548</b>	<b>120</b>	<b>115</b>	<b>800-5500</b>	<b>SMOOTH</b>	<b>2148</b>	<b>A</b>
COMMENT: SIMILAR TO 2002-2004 LS6 CAM														
MC315944	HYD	3	218	227	-	-	.523	.524	109	115	1500-6000	FAIR	2148	A
COMMENT: SIMILAR TO LS "HOT CAM"														
MC315945	HYD	4	225	236	-	-	.525	.525	107	113	2000-6500	ROUGH	2148	A
COMMENT: SIMILAR TO ASA CAM														
<b>CHEVROLET Small Block V8 1955-95 - Flat Tappet Cam / 262, 265, 267, 302, 305, 307, 327, 350, 400 C.I.</b>														
MC2199	HYD	1	184	194	260	270	.368	.398	104	104	1000-3500	STOCK	817	
COMMENT: GOOD LOW END TORQUE AND MILEAGE														
MC2200	HYD	2	194	204	270	278	.398	.420	104	104	1500-4000	SMOOTH	817	C
COMMENT: GOOD FOR COMPUTER CONTROLLED ENGINES.														
MC2201	HYD	2	204	214	278	288	.420	.443	110	110	1500-4000	SMOOTH	817	C
COMMENT: <b>TORQUE CAM</b> GOOD FOR COMPUTER CONTROLLED ENGINES														
MC1730	HYD	2	204	214	278	288	.420	.433	107	117	1500-4000	SMOOTH	817	
COMMENT: <b>TORQUE CAM</b> STRONG TORQUE AND GOOD MILEAGE FOR 327 TO 400 C.I. LIKES HIGH AXLE RATIOS.														
MC2203	HYD	3	209	216	283	286	.435	.455	107	117	1500-4000	FAIR	817	
COMMENT: GOOD LOW END TORQUE AND PULLING POWER.														
MC2204	HYD	3	214	214	288	288	.443	.443	107	117	2000-4000	FAIR	817	
COMMENT: GOOD MARINE CAM.														
MC1988	HYD	3	214	224	288	298	.443	.465	107	117	2000-4500	FAIR	817	
COMMENT: GOOD LOW TO MID TORQUE. NOTICEABLE IDLE.														
MC1989	HYD	3	218	218	292	292	.458	.458	105	115	2000-4000	FAIR	817	
COMMENT: GOOD LOW TO MID TORQUE.														

- A - REQUIRE COMPUTER MODIFICATIONS
- C - PREFERRED CHOICE FOR COMPUTER CONTROLLED ENGINES.
- D - MAY REQUIRE CONVERSION TO AN ADJUSTABLE VALVE TRAIN.
- N - NOT COMPUTER COMPATIBLE



# CAMSHAFT APPLICATION CHART (cont.)



PART #	MECH/ HYD	STAGE	DUR @ .050"		ADV. DUR.		VALVE LIFT		LOBE SEP		POWER RANGE	IDLE	LIFTER PART#	NOTES: COMMENTS BELOW PART #
			INT	EXH	INT	EXH	INT	EXH	INT	EXH				
<b>CHEVROLET Small Block V8 1955-95 (Continued) Mechanical Flat Tappet Cams</b> 262, 265, 267, 302, 305, 307, 327, 350, 400 C.I.														
MC1713	HYD	3	222	222	290	290	.447	.447	110	118	2000-4000	FAIR	817	
COMMENT: OEM #3863151, 350hp, L-79, 327														
MC5840	HYD	3	224	224	291	287	.450	.461	114	114	2000-4500	FAIR	817	
COMMENT: OEM #3896962, 350hp, L-82, LT-1														
MC1991	HYD	3	224	224	298	298	.465	.465	107	117	2000-5500	FAIR	817	
COMMENT: GOOD LOW TO MID TORQUE. BIGGEST CAM FOR USE W/ STOCK CONVERTER.														
MC5892	HYD	4	224	234	300	300	.465	.488	107	117	2000-5500	ROUGH	817	
COMMENT: GOOD MID TORQUE. 2200 + STALL CONVERTER.														
MC1993	HYD	4	230	230	287	287	.480	.480	106	110	2000-5000	ROUGH	817	
COMMENT: GOOD FOR STREET RODS WITH HIGH STALL CONVERTER														
MC1995	HYD	4	234	244	303	313	.488	.509	107	117	2500-6500	ROUGH	817	
COMMENT: STREET/STRIP MILD BRACKET RACING. 2800+ STALL CONVERTER.														
MC1996	HYD	5	244	244	318	318	.510	.510	106	112	3200-7000	VERY ROUGH	817	
COMMENT: GOOD FOR PRO, STREET, BRACKET, OVAL RACING. 3500 + STALL CONVERTER.														
MC5871	HYD	5	244	254	313	328	.510	.533	107	117	3500-7500	VERY ROUGH	817	
COMMENT: GOOD FOR PRO, STREET, BRACKET, OVAL RACING. 3500 + STALL CONVERTER.														
MC22402	MECH	4	240	250	282	290	.520	.520	104	108	2700-6200	LASH .022 INT .024 EXH ROUGH	992	N
COMMENT: LOPE.														
MC1612	MECH	5	254	254	295	295	.485	.485	110	118	3200-7500	LASH .030 INT .030 EXH VERY ROUGH	992	
COMMENT: HEAVY LOPE.														
MC5949	MECH	5	258	266	290	298	.538	.556	98	111	3600-7200	LASH .030 INT .030 EXH VERY ROUGH	992	
COMMENT: HEAVY LOPE.														
MC22450	MECH	5	264	274	309	319	.540	.563	108	115	3600-7200	LASH .024 INT .024 EXH VERY ROUGH	992	N
COMMENT: HEAVY LOPE.														
<b>ROLLER CAMS FOR ENGINES ORIGINALLY EQUIPPED WITH ROLLER CAMS</b>														
MC22129	HYD	2	198	210	273	288	.434	.462	108	116	Idle-4500	SMOOTH	2148	N
COMMENT: GOOD LOW END TORQUE AND GAS MILEAGE														
MC22131	HYD	2	210	215	288	284	.462	.470	106	114	600-4500	SMOOTH	2148	N
COMMENT: <b>TORQUE CAM</b> 1987-94 GOOD TORQUE AND MILEAGE														
MC22280	HYD	3	220	224	283	287	.495	.502	107	113	1800-5400	FAIR	2148	N
COMMENT: 1987-98 BIGGEST CAM FOR USE WITH STOCK CONVERTER														
MC22298	HYD	4	222	232	297	307	.479	.501	109	119	2000-5700	ROUGH	2148	N
COMMENT: 1987-99 GOOD FOR STREET RODS 2000+ STALL CONVERTER, REQUIRES BRONZE DISTRIBUTOR GEAR														
MC22397	HYD	4	234	238	296	300	.537	.546	107	117	2500-6000	ROUGH	2148	N
COMMENT: 1987-94 STREET/STRIP MILD BRACKET RACING 3000+ STALL CONVERTER														
<b>RETRO-FIT HYDRAULIC ROLLER CAMS</b>														
MC22135	HYD	2	206	214	266	274	.470	.490	108	116	1000-4500	SMOOTH	853-16	N
COMMENT: <b>TORQUE CAM</b> GOOD TORQUE AND GAS MILEAGE														
MC22238	HYD	3	210	215	288	284	.462	.470	106	114	1500-5300	FAIR	853-16	N
COMMENT: STREET PERFORMANCE, SLIGHT LOPE														
MC22237	HYD	3	215	224	284	296	.470	.490	108	116	1700-5200	FAIR	853-16	N
COMMENT: GOOD MID-RANGE, NOTICEABLE IDLE														
MC22136	HYD	3	215	230	284	310	.470	.480	106	114	1700-5500	FAIR	853-16	N
COMMENT: MID-RANGE POWER, NOTICEABLE IDLE														
MC22398	HYD	4	234	238	296	300	.538	.546	107	117	2500-6500	ROUGH	853-16	N
COMMENT: HIGH PERFORMANCE STREET & STRIP. NEEDS 3000 + STALL CONVERTOR														
<b>MECHANICAL ROLLER CAMS</b>														
MC11270	MECH	5	256	258	292	296	.604	.602	106	Centerline	3500-6700	ROUGH	AT6027RA	N
COMMENT: GOOD LOW END TORQUE AND GAS MILEAGE														

N - NOT COMPUTER COMPATIBLE

# CAMSHAFT APPLICATION CHART (cont.)

PART #	MECH/ HYD	STAGE	DUR @ .050"		ADV. DUR.		VALVE LIFT		LOBE SEP		POWER RANGE	IDLE	LIFTER PART#	NOTES: COMMENTS BELOW PART #
			INT	EXH	INT	EXH	INT	EXH	INT	EXH				
<b>CHEVROLET Big Block V8 1967-95 396, 402, 427, 454 C.I. / 1969-90 366 C.I. (CHAIN DRIVE) Hydraulic Flat Tappet Cams</b>														
MC22127	HYD	2	190	202	260	272	.439	.464	106	114	Idle-4500	SMOOTH	817	
COMMENT: GOOD FUEL ECONOMY.														
MC2004	HYD	2	204	214	282	292	.476	.501	108	116	1500-4200	SMOOTH	817	
COMMENT: <b>TORQUE CAM</b> GOOD LOW AND MID RANGE TORQUE. GOOD FUEL ECONOMY.														
MC2006	HYD	3	214	214	292	292	.501	.501	109	119	2000-4000	FAIR	817	
COMMENT: <b>TORQUE CAM</b> GOOD LOW TO MID TORQUE.														
MC1737	HYD	3	214	224	292	302	.501	.527	108	116	2000-5500	FAIR	817	
COMMENT: GOOD LOW END TORQUE AND TOWING POWER.														
MC1636	HYD	4	222	235	306	322	.500	.505	110	120	1500-4000	ROUGH	817	
COMMENT: GOOD LOW TO MID TORQUE.														
MC1958	HYD	4	224	224	293	293	.510	.510	114	117	1500-4000	ROUGH	817	
COMMENT: GOOD MARINE CAMSHAFT														
MC2305	HYD	4	224	232	302	304	.527	.553	110	118	2500-6000	ROUGH	817	D
COMMENT: HIGH PERFORMANCE STREET, STRONG MID-RANGE.														
MC22471	HYD	5	240	246	305	311	.559	.572	110	114	3200-6700	VERY ROUGH	817	
COMMENT: GOOD FOR PRO, STREET, BRACKET, OVAL RACING. 3500+ STALL CONVERTER.														
<b>MECHANICAL FLAT TAPPET CAMS</b>														
MC22396	MECH	4	242	242	310	297	.508	.496	108	120	3200-7000	LASH .020 INT .024 EXH VERY ROUGH	992	N
COMMENT: STREET STRIP, 9.5:1 COMPRESSION, 3000 STALL CONVERTOR OR STICK, LOWER GEARS -GM #3904362														
MC11090	MECH	5	<b>254</b>	<b>264</b>	<b>302</b>	<b>312</b>	<b>.587</b>	<b>.612</b>	<b>108</b>	Centerline	<b>3800-7000</b>	LASH .022 INT .026 EXH VERY ROUGH	2279	N
COMMENT: STRIP, 3500 STALL CONVERTOR OR STICK, HEADERS, LOWER GEARS														
<b>ROLLER CAMSHAFTS FOR ENGINES ORIGINALLY EQUIPPED WITH ROLLER CAMS</b>														
MC22485	HYD	4	236	246	316	324	.561	.578	106	114	2600-6300	ROUGH	2279	N
COMMENT: STREET STRIP, 3500+ STALL CONVERTOR														
MC22480	HYD	5	241	246	305	310	.559	.572	110	114	2800-6200	VERY ROUGH	2279	N
COMMENT: SERIOUS STREET/STRIP 3000+ STALL CONVERTER														
<b>RETRO-FIT HYDRAULIC ROLLER CAMS</b>														
MC22141	HYD	2	216	228	288	300	.502	.510	108	116	1700-5200	SMOOTH	854-16	N
COMMENT: <b>TORQUE CAM</b> PERFORMANCE WITH GOOD MID-RANGE TORQUE														
MC22236	HYD	3	224	234	296	308	.527	.544	106	114	2200-5700	FAIR, SOME LOPE	854-16	N
COMMENT: PERFORMANCE STREET CAM, 9.5:1 COMPRESSION, 2000+ STALL CONVERTOR														
<b>MECHANICAL ROLLER CAMS</b>														
MC11370	MECH	5	246	246	288	288	.623	.623	110	Centerline	2200-6500	ROUGH	AT6028RA	
COMMENT: STEEL, REQUIRES BRONZE DISTRIBUTOR GEAR														
MC11350	MECH	5	261	271	296	306	.680	.680	108	Centerline	3500-6500	VERY ROUGH	AT6028RA	
COMMENT: STEEL, REQUIRES BRONZE DISTRIBUTOR GEAR														

D - MAY REQUIRE CONVERSION TO AN ADJUSTABLE VALVE TRAIN.  
N - NOT COMPUTER COMPATIBLE



# CAMSHAFT APPLICATION CHART (cont.)



PART #	MECH/ HYD	STAGE	DUR @ .050"		ADV. DUR.		VALVE LIFT		LOBE SEP		POWER RANGE	IDLE	LIFTER PART#	NOTES: COMMENTS BELOW PART #
			INT	EXH	INT	EXH	INT	EXH	INT	EXH				
<b>CHRYSLER V8</b>														
1964-89 273, 340, 360 C.I. / 1967-89 318 C.I. (EXCEPT ROLLER LIFTERS) Hydraulic Flat Tappet Cams														
MC1735	HYD	2	210	220	279	290	.429	.442	108	116	1500-4000	SMOOTH	2011	
COMMENT: <b>TORQUE CAM</b> STRONG LOW TO MID TORQUE. STRONG PULLING POWER. GOOD MILEAGE. CHRYSLER - #2899206 (275-340HP)														
MC3203	HYD	3	214	224	288	298	.443	.466	108	116	2000-4800	FAIR	2011	
COMMENT: GOOD LOW AND STRONG MID RANGE TORQUE														
<b>CHRYSLER V8 1958-78</b>														
350, 361, 383, 400, 413, 426 (EXC HEMI), 440 C.I. / "B" ENGINE - USE WITH SINGLE BOLT GEAR Hydraulic Flat Tappet Cams														
MC1787	HYD	2	204	214	278	288	.420	.443	107	117	1500-4000	SMOOTH	2011	
COMMENT: <b>TORQUE CAM</b> STRONG LOW TO MID RANGE TORQUE AND PULLING POWER.														
MC2032	HYD	3	224	224	289	289	.455	.455	107	117	2000-4500	FAIR	2011	E
COMMENT: GOOD LOW TO MIDDLE TORQUE.														
MC23302	HYD	4	236	236	302	302	.480	.480	108	108	2500-6000	ROUGH	2011	N
COMMENT: STREET & STRIP, NEEDS 9.5:1 COMPRESSION, 2500+ STALL CONVERTOR.														
<b>FORD V8 1962-91</b>														
221, 255, 260, 289, 302 C.I. (EXCEPT 1982-85 302 H.O. & 302 C.I. W/HYD ROLLER LIFTERS) FIRING ORDER 1-5-4-2-6-3-7-8 Hydraulic Flat Tappet Cams														
MC4120	HYD	2	190	202	258	271	.413	.437	106	114	1000-4000	SMOOTH	900	
COMMENT: GOOD LOW END TORQUE. GOOD FOR TOWING.														
MC1734	HYD	2	204	214	280	289	.448	.472	108	116	1500-4000	SMOOTH	900	G
COMMENT: <b>TORQUE CAM</b> STRONG LOW END TORQUE. GOOD FOR TOWING. GOOD MILEAGE.														
MC24212	HYD	2	218	218	298	298	.460	.460	106	120	1700-5200	FAIR	900	N
COMMENT: PERFORMANCE STREET CAM WITH MID-RANGE POWER, BEST WITH SLIGHTLY LOWER GEARS. FORD - #C90Z-6250-C (289-225HP)														
MC2057	HYD	3	214	224	290	300	.472	.496	108	116	2000-4500	FAIR	900	G
COMMENT: GOOD LOW AND MID RANGE TORQUE AND PULLING POWER.														
MC24305	HYD	4	227	234	298	302	.520	.520	107	117	2200-5400	ROUGH	900	N
COMMENT: GOOD STREET PERFORMANCE WITH 2500 STALL CONVERTOR, GOOD TORQUE														
MC2292	HYD	4	231	231	288	288	.512	.512	106	114	2500-5800	ROUGH	900	
COMMENT: STREET AND MILD BRACKET														
<b>ROLLER CAMSHAFTS FOR ENGINES ORIGINALLY EQUIPPED WITH ROLLER CAMS</b>														
MC24226	HYD	3	212	222	289	299	.493	.510	107	117	1200-5000	FAIR	2205	N
COMMENT: WORKS WITH STOCK CONVERTER, GOOD STREET PERFORMANCE														
MC24280	HYD	3	220	223	286	292	.512	.512	109	115	2000-5500	FAIR	2005	N
COMMENT: STREET HOT ROD, BEST POWER ABOVE 3500, 1800+ STALL CONVERTER														
MC24227	HYD	4	222	232	299	309	.510	.534	107	117	2200-6200	ROUGH	2205	N
COMMENT: STREET/STRIP, 5 SPEED OR 2500+ STALL CONVERTER														
<b>RETRO-FIT HYDRAULIC ROLLER CAMS</b>														
MC24110	HYD	2	210	211	292	282	.444	.444	116	115	1200-4600	SMOOTH	-	N
COMMENT: <b>TORQUE CAM</b> FOR STOCK ENGINE. GOOD ECONOMY AND TORQUE														
MC24214	HYD	3	219	219	285	285	.498	.498	110	110	1700-5300	FAIR	-	N
COMMENT: STREET CAM WITH GOOD HIGH END POWER AND TORQUE														

E - BASE CIRCLE SIZE OF CAMSHAFT IS SMALLER THAN STOCK SIZE. SPECIAL PUSH RODS OR ROCKER ARMS MAY BE REQUIRED TO KEEP GEOMETRY CORRECT AND AVOID DAMAGE.  
 G - THE BASE CIRCLE SIZE OF THE CAMSHAFT MAY REQUIRE CONVERSION TO AN ADJUSTABLE VALVE TRAIN.  
 N - NOT COMPUTER COMPATIBLE

## CAMSHAFT THRUST PLATE

INCLUDES: COUNTERSUNK THRUST PLATE WITH 2 SCREWS

CAMSHAFT THRUST PLATE	
PART #	APPLICATION
08-7820TPK	FORD SMALL BLOCK - WORKS WITH PART # 08-2003T-9, 08-2023T-9 AND 08-4751



## CHRYSLER PERFORMANCE TIMING TENSIONER

The Engine Pro Tensioner replaces the "cam thrust plate" and works with all roller timing chains. It interchanges with Chrysler performance part # P5007709.

PART #	APPLICATION
08-9428	CHRYSLER V8 318, 340, 360 V8, 236 V6





# CAMSHAFT APPLICATION CHART (cont.)

PART #	MECH/ HYD	STAGE	DUR @ .050"		ADV. DUR.		VALVE LIFT		LOBE SEP		POWER RANGE	IDLE	LIFTER PART#	NOTES: COMMENTS BELOW PART #
			INT	EXH	INT	EXH	INT	EXH	INT	EXH				
<b>FORD V8 351W 1969-91</b>														
<b>302 C.I., H.O. 1982-85 (EXCEPT ROLLER LIFTERS) FIRING ORDER 1-3-7-2-6-5-4-8</b>														
MC1775	HYD	2	204	214	280	290	.448	.472	107	117	1500-4000	SMOOTH	900	
COMMENT: <b>TORQUE CAM</b> GOOD LOW AND MID RANGE TORQUE FOR TRUCKS AND TOWING.														
MC4225	HYD	3	219	219	308	308	.467	.467	107	119	2000-4000	FAIR	900	
COMMENT: GOOD LOW TO MID RANGE TORQUE.														
MC24211	HYD	4	224	234	300	304	.496	.502	107	117	2200-5400	ROUGH	900	
COMMENT: STREET PERFORMANCE. GOOD MID & HIGH END, 2500+ STALL CONVERTOR														
NOTE: THESE CAMSHAFTS CAN BE USED IN 221 THRU 302 C.I. ENGINES BY CHANGING TO FIRING ORDER 1-3-7-2-6-5-4-8.														

<b>FORD V8 1970-82</b>														
<b>351C, 351M, 400 C.I.</b>														
MC1733	HYD	2	204	214	282	292	.484	.510	106	118	1500-4000	SMOOTH	900	
COMMENT: <b>TORQUE CAM</b> GOOD LOW AND MID RANGE TORQUE. GOOD FOR TOWING.														
MC24204	HYD	3	214	224	292	302	.510	.536	106	118	1700-5500	FAIR	900	
COMMENT: GOOD THROTTLE RESPONSE, GOOD MID-RANGE, 2200+ STALL CONVERTOR														

<b>MECHANICAL FLAT TAPPET CAMS</b>														
MC24401	HYD	5	224	254	292	301	.569	.589	104	108	3500-6700	VERY ROUGH	-	
COMMENT: STREET & STRIP, 10:1 COMP RATIO, 3500 STALL CONVERTOR														

<b>FORD V8 1963-76</b>														
<b>352, 360, 390, 406, 410, 427, 428 C.I. 'FE' ENGINE</b>														
MC1776	HYD	2	204	214	282	292	.484	.510	104	120	1500-4000	SMOOTH	2083	
COMMENT: <b>TORQUE CAM</b> GOOD LOW END TORQUE. GOOD FOR TOWING.														
MC4205	HYD	3	214	224	292	302	.510	.536	104	120	2000-4500	FAIR	2083	
COMMENT: GOOD LOW AND STRONG MID-RANGE TORQUE														

<b>FORD V8 1968-97</b>														
<b>370, 429, 460, 512 C.I.</b>														
MC1732	HYD	2	204	214	282	292	.484	.512	107	117	1500-4000	SMOOTH	900	
COMMENT: <b>TORQUE CAM</b> GOOD LOW END TORQUE. GOOD FOR TOWING.														
MC2311	HYD	3	214	224	292	302	.510	.536	107	117	2000-4800	FAIR	900	
COMMENT: STRONG LOW AND MID RANGE TORQUE. GOOD FOR HEAVY TOWING.														

<b>MECHANICAL FLAT TAPPET CAMS</b>														
MC24406	HYD	5	244	254	294	304	.588	.614	107	117	2800-6500	LASH .026 INT .026 EXH VERY ROUGH	-	
COMMENT: STREET & BRACKET, NEEDS 10.1:1 COMP & 3500 STALL CONVERTOR														

<b>OLDSMOBILE V8 1967-85 (30 DEGREE BANK ANGLE)</b>														
<b>260, 307, 350, 400, 403, 425, 455 C.I.</b>														
THESE CAMSHAFTS HAVE BASE CIRCLES .100" TO .150" SMALLER THAN THE STOCK CAMSHAFT. SINCE THESE ENGINES HAVE NON-ADJUSTABLE ROCKER ARMS, IT MAY BE NECESSARY TO USE LONGER PUSH RODS OR ADJUSTABLE PUSH RODS.														
MC1777	HYD	2	204	214	280	295	.448	.472	106	118	1500-4000	SMOOTH	951	D
COMMENT: <b>TORQUE CAM</b> GOOD LOW END TORQUE AND PULLING POWER.														
MC2101	HYD	3	214	224	290	300	.472	.496	106	118	2000-4500	FAIR	951	D
COMMENT: GOOD LOW TO MID RANGE TORQUE. STOCK TORQUE CONVERTER.														

<b>PONTIAC V8 1955-81</b>														
<b>265, 287, 301, 316, 326, 347, 350, 370, 389, 400, 421, 428, 455 C. I.</b>														
MC1778	HYD	2	204	214	278	288	.420	.443	108	116	1500-4000	SMOOTH	951	
COMMENT: <b>TORQUE CAM</b> GOOD LOW END TORQUE AND PULLING POWER. GOOD MILEAGE.														
MC1130	HYD	3	214	224	288	298	.443	.465	106	118	2000-4500	FAIR	951	
COMMENT: GOOD LOW AND MID RANGE TORQUE. GOOD MILEAGE. STRONG PULLING POWER.														

N - NOT COMPUTER COMPATIBLE



## CAM ROLLER THRUST BUTTON

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

08-8511



08-8501

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

- Machined alloy steel construction
- Roller needle bearing design
- Reduced friction, saves horsepower
- The ultimate thrust button design

## SOLID ALUMINUM THRUST BUTTONS

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

- 6061T6 aluminum material
- Vibratory polished

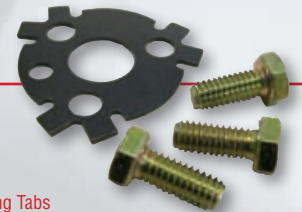


## CAM LOCK PLATE

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

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

- Bendable Locking Tabs
- Black Oxide Coating
- Grade 8 Bolts



## BRONZE DISTRIBUTOR GEARS

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

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



## MELONITE DISTRIBUTOR GEARS

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

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



## CAMSHAFT DEGREE BUSHING SET

PART #	DESCRIPTION
08-9760	SET OF 5 CAM DEGREE BUSHINGS
DEGREE	(One each 0°, 2°, 4°, 6°, 8°)

- Fit Chevrolet small and big block, Chrysler big block and 426 engines
- Precisely position camshaft
- Color coded
- Requires a 13/32" drill



## ENGINE PRO BOLT BOOTS

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

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



# H-BEAM CONNECTING RODS

Engine Pro H-Beam Connecting Rods are forged from 4340 steel. All of our rods are magnafluxed, heat treated, stress relieved, shot peened, and sonic tested to ensure they provide the strength required for high horsepower applications. All rods are produced on CNC machinery and are finished in the USA to ensure precise big end and pin end bore sizes. We weight match all of our sets of rods to + or -1.5 grams to make balancing easier. Silicon bronze bushings are installed for use with floating pins. Bolt lube and torque specifications are included. Engine Pro rods equipped with ARP's standard 8740 bolt are rated for up to 700 horsepower in small blocks, and 850 horsepower in big block applications



**YOU CHOOSE THE BOLTS!**

- Forged from 4340 steel
- Magnafluxed
- Heat treated
- Stress relieved
- Shot peened
- Weight balanced + or - 1.5 grams

- Three levels of bolts
  - ARP 8740 cap screw
  - ARP 2000
  - ARP L19
- Bronze bushed pin bores
- ARP moly bolt lube included

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

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

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

APPLICATION	LENGTH	ROD JOURNAL SIZE	PIN BORE	WEIGHT	MAX HP	PART #	MAX HP	PART #	MAX HP	Part #
CHEVROLET SMALL BLOCK	5.700	2.100	.928	632	700	10-1000-8	1100	10-1100-8	1400	10-1200-8
CHEVROLET SMALL BLOCK	5.700	2.000	.928	640	700	10-1001-8	1100	10-1101-8	1400	10-1201-8
CHEVROLET SMALL BLOCK	6.000	2.100	.928	642	700	10-1002-8	1100	10-1102-8	1400	10-1202-8
CHEVROLET SMALL BLOCK	6.000	2.000	.928	660	700	10-1003-8	1100	10-1103-8	1400	10-1203-8
CHEVROLET SMALL BLOCK	6.125	2.100	.928	720	700	10-1004-8	1100	10-1104-8	1400	10-1204-8
CHEVROLET SMALL BLOCK	6.200	2.100	.928	650	700	10-1020-8	1100	10-1120-8	1400	10-1220-8
CHEVROLET SMALL BLOCK LS-1 NO OFFSET	6.125	2.100	.928	603			1100	10-1108-8		
CHEVROLET BIG BLOCK	6.135	2.200	.991	790	850	10-1005-8	1200	10-1105-8	1500	10-1205-8
CHEVROLET BIG BLOCK	6.385	2.200	.991	809	850	10-1006-8	1200	10-1106-8	1500	10-1206-8
CHEVROLET BIG BLOCK	6.535	2.200	.991	821	850	10-1007-8	1200	10-1107-8	1500	10-1207-8
CHEVROLET BIG BLOCK	6.700	2.200	.991	815	850	10-1025-8	1200	10-1125-8	1500	10-1225-8
CHEVROLET BIG BLOCK	6.800	2.200	.991	820	850	10-1026-8	1200	10-1126-8	1500	10-1226-8
FORD SMALL BLOCK	5.400	2.123	.913	604	700	10-1009-8	1100	10-1109-8	1400	10-1209-8
FORD SMALL BLOCK	5.400	2.100	.928	604	700	10-1010-8	1100	10-1110-8	1400	10-1210-8
FORD SMALL BLOCK	5.400	2.123	.928	604	700	10-1011-8	1100	10-1111-8	1400	10-1211-8
FORD MODULAR 4.6	5.933	2.086	.867	602			1100	10-1112-8		

# BOLTS FOR CHEVROLET OIL PANS AND OTHER APPLICATIONS

APPLICATIONS INCLUDE:

Chevrolet Small Block and Big Block oil pan, intake manifold, distributor hold down, fuel pump mounting, motor mounts, headers

Note: "UHL" = Under Head Length

PART #	DESCRIPTION
<b>250-0750-50</b>	<b>1/4" x .750 UHL - 50 Bulk Pack- Oil Pans, Valve Covers, Chevrolet Front Covers</b>
<b>312-0750-50</b>	<b>5/16" x .750 UHL - 50 Bulk Pack- Carburetors, Oil Pans</b>
<b>375-1000-50</b>	<b>3/8" x 1.00 UHL - 50 Bulk Pack- Headers, Intake Manifolds, Motor Mounts, Chevrolet Fuel Pumps and Distributors</b>
<b>375-1250-50</b>	<b>3/8" x 1.250 UHL - 50 Bulk Pack- Headers with thick flanges, Intake Manifolds, Motor Mounts, Chevrolet water neck, Accessory Brackets</b>
<b>376-0625-100</b>	<b>3/8" Flat Washers - 100 Bulk Pack- Use with 375-1000 and 375-1250 Bolts</b>

- 12 point head design
- 8740 chrome moly steel
- 180,000 PSI rated
- Black oxide finish
- Made in USA

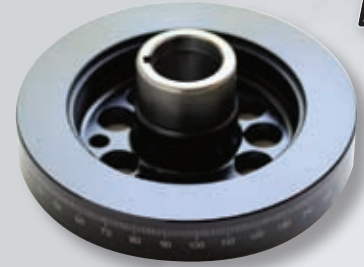




# ENGINE PRO PERFORMANCE HARMONIC BALANCERS



STREET PERFORMANCE BALANCERS are the perfect choice for race classes that require an O.E. type balancer. They are also an economical choice for high powered street engines. SFI RACE SERIES BALANCERS bring the advantage of bonded balancers to high revving race and street/race applications where an SFI approved balancer is required. The steel inertia ring positively protects against forward and backward movement of ten times the force of O.E. non-bonded balancers.



APPLICATION	OUTSIDE DIAMETER	OVERALL DEPTH	RING WIDTH	BALANCE	STREET PERFORMANCE SERIES	SFI RACE SERIES
					STREET PART # WEIGHT (lbs)	RACE PART # WEIGHT (lbs)
<b>CHEVROLET</b>						
283,307 CID 6 1/4" STREET STOCK SPEEDWAY LIGHT WEIGHT					PB1012-ST 4.55	PB1012-SS 5.8
283 - 350 SMALL BLOCK V-8 7"	6.1	2.32	1.34	NEUTRAL	PB2221-ST 7.9	PB2221-SS 8.1
283 - 350 SMALL BLOCK V-8 8"	6.75	2.36	1.32	NEUTRAL	PB1046-ST 10.4	PB1046-SS 11.2
400 SMALL BLOCK V-8 8"	8	2.33	1.6	NEUTRAL	PB1050-ST 7.9	PB1050-SS 10.7
400 SMALL BLOCK V-8 7" LIGHT WEIGHT	8	2.33	1.6	C/W RING		PB1118-SS
427 BIG BLOCK V-8 8"					PB1211-ST 13.2	PB1211-SS 15.4
454 BIG BLOCK V-8 8"	8	2.68	1.95	NEUTRAL	PB1018-ST 15.1	PB1018-SS 16.8
454 BIG BLOCK LIGHT WEIGHT NEUTRAL BALANCE	8	2.68	1.95	C/W HUB	PB1019-ST 8.9	PB1019-SS 9.7
350 (5.7L) SMALL BLOCK LT1 1993-97 CRANK FLANGE MOUNT SERP. BELT	7.1	2.68	1.42	NEUTRAL		PB1481-SS 8.37
<b>350 LT1 SMALL BLOCK 10% UNDER DRIVE SERPENTINE BELT</b>	<b>6.75</b>	<b>N/A</b>	<b>1.28</b>	<b>NEUTRAL</b>		<b>PBU1481-SS10 8.37</b>
350 LT1 STEEL CRANK FLANGE (SHORT STYLE) SUIT F BODY 93-95, CORVETTE 92-95 LENGTH 3.516 USE WITH PB1481-SS, PBU1481-SS AND PB81481-SS						FHS1481-SS
350 LT1 STEEL CRANK FLANGE (SHORT STYLE) SUIT F BODY CAPRICE & IMPALA 93-95 REPLACES OEM 10168570 LENGTH 4.09 USE WITH PB1481-SS, PBU1481-SS AND PB81481-SS						FHL1481-SS
LS1 GENERATION 3 ALL ALLOY 5.7L V-8 (CAMARO&FIREBIRD) SERP. BELT						PB1480-SS 11.2
LS1 5.7L V-8 SERP BELT 10% UNDER DRIVE 6.81" OD	7.5	3.66	2.22	NEUTRAL		PBU1480-SS10 10.9
LS1 5.7L V-8 SERP BELT 25% UNDER DRIVE 6.81" OD	6.81	3.66	2.2	NEUTRAL		PBU1480-SS25 10.7
LS6 5.7L, LS2 6.0L, LS3 6.2L V-8 SERP BELT CORVETTE, SSR	6.81	3.86	2.48	NEUTRAL		PB1117-SS 8.55
LS6 5.7L, LS2 6.0L, LS3 6.2L V-8 SERP BELT CORVETTE, SSR, 10% UNDERDRIVE	7.5	2.83	2.42	NEUTRAL		PBU1117-SS10 7.61
	6.75	2.83	2.42	NEUTRAL		
<b>CHRYSLER</b>						
CHRYSLER 318 340 SMALL BLOCK						PB1004-SS 9.4
360 V-8 C/W	7.11	2.56	1.2	NEUTRAL	PB1108-ST 7.7	PB1108-SS 9.4
392 BIG BLOCK HEMI	7.26	2.56	1.2	C/W RING	PB1115-ST 7.7	PB1115-SS 9.1
440 BIG BLOCK	7.08	2.49	1.1	NEUTRAL		PB1112-SS 9.4
	7.24	2.56	1.2	NEUTRAL		



# ENGINE PRO PERFORMANCE HARMONIC BALANCERS *Continued*

APPLICATION	OUTSIDE DIAMETER	OVERALL DEPTH	RING WIDTH	BALANCE	STREET PERFORMANCE SERIES	SFI RACE SERIES
					STREET PART # WEIGHT (lbs)	RACE PART # WEIGHT (lbs)
<b>FORD V-8</b>						
302, 351 CLEVELAND V-8	6.5	3.5	1.39	C/W HUB	PB1082-ST 9.3	PB1082-SS 10.9
289, 302 WINDSOR V-8 3 BOLT (COUNTERSUNK PULLEY LOCATION)	6.33	3	0.77	C/W HUB	PB1008-ST 6.6	
302, 351 V-8 WINDSOR V-8 3 BOLT (RAISED PULLEY LOCATION) 28OZ. IN.	6.5	3.18	1.39	C/W HUB	PB1203-ST 9.2	PB1203-SS 10.9
302, 351 WINDSOR V-8 3 BOLT (COUNTERSUNK PULLEY LOCATION) 28OZ. IN.	6.5	3.18	1.39	C/W HUB	PB1009-ST 9.1	PB1009-SS 10.9
302, 351 WINDSOR V-8 4 BOLT (RAISED PULLEY LOCATION) 28OZ. IN.	6.5	4.09	1.25	C/W HUB	PB1060-ST 10.1	PB1060-SS 11.4
302 WINDSOR V-8 EFI V-8 4 BOLT 50OZ. IN.	6.4	4.13	1.57	C/W HUB	PB1084-ST 9.1	PB1084-SS 10.9
302 WINDSOR V-8 4 BOLT HUB COUNTER WEIGHT RING	6.4	4.13	1.57	C/W RING	PB1070-ST 9.1	
5.0L EFI WINDSOR V-8 WITH FACTORY CRANK TRIGGER (AU FALCON)	6.38	4.05	1.48	C/W RING	PB1463-ST 9.6	
5.8L EFI WINDSOR V-8 4 BOLT	6.4	4.08	1.2	C/W RING	PB1214-ST 9.2	
WINDSOR V-8 SMALL BLOCK 6" STOCK SPEEDWAY LIGHTWEIGHT 3 BOLT	5.9	3.1	1.26	NEUTRAL		PB1479-SS 5.9
302, 351 WINDSOR V-8 NEUTRAL BALANCE LIGHTWEIGHT 4 BOLT	6.37	4.13	1.57	NEUTRAL		PB1086-SS 8
390 BIG BLOCK FE V-8 INTERNAL BALANCE	7	1.574	1.102	NEUTRAL	PB1111-ST 7.7	PB1111-SS 8.9
460 BIG BLOCK V-8 INTERNAL BALANCE <i>NOTE: THE PB1210-SS CAN BE USED ON EXTERNALLY BALANCED 460 WITH FACTORY WINGED COUNTERWEIGHT</i>	6.62	1.62	1.37	NEUTRAL		PB1210-SS 9.6
5.4L V-8 MODULAR MUSTANG, FALCON BA SERPENTINE BELT	7.05*	2.32	1.83	NEUTRAL	PB1116-ST 9.03	
<b>GENERAL MOTORS 3.6L V6</b>						
3.6L HIGH FEATURE OHC V-6 LY7, LLT 20% UNDERDRIVE	6.77	2.36		NEUTRAL		PBU1177-SS20 6.84
<b>GENERAL MOTORS 3800 V-6</b>						
3.8L V-6 SERIES 1&2 SUIT NORMALLY ASPIRATED & 8 RIB SUPERCHARGER CONVERSION	7.28	3.45	2.26	C/W HUB	PB1083-ST 10.38	
3.8L V-6 L SERIES 3 SUIT NORMALLY ASPIRATED & 8 RIB SUPERCHARGER CONVERSION	7.28	3.45	2.26	C/W HUB	PB1207-ST 10.38	
<b>PONTIAC</b>						
287 TO 455 CID V-8	6.79	3.24	1.26	NEUTRAL	PB1056-ST 6.8	PB1056-SS 10.4
GTO 5.7L LS1, 6.0L LS2 V-8 SERP BELT	7.5	2.25	1.37	NEUTRAL		PB1480-SS 11.2
GTO 5.7L LS1, 6.0L LS2 10% UNDERDRIVE	6.75	2.25	1.37	NEUTRAL		PBU1480-SS10 9.9
GTO 5.7L LS1, 6.0L LS2 25% UNDERDRIVE	6.22	2.13	1.37	NEUTRAL		PBU1480-SS25 9.9
G8 L98 6.0L, LS3 6.2L V-8 SERP BELT	7.5	2.83	2.42	NEUTRAL		PB1117-SS 8.55
G8 L98 6.0L, LS3 6.2L V-8 SERP BELT 10% UNDERDRIVE	6.75	2.83	2.42	NEUTRAL		PBU1117-SS10 7.61

## 4340 STEEL HARMONIC BALANCER BOLTS

Our top quality crankshaft snout bolts positively secure harmonic balancers and make turning the crankshaft for valve adjustments quicker and easier.

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

PART #	APPLICATION	LENGTH *
06-1200	CHEVROLET SMALL BLOCK 7/16" NF THREADS	1 7/8"
06-1201	CHEVROLET BIG BLOCK 1/2" NF THREADS	1 5/16"

\* LENGTH MEASURED FROM BOTTOM OF WASHER TO END OF BOLT.





## BELL HOUSING TO BLOCK DOWELS

These +.400 extra length (1.550 total length) solid steel dowels fit both Chevrolet small block and big block engines.



PART #	APPLICATION
29-2000-2	CHEVROLET SMALL BLOCK 1957-86, CHEVROLET BIG BLOCK 1967-91 (ONE PAIR)

## ENGINE PRO CHEMICALS

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

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



- Guards against camshaft and lifter wear
- Extreme pressure lube
- Contains molybdenum disulfide, ZDDP and other lubricating solids
- Rust and oxidation inhibitors
- Great for rod bolt installation
- Anti-seize and anti-galling formula



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

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

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

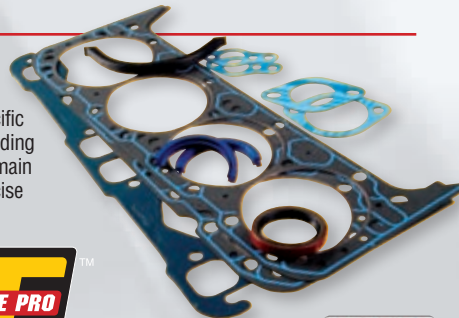




## PERFORMANCE GASKET SETS

Engine Pro has partnered with Fel-Pro to create an exclusive line of co-branded performance gasket sets. Engine Pro performance sets eliminate the waste that results from buying a typical full set, then buying specific performance gaskets and throwing duplicates away. These sets include all the major gaskets required, including Fel-Pro's performance head gaskets, valve cover gaskets, exhaust header gaskets, oil pan gaskets and rear main seal. These sets do not include valve stem seals and intake gaskets, allowing customers to specify their precise requirements.

- Top quality Fel-Pro performance
- Perma Torque® head gaskets
- Extra thick oil pan seal
- Fluoroelastomer rear main seal
- Blue Stripe® valve covers



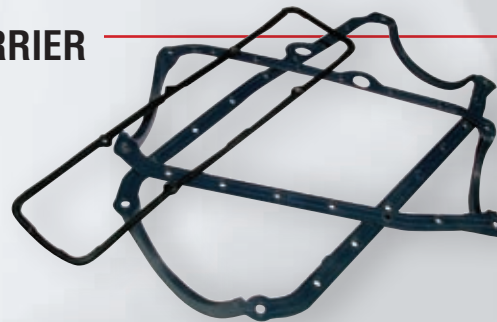
PART #	APPLICATION	INCLUDES HEAD GASKET #
31-1000	CHEVROLET SMALL BLOCK 1957-85 265, 283, 302, 327, & 350 UP TO 4.155" BORE	1003
31-1002	FORD SMALL BLOCK 1962-82 260, 289, 302 (EXC. BOSS & ELIMINATOR)	1152 or 9333PT-1*
31-1003	CHEVROLET SMALL BLOCK 1986-UP 350 NON-VORTEC 1 PIECE SEAL UP TO 4.155" BORE	1003
31-1004	CHEVROLET SMALL BLOCK 400 (70-80)	1004
31-1005	CHEVROLET BIG BLOCK 396 - 402 - 427 - 454 (65-90) UP TO 4.370" BORE	1005 or 17046*
31-1006	CHEVROLET LS1, LS6 (HEAD GASKET BORE 3.945")	1160 R & L
31-1007	CHEVROLET LS1, LS6 (HEAD GASKET BORE 4.100")	1161 R & L
31-1009	CHEVROLET BIG BLOCK 502" BASED GEN IV FOR BOWTIE, MERLIN, DART, BIG M BLOCKS; UP TO 4.540" BORE	1047 or 17048*

\*THESE NUMBERS ARE DIRECT INTERCHANGES.

## SILICONE GASKETS WITH STEEL SUPPORT CARRIER

Engine Pro silicone rubber gaskets for valve covers and oil pans are the perfect choice for performance engines. Each gasket (with the exception of #31-50504R) has a Steel Support Carrier which allows it to be removed and reinstalled without damaging the gasket. Stainless steel compression limiters prevent over tightening

- Molded silicone rubber construction with steel support carrier (except #31-50504R) which is molded silicone rubber with no carrier
- Made in USA by an O.E. and aftermarket supplier
- Steel compression limiters (except #31-50504R)



### VALVE COVER GASKET SETS

PART #	DESCRIPTION	THICKNESS
31-1628	CHEVROLET SMALL BLOCK (59-86) MOST CYLINDER HEADS EXCEPT EARLY "STAGGERED" BOLT PATTERN. FITS CHEVROLET 18 DEGREE AND BRODIX 12	.340 NOMINAL; .250 AT LIMITER
31-12869T	CHEVROLET SMALL BLOCK (59-86) MOST CYLINDER HEADS EXCEPT EARLY "STAGGERED" BOLT PATTERN. FITS CHEVROLET 18 DEGREE AND BRODIX 12	.200 NOMINAL; .160 AT LIMITER
31-50504R	CHEVROLET LS1/LS6 4.8L, 5.3L, 5.7L, 6.0L, (99-08) NOTE: INCLUDES EGR GASKET	N/A
31-1635	CHEVROLET BIG BLOCK (65-84), 3 UPPER AND 4 LOWER BOLTS	.180 NOMINAL; .140 AT LIMITER
31-1684	FORD SMALL BLOCK (62-01)	.180 NOMINAL; .140 AT LIMITER

### OIL PAN GASKET SETS

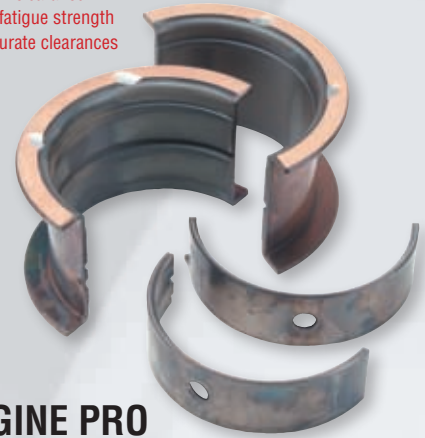
PART #	DESCRIPTION	THICKNESS
31-1880-1	CHEVROLET SMALL BLOCK, (75-85) RH OR LH DIPSTICKS, SIDE RAILS TRIMMED FOR STROKERS.	0.141
31-1886	CHEVROLET SMALL BLOCK (86-97), RH DIPSTICK. FITS GM BOW TIE SHORT DECK BLOCK, NON-CNC BOW TIE BLOCK W/2 PIECE SEAL ADAPTER.	0.141
31-30693R	CHEVROLET LS1/LS6 4.8L, 5.3L, 5.7L, 6.0L (97-09)	N/A
31-1884	CHEVROLET BIG BLOCK (65-90)	0.094
31-34407	CHEVROLET BIG BLOCK (91-00)	0.094
31-13260	FORD SMALL BLOCK (62-85)	0.094



# PERFORMANCE ENGINE BEARINGS

Engine Pro Performance Series bearings deliver a unique and desirable combination of strength and flexibility. All Engine Pro Performance Series rod bearings feature hardened steel backing for superior performance under high load and temperature conditions. Engine Pro Performance Series main bearings are 3/4 grooved for optimum oil supply and increased surface area for better load carrying capability.

- Tri-metal material
- Oversized chamfers for large radius fillets
- High crush and no flash plating to improve seating
- Medium eccentricity to maintain uniform oil clearance
- Thinner, high strength overlay to increase fatigue strength
- Wall tolerance +/- .00015" to maintain accurate clearances



## ENGINE PRO VINTAGE ENGINE BEARINGS

- Tri-metal material for durability
- Original equipment design

APPLICATION	ROD BEARING PART #	MAIN BEARING PART #	OIL CLEARANCE
<b>CHEVROLET</b>			
SMALL BLOCK LARGE JOURNAL	11-663H*	12-909H*	STD
SMALL BLOCK LARGE JOURNAL	11-663HD#	12-909H*	STD
SMALL BLOCK LARGE JOURNAL	11-663HX	12-909HX	+0.001
SMALL BLOCK LARGE JOURNAL	11-663HXD#	12-909HX	+0.001
SMALL BLOCK SMALL JOURNAL	11-745H	12-429H	STD
SMALL BLOCK SMALL JOURNAL	11-745HD #	12-429H	STD
SMALL BLOCK SMALL JOURNAL	11-745HX	12-429HX	+0.001
SMALL BLOCK SMALL JOURNAL	11-745HXD#	12-429HX	+0.001
SMALL BLOCK 400 C.I.D.	11-663H*	12-1038H	STD
SMALL BLOCK 400 C.I.D.	11-663HD#	12-1038H	STD
SMALL BLOCK 400 C.I.D.	11-663HX	12-1038HX	+0.001
SMALL BLOCK 400 C.I.D.	11-663HXD #	12-1038HX	+0.001
SMALL BLOCK GEN III LS1 / VORTEC	11-663H*	12-2199H	STD
SMALL BLOCK GEN III LS1 / VORTEC	11-663HD #	12-2199H	STD
SMALL BLOCK GEN III LS1 / VORTEC	11-663HX	12-2199HX	+0.001
SMALL BLOCK GEN III LS1 / VORTEC	11-663HXD #	12-2199HX	+0.001
BIG BLOCK	11-743H*	12-829H*	STD
BIG BLOCK	11-743H #	12-829H#	STD
BIG BLOCK	11-743HX*	12-829HX	+0.001
BIG BLOCK	11-743HXD #	12-829HX	+0.001

<b>CHRYSLER</b>			
273, 318, 340, 360 C.I.D.	11-481H		STD
273, 318, 340, 360 C.I.D.	11-481HX		+0.001
350, 361, 383, 400, 440 C.I.D.	11-527HD#		STD
350, 361, 383, 400, 440 C.I.D.	11-527HXD#		+0.001

<b>FORD</b>			
221, 255, 260, 289, 302 C.I.D.	11-634H*	12-590H*	STD
221, 255, 260, 289, 302 C.I.D.	11-634HD #	12-590H *	STD
221, 255, 260, 289, 302 C.I.D.	11-634HX	12-590HX	+0.001
221, 255, 260, 289, 302 C.I.D.	11-634HXD #	12-590HX	+0.001
281 C.I.D. (4.6L), 330 C.I.D. (5.4L)	11-1442H	12-2202H	STD
281 C.I.D. (4.6L), 330 C.I.D. (5.4L)	11-1442HX	12-2202HX	+0.001
351C C.I.D.	11-927H	12-1010H	STD
351C C.I.D.		12-1010HX	+0.001
351M, 400 C.I.D.	11-927H	12-1432H	STD
351M, 400 C.I.D.		12-1432HX	+0.001
429, 460 C.I.D.	11-818H	12-1039H	STD
429, 460 C.I.D.		12-1039HX	+0.001

APPLICATION	ROD BEARING PART #	MAIN BEARING PART #
<b>BUICK</b>		
<b>300 / 1964-67</b>		<b>12-961P-20</b>
<b>300 / 1964-67</b>		<b>12-961P-30</b>
<b>CHEVROLET</b>		
<b>348 / 1958-65</b>		<b>12-458P-30</b>
<b>409 / 1961-65</b>		<b>12-458P-30</b>
<b>FORD</b>		
<b>312 / 1956-60</b>		<b>12-195P-20</b>
<b>383 / 1958-60</b>	<b>11-521P-8-20</b>	
<b>383 / 1958-60</b>	<b>11-521P-8-30</b>	
<b>410 / 1958</b>	<b>11-521P-8-20</b>	
<b>410 / 1958</b>	<b>11-521P-8-30</b>	
<b>430 / 1958-65</b>	<b>11-521P-8-20</b>	
<b>430 / 1958-65</b>	<b>11-521P-8-30</b>	
<b>462 / 1966-68</b>	<b>11-521P-8-20</b>	
<b>462 / 1966-68</b>	<b>11-521P-8-30</b>	

\* Exclusive crank saver sizes (.009" and .011")  
# HD and HXD bearings have dowel hole

**IMPORTANT NOTE:** Bearings are available in standard size and various undersizes. Please refer to price list for specific undersizes by part number. Rod bearings are priced by journal and sold in sets. Main bearings priced and sold in sets.

APPLICATION	ROD BEARING PART #	MAIN BEARING PART #	OIL CLEARANCE	COMMENT
<b>MITSUBISHI</b>				
4G63/4G64	11-1185H	12-1186H	STD	6/92-99
4G63/4G64	11-1185HX	12-1186HX	+0.001	W/ INTEGRAL THRUST
4G63/4G64	11-1185H	12-1219H	STD	97-99
4G63/4G64	11-1185HX	12-1219HX	+0.001	W/ SEPARATE THRUST WASHER (NOT INCLUDED)
<b>SUBARU</b>				
	11-1697H	12-8309H	STD	52mm ROD BEARINGS.
	11-1657HX	12-8309HX	+0.001	THRUST BEARING IN #5 POSITION
<b>CUSTOM PERFORMANCE</b>				
	11-1663H		STD	2.015" HOUSING BORE/ 1.8885 - 1.8890
	11-1663HX		+0.001	SHAFT DIAMETER/792" LONG
	11-1665HD #		STD	2.015" HOUSING BORE/ 1.8885 - 1.8890
	11-1665HXD #		+0.001	SHAFT DIAMETER/.896" LONG

# E15000 SERIES PERFORMANCE ENGINE BEARINGS

Engine Pro E15000 Series Performance Bearings are specifically designed for extreme performance applications. E Series bearings have a load capacity of 15,000 psi, the highest available. This is accomplished through the use of a patented four metal design which features premium 1020 hardened steel backing material, leaded bronze bearing material (CuPb14Sn3) and thin overlays. Thrust bearings have a patented profile on the thrust face to double their load carrying capacity by enhancing the formation of hydrodynamic oil film. The result is a bearing offering the ultimate in durability under extreme load, high rpm and high temperature conditions.

Bearings are 3/4 grooved for optimum oil supply plus increased bearing surface area. Flash tin coating has been eliminated on both the O.D. and I.D. surfaces. This eliminates the possibility of tin material migrating and building up in one area to create a hot spot on the bearing surface.

- Tri-Metal material
- 15,000 psi load carrying capacity
- Hardened 1020 backing material with greater fatigue strength to handle higher thrust loads
- Higher amount of crush height for maximum fit and retention
- More eccentricity in rod bearing to avoid crankshaft contact and increase oil flow
- Patented profile on thrust bearing face doubles load carrying capacity
- 3/4 grooved for optimum oil supply and increased bearing surface area
- Enlarged chamfer to accommodate large crankshaft fillet diameters



APPLICATION	ROD BEARING PART #	MAIN BEARING PART #	OIL CLEARANCE	COMMENT
<b>CHEVROLET</b>				
SMALL BLOCK LARGE JOURNAL	11E-663H8*	12E-909H*	STD	
SMALL BLOCK LARGE JOURNAL	11E-663HD8#	12E-909H*	STD	
SMALL BLOCK LARGE JOURNAL	11E-663HX8	12E-909HX	+ .001	
SMALL BLOCK LARGE JOURNAL	11E-663HXD8#	12E-909HX	+ .001	
SMALL BLOCK SMALL JOURNAL	11E-745H8	12E-429H	STD	
SMALL BLOCK SMALL JOURNAL	11E-745HD8#	12E-429H	STD	
SMALL BLOCK SMALL JOURNAL	11E-745HX	12E-429HX	+ .001	
SMALL BLOCK SMALL JOURNAL	11E-745HXD8#	12E-429HX	+ .001	
SMALL BLOCK 400 C.I.D.	11E-663H8*	12E-1038H	STD	
SMALL BLOCK 400 C.I.D.	11E-663HD8#	12E-1038H	STD	
SMALL BLOCK 400 C.I.D.	11E-663HX8	12E-1038HX	+ .001	
SMALL BLOCK 400 C.I.D.	11E-663HXD8#	12E-1038HX	+ .001	
SMALL BLOCK GEN III LS1 / VORTEC	11E-663H8*	12E-2199H	STD	
SMALL BLOCK GEN III LS1 / VORTEC	11E-663HD8#	12E-2199H	STD	
SMALL BLOCK GEN III LS1 / VORTEC	11E-663HX8	12E-2199HX	+ .001	
SMALL BLOCK GEN III LS1 / VORTEC	11E-663HXD8#	12E-2199HX	+ .001	
BIG BLOCK	11E-743H8*	12E-829H*	STD	
BIG BLOCK	11E-743H8 #	12E-829H#	STD	
BIG BLOCK	11E-743HX8*	12E-829HX	+ .001	
BIG BLOCK	11E-743HXD8#	12E-829HX	+ .001	
<b>CHRYSLER</b>				
273, 318, 340, 360 C.I.D.	11E-481H8		STD	
273, 318, 340, 360 C.I.D.	11E-481HX8		+ .001	
360, 361, 383, 400, 440 C.I.D.	11E-527HD8#		STD	
<b>FORD</b>				
221, 255, 260, 289, 302 C.I.D.	11E-634H8*	12E-590H*	STD	
221, 255, 260, 289, 302 C.I.D.	11E-634HX8	12E-590HX	+ .001	
281 C.I.D. (4.6L), 330 C.I.D. (5.4L)	11E-1442H8	12E-2202H	STD	
281 C.I.D. (4.6L), 330 C.I.D. (5.4L)	11E-1442HX8	12E-2202HX	+ .001	
351C C.I.D.		12E-1010H	STD	
351C C.I.D.		12E-1010HX	+ .001	
351M, 400 C.I.D.		12E-1432H	STD	
351M, 400 C.I.D.		12E-1432HX	+ .001	
351W	11E-831H8	12E-1432H	STD	
351W		12E-1432HX	+ .001	
429, 460 C.I.D.	11E-818H8	12E-1039H	STD	
429, 460 C.I.D.		12E-1039HX	+ .001	
<b>CUSTOM PERFORMANCE</b>				
	11E-1663H8		STD	2.015" HOUSING BORE/ 1.8885 - 1.8890
	11E-1663HX8		+ .001	SHAFT DIAMETER/.792" LONG

\* Crank saver sizes (.009", .011", .019", .021") # HD and HXD bearings have dowel hole

IMPORTANT NOTE: Bearings are available in standard size and various undersizes. Please refer to price list for specific undersizes by part number.

All bearings are priced and sold in sets.

# E15000 SERIES PERFORMANCE NITRO BLACK COATED ENGINE BEARINGS

- All the features of our E15000 bearings, plus Duroshield, a friction reducing polymer coating.
- This micro-thin layer featuring an advanced molybdenum disulfide in a polymer base provides exceptional protection during dry starts and other situations when oil supply to the bearing face is interrupted.
- The Duroshield coating chemically bonds to the bearing surface and is engineered to absorb oil for enhanced lubricity in a full range of performance conditions.



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

**NEW!**



APPLICATION	ROD BEARING PART #	MAIN BEARING PART #	OIL CLEARANCE
<b>CHEVROLET</b>			
<b>SMALL BLOCK LARGE JOURNAL</b>	<b>11E-663HK8</b>	<b>12E-909HK</b>	<b>STD</b>
<b>SMALL BLOCK LARGE JOURNAL</b>	<b>11E-663HDK8 *</b>	<b>12E-909HK</b>	<b>STD</b>
<b>SMALL BLOCK LARGE JOURNAL</b>	<b>11E-663HXX8</b>	<b>12E-909HXX</b>	<b>+.001</b>
<b>SMALL BLOCK SMALL JOURNAL</b>	<b>11E-745HK8</b>	<b>N/A</b>	<b>STD</b>
<b>SMALL BLOCK 400 CID</b>	<b>11E-663HK8</b>	<b>12E-1038HK</b>	<b>STD</b>
<b>SMALL BLOCK 400 CID</b>	<b>11E-663HDK8 *</b>	<b>12E-1038HK</b>	<b>STD</b>
<b>SMALL BLOCK 400 CID</b>	<b>11E-663HXX8</b>	<b>N/A</b>	<b>+.001</b>
<b>BIG BLOCK</b>	<b>11E-743HK8</b>	<b>12E-829HK</b>	<b>STD</b>
<b>BIG BLOCK</b>	<b>11E-743HDK8 *</b>	<b>12E-829HK</b>	<b>STD</b>
<b>BIG BLOCK</b>	<b>N/A</b>	<b>12E-829HXX</b>	<b>+.001</b>



\* HDK BEARINGS HAVE DOWEL HOLE  
 IMPORTANT NOTE: BEARINGS ARE AVAILABLE IN STANDARD SIZE AND UNDERSIZES.  
 PLEASE REFER TO PRICE LIST FOR AVAILABLE SIZES.  
 ALL BEARINGS PRICED AND SOLD IN SETS.

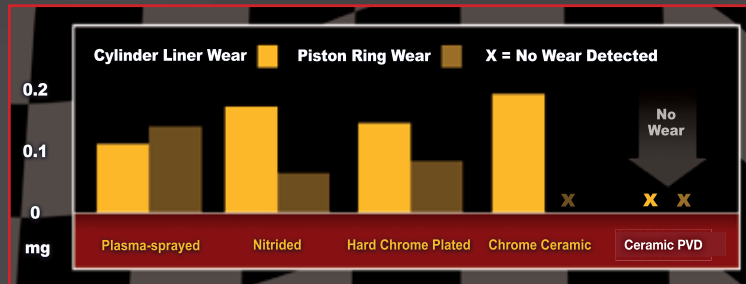
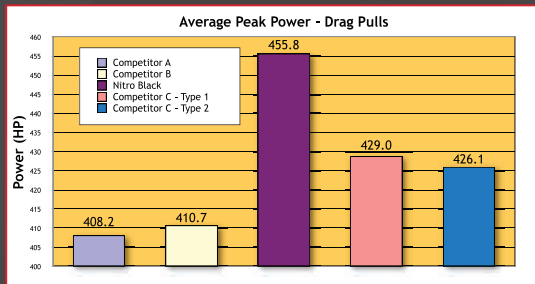


# PERFORMANCE NITRO BLACK RACE RINGS

- Top ring and oil ring rails are made of gas nitride hardened stainless steel.
- Faces of top ring and oil rails are ceramic PVD coated. This coating has a very low coefficient of friction, in addition providing high scuff and heat resistance and excellent seating.
- Second ring is Ductile iron Napier profile design for optimum durability and oil scraping ability under the most severe performance conditions.
- Above features resulting in measurably improved horsepower.
- Nitro Black Ceramic PVD coatings are compatible with Nikasil coated cylinder bores.
- For use with all types of fuel and injections including nitrous oxide.



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



## 1/16" - 1/16" - 3/16" REDUCED TENSION

SET NUMBER	BORE SIZE
43SN8575 STD	4.000
43SN8575 .005	4.005
43SN8575 .035	4.035
43SN8575 .045	4.040
43SN8575 .065	4.065
43SN8580 STD	4.125
43SN8580 .005	4.130

SET NUMBER	BORE SIZE
43SN8580 .035	4.160
43SN8580 .045	4.170
43SN8580 .065	4.190
43SN8585 STD	4.250
43SN8585 .005	4.255
43SN8585 .035	4.285
43SN8585 .045	4.295
43SN8585 .065	4.315
43SN8590 STD	4.500

SET NUMBER	BORE SIZE
43SN8590 .005	4.505
43SN8590 .035	4.535
43SN8590 .045	4.545
43SN8590 .065	4.565
43SN8590 .105	4.6050
43SN8590 .115	4.6150
43SN8595 STD	4.6250
43SN8595 .005	4.6300

# STEEL MOLY RACE RINGS

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

## .043 - .043 - 3.0mm LOW TENSION

SET NUMBER		BORE SIZE
43SM8556*	<b>STD</b>	<b>4.000</b>
43SM8556*	<b>.005</b>	<b>4.005</b>
43SM8556*	<b>.025</b>	<b>4.025</b>
43SM8556*	<b>.035</b>	<b>4.035</b>
43SM8556*	<b>.045</b>	<b>4.045</b>
43SM8556*	<b>.055</b>	<b>4.055</b>
43SM8556*	<b>.060</b>	<b>4.060</b>
43SM8556*	<b>.065</b>	<b>4.065</b>
43SM8556*	<b>.070</b>	<b>4.070</b>
43SM5587	STD	4.000
43SM5587	.005	4.005
43SM5587	.010	4.010
43SM5587	.020	4.020
43SM5587	.025	4.025
43SM5587	.030	4.030
43SM5587	.035	4.035
43SM5587	.040	4.040
43SM5587	.045	4.045
43SM5587	.055	4.055
43SM5587	.060	4.060
43SM5587	.065	4.065
43SM5587	.070	4.070
43SM5587	.080	4.080
43SM5587	.100	4.100
43SM5593	STD	4.125
43SM5593	.005	4.130
43SM5593	.010	4.135
43SM5593	.015	4.140
43SM5593	.020	4.145
43SM5593	.025	4.150
43SM5593	.030	4.155
43SM5593	.035	4.160
43SM5593	.040	4.165
43SM5593	.045	4.170
43SM5593	.050	4.175
43SM5593	.055	4.180
43SM5593	.060	4.185

## .043 - 1/16" - 3.0mm LOW TENSION

SET NUMBER		BORE SIZE
43SM8592*	<b>STD</b>	<b>4.5000</b>
43SM8592*	<b>.005</b>	<b>4.5050</b>
43SM8592*	<b>.035</b>	<b>4.5350</b>
43SM8592*	<b>.065</b>	<b>4.5650</b>

SET NUMBER		BORE SIZE
43SM5597*	STD	4.250
43SM5597*	<b>.035</b>	<b>4.2850</b>
43SM5597*	<b>.065</b>	<b>4.3150</b>
43SM5597*	<b>.130</b>	<b>4.3800</b>
43SM8582*	STD	4.500
43SM8582*	.005	4.5050
43SM8582*	.035	4.535
43SM8582*	.065	4.565
43SM8582*	.105	4.6050
43SM8582*	.130	4.6300

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

SET NUMBER		BORE SIZE
43SM8537	STD	4.0000
43SM8537	.005	4.0050
43SM8537	.025	4.0250
43SM8537	.035	4.0350
43SM8537	.045	4.0450
43SM8537	.065	4.0650
43SM8537	.080	4.0850
43SM8557	STD	4.1250
43SM8557	.005	4.1300
43SM8557	.020	4.1450
43SM8557	.025	4.1500
43SM8557	.030	4.1550
43SM8557	.035	4.1600
43SM8557	.040	4.1650
43SM8557	.045	4.1700
43SM8557	.060	4.1850
43SM8577	STD	4.2500

\*SETS #43SM5597, #43SM8531, #43SM8556, #43SM8582 & #43SM8592 SECOND RING DESIGN IS DUCTILE IRON, NAPIER

## TOP RING FEATURES

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

## .043- 1/16" - 3/16" STANDARD TENSION

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

## 1.5 - 1.5 - 3.0 mm STANDARD TENSION

SET NUMBER		BORE SIZE
43SM8531*	<b>STD</b>	<b>3.7800</b>
43SM8531*	<b>.005</b>	<b>3.7850</b>
43SM8531*	<b>.035</b>	<b>3.8150</b>
43SM8531*	<b>.065</b>	<b>3.8450</b>





# ENGINE PRO RACING RINGS

## PREMIUM DUCTILE PLASMA MOLY



### TOP RING FEATURES

- Shell molded • High tensile strength • Withstands extreme temperatures • Virtually unbreakable • Impact resistant plasma moly alloy

### RING DESIGN

TOP RING: DUCTILE IRON, PLASMA MOLY

SECOND RING: CAST IRON, REVERSE TORSIONAL TWIST

OIL RING: FLEX-VENT

#### 1/16" - 1/16" - 3/16" STANDARD TENSION

SET NUMBER		BORE SIZE
43M5527	STD	3.7800
43M5527	.020	3.8000
43M5527	.030	3.8100
43M5527	.035	3.8150
43M5527	.040	3.8200
43M5527	.045	3.8250
43M5527	.060	3.8400
<b>THE ABOVE ARE 4 CYLINDER SETS</b>		
43M5567	STD	3.7360
43M5567	.020	3.7560
43M5567	.030	3.7660
43M5567	.035	3.7710
43M5567	.040	3.7760
43M5567	.060	3.7960
43M5575	STD	3.9100
43M5575	.030	3.9400
43M5575	.040	3.9500
43M5575	.060	3.9700
43M5523	STD	4.0000
43M5523	.005	4.0050
43M5523	.010	4.0100
43M5523	.015	4.0150
43M5523	.020	4.0200
43M5523	.025	4.0250
43M5523	.030	4.0300
43M5523	.035	4.0350
43M5523	.040	4.0400
43M5523	.045	4.0450
43M5525	STD	4.0500
43M5525	.005	4.0550
43M5523	.060	4.0600
43M5523	.065	4.0650
43M5523	.070	4.0700
43M5523	.080	4.0800
43M5525	.030	4.0800
43M5525	.035	4.0850
43M5525	.040	4.0900
43M5523	.103	4.1030
43M5525	.060	4.1100
43M5525	.065	4.1150
43M5590	STD	4.1200
43M5529	STD	4.1250
43M5529	.005	4.1300
43M5529	.010	4.1350
43M5529	.020	4.1450
43M5529	.025	4.1500
43M5543	STD	4.1510
43M5543	.005	4.1550
43M5529	.030	4.1550
43M5590	.035	4.1550
43M5529	.035	4.1600
43M5542	STD	4.1650
43M5529	.040	4.1650
43M5590	.045	4.1650
43M5542	.005	4.1700
43M5529	.045	4.1700
43M5543	.030	4.1800
43M5543	.035	4.1850
43M5590	.065	4.1850
43M5529	.060	4.1850
43M5529	.065	4.1900

#### 1/16" - 1/16" - 3/16" STANDARD TENSION (cont)

SET NUMBER		BORE SIZE
43M5543	.045	4.1950
43M5542	.030	4.1950
43M5542	.035	4.2000
43M5542	.045	4.2100
43M5543	.065	4.2150
43M5542	.065	4.2300
43M5526	STD	4.2325
43M5526	.005	4.2370
43M5526	.010	4.2425
43M5526	.015	4.2475
43M5519	STD	4.2500
43M5526	.020	4.2525
43M5519	.005	4.2550
43M5526	.025	4.2575
43M5519	.010	4.2600
43M5526	.030	4.2625
43M5526	.035	4.2675
43M5519	.020	4.2700
43M5519	.030	4.2800
43M5519	.035	4.2850
43M5519	.040	4.2900
43M5519	.060	4.3100
43M5519	.065	4.3150
43M5528	STD	4.3200
43M5528	.005	4.3250
43M5528	.020	4.3400
43M5577	STD	4.3425
43M5528	.025	4.3450
43M5528	.030	4.3500
43M5528	.035	4.3550
43M5528	.040	4.3600
43M5536	STD	4.3600
43M5528	.045	4.3650
43M5528	.055	4.3700
43M5577	.033	4.3750
43M5519	.125	4.3750
43M5536	.020	4.3800
43M5528	.060	4.3800
43M5577	.040	4.3825
43M5536	.024	4.3840
43M5528	.065	4.3850
43M5536	.030	4.3900
43M5536	.035	4.3950
43M5536	.040	4.4000
43M5577	.060	4.4025
43M5536	.065	4.4250
43M5536	.080	4.4400
43M5536	.085	4.4450
43M5537	STD	4.4675
43M5537	.004	4.4715
43M5589	STD	4.5000
43M5589	.005	4.5050
43M5589	.025	4.5250
43M5589	.030	4.5300
43M5589	.035	4.5350
43M5589	.045	4.5450
43M5589	.060	4.5600
43M5589	.065	4.5650
43M5589	.100	4.6000
43M5589	.105	4.6050

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

SET NUMBER		BORE SIZE
43M5505	STD	4.0000
43M5505	.005	4.0050
43M5505	.010	4.0100
43M5505	.025	4.0250
43M5505	.030	4.0300
43M5505	.035	4.0350
43M5505	.045	4.0450
43M5505	.060	4.0600
43M5505	.065	4.0650
43M5510	STD	4.1250
43M5510	.005	4.1300
43M5510	.020	4.1450
43M5510	.025	4.1500
43M5510	.030	4.1550
43M5510	.035	4.1600
43M5510	.040	4.1650
43M5510	.045	4.1700
43M5510	.060	4.1850
43M5515	STD	4.2500
43M5515	.030	4.2800
43M5515	.035	4.2850
43M5515	.060	4.3100
43M5515	.065	4.3150
43M5515	.125	4.3750
43M5520	STD	4.3200
43M5520	.030	4.3500
43M5520	.035	4.3550
43M5596	STD	4.5000
43M5596	.005	4.5050
43M5596	.025	4.5250
43M5596	.030	4.5300
43M5596	.035	4.5350
43M5596	.045	4.5450
43M5596	.060	4.5600
43M5596	.065	4.5650
43M5596	.100	4.6000
43M5596	.105	4.6050

#### 1/16" - 1/16" - 1/8" STANDARD TENSION

SET NUMBER		BORE SIZE
43M5544	STD	3.5750
43M5544	.005	3.5800
43M5544	.025	3.6000
43M5544	.030	3.6050
43M5544	.035	3.6100
<b>THE ABOVE ARE 4 CYLINDER SETS</b>		
43M5522	STD	3.8750
43M5522	.005	3.8800
43M5522	.030	3.9050
43M5522	.035	3.9100
43M5522	.060	3.9350
43M5522	.065	3.9400
43M5521	STD	4.0000
43M5521	.005	4.0050
43M5521	.010	4.0100
43M5521	.020	4.0200
43M5521	.025	4.0250
43M5521	.030	4.0300
43M5521	.035	4.0350
43M5521	.040	4.0400



# PREMIUM DUCTILE PLASMA MOLY continued

## TOP RING FEATURES

- Shell molded • High tensile strength • Withstands extreme temperatures • Virtually unbreakable • Impact resistant plasma moly alloy

## RING DESIGN

TOP RING: DUCTILE IRON, PLASMA MOLY

SECOND RING: CAST IRON, REVERSE TORSIONAL TWIST

OIL RING: FLEX-VENT

1/16" - 1/16" - 1/8" STANDARD TENSION (cont)		
SET NUMBER		BORE SIZE
43M5521	.045	4.0450
43M5521	.060	4.0600
43M5521	.065	4.0650
43M5524	STD *	4.1200
43M5501	STD *	4.1250
43M5524	.005 *	4.1250
43M5501	.005 *	4.1300
43M5524	.030 +	4.1500
43M5501	.030 *	4.1550
43M5524	.035 +	4.1550
43M5501	.035 *	4.1600
43M5501	.040 *	4.1650
43M5501	.045 *	4.1700
43M5501	.060 *	4.1850
43M5501	.065 *	4.1900
43M5517	STD	4.2330
43M5517	.005	4.2375
43M5517	.030	4.2625
43M5517	.035	4.2675
43M5517	.065	4.2975
*Oil ring depth on #43M5501 is .175"		
+Oil ring depth on #43M5524 is .200"		

1.5 - 1.5 - 3.0mm LOW TENSION		
SET NUMBER		BORE SIZE
43M5540	STD	4.0000
43M5540	.005	4.0050
43M5540	.025	4.0250
43M5540	.030	4.0300
43M5540	.035	4.0350
43M5540	.040	4.0400
43M5540	.045	4.0450
43M5540	.060	4.0600
43M5540	.065	4.0650
43M5540	.085	4.0850
43M5540	.090	4.0900
43M5540	.095	4.0950
43M5540	.105	4.1050
43M5581	STD	4.1250
43M5581	.005	4.1300
43M5581	.010	4.1350
43M5581	.015	4.1400
43M5581	.020	4.1450
43M5581	.030	4.1550
43M5581	.035	4.1600
43M5581	.045	4.1700
43M5581	.065	4.1900
43M8569	STD	4.2500
43M8569	.030	4.2800
43M8525	STD	4.5000
43M8525	.100	4.6000

5/64" - 5/64" - 5/32" STANDARD TENSION		
SET NUMBER		BORE SIZE
43M5546	STD	3.1875
43M5546	.005	3.1925
43M5546	.045	3.2325

THE ABOVE ARE 4 CYLINDER SETS

5/64" - 3/32" - 3/16" STANDARD TENSION		
SET NUMBER		BORE SIZE
43M5516	STD	4.2325
43M5516	.005	4.2375
43M5516	.035	4.2675
43M5516	.065	4.2975

1/16" - 1/16" - 3.0mm LOW TENSION			
SET NUMBER			BORE SIZE
43M5538	STD		4.0000
43M5538	.005		4.0050
43M5538	.010		4.0100
43M5538	.020		4.0200
43M5538	.025		4.0250
43M5538	.030		4.0300
43M5538	.035		4.0350
43M5538	.040		4.0400
43M5538	.045		4.0450
43M5538	.060		4.0600
43M5538	.065		4.0650
43M5538	.075		4.0750
43M5538	.085		4.0850
43M5538	.103		4.1030
43M5539	STD		4.1250
43M5539	.005		4.1300
43M5539	.010		4.1350
43M5539	.020		4.1450
43M5539	.030		4.1550
43M5539	.035		4.1600
43M5539	.040		4.1650

1/16" - 5/64" - 5/32" STANDARD TENSION			
SET NUMBER			BORE SIZE
43M5545	STD		3.1875
43M5545	.005		3.1925
43M5545	.035		3.2225
43M5545	.045		3.2325

THE ABOVE ARE 4 CYLINDER SETS

1.5 - 1.5 - 4.0 mm STANDARD TENSION			
SET NUMBER			BORE SIZE
43M5535	STD		4.0000
43M5535	.005		4.0050
43M5535	.030		4.0300
43M5535	.035		4.0350
43M5535	.040		4.0400
43M5535	.045		4.0450
43M5535	.060		4.0600
43M5535	.065		4.0650

5/64" - 5/64" - 3/16" LOW TENSION			
SET NUMBER			BORE SIZE
43M5548	STD		3.7360
43M5548	.035		3.7710
43M5548	.045		3.7810
43M5548	.065		3.8010
43M5503	STD		3.8750
43M5503	.030		3.9050
43M5503	.060		3.9350
43M5504	STD		4.0000
43M5504	.020		4.0200
43M5504	.030		4.0300
43M5504	.040		4.0400
43M5504	.045		4.0450
43M5514	STD		4.2500
43M5514	.030		4.2800
43M5514	.060		4.3100

5/64" - 5/64" - 3/16" STANDARD TENSION			
SET NUMBER			BORE SIZE
43M5547	STD		3.7360
43M5547	.035		3.7710
43M5547	.045		3.7810
43M5547	.065		3.8010
43M5506	STD		3.8750
43M5506	.005		3.8800
43M5506	.030		3.9050
43M5506	.035		3.9100
43M5507	STD		3.9375
43M5506	.065		3.9400
43M5502*	STD		4.0000
43M5508	STD		4.0000
43M5508	.005		4.0050
43M5508	.020		4.0200
43M5502*	.020		4.0200
43M5508	.025		4.0250
43M5508	.030		4.0300
43M5502*	.030		4.0300
43M5508	.035		4.0350
43M5508	.040		4.0400
43M5561	STD		4.0400
43M5508	.045		4.0450
43M5508	.060		4.0600
43M5502*	.060		4.0600
43M5511	STD		4.0625
43M5508	.065		4.0650
43M5511	.005		4.0675
43M5561	.030		4.0700
43M5512	STD		4.0925
43M5511	.035		4.0975
43M5512	.005		4.0975
43M5561	.060		4.1000
43M5513	STD		4.1250
43M5512	.030		4.1250
43M5511	.065		4.1275
43M5512	.035		4.1275
43M5513	.005		4.1300
43M5513	.025		4.1500
43M5512	.060		4.1550
43M5513	.030		4.1550
43M5512	.065		4.1575
43M5513	.035		4.1600
43M5513	.040		4.1650
43M5513	.045		4.1700
43M5513	.060		4.1850
43M5513	.065		4.1900
43M5518	STD		4.2500
43M5518	.005		4.2550
43M5518	.030		4.2800
43M5518	.035		4.2850
43M5518	.040		4.2900
43M5518	.045		4.2950
43M5518	.060		4.3100
43M5518	.065		4.3150

ABOVE SETS MARKED \* ARE 4 CYL SETS



# STEEL CHROME BARREL FACE TOP RINGS

## TOP RING FEATURES

- Impact resistant chrome coated steel alloy
- Reduced side wear and extended life
- Designed for most demanding high compression applications
- High stress and high temperature conditions
- Alloy steel

## RING DESIGN

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

1.2-1.2-3.0mm LOW TENSION		
SET NUMBER		BORE SIZE
43SC5556	STD	3.445 (87.5mm)
43SC5556	.010 (0.25mm)	3.4550
43SC5556	.020 (0.50mm)	3.4650 (88mm)
43SC5556	.030 (0.75mm)	3.4750
43SC5556	.040 (1.00mm)	3.4850 (88.5mm)
43SC5556	.060 (1.50mm)	3.5050 (89mm)
<b>THE ABOVE ARE 4 CYLINDER SETS</b>		

1.2-1.5-2.8mm STANDARD TENSION		
SET NUMBER		BORE SIZE
43SC5558	STD	2.9530 (75mm)
43SC5558	.010 (.025mm)	2.9630
43SC5558	.020 (0.50mm)	2.9730 (75.5mm)
43SC5558	.030 (0.75mm)	2.9830
43SC5558	.040 (1.00mm)	2.9930 (76mm)
43SC5558	.060 (1.50mm)	3.0130 (76.5mm)
<b>THE ABOVE ARE 4 CYLINDER SETS</b>		

1.0-1.2-2.8mm STANDARD TENSION		
SET NUMBER		BORE SIZE
43SC5572	STD	3.1890 (81mm)
43SC5572	.010 (0.25mm)	3.1990
43SC5572	.020 (0.50mm)	3.2090 (81.5mm)
43SC5572	.030 (0.75mm)	3.2190
43SC5572	.040 (1.00mm)	3.2290 (82mm)
43SC8513	STD	3.3070 (84mm)
43SC8513	.020 (0.50mm)	3.3275 (84.5mm)
43SC8513	.040 (1.00mm)	3.3475 (85mm)
<b>THE ABOVE ARE 4 CYLINDER SETS</b>		

# DUCTILE CHROME BARREL FACE TOP RINGS

## RING DESIGN

TOP RING: DUCTILE CHROME BARREL FACED    SECOND RING: CAST IRON, REVERSE TORSIONAL TWIST  
OIL RING: FLEX-VENT



1.5-1.5-3.0mm LOW TENSION		
SET NUMBER		BORE SIZE
43C5573	STD	3.2680 (83mm)
43C5573	.010 (.025mm)	3.2480
43C5573	.020 (0.50mm)	3.2880 (83.51mm)
43C5573	.030 (0.75mm)	3.2980
43C5573	.040 (1.00mm)	3.3080 (84.02mm)
43C5573	.060 (1.50mm)	3.3280 (84.53mm)
<b>THE ABOVE ARE 4 CYLINDER SETS</b>		

# DUCTILE PLASMA MOLY TOP RING - NAPIER SECOND RING

All the features of our premium ductile series rings, plus the second ring is Napier profile design for superior durability and oil scraping ability.

## TOP RING FEATURES

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

## SECOND RING NAPIER DESIGN FEATURES

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

## OIL RING DESIGN FEATURES

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

## RING DESIGN

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

1/16" - 1/16" - 3/16" STANDARD TENSION		
SET NUMBER		BORE SIZE
43M8542	STD	4.0000
43M8542	.005	4.0050
43M8542	.030	4.0300
43M8542	.035	4.0350
43M8542	.040	4.0400
43M8542	.045	4.0450
43M8542	.060	4.0600
43M8542	.065	4.0650
43M8552	STD	4.1250
43M8552	.005	4.1300
43M8552	.010	4.1350
43M8552	.020	4.1450
43M8552	.025	4.1500
43M8552	.030	4.1550
43M8552	.035	4.1600
43M8552	.040	4.1650
43M8552	.045	4.1700
43M8552	.060	4.1850
43M8552	.065	4.1900
43M8562	STD	4.2500

SET NUMBER		BORE SIZE
43M8562	.005	4.2550
43M8562	.030	4.2800
43M8562	.035	4.2850
43M8562	.040	4.2900
43M8562	.045	4.2950
43M8562	.060	4.3100
43M8562	.065	4.3150
43M8562	.125	4.3750
43M8588	STD	4.5000
43M8588	.005	4.5050
43M8588	.035	4.5350
43M8588	.045	4.5450
43M8588	.065	4.5650

1/16" - 1/16" - 1/8" STANDARD TENSION		
SET NUMBER		BORE SIZE
43M8571	STD	4.0000
<b>43M8571</b>	<b>.005</b>	<b>4.0050</b>
43M8571	.030	4.0300
43M8571	.035	4.0350
<b>43M8571</b>	<b>.045</b>	<b>4.0450</b>
<b>43M8571</b>	<b>.065</b>	<b>4.0650</b>

1/16" - 1/16" - 3/16" LOW TENSION		
SET NUMBER		BORE SIZE
43M8543	STD	4.0000
43M8543	.005	4.0050
43M8543	.030	4.0300
43M8543	.035	4.0350
43M8543	.040	4.0400
43M8543	.045	4.0450
43M8543	.060	4.0600
43M8543	.065	4.0650
43M8559	STD	4.1250
43M8559	.005	4.1300
43M8559	.030	4.1550
43M8559	.035	4.1600
43M8559	.040	4.1650
43M8559	.045	4.1700
43M8559	.060	4.1850
43M8559	.065	4.1900
43M8594	STD	4.5000
43M8594	.005	4.5050
43M8594	.035	4.5350
43M8594	.045	4.5450
43M8594	.065	4.5650

1.5" - 1.5" - 3.0" LOW TENSION		
SET NUMBER		BORE SIZE
43M8521	STD	4.0000
43M8521	.005	4.0050
43M8521	.035	4.0350
43M8521	.045	4.0450
43M8521	.065	4.0650
<b>43M8505</b>	<b>STD</b>	<b>4.1250</b>
<b>43M8505</b>	<b>.005</b>	<b>4.1300</b>
<b>43M8505</b>	<b>.035</b>	<b>4.1600</b>
<b>43M8505</b>	<b>.045</b>	<b>4.1700</b>
<b>43M8505</b>	<b>.065</b>	<b>4.1900</b>

# CLAIMER MOLY RACE RINGS

## TOP RING FEATURES

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

## RING DESIGN

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

### 1/16" - 1/16" - 3/16" STANDARD TENSION

SET NUMBER		BORE SIZE
43CM5532	STD	4.000
43CM5532	.020	4.020
43CM5532	.030	4.030
43CM5532	.035	4.035
43CM5532	.040	4.040
43CM5532	.045	4.045
43CM5532	.060	4.060
43CM5532	.065	4.065
43CM5534	STD	4.125
43CM5534	.020	4.145
43CM5534	.030	4.155
43CM5534	.035	4.160
43CM5534	.040	4.165
43CM5534	.045	4.170
43CM5534	.060	4.185
43CM5534	.065	4.190
43CM5541	STD	4.250

SET NUMBER		BORE SIZE
43CM5541	.020	4.270
43CM5541	.030	4.280
43CM5541	.040	4.290
43CM5541	.060	4.310
43CM5574	STD	4.320
43CM5574	.020	4.340
43CM5574	.030	4.350
43CM5576	STD	4.360
43CM5576	.020	4.380
43CM5576	.030	4.390
43CM5576	.040	4.400
43CM5576	.080	4.440
43CM5576	.110	4.470
43CM5580	STD	4.500
43CM5580	.030	4.530
43CM5580	.060	4.560

### 1.5-1.5-4.0mm STANDARD TENSION

SET NUMBER		BORE SIZE
43CM5530	STD	4.000
43CM5530	.030	4.030
43CM5530	.040	4.040
43CM5530	.060	4.060

### 1.5-1.5-3.0mm LOW TENSION

SET NUMBER		BORE SIZE
43CM5540	STD	4.000
43CM5540	.020	4.020
43CM5540	.030	4.030
43CM5540	.040	4.040
43CM5540	.060	4.060

### 5/64" - 5/64" - 3/16" STANDARD TENSION

SET NUMBER		BORE SIZE
43CM5531	STD	4.000
43CM5531	.030	4.030
43CM5531	.040	4.040
43CM5531	.060	4.060
43CM5533	STD	4.125
43CM5533	.030	4.155
43CM5533	.040	4.165
43CM5533	.060	4.185

### 1/16" - 1/16" - 1/8" STANDARD TENSION

SET NUMBER		BORE SIZE
43CM5521	STD	4.000
43CM5521	.030	4.030
43CM5521	.035	4.035
43CM5521	.040	4.040
43CM5521	.045	4.045
43CM5521	.060	4.060
43CM5521	.065	4.065
43CM5501	STD	4.125
43CM5501	.030	4.155
43CM5501	.035	4.160
43CM5501	.040	4.165
43CM5501	.045	4.170
43CM5501	.060	4.185
43CM5501	.065	4.190



# CLAIMER CAST RACE RINGS

## TOP RING FEATURES

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

## RING DESIGN

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

### 1/16" - 1/16" - 3/16" STANDARD TENSION

SET NUMBER		BORE SIZE
43C5532	STD	4.000
43C5532	.020	4.020
43C5532	.030	4.030
43C5532	.040	4.040
43C5532	.060	4.060
43C5534	STD	4.125
43C5534	.020	4.145
43C5534	.030	4.155

SET NUMBER		BORE SIZE
43C5534	.040	4.165
43C5534	.060	4.185
43C5541	STD	4.250
43C5541	.020	4.270
43C5541	.030	4.280
43C5541	.040	4.290
43C5541	.060	4.310

### 5/64" - 5/64" - 3/16" STANDARD TENSION

SET NUMBER		BORE SIZE
43C5531	STD	4.000
43C5531	.030	4.030
43C5531	.040	4.040
43C5531	.060	4.060
43C5533	STD	4.125
43C5533	.030	4.155
43C5533	.040	4.165
43C5533	.060	4.185

### 1.5-1.5-4.0mm STANDARD TENSION

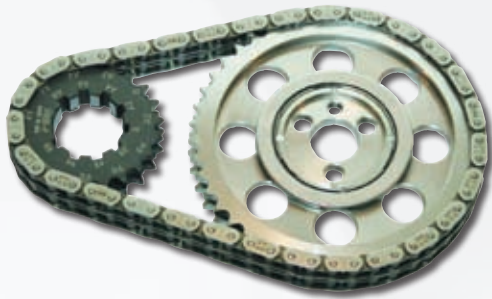
SET NUMBER		BORE SIZE
43C5530	STD	4.000
43C5530	.030	4.030
43C5530	.040	4.040
43C5530	.060	4.060

### 1.5-1.5-3.0mm LOW TENSION

SET NUMBER		BORE SIZE
43C5540	STD	4.000
43C5540	.020	4.020
43C5540	.030	4.030
43C5540	.040	4.040
43C5540	.060	4.060

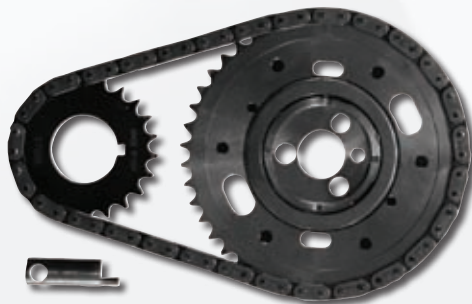
## PERFORMANCE TIMING SETS

Engine Pro performance timing sets are manufactured with top quality features such as: Heat treated and pre-stretched chain that is designed to prevent elongation and stretching. Cam sprockets manufactured from billet steel or high grade iron with large profile tooth design to ensure durability. Crank sprockets are heat treated with multiple keyways. Engine Pro timing sets also offer Torrington roller thrust bearings and both  $-.005$ " and  $-.010$ " reduced center distance options on select applications. Engine Pro has a timing set for every performance requirement.



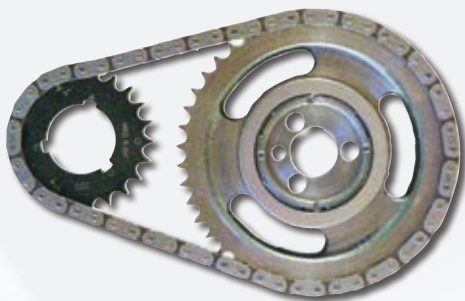
### PREMIUM BILLET .250 ROLLER

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



### PRO ADJUST

- .250 seamless double roller chain
- 2 piece cam sprocket infinitely adjustable from  $+6$  degrees to  $-6$  degrees
- ARP adjusting bolts
- CNC heat treated steel crank sprocket
- Press fit Torrington roller thrust bearing
- Cam timing adjustable with valve covers installed. Not necessary to back-off rocker arms



### STREET-STRIP .250 ROLLER

- .250 double roller chain
- Cast iron cam sprocket
- 3 keyway heat treated crank sprocket with  $+4$  degrees to  $-4$  degrees cam adjustment
- Press fit Torrington bearing (T Suffix) available on small and big block Chevrolet applications



Complete line of performance and original equipment timing sets and components are available.

# PERFORMANCE TIMING SETS continued



APPLICATION	PREMIUM BILLET	PRO ADJUST	STREET/STRIP
	.250 ROLLER	.250 Seamless Double Roller Chain	.250 ROLLER
	PART #	PART #	PART #
AMC-JEEP - V8 290,304,343,360,390,401			08-1118
BUICK V6 AND V8 WITH INTEGRAL DISTRIBUTOR DRIVE			08-1134
BUICK V6 AND SOME V8 WITHOUT INTEGRAL DISTRIBUTOR DRIVE			08-1132
BUICK 400,430,455, 1967-76	08-2040		
CHEVROLET SMALL BLOCK - 1955-86	08-2001T-9	08-4700	08-1100 / 08-1100T
CHEVROLET SMALL BLOCK - 1955-86 -.005 CENTER DISTANCE	08-2001T-9-005	08-4700-005	08-1100-005 / 08-1100T-005
CHEVROLET SMALL BLOCK - 1955-86 -.010 CENTER DISTANCE	08-2001-T-9-010	08-4700-010	08-1100-010 / 08-1100T-010
CHEVROLET SMALL BLOCK - 1955-86 - ROCKET BLOCK W/SB CHEVY CRANK SNOUT	08-2060T-9	08-4760	
CHEVROLET SMALL BLOCK - 1955-86 -BB CHEVY CRANK SNOUT	08-2065T-9	08-4765	
CHEVROLET SMALL BLOCK - 1955-86 - RAISED CAM W/BB CHEVY CRANK SNOUT	08-2066T-9	08-4766	
CHEVROLET SMALL BLOCK - 1986 UP - W/FACTORY ROLLER CAM	08-2021T-9		08-1145
CHEVROLET SMALL BLOCK - 1986 UP - -.005 CENTER DISTANCE	08-2021T-9-005		08-1145-005
CHEVROLET SMALL BLOCK - 1986 UP - -.010 CENTER DISTANCE	08-2021T-9-010		08-1145-010
CHEVROLET LS1 - 294 (4.8-V), 323 (5.3-T,Z,P), 346 (5.7-G,S), 364 (6.0-N,U) 1997-04 - NO SENSOR CAM	08-2013T-9		
CHEVROLET LS1 - AS ABOVE -.005 CENTER DISTANCE	08-2013T-9-005		
CHEVROLET LS1 - AS ABOVE -.010 CENTER DISTANCE	08-2013T-010		
CHEVROLET LS2 - 364 (6.0-N,U) 2005, LS6 - 346 (5.7) 2004-05 - 1 SENSOR CAM	08-2014T-9		
CHEVROLET LS2 - AS ABOVE -.005 CENTER DISTANCE	08-2014T-9-005		
CHEVROLET LS2 - AS ABOVE - 010 CENTER DISTANCE	08-2014T-9-010		
CHEVROLET LS2 - 364 (6.0-N,U) 2006-07, LS3 - 376 (6.2) 2007 - 3 BOLT, 4 SENSOR CAM	08-2036T-9		
CHEVROLET LS2 & LS3 - AS ABOVE -.005 CENTER DISTANCE	08-2036T-9-005		
CHEVROLET (4.8L, 5.3L) 07-10, LS2 (6.0L) 05-10, LS3 (6.2L) 08-10, L92 (6.2L) 07-09	08-2035T-9		
CHEVROLET LS2 & LS3 - AS ABOVE -.005 CENTER DISTANCE	08-2035T-9-005		
<b>CHEVROLET LS7 - 427 (7.0) Z06, 2006-10</b>	<b>08-2077T-9</b>		
CHEVROLET BIG BLOCK - 1965-90	08-2002T-9	08-4710	08-1110T-9
CHEVROLET BIG BLOCK - 1965-90 -.005 CENTER DISTANCE	08-2002T-9-005		08-1110T-9-005
CHEVROLET BIG BLOCK - 1965-80 -.010 CENTER DISTANCE	08-2002T-010		08-1110T-9-010
CHEVROLET BIG BLOCK - GENVI - 454(7.4,J) - 1996-00	08-2037T-9		
CHRYSLER - V8 318,340,360; V6 239	08-2004-9		08-1103
CHRYSLER - V8 345(5.7) 370(6.1) HEMI - 2003-10	08-2011-9	<b>08-4705R</b>	
CHRYSLER - V8 383,400,426W,+440 HEMI - 3 BOLT CAM	08-2005T-9		08-1125
CHRYSLER - V8 383,400,426W+440 HEMI - 1 BOLT CAM	08-2010-9		08-1104
FORD SMALL BLOCK - 1 PIECE FUEL PUMP ECCENTRIC LATE 1965-EARLY 72	08-2003T-9*	08-4720*	08-1135-010
FORD SMALL BLOCK - AS ABOVE -.005 CENTER DISTANCE	08-2003T-9-005*		08-1135-005
FORD SMALL BLOCK - AS ABOVE -.010 CENTER DISTANCE	08-2003T-9-010		08-1135-010
FORD SMALL BLOCK - 2 PIECE FUEL PUMP ECCENTRIC - LATE 1972-88	08-2023T-9*	08-4751*	08-1138
FORD SMALL BLOCK - AS ABOVE -.005 CENTER DISTANCE	08-2023T-9-005*		
FORD SMALL BLOCK - AS ABOVE -.010 CENTER DISTANCE	08-2023T-9-010*		
*ALSO ORDER 08-7820TPK CAM THRUST PLATE COUNTERSUNK WITH SCREWS			
FORD - 351C,351M,400	08-2008T-9		08-1121
FORD - 360,390,427,428	08-2006T-9		08-1108
FORD - 429,460 W/FACTORY TDC TIMING	08-2009T-9	08-4730	08-1122
OLDSMOBILE - 260,307,350,400,403,425,455			08-1113
PONTIAC 350P,400,428,455 (PREMIUM BILLET SET HAS BRONZE BUSHING)	08-2007W-9		08-1112

**ROLON CHAIN UPGRADE NOW AVAILABLE ON THE ABOVE PERFORMANCE SETS**

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

ALSO AVAILABLE:

- IWIS GERMAN CHAIN. Consult Engine Pro Master Timing Catalog for Availability by Application
- Acoustically balanced for excellent wear resistance
- Designed for High Speed Applications
- Add 'G' Suffix when ordering



## PERFORMANCE TIMING SETS **continued**

### HEAVY DUTY .334 ROLLER SETS

- .334 Single Roller Chain
- Cast Iron Cam Sprocket
- 3 Keyway Crank Sprocket with +4 degrees to -4 degrees of Cam Adjustment
- Available With 9-Keyway Crank Sprockets



APPLICATION / HEAVY DUTY .334 ROLLER SETS	PART #
CHEVROLET SMALL BLOCK - 1962-88	08-3300
CHEVROLET SMALL BLOCK - 1987-02 W/FACTORY ROLLER CAM	08-3381
CHEVROLET BIG BLOCK - 366, 427 MARINE - 1991-98	08-3339
CHEVROLET BIG BLOCK - 454, 502 MARINE W/FACTORY ROLLER CAM - 1991-00	08-3376
CHEVROLET BIG BLOCK - 454 VIN J - 1996-99	08-3337
CHEVROLET BIG BLOCK - 454 GEN VI VIN B LATE 1999-00, VIN J 2000	08-3336
CHEVROLET BIG BLOCK - 496 VIN E,G 2001	08-3358
CHEVROLET BIG BLOCK - 496 VIN E,G 2002-03	08-3359
CHEVROLET BIG BLOCK - 454, 502 MARINE - 2001-05	08-3338
CHEVROLET BIG BLOCK - 496 VIN E,G - 2004-07	08-3363

### HEAVY DUTY .200 ROLLER SETS

- .200 Double Roller Chain
- Cast Iron Cam Sprocket
- 3-Keyway Crank Sprocket with -4 degrees to +4 degrees Cam Adjustment



APPLICATION / HEAVY DUTY .200 ROLLER SETS	PART #
CHEVROLET SMALL BLOCK - 1955-86	08-3023-3
CHEVROLET SMALL BLOCK - 1955-86 (WITH STEEL CRANK SPROCKET)	08-3023-3S
CHEVROLET BIG BLOCK - 1965-90	08-3024-3
CHRYSLER - V8 318, 340, 360, V6 239	08-3028-3
FORD SMALL BLOCK, 1 PIECE FUEL PUMP ECCENTRIC LATE 1965-EARLY 72	08-3054-3
FORD SMALL BLOCK, 2 PIECE FUEL PUMP ECCENTRIC LATE 1972-88	08-3057-3

### GEAR DRIVE TIMING SETS

- All gears made from 8620 carburized steel
- Includes roller cam button lock plate and bolts
- Timing adjusted with color coded dowel pin hole inserts
- Available in noisy or quiet



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



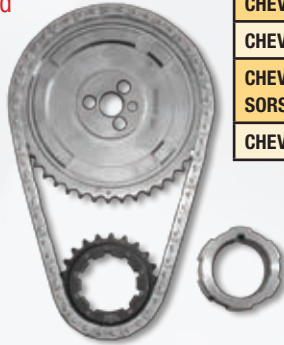
### BELT DRIVE TIMING SET

Engine Pro's belt drive timing is for those who want the best in timing systems. Belt drives take less power to operate than any other timing option, and are very durable. This set features adjustable timing on the cam gear up to 10 degrees advance or retard and a heavy duty timing belt. Thrust washers, seals and hardware are included.

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

## LS SINGLE ROLLER .250

- Heavy duty single roller chain
- Billet steel heat treated cam sprocket
- Press fit Torrington thrust bearing
- CNC heat treated 9 keyway crank sprocket



APPLICATION / LS SINGLE ROLLER .250	PART #
CHEVROLET 4.8L, 5.3L (99-06) LS6 5.7L (04-05) 1 SENSOR	08-9014T-9
CHEVROLET LS1 5.7L (97-04) LS2 6.0L (99-07) 1 SENSOR	08-9014T-9
CHEVROLET LS2 6.0L (06-07) L92 6.2L (07) 3 BOLT CAM, 4 SENSORS	08-9036T-9
CHEVROLET 4.8L, 5.3L (07-10) LS2 6.0L (05-10) SINGLE BOLT CAM, 4 SENSORS	08-9035T-9
CHEVROLET LS3 6.2L (08-10) L92 6.2L (07-09) SINGLE BOLT CAM, 4 SENSORS	08-9035T-9

## FORD V8 4.6L PERFORMANCE CAM AND CRANK SPROCKET KIT

Designed to work with OEM chains, tensioners and guides

Contains all OEM replacement chains, tensioners and guides

- 2 cast iron cam sprockets with black oxide coating
- 2 cam spacers
- 2 billet steel heat treated, 9 keyway crank sprockets
- 1 crank sprocket spacer

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



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

- Left and right bank cam sprockets
- Billet steel two piece construction
- Cam timing advance or retard up to 6 degrees
- Adjustment bolts are non magnetic stainless steel
- Adjustment tool
- Works with all OE replacement timing components



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

## ADJUSTABLE BILLET TIMING POINTERS

Engine Pro billet timing pointers are CNC machined from the finest quality billet aluminum and anodized black for good looks and corrosion resistance; the preferred way to ensure correct timing settings.

- 4 degrees of timing adjustment
- Stainless steel mounting hardware
- Minimum clearance between pointer and harmonic Balancer allowing accurate setting of timing



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

## PERFORMANCE TIMING COVERS

### STEEL AND ALUMINUM TIMING COVERS

Engine Pro timing covers are available in two designs and fit small block Chevy applications from 1965 to 1990.

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

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



08-8001

08-8002

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

## TIMING COVER STUD KIT

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

PART #	APPLICATION
29-4006	CHEVROLET SMALL BLOCK 1965-90; CHEVROLET BIG BLOCK 1967-91



## HARDWARE KITS

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

PART #	APPLICATION
29-1000	CHEVROLET SMALL BLOCK 1957-86
29-1001	CHEVROLET BIG BLOCK 1967-91
29-1200	CHRYSLER V8 350, 361, 383, 400, 440





## LIFTER VALLEY SCREEN KITS

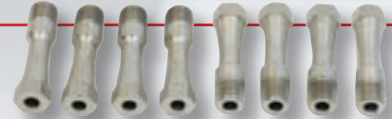
This kit is designed to minimize damage caused by valve train and other breakage in the engine by keeping debris away from the engine's rotating assembly and oil pump pickup. Special pre-formed screens are secured with high strength epoxy over the oil drainback holes to catch metal fragments. Allen socket plugs are included for installation in the galley to direct the oil returning from the cylinder heads away from the spinning crankshaft, thereby reducing windage loss and aiding oil control.



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

## LIFTER VALLEY VENTS

These vents aid oil control by providing positive crankcase ventilation and eliminating lifter valley oil drain-through to crankshaft, which results in windage loss.

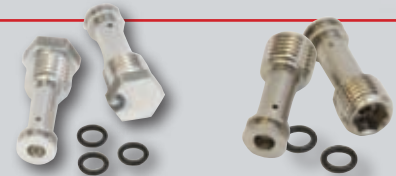


PART #	DESCRIPTION	APPLICATION
29-4000-8	PACKAGE OF 8 VALLEY VENTS	CHEVROLET SMALL BLOCK

- 6061-T6 aluminum construction
- 1/4" NPT thread in
- Machined with 9/16" hex for ease of installation

## OIL RESTRICTOR KITS

Race engines equipped with roller rocker arms and mechanical roller lifters should have the flow of oil to the lifters restricted. Our Oil Restrictor Kits force more oil to the engine bearings where it is needed, and also cut horsepower losses caused by oil windage. Engine Pro offers two styles of restrictor kits. Part #29-4004 consists of a pair of precisely drilled aluminum restrictors which replace the rear block galley plugs. Part #29-4005 consists of precisely drilled steel plugs which are screwed into threaded oil passages.



PART #	DESCRIPTION	APPLICATION
29-4004	ALUMINUM RESTRICTOR KIT	CHEVROLET SMALL BLOCK AND BIG BLOCK.
29-4005	STEEL RESTRICTOR KIT	CHEVROLET SMALL BLOCK AND BIG BLOCK

CAUTION: OIL RESTRICTOR KITS ARE NOT FOR USE WITH HYDRAULIC LIFTERS.

## MAGNET KIT

The Engine Pro Universal Magnet Kit assures the pick up of any metal fragments before they reach critical areas of the engine. Magnets can be installed in cylinder heads, intake valley and oil pans.

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



## HEAT TABS

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

PART #	DESCRIPTION
80-1000-100	BAG OF 100 HEAT TABS





# ENGINE PRO DELIVERS REAL RESULTS!

CASE STUDY SERIES



## About the Boat:

Steeler is constructed primarily of carbon fiber material and weighs 2850 pounds ready to race. Steeler has won more than 80% of its heat races and finals in the last three years. In 2012 the boat won the Grand Prix high point championship. This Grand Prix class runs in the northeast, northwest, New Zealand, and Australia.

Photo Credit from:  
[grandprixhydroplane.com](http://grandprixhydroplane.com)

## REAL PERFORMANCE. REAL VALUE.

Engine builders across the country are discovering that Engine Pro engine parts help them get higher performance with lower costs.

### Subject: Steeler—24 Foot Grand Prix Hydroplane with Supercharged 468 CID Chevy Big Block

It's hard to imagine a more demanding venue for a racing engine. The power plant in Huey Newport's hydroplane cranks out 1350 hp and hits 8200 rpm running on straight methanol. Typically running on a five mile oval course on a lake or river, this class of boats has also set the world straightaway speed record of 180 mph.



### Engine builders know that problems occur when racers are pushing the performance limits.

Tuning becomes very critical especially when dealing with power adders in these situations. The way parts look coming out of the engine tells a very important story. In the case of our Nitro Black valves, this picture shows how our exclusive nitriding process provided additional strength to withstand valve to piston contact without breakage saving this real world race team from catastrophic engine failure. In this case **"bent is beautiful."**

[www.enginepro.com](http://www.enginepro.com)

## METRIC CONVERSION CHART

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

## FRACTION to DECIMAL

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

## CONVERSION FORMULAS

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

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

## AUTO UNDERSIZES

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

[WWW.ENGINEPRO.COM](http://WWW.ENGINEPRO.COM)



# ENGINE PRO PERFORMANCE PRODUCTS

## New Items From Engine Pro...



### Performance Roller Valve Lifters

Incorporate the most advanced alloys and technical features available  
Available in both performance hydraulic and solid applications.  
All lifters machined from 8620 tool steel & heat-treated  
Centerless ground to .0003 tolerance  
Axles located with a lock wire  
Made in U.S.A.

SEE  
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Options include vertical or horizontal tie bars, wheel diameters of up to .85 bushing design, 9310 axle material, pressurized axle oiling and fully rebuildable construction.



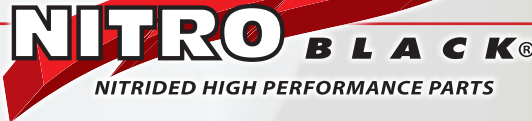
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### Nitro Black Push Rods

Made from 4130 seamless chrome moly tubing  
.210 radius on rocker arm end for higher lift applications to avoid push rod/rocker arm interference  
Shaft rocker system compatible  
Guideplate compatible  
Carbon nitride treated to 60-62 Rockwell "C" scale hardness  
Sets matched to within +/- .005 overall length  
One piece design



SEE  
PAGE 7



### Nitro Black Beehive Valve Springs and Engine Pro Super Clean Street/Race Valve Springs

Made from super clean high tensile strength chrome silicon vanadium nickel  
Beehive shaped design allows a reduced retainer end mass for improved rpm potential  
Every spring goes through a multiple shot peening process to ensure maximum durability and stress relief  
"Heat Set" process and special heat treatment are used to extend spring life and minimize load loss  
Ovate wire shape more evenly distributes mass throughout the wire cross section

WE ALSO  
CARRY

### Original Equipment Replacement Products

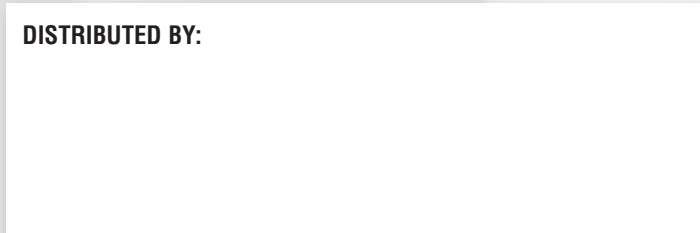


- Piston Rings
- Rod and Main Bearings
- Timing Sets and Components
- Camshafts
- Valves
- Head Bolts
- Gaskets
- Valve Train Components

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