



PRE SEASON PROMO

ENGINE BUILDER CAM PACKAGES

Each package includes the components below at incredible prices!

- Your choice of TQ20H or TQ40H camshaft:
 - The TQ20H, also known as the "Performer", features super low and mid range power. It also has a good idle, fuel efficiency and driveability. 4-barrel carburetor and headers recommended.
 - The TQ40H is perfect for the street and strip. It has a high-lift, dual pattern profile and a fair idle. It works best with a 4-barrel carburetor, headers and lower gears. OK with automatic transmission and a 2,500 RPM stall speed torque converter. Provides reasonable fuel efficiency.
- Lifter set
- Valve spring set
- Chrome moly retainer set
- HT Valve lock set



**Erson Cams, the best kept
secret in the Winner's Circle!**

CHEVROLET

	NET PRICE	NET SAVINGS OVER WD
SMALL BLOCK		
EB-SBC-K1	\$189.95	12%
E113121 TQ20H Cam		
E914501 Lifters		
E915005 Springs		
E961001 Retainers		
E911171 Locks		
EB-SBC-K2	\$189.95	12%
E113321 TQ40H Cam		
E914501 Lifters		
E915005 Springs		
E961001 Retainers		
E911171 Locks		
BIG BLOCK		
EB-BBC-K1	\$199.95	17%
E120121 TQ20H Cam		
E914501 Lifters		
E915011 Springs - 95# @ 1.820"		
E961311 Retainers		
E911271 Locks		
BIG BLOCK W/HI PERF HEADS W/3/8 VALVES		
EB-BBC-K2	\$205.00	17%
E120121 TQ20H Cam		
E914501 Lifters		
E915051 Springs - 130# @ 1.900"		
E961101 3/8 Retainers		
E911271 3/8 Locks		
EB-BBC-K3	\$205.00	17%
E120621 TQ40H Cam		
E914501 Lifters		
E915051 Springs - 130# @ 1.900"		
E961101 3/8 Retainers		
E911271 3/8 Locks		
BIG BLOCK W/HI PERF HEADS W/11/32 VALVES		
EB-BBC-K4	\$205.00	17%
E120121 TQ20H Cam		
E915401 Lifters		
E915051 Springs - 130# @ 1.900"		
E961091 11/32 Retainers		
E911171 11/32 Locks		
EB-BBC-K5	\$205.00	17%
E120621 TQ40H Cam		
E915401 Lifters		
E915051 Springs - 130# @ 1.900"		
E961091 11/32 Retainers		
E911171 11/32 Locks		

MOPAR

	NET PRICE	NET SAVINGS OVER WD
BIG BLOCK		
EB-BBCHRY K-1	\$199.95	15%
E410121 TQ20H Cam		
E914641 Lifters		
E915011 Springs		
E961311 Retainers		
E911271 Locks		
EB-BBCHRY K-2	\$199.95	15%
E410222 TQ40H Cam		
E914641 Lifters		
E915011 Springs		
E961311 Retainers		
E911271 Locks		
SMALL BLOCK		
EB-SB CHRY K-1	\$215.00	10%
E420121 TQ20H Cam		
E914651 Lifters		
E915021 Springs		
E961041 Retainers		
E911271 Locks		
EB-SB CHRY K-2	\$215.00	10%
E420222 TQ40H Cam		
E914651 Lifters		
E915021 Springs		
E961041 Retainers		
E911271 Locks		

FORD

	NET PRICE	NET SAVINGS OVER WD
289/302 EARLY		
EB- 289 K-1	\$205.00	10%
E210121 TQ20H Cam		
E914601 Lifters		
E915021 Springs		
E961061 Retainers		
E911171 Locks		
EB- 289 K-2	\$205.00	10%
E210222 TQ40H Cam		
E914601 Lifters		
E915021 Springs		
E961061 Retainers		
E911171 Locks		
351W		
EB- 351W K-1	\$199.95	15%
E212121 TQ20H Cam 351W		
E9614601 Lifters		
E915011 Springs		
E961312 Retainers		
E911171 Locks		
EB- 351W K-2	\$199.95	15%
E212222 TQ40H Cam 351W		
E9614601 Lifters		
E915011 Springs		
E961312 Retainers		
E911171 Locks		
351C		
EB- 351C K-1	\$199.95	15%
E220121 TQ20H Cam 351C		
E9614601 Lifters		
E915011 Springs		
E961312 Retainers		
E911171 Locks		
EB- 351C K-2	\$199.95	15%
E220222 TQ40H Cam 351C		
E9614601 Lifters		
E915011 Springs		
E961312 Retainers		
E911171 Locks		
352 / 428 FE		
EB- 352/428 K-1	\$199.95	15%
E240121 TQ20H Cam		
E914631 Lifters		
E915011 Springs		
E961311 Retainers		
E91271 Locks		
EB- 352/428 K-2	\$199.95	15%
E240222 TQ40H Cam		
E914631 Lifters		
E915011 Springs		
E961311 Retainers		
E91271 Locks		
429 / 460		
EB-429/ 460 K-1	\$199.95	15%
E260121 TQ20H Cam		
E914601 Lifters		
E915011 Springs		
E961312 Retainers		
E911171 Locks		
EB-429/ 460 K-2	\$199.95	15%
E260222 TQ40H Cam		
E914601 Lifters		
E915011 Springs		
E961312 Retainers		
E911171 Locks		

PONTIAC		NET PRICE	NET SAVINGS OVER WD
	265 / 455		
EB-PONTIAC 265/ 455 K-1	\$199.95	14%	
E310121 TQ20H Cam			
E914561 Lifters			
E915272 Springs			
E961061 Retainers			
E911171 Locks			
EB-PONTIAC 265/ 455 K-2	\$199.95	14%	
E310222 TQ40H Cam			
E914561 Lifters			
E915272 Springs			
E961061 Retainers			
E911171 Locks			
W/HI PERFORMANCE HEADS			
EB-PONTIAC 265/ 455 K-3	\$215.00	12%	
E310121 TQ20H Cam			
E914561 Lifters			
E915283 Springs			
E961061 Retainers			
E911171 Locks			
EB-PONTIAC 265/ 455 K-4	\$215.00	12%	
E310222 TQ40H Cam			
E914561 Lifters			
E915283 Springs			
E961061 Retainers			
E911171 Locks			

OLDSMOBILE		NET PRICE	NET SAVINGS OVER WD
	260 / 455		
EB-OLDS 260/455 K-1	\$215.00	12%	
E540121 TQ20H Cam			
E914561 Lifters			
E915283 Springs			
E961061 Retainers			
E911171 Locks			
EB-OLDS 260/455 K-2	\$215.00	12%	
E540222 TQ40H Cam			
E914561 Lifters			
E915283 Springs			
E961061 Retainers			
E911171 Locks			

With these prices, you can put a little rumble in that next rebuild and make some money while you are at it!

**For Technical Information call:
Steve 775-283-0359
Tom 775-283-0327**

**Pre Season Promo Prices
good through December 15, 2005
www.Erson-Cams.com**

1.5:1 STOCK ROCKER RATIO

CHEVROLET SMALL BLOCK V8

1957-86 262-400 CID ENGINES

PROFERAL BILLET

1987-94 305/350 CID NON HYDRAULIC ROLLER ENGINES

HIGH PERFORMANCE HYDRAULIC CAMSHAFTS FOR NON-EMISSIONS CONTROLLED VEHICLES

APPLICATIONS/CHARACTERISTICS	BASIC RPM RANGE	PART NO. GRIND NO.	DURATION ADVERTISED	DURATION @ .050"	GROSS LIFT	LOBE CENTER	ADVANCE	VALVE LASH
Smooth idle. Slightly over stock. No modifications necessary. 2-barrel, 4-barrel or computer controlled fuel injection compatible. Improved low RPM driveability.	1,000-3,500	E110001 TQ-10-H	274° IN 274° EX	202° IN 202° EX	.410" IN .410" EX	108°	0°	.000" IN .000" EX
The "Commuter". More power through entire range. Stop and go traffic and expressway use. Good idle, throttle response and fuel efficiency.	1,000-3,750	E110111 RV5H	274° IN 280° EX	202° IN 208° EX	.410" IN .420" EX	110°	4°	.000" IN .000" EX
Broad power range. City and expressway driving and towing. Cars, wagons, pickups and heavier rigs. Good idle, throttle response and high-fuel efficiency.	1,250-4,000	E110101 RV10H	280° IN 280° EX	208° IN 208° EX	.420" IN .420" EX	111°	4°	.000" IN .000" EX
Good idle and fuel efficiency in smaller engines. Computer compatible. Works well in light trucks and 4x4 trucks. Towing light to moderate loads. OK with small superchargers.	1,500-4,500	E111011 M/P1	280° IN 292° EX	208° IN 214° EX	.420" IN .449" EX	114°	6°	.000" IN .000" EX
Strong mid-range power. City, fast expressway and open road towing. Delivers maximum mid-range torque. Good idle, throttle response and fuel efficiency.	1,750-4,750	E112021 RV15H	288° IN 288° EX	214° IN 214° EX	.429" IN .429" EX	111°	4°	.000" IN .000" EX
Good idle and throttle response in larger engines. Prefers 4-barrel, headers, manual transmission and low gears for towing moderate to heavy loads. OK with small superchargers.	2,000-5,000	E111021 M/P2	292° IN 310° EX	214° IN 226° EX	.449" IN .462" EX	114°	6°	.000" IN .000" EX
The "Performer". Super low- and mid-range power. Good idle, fuel efficiency and driveability. 4-barrel and headers recommended.	2,000-4,750	E113121 TQ20H	292° IN 292° EX	214° IN 214° EX	.449" IN .449" EX	111°	4°	.000" IN .000" EX
Fair idle. Reasonable fuel efficiency. Good low- and mid-range horsepower. Great camshaft for street rods or slightly modified street cars, 4-barrel and headers.	2,250-5,000	E110321 Hi-Flow AH	284° IN 284° EX	220° IN 220° EX	.472" IN .472" EX	108°	0°	.000" IN .000" EX
Street and Strip. High-lift, dual pattern. Fair idle. Reasonable fuel efficiency. Needs 4-barrel, headers and lower gears. OK with automatic and 2,500 RPM stall speed torque converter.	2,500-5,500	E113321 TQ40H	284° IN 296° EX	220° IN 228° EX	.472" IN .472" EX	110°	4°	.000" IN .000" EX
Recommended for roots, vane or centrifugal-style superchargers. Low-moderate boost 5-8 lbs. Good idle with increased low- and mid-range performance.	2,000-5,500	E113322 Hi-Boost 1H	284° IN 296° EX	220° IN 228° EX	.472" IN .472" EX	112°	4°	.000" IN .000" EX
Fair idle and fuel efficiency. Strong mid-range performance. Works best with 4-barrel, headers, 4-speed manual transmission and low gears.	2,750-5,750	E113221 TQ30H	310° IN 310° EX	226° IN 226° EX	.462" IN .462" EX	114°	6°	.000" IN .000" EX
Hot Street/E.T. Brackets, etc. High-lift. Short duration. Delivers broad power range, strong top end. Fair idle. Needs 4-barrel, headers, compression and gears.	2,750-5,750	E110421 Hi-Flow IH	296° IN 296° EX	228° IN 228° EX	.472" IN .472" EX	108°	0°	.000" IN .000" EX
Street and Strip. High-lift, dual pattern. Rough idle. Good mid and top-range horsepower. Needs 4-barrel intake, headers and lower gears. OK with automatic and 3,000 RPM stall speed torque converter. 9:1 compression or more.	2,800-6,200	E113421 TQ50H	296° IN 306° EX	228° IN 235° EX	.472" IN .472" EX	110°	4°	.000" IN .000" EX
Designed for street rodders looking for more mid-range performance. Blown cars with 8-15 lbs. boost. Cylinder head modifications and large exhaust helpful.	2,500-6,000	E113323 Hi-Boost 2H	296° IN 316° EX	228° IN 240° EX	.472" IN .472" EX	114°	6°	.000" IN .000" EX
Runs strong 3,500 to 7,000 RPM. Stick or automatic with gears. Needs good intake and headers. 9.5:1 or more compression. Lopey idle.	3,200-6,400	E110521 Hi-Flow IIH	306° IN 306° EX	235° IN 235° EX	.472" IN .472" EX	108°	0°	.000" IN .000" EX
Runs strong 4,000 to 7,500 RPM. Needs lower gears, 4-barrel, headers and compression for maximum performance. Rough idle.	3,500-6,500	E115911 Hi-Flow IIH	316° IN 316° EX	240° IN 240° EX	.472" IN .472" EX	108°	0°	.000" IN .000" EX
Serious pro-street cars with 6-71 superchargers or equivalent. 12(+) lbs. of boost, multiple carburetion, large, free flowing exhaust system, aftermarket or modified cylinder heads. Use 2,500-3,500 RPM convertor and low gears.	3,500-7,000	E113324 Hi-Boost 3H	308° IN 316° EX	244° IN 252° EX	.503" IN .517" EX	114°	4°	.000" IN .000" EX
2-barrel or 4-barrel limited sportsman racers on 1/4-3/8 mile oval tracks. Proven winner in .500" lift rule hydraulic classes.	3,500-6,500	E111122 OTH500	318° IN 318° EX	244° IN 244° EX	.504" IN .504" EX	106°	6°	.000" IN .000" EX
More top end than OTH500. 2-barrel or 4-barrel limited sportsmans on 3/8-1/2 mile tracks. Championship performance in .500" lift rule hydraulic camshaft classes.	3,750-6,750	E110622 OTH525	324° IN 324° EX	252° IN 252° EX	.502" IN .502" EX	106°	6°	.000" IN .000" EX
Hot Street/E.T. Brackets. 377-410 CID engines with no less than 10.5:1 compression. Aftermarket or modified cylinder heads. Automatic cars use 3,500-4,000 RPM convertor and 3" exhaust. Nitrous oxide optional.	3,750-7,000	E115912 Hi-Flow IVH	312° IN 320° EX	248° IN 256° EX	.503" IN .517" EX	110°	4°	.000" IN .000" EX
Hot Street/E.T. Brackets. Upper mid-range and top end power in 388-410 CID engines with no less than 11.0:1 compression using large valve aftermarket cylinder heads, single plane intake manifold, 750-850 cfm carburetion and open or free flowing exhaust.	4,000-7,200	E113422 TQ60H	316° IN 324° EX	252° IN 260° EX	.517" IN .517" EX	108°	0°	.000" IN .000" EX

CAMSHAFT ACCESSORY KIT FOR CHEVROLET ENGINES EQUIPPED WITH HYDRAULIC CAMSHAFTS

E811011 KIT INCLUDES THESE COMPONENTS:

- 16 hydraulic tappets.....E914501
- 16 valve springs, 1.750 x 1.220.....E915005
- 16 H.T. steel retainers.....E961001
- 16 pair H.T. valve locks, 7" x 11/32.....E911171
- 1 tube Moly Lube, 1/4 oz.E911001

OPTIONAL HIGH PERFORMANCE PARTS FOR CHEVROLET ENGINES EQUIPPED WITH HYDRAULIC VALVETRAINS

- Gear drive with front coverE992000
- Roller timing chain set.....E991900
- Forged roller rockers, 3/8 x 1.5E928001
- Forged roller rockers, 3/8 x 1.6E928003
- Long-slot 1.5 stamped-steel rockers.....E929002
- Roller-tip, long-slot rockers, 1.5 x 3/8E929009
- Roller-tip, long-slot rockers, 1.6 x 3/8E929010
- Screw-in studs, 3/8 x 24E912161
- Guide plates, 5/16E913001
- C.M. pushrods, 5/16 x 7.800E917101
- C.H. pushrods, 5/16 x 7.800E917111
- P.C. seals, 11/32E910243
- H.T. machined valve locks, 7" x 11/32 4130E911111
- Offset camshaft bushingsE911451
- Rocker arm splash eliminatorsE911007
- Degree wheelE911004
- Self-locking camshaft boltsE913011

CHEVROLET BIG BLOCK V8

1.72:1 STOCK ROCKER RATIO

396-502 CID ENGINES

PROFERAL BILLET

HIGH PERFORMANCE HYDRAULIC FLAT TAPPET CAMSHAFTS

APPLICATIONS/CHARACTERISTICS	BASIC RPM RANGE	PART NO. GRIND NO.	DURATION ADVERTISED	DURATION @ .050"	GROSS LIFT	LOBE CENTER	ADVANCE	VALVE LASH
Erson's first choice over stock. Excellent for 2-wheel drive pickups with campers, 4x4s, utility trucks and motorhomes wishing to improve low end performance and driveability.	1,000-4,000	E120102 M/P1	280° IN 292° EX	208° IN 214° EX	.482" IN .514" EX	112°	4°	.000" IN .000" EX
Strong mid-range power. City, fast expressway and open road towing. Delivers maximum mid-range torque. Good Idle, throttle response and fuel efficiency.	1,250-4,250	E120201 RV15H	288° IN 288° EX	214° IN 214° EX	.492" IN .492" EX	112°	4°	.000" IN .000" EX
The "Performer" . Super low- and mid-range power. Good idle, fuel efficiency and driveability. 4-barrel, headers and free flow dual exhaust system recommended. OK for towing moderate loads.	1,500-5,000	E120121 TQ20H	292° IN 292° EX	214° IN 214° EX	.514" IN .514" EX	112°	4°	.000" IN .000" EX
Suburbans, duallies and 4x4s seeking more mid-range torque and horsepower. Recommended for towing horse trailers, boats or fifth wheels when used with a dual plane intake manifold. A 4-barrel, free flowing exhaust and low gears.	1,500-4,750	E121021 M/P2	292° IN 310° EX	214° IN 226° EX	.514" IN .530" EX	114°	4°	.000" IN .000" EX
Great camshaft for the slightly modified street car or sport truck. Good low end torque and mid-range horsepower can be used with 4-speed manual or automatic with stock converter.	1,750-5,000	E120320 Hi Flow AH	284° IN 284° EX	220° IN 220° EX	.542" IN .542" EX	111°	0°	.000" IN .000" EX
High-lift, short duration, dual pattern camshaft. Builds good torque down low with strong mid-range power. Largest cam recommended with stock converter.	1,800-5,250	E120621 TQ40H	284° IN 296° EX	220° IN 228° EX	.542" IN .542" EX	110°	0°	.000" IN .000" EX
Fair idle. Dual pattern camshaft. Works best in 454-502 cubic inch marine applications with through transom exhaust and single 4-barrel. Mini day cruiser or jets with "A" impeller.	2,000-5,500	E122061 Viking 100H	306° IN 322° EX	221° IN 235° EX	.500" IN .512" EX	114°	4°	.000" IN .000" EX
Mid-range and strong top end. Needs 4-barrel, headers and low gears. OK with automatic with low gears. Fair idle and fuel efficiency.	2,250-5,400	E120221 TQ30H	310° IN 310° EX	226° IN 226° EX	.530" IN .530" EX	114°	4°	.000" IN .000" EX
Strong street and strip cam for heavier car. High-lift and short duration guarantees lots of torque. OK for TURBO HYDRO with 3.55 gears.	2,500-5,500	E120421 Hi Flow IH	296° IN 296° EX	228° IN 228° EX	.542" IN .542" EX	111°	0°	.000" IN .000" EX
High-lift. Dual pattern camshaft. Needs 4-barrel, headers and low gears. 10.0:1 compression. 4-speed or automatic with 2,500(+) RPM converter. OK with small shot of nitrous oxide.	2,750-5,800	E120721 TQ50H	296° IN 306° EX	228° IN 235° EX	.542" IN .542" EX	110°	0°	.000" IN .000" EX
Dual purpose camshaft. Replaces JB-100 with strong emphasis on marine applications having an "A" impeller or street machines with small supercharger.	2,800-6,000	E120322 Hi Boost IH	296° IN 316° EX	228° IN 240° EX	.542" IN .542" EX	112°	4°	.000" IN .000" EX
Vehicles seeking strong mid-range performance and broad power. Should have 427-454 CID engine with no less than 10.0:1 compression, gasket-matched cylinder heads to intake, 4-barrel and headers. 2,500 RPM converter with low gears recommended.	3,000-6,250	E120521 Hi Flow IHH	306° IN 306° EX	235° IN 235° EX	.542" IN .542" EX	111°	0°	.000" IN .000" EX
Designed for jet boats and river racers equipped with 454-468 CID engines with 10.0-11.0:1 compression. Single or two 4-barrel tunnel ram style intakes with blueprinted pumps and A-B impeller recommended.	3,250-6,400	E125421 JB200	306° IN 316° EX	235° IN 240° EX	.542" IN .542" EX	112°	4°	.000" IN .000" EX
Single pattern camshaft offering super mid-range and top end performance. Excellent bracket cam in 454 cubic inch engines with no less than 10.5:1 compression.	3,500-6,500	E120321 Hi Flow IIHH	316° IN 316° EX	240° IN 240° EX	.542" IN .542" EX	111°	0°	.000" IN .000" EX
For the more serious jet boater. New lobe technology builds higher cylinder pressure. Must have good exhaust (no wet manifolds), tunnel ram style intake, blueprinted pump and loose impeller.	3,800-6,800	E125521 JB300	308° IN 316° EX	244° IN 252° EX	.576" IN .576" EX	112°	4°	.000" IN .000" EX
Serious street machines. 6.71 supercharger. Multiple carburetion, low gears, free flowing exhaust, large cubic inch marine applications. OK with nitrous oxide.	4,000-7,000	E120323 Hi Boost IIHH	312° IN 320° EX	248° IN 256° EX	.576" IN .593" EX	114°	4°	.000" IN .000" EX
Strong mid-range and top end performance. 468(+) cubic inch engines. No less than 11.0:1 compression. 2,800-3,200 lb. vehicle. 4-series gear. High-performance with low maintenance.	4,200-7,200	E120324 TQ70H	320° IN 324° EX	256° IN 260° EX	.593" IN .593" EX	110°	0°	.000" IN .000" EX

HYDRAULIC FLAT TAPPET CAMSHAFT ACCESSORY KIT FOR CAMSHAFTS LISTED ABOVE

E812010 KIT INCLUDES THESE COMPONENTS:

16 hydraulic tappets.....	E914501
16 valve springs, 1.820 x 1.500.....	E915011
16 H.T. steel retainers, 7° x 3/8.....	E961311
16 pair H.T. valve locks, 7° x 3/8.....	E911271
1 tube Moly Lube, 1/4 oz.	E911001

CAUTION —

Most production engines can not accept more than .500 valve lift without modifying the valve guides for increased clearance. When installing a cam with more than .500 valve lift, it is absolutely essential that the valve spring retainer to guide clearance be checked. Do not attempt to operate an engine with less than .150 retainer to guide clearance. If you are using valve seals, check the clearance from the top of the seal rather than the top of the guide.

OPTIONAL HIGH PERFORMANCE PARTS FOR CHEVROLET BIG BLOCK ENGINES EQUIPPED WITH HYDRAULIC FLAT TAPPET VALVETRAINS

Standard gear drive	E992006
Roller timing chain set.....	E991902
Valve springs, 1.900 x 1.540	E915051
H.T. machined valve locks, 7° x 3/8 4130.....	E911121
Forged aluminum roller rockers, 1.72:1 x 7/16.....	E928024
C.H. pushrods, 3/8, 8.275 IN, 9.250 EX.....	E917121
P.C. seals	E910213
Lash caps, 3/8	E911531
Screw-in studs, 7/16 x 20.....	E912151
Long style exhaust screw-in studs, 7/16 x 20.....	E912153
Posi lock nuts, 7/16 x 20	E912007
Offset camshaft bushings.....	E911451
Degree wheel	E911004
Moly Lube, 2 oz. tube	E911002

PROFERAL BILLET

HIGH PERFORMANCE HYDRAULIC FLAT TAPPET CAMSHAFTS

APPLICATIONS/CHARACTERISTICS	BASIC RPM RANGE	PART NO. GRIND NO.	DURATION ADVERTISED	DURATION @ .050"	GROSS LIFT	LOBE CENTER	ADVANCE	VALVE LASH
The "Commuter". More power through entire range. Stop and go traffic and expressway driving use. Good idle, throttle response and fuel efficiency.	800-3,800	E420111 RV5H	274° IN 280° EX	202° IN 208° EX	.410" IN .420" EX	108°	0°	.000" IN .000" EX
Broad power range. City and expressway driving or towing. Cars, wagons, pickups or heavier rigs. Good idle, throttle response and high fuel efficiency.	1,000-4,000	E420101 RV10H	280° IN 280° EX	208° IN 208° EX	.420" IN .420" EX	111°	4°	.000" IN .000" EX
Dodge vans and pickups seeking improved low end and mid-range performance. Good on- or off-road driveability with slightly modified engine. OK for towing light to moderate loads. Compatible with stock converter and gearing.	1,250-4,250	E420112 RV12H	280° IN 288° EX	208° IN 214° EX	.420" IN .429" EX	110°	4°	.000" IN .000" EX
Good idle and fuel efficiency with more low end and mid-range power. Excellent replacement camshaft for passenger cars or light trucks with campers, towing moderate loads. Works best with aftermarket, dual plane intake, 600 cfm 4-barrel and headers with free flowing, dual exhaust. OK with small shot of nitrous oxide!	1,250-4,500	E421011 MP/1	280° IN 292° EX	208° IN 214° EX	.420" IN .449" EX	114°	4°	.000" IN .000" EX
Strong mid-range power. City, fast expressway and open road towing. Delivers maximum, mid-range torque. Good idle, throttle response and fuel efficiency.	1,500-4,600	E420201 RV15H	288° IN 288° EX	214° IN 214° EX	.429" IN .429" EX	110°	4°	.000" IN .000" EX
The "Performer". Super low- and mid-range power. Good idle, fuel efficiency and driveability. 4-barrel and headers recommended.	1,800-4,800	E420121 TQ20H	292° IN 292° EX	214° IN 214° EX	.449" IN .449" EX	112°	4°	.000" IN .000" EX
Excellent choice for slightly modified, daily drivers, i.e.: Dodge Darts or Plymouth Challengers with 8.75-9.5:1 compression in 318-340 CID engines. Should have aftermarket aluminum, dual plane style intake with up to 650 cfm 4-barrel carburetion and gasket-matched cylinder heads for best results. Largest camshaft with stock converter and mid-3 series gearing.	2,000-5,000	E420721 Hi Flow AH	284° IN 284° EX	220° IN 220° EX	.472" IN .472" EX	108°	0°	.000" IN .000" EX
High-lift, dual pattern. Needs 4-barrel, headers, lower gears and medium stall speed converter if used with automatic. Extremely strong mid-range camshaft.	2,250-5,200	E420222 TQ40H	284° IN 296° EX	220° IN 228° EX	.472" IN .472" EX	110°	0°	.000" IN .000" EX
Noticeable idle and increased mid-range performance from 318-340 CID engines with 9.5-10.5:1 compression using an aftermarket single or dual plane intake manifold, 600-650 cfm 4-barrel carburetion, lightly modified stock cast iron cylinder heads and headers. May require vacuum canister if used with power brakes.	2,500-5,500	E420221 TQ30H	310° IN 310° EX	226° IN 226° EX	.462" IN .462" EX	111°	4°	.000" IN .000" EX
Hot Street, E.T. Brackets, etc. High-lift, short duration. Delivers broad power range and strong top end. Fair idle. Needs 4-barrel, headers, compression and gears.	2,700-5,700	E420421 Hi Flow IH	296° IN 296° EX	228° IN 228° EX	.472" IN .472" EX	108°	0°	.000" IN .000" EX
High-lift, dual pattern. Needs 4-barrel, headers and lower gears. Works best with stick or high-stall automatic. Strong top end camshaft. Rough idle. Should have at least 9:1 compression ratio.	2,800-6,200	E420223 TQ50H	296° IN 306° EX	228° IN 235° EX	.472" IN .472" EX	110°	0°	.000" IN .000" EX
Runs strong 3,500-7,000 RPM. Stick or automatic, with gears. Needs good intake and headers. 9.5:1 or more compression. Lopey idle.	3,000-6,000	E420521 Hi Flow IIH	306° IN 306° EX	235° IN 235° EX	.472" IN .472" EX	108°	0°	.000" IN .000" EX
Strong past 7,000 RPM in well set up engine. Needs headers and good carburetion. Excellent for E.T. Bracket racing. Rough idle.	3,500-6,500	E420321 Hi Flow IIIH	316° IN 316° EX	240° IN 240° EX	.472" IN .472" EX	108°	0°	.000" IN .000" EX
Hot Street/E.T. Brackets. Super mid-range torque and top end horsepower from 318-360 CID engines with 10.5-11.5:1 compression. Should have ported and polished stock or W-2 style cylinder heads with gasket-matched, open plenum, intake manifold and 750 cfm 4-barrel or multiple carburetion, headers and 2.5"-3" free flowing exhaust for best results. Automatic cars use 3,500-4,000 RPM converter and 4.10 or lower gears.	4,000-7,000	E420621 Hi Flow IVH	312° IN 320° EX	248° IN 256° EX	.503" IN .517" EX	110°	4°	.000" IN .000" EX

CAMSHAFT ACCESSORY KIT FOR CHRYSLER "A" ENGINES EQUIPPED WITH HYDRAULIC FLAT TAPPET CAMSHAFTS

E842010 KIT INCLUDES THESE COMPONENTS:

16 hydraulic tappets	E914651
16 valve springs, 1.680 x 1.430	E915021
16 H.T. steel retainers	E961041
16 pair 7° x 3/8 H.T. valve locks	E911271
1 tube Moly Lube, 1/4 oz.	E911001

NOTE —

1992-later 5.2L and 5.9L "magnum" engines came with 1.6:1 pedestal-mount rockers as opposed to 1.5:1 shaft-mount in earlier engines.

OPTIONAL HIGH PERFORMANCE PARTS FOR CHRYSLER "A" ENGINES EQUIPPED WITH HYDRAULIC FLAT TAPPET VALVETRAINS

Valve springs, 1.800 x 1.450	E915310
H.T. steel retainers, 7° x 3/8	E961311
H.T. machined valve locks, 7° x 3/8 4130	E911121
Roller timing chain set	E991908
P.C. seals, 3/8	E910213
Lash caps, 3/8	E911531
C.M. pushrod, 5/16 x 7.470	E917412
C.M. pushrod, 5/16 x 7.500	E917413
C.M. pushrod, 3/8 x 7.470	E917415
Adjustable ductile iron, shaft-mount rockers	E918571
Adjustable billet aluminum, shaft-mount rockers	E918572
Degree wheel	E911004
Moly Lube, 2 oz. tube	E911002

NOTE —

Erson Cams does not offer hydraulic roller camshafts for 1986-91, 318 (5.2L) or 1987-92, 360 (5.9L) engines. Nor do we offer hydraulic roller camshafts for 1992-later 5.2L or 5.9L "Magnum" V8 engines. However, as billets become available, we will be ready to grind. Call Erson's Technical Service Team at 775.882.1622 for information regarding availability.

CHRYSLER/DODGE/PLYMOUTH

1.5:1 STOCK ROCKER RATIO

361, 383, 400 CID "B" ENGINES

413, 426W, 440 CID "RB" ENGINES

PROFERAL BILLET

HIGH PERFORMANCE HYDRAULIC FLAT TAPPET CAMSHAFTS

APPLICATIONS / CHARACTERISTICS	BASIC RPM RANGE	PART NO. GRIND NO.	DURATION ADVERTISED	DURATION @ .050"	GROSS LIFT	LOBE CENTER	ADVANCE	VALVE LASH
Erson's first choice over stock for heavy passenger cars and trucks seeking a good idle and driveability with improved low end and mid-range performance. Compatible with stock compression, converter and gearing. OK for towing light to moderate loads.	1,250-4,250	E411011 MP/1	280° IN 292° EX	208° IN 214° EX	.420" IN .449" EX	114°	4°	.000" IN .000" EX
The "Performer" : Super low- and mid-range power. Good idle, fuel efficiency and driveability. 4-barrel and headers recommended.	1,500-4,500	E410121 TQ20H	292° IN 292° EX	214° IN 214° EX	.449" IN .449" EX	111°	4°	.000" IN .000" EX
Good idle and throttle response from larger engines. Dodge power wagons and Ram Chargers with stock or aftermarket dual plane intake manifolds, 4-barrel carburetion and headers with dual exhaust will see noticeable gains when towing moderate to heavy loads. Works best with 4- or 5-speed manual transmission and low gears.	1,500-4,750	E411021 MP/2	292° IN 310° EX	214° IN 226° EX	.449" IN .462" EX	114°	4°	.000" IN .000" EX
Excellent choice for slightly modified street machines or muscle trucks seeking improved low-end torque and mid-range horsepower. 383-440 cubic inch engines run best with 8.75-9.5:1 compression, aftermarket aluminum dual plane intake, 650-750 cfm carburetion and headers with large diameter, free flowing dual exhaust.	1,800-4,800	E410321 Hi Flow AH	284° IN 284° EX	220° IN 220° EX	.472" IN .472" EX	112°	4°	.000" IN .000" EX
High-lift, dual pattern. Needs 4-barrel, headers, lower gears and medium stall speed converter if used with automatic. Extremely strong mid-range camshaft.	2,000-5,000	E410222 TQ40H	284° IN 296° EX	220° IN 228° EX	.472" IN .472" EX	110°	0°	.000" IN .000" EX
Expect a noticeable idle and strong mid-range performance from 383-440 cubic inch engines with 9.5-10.5:1 compression. Use mildly-ported stock cylinder heads, gasket-matched to an aftermarket dual plane intake with up to 750 cfm carburetion for best results. May require a vacuum canister if used with power brakes.	2,500-5,500	E410221 TQ30H	310° IN 310° EX	226° IN 226° EX	.462" IN .462" EX	111°	4°	.000" IN .000" EX
Hot Street, E.T. Brackets, etc. High-lift, short duration, delivers broad power range and strong top end. Fair idle. Needs 4-barrel, headers, compression and gears.	5,500-5,500	E410421 Hi Flow IH	296° IN 296° EX	228° IN 228° EX	.472" IN .472" EX	108°	0°	.000" IN .000" EX
High-lift, dual pattern. Needs 4-barrel, headers and lower gears. Works best with stick or high-stall automatic. Strong top end camshaft. Rough idle. Should have at least 9:1 compression.	2,600-5,800	E411223 TQ50H	296° IN 306° EX	228° IN 235° EX	.472" IN .472" EX	110°	0°	.000" IN .000" EX
Runs strong 3,500-7,000 RPM. Stick or automatic, with gears. Needs good intake and headers with 9.5:1 or more compression. Lopey idle.	3,000-6,000	E410521 Hi Flow IIH	306° IN 306° EX	235° IN 235° EX	.472" IN .472" EX	108°	0°	.000" IN .000" EX
Hot Street/E.T. Brackets. Strong mid-range torque and top end power from 413-440 cubic inch "RB" engines with 10.5-11.5:1 compression. Use modified big valve, Stage V or Stage VI aluminum cylinder heads, 1.6 shaft-mount roller rockers, "Victor Jr." style intake, 850 cfm 4-barrel, and 2.0"-2.125" headers for best results. 3,000-3,400 lb. automatic cars use 3,500 RPM converter, 4.56 gear and 28"-30" soft compound tire.	3,500-6,500	E411322 Hi Flow IVH	312° IN 320° EX	248° IN 256° EX	.503" IN .517" EX	110°	4°	.000" IN .000" EX
Hot Street/E.T. Brackets. Increased upper mid-range and top end power in 2,800-3,200 lb. door-slammers using 440 cubic inch or larger Chrysler big blocks with no less than 11.5:1 compression. Must have good cylinder heads, 1.6 shaft-mount roller rockers, single or 2x4 barrel open plenum intake and 850(+) cfm carburetion. Torque flyte automatic cars, use 4,000 RPM converter and 4.30 gears with 30"-32" tire.	4,000-7,000	E411224 TQ60H	316° IN 324° EX	252° IN 260° EX	.517" IN .517" EX	108°	0°	.000" IN .000" EX

CAMSHAFT ACCESSORY KIT FOR CHRYSLER "B" AND "RB" ENGINES EQUIPPED WITH HYDRAULIC FLAT TAPPET CAMSHAFTS

E841010 KIT INCLUDES THESE COMPONENTS:

16 hydraulic tappets	E914641
16 valve springs, 1.820 x 1.500	E915011
16 H.T. steel retainers, 7° x 3/8	E961311
16 pair H.T. valve locks, 7° x 3/8	E911271
1 Moly Lube, 1/4 oz. tube	E911001

NOTE —

All hydraulic camshafts are ground on single-bolt, Chrysler big block billets. To have a particular camshaft ground on a 3-bolt, high-performance billet, call Erson's Technical Service Team at 775.882.1622.

OPTIONAL HIGH PERFORMANCE PARTS FOR CHRYSLER "B" AND "RB" ENGINES EQUIPPED WITH HYDRAULIC FLAT TAPPET VALVTRAINS

Valve springs, 1.900	E915051
H.T. machined valve locks, 7° x 3/8 4130	E911121
Ductile iron 1.5:1 adjustable rockers	E918531
Ductile iron 1.75:1 adjustable rockers	E918010
C.M. pushrods, 3/8 x 8.575, "B" block	E917341
C.M. pushrods, 3/8 x 8.500, "B" block	E917342
C.M. pushrods, 3/8 x 9.300, "RB" block	E917351
C.M. pushrods, 3/8 x 9.210, "RB" block	E917352
P.C. seals, 3/8	E910213
Lash caps, 3/8	E911531
Roller timing chain set, single-bolt	E991907
Roller timing chain set, 3-bolt	E991912
Roller rockers, stock head	E918532
Degree wheel	E911004
Moly Lube, 2 oz. tube	E911002

FORD SMALL BLOCK V8

1.6:1 STOCK ROCKER RATIO

1962-84 221, 260, 289, 302 CID ENGINES
EXCEPT 1982-LATER 302 HO ENGINES

FIRING ORDER 1, 5, 4, 2, 6, 3, 7, 8
PROFERAL BILLET

HIGH PERFORMANCE HYDRAULIC FLAT TAPPET CAMSHAFTS

APPLICATIONS/CHARACTERISTICS	BASIC RPM RANGE	PART NO. GRIND NO.	DURATION ADVERTISED	DURATION @ .050"	GROSS LIFT	LOBE CENTER	ADVANCE	VALVE LASH
Erson's first choice over stock. Excellent replacement camshaft offering more low end performance. No modifications necessary. OK with stock carburetion, compression and converter. Good idle.	800-3,800	E210120 TQ10H	274° IN 274° EX	202° IN 202° EX	.437" IN .437" EX	108°	0°	.000" IN .000" EX
The "Commuter" . More power through entire range. Stop and go traffic and expressway driving use. Good idle, throttle response and fuel efficiency.	1,000-4,000	E210111 RV5H	274° IN 280° EX	202° IN 208° EX	.437" IN .448" EX	110°	4°	.000" IN .000" EX
Broad power range. City and expressway driving or towing. Cars, wagons, pickups, heavier rigs. Good idle and throttle response, plus high-fuel efficiency.	1,200-4,200	E210201 RV10H	280° IN 280° EX	208° IN 208° EX	.448" IN .448" EX	111°	4°	.000" IN .000" EX
Early Broncos and Ford pickups seeking improved low end and mid-range performance. Good on- or off-road driveability with slightly modified engine. OK for towing light to moderate loads.	1,250-4,400	E210112 RV12H	280° IN 288° EX	208° IN 214° EX	.448" IN .458" EX	110°	4°	.000" IN .000" EX
Good idle and fuel efficiency. Excellent replacement camshaft for cars or trucks with campers towing moderate loads. May be used with small displacement centrifugal or roots type superchargers.	1,250-4,750	E211011 M/P1	280° IN 292° EX	208° IN 214° EX	.448" IN .478" EX	114°	6°	.000" IN .000" EX
The "Performer" . Super low- and mid-range power. Good idle, fuel efficiency and driveability. 4-barrel and headers recommended.	1,500-4,500	E210121 TQ20H	292° IN 292° EX	214° IN 214° EX	.478" IN .478" EX	110°	4°	.000" IN .000" EX
Fair idle with reasonable fuel efficiency. Good low- and mid-range horsepower in lighter chassis. Street rods or street machines with up to 9.5:1 compression.	2,000-5,000	E210321 Hi Flow AH	284° IN 284° EX	220° IN 220° EX	.504" IN .504" EX	108°	0°	.000" IN .000" EX
High-lift. Dual pattern. Needs 4-barrel, headers, lower gears and medium stall speed converter if used with automatic. Extremely strong mid-range camshaft.	2,200-5,200	E210222 TQ40H	284° IN 296° EX	220° IN 228° EX	.504" IN .504" EX	110°	4°	.000" IN .000" EX
Recommended for centrifugal, vane or small B&M roots-type superchargers. Low to moderate boost levels; 5-12 lbs. Fair idle with strong low- and mid-range performance.	2,250-5,500	E210422 Hi Boost IH	284° IN 286° EX	220° IN 228° EX	.504" IN .504" EX	114°	6°	.000" IN .000" EX
Engines with 9.5-10.5:1 compression, aftermarket intake manifold, 600-650 cfm 4-barrel, mild head work and headers offer increased mid-range performance. Works best with 4-speed top loader and lower gears.	2,500-5,800	E210221 TQ30H	310° IN 310° EX	226° IN 226° EX	.493" IN .493" EX	110°	4°	.000" IN .000" EX
Broad power range. High-lift with short duration guarantees extra performance for the smaller engine. Good for automatic transmission in 289 or larger engines.	3,000-6,000	E210421 Hi Flow IH	296° IN 296° EX	228° IN 228° EX	.504" IN .504" EX	108°	0°	.000" IN .000" EX
Serious street machines/street rodders seeking more mid-range and top end performance. 289-306 CID engines with aftermarket cylinder heads and big valves, free flowing exhaust, single or 2x4 barrel carburetion. 8-15 lbs. boost.OK with nitrous oxide!	3,000-6,500	E210522 Hi Boost IHH	296° IN 316° EX	228° IN 240° EX	.504" IN .504" EX	114°	6°	.000" IN .000" EX
Super power range, high-lift camshaft. Strong from 3,500-7,500 in 289 or larger engine. Needs 4-speed, 4-barrel and headers.	3,500-6,500	E210521 Hi Flow IHH	306° IN 306° EX	235° IN 235° EX	.504" IN .504" EX	108°	0°	.000" IN .000" EX
Good mid-range and top end power. Needs all the good stuff to work best. E.T. Bracket winner. Should have no less than 100:1 compression.	3,600-6,600	E210621 Hi Flow IIHH	316° IN 316° EX	240° IN 240° EX	.504" IN .504" EX	108°	0°	.000" IN .000" EX
Competition camshaft. 5,500-7,500 RPM. Needs good heads, lots of carburetor area and open exhaust to work its best.	3,800-6,800	E211121 500HLH	318° IN 318° EX	244° IN 244° EX	.538" IN .538" EX	108°	0°	.000" IN .000" EX
Hot Street/E.T. Brackets . 300(+) cubic inch engines with 10.5-11.5:1 compression, modified aftermarket cylinder heads, 750 cfm 4-barrel, 2.5"-3" exhaust, C-4 automatic with 4,000 RPM converter. OK with nitrous oxide.	4,000-7,000	E210921 Hi Flow IVH	312° IN 320° EX	248° IN 256° EX	.536" IN .552" EX	110°	4°	.000" IN .000" EX

CAMSHAFT ACCESSORY KIT FOR FORD SMALL BLOCK ENGINES EQUIPPED WITH HYDRAULIC FLAT TAPPET CAMSHAFTS

E821015 KIT INCLUDES THESE COMPONENTS:

16 hydraulic tappets.....	E914601
16 valve springs, 1.680 x 1.430.....	E915021
16 H.T. steel retainers, 7° X 11/32.....	E961061
16 pair H.T. valve locks.....	E911171
1 tube Moly Lube, 1/4 oz.....	E911001

OPTIONAL HIGH PERFORMANCE PARTS FOR FORD SMALL BLOCK ENGINES EQUIPPED WITH HYDRAULIC FLAT TAPPET VALVETRANS

Valve spring set, 1.820 x 1.500.....	E915011	Forged rockers, 1.6 x 7/16.....	E928026
Valve spring set, 1.780 x 1.450.....	E915310	Billet rockers, 3/8 x 1.6.....	E928078
Valve spring retainers, 7° x 11/32.....	E961312	Billet rockers, 7/16 x 1.6.....	E928079
H.T. machined valve locks 4130.....	E911111	Billet rockers, 7/16 x 1.7.....	E928080
Gear drive set.....	E992007	Billet rockers, 3/8 x 1.7.....	E928081
Timing chain set.....	E991901	Pedestal-mount, 1.6.....	E928088
C.H. pushrods, 5/16 x 6.812.....	E917251	Pedestal-mount, 1.7.....	E928089
C.H. pushrods, Boss 302 5/16 x 7.625.....	E917221	Bronze gear.....	E9911617
C.H. pushrods, Boss 302 3/8 x 7.625.....	E917224	Degree wheel.....	E911004
Guide plates, 5/16.....	E913013	Moly Lube, 2 oz. tube.....	E911002
Guide plates, 3/8.....	E913014	Screw-in studs, 3/8 x 24.....	E912111
Screw-in studs, 3/8.....	E912161	Lash caps.....	E911541
Screw-in studs, 7/16.....	E912152	P.C. seals.....	E910243
Forged rockers, 1.6 x 3/8.....	E928025		

FORD V8 1968-93

1.6:1 STOCK ROCKER RATIO

1968-93 351W/5.8L ENGINES

FIRING ORDER 1, 3, 7, 2, 6, 5, 4, 8

1982-84 302/5.0L HO ENGINES

PROFERAL BILLET

HIGH PERFORMANCE HYDRAULIC CAMSHAFTS

APPLICATIONS/CHARACTERISTICS	BASIC RPM RANGE	PART NO. GRIND NO.	DURATION ADVERTISED	DURATION @ .050"	GROSS LIFT	LOBE CENTER	ADVANCE	VALVE LASH
The "Commuter". More power through entire range. Stop and go traffic and expressway use. Good idle, throttle response and fuel efficiency.	1,000-4,000	E212111 RV5H	274° IN 280° EX	202° IN 208° EX	.437" IN .448" EX	110°	4°	.000" IN .000" EX
Broad power range. City and expressway driving or towing. Cars, wagons, pickups and heavier rigs. Good idle and throttle response, plus high fuel efficiency.	1,200-4,200	E212101 RV10H	280° IN 280° EX	208° IN 208° EX	.448" IN .448" EX	111°	4°	.000" IN .000" EX
Late model Broncos and Ford pickups seeking improved low end and mid-range performance. Good on- or off-road driveability with stock or slightly modified engines. OK for towing light to moderate loads.	1,250-4,400	E212112 RV12H	280° IN 288° EX	208° IN 214° EX	.448" IN .458" EX	110°	4°	.000" IN .000" EX
Good idle and fuel efficiency. Excellent replacement camshaft for cars or trucks with campers, towing moderate loads. May be used with small displacement centrifugal, vane or roots-type superchargers. Computer compatible.	1,250-4,750	E212011 M/P1	280° IN 292° EX	208° IN 214° EX	.448" IN .478" EX	114°	6°	.000" IN .000" EX
"The Performer". Super low- and mid-range power. Good idle, fuel efficiency and driveability. 4-barrel and headers recommended.	1,500-4,500	E212121 TQ20H	292° IN 292° EX	214° IN 214° EX	.478" IN .478" EX	110°	4°	.000" IN .000" EX
Good idle and throttle response in larger engines. Prefers 4-barrel, headers, 4- or 5-speed manual transmission and low gears for towing moderate to heavy loads. OK for small superchargers.	1,500-4,800	E212021 M/P2	292° IN 310° EX	214° IN 226° EX	.478" IN .493" EX	114°	4°	.000" IN .000" EX
Excellent choice for street rods or slightly modified street machines with up to 9.5:1 compression. Noticeable idle with reasonable fuel efficiency. Produces good low end and mid-range torque and horsepower in lighter chassis.	1,800-5,000	E212321 High Flow AH	284° IN 284° EX	220° IN 220° EX	.504" IN .504" EX	108°	0°	.000" IN .000" EX
High-lift, dual pattern. Needs 4-barrel, headers, lower gears and medium stall speed converter if used with automatic. Extremely strong mid-range camshaft.	2,000-5,200	E212222 TQ40H	284° IN 296° EX	220° IN 228° EX	.504" IN .504" EX	110°	0°	.000" IN .000" EX
Recommended for centrifugal, vane or small B&M roots-type superchargers with low to moderate boost levels, 5-12 lbs. Fair idle with strong low- and mid-range performance.	2,200-5,500	E212422 High Boost IH	284° IN 296° EX	220° IN 228° EX	.504" IN .504" EX	112°	4°	.000" IN .000" EX
For 351W engines with 9.5-10.5:1 compression seeking increased mid-range performance. Works best with aftermarket dual plane style intake, 600-650 cfm carburetion, mild head work and headers with free flowing dual exhaust. 4-speed top loader and lower gears in 3,200-3,600 lb. cars is highly recommended.	2,500-5,800	E212221 TQ30H	310° IN 310° EX	226° IN 226° EX	.493" IN .493" EX	110°	4°	.000" IN .000" EX
Hot Street/E.T. Brackets. High-lift, short duration. Delivers broad power range and strong top end. Fair idle. Needs 4-barrel, headers, compression and gears.	3,000-6,000	E212421 High Flow IH	296° IN 296° EX	228° IN 228° EX	.504" IN .504" EX	108°	0°	.000" IN .000" EX
High-lift, dual pattern. Needs 4-barrel, headers and lower gears. Works best with stick or high-stall automatic. Strong top end camshaft. Rough idle. Should have at least 9:1 compression.	3,200-6,300	E212223 TQ50H	296° IN 306° EX	228° IN 235° EX	.504" IN .504" EX	110°	0°	.000" IN .000" EX
Runs strong 3,500-7,000 RPM. Stick or automatic, with gears. Needs good intake and headers, 9.5:1 or more compression. Lopey idle.	3,500-7,000	E212521 High Flow IIH	306° IN 306° EX	235° IN 235° EX	.504" IN .504" EX	108°	0°	.000" IN .000" EX
Hot Street/E.T. Brackets. 302-351 cubic inch engines with 10.5-11.5:1 compression using modified aftermarket cast iron or aluminum cylinder heads, 750 cfm 4-barrel and 2.5"-3" exhaust will produce good upper RPM horsepower. Automatic cars use with 4,000 RPM converter and low gears. OK with nitrous oxide!	3,800-6,800	E212921 High Flow IVH	312° IN 320° EX	248° IN 256° EX	.536" IN .552" EX	110°	4°	.000" IN .000" EX

CAMSHAFT ACCESSORY KIT FOR FORD ENGINES EQUIPPED WITH HYDRAULIC CAMSHAFTS

E823010 KIT INCLUDES THESE COMPONENTS:

16 hydraulic tappets.....	E914601
16 valve springs, 1.820 x 1.500.....	E915011
16 H.T. steel retainers, 11/32.....	E961312
16 pair H.T. valve locks, 11/32.....	E911171
1 tube Moly Lube, 1/4 oz.....	E911001

OPTIONAL HIGH PERFORMANCE PARTS FOR FORD ENGINES EQUIPPED WITH HYDRAULIC VALVETRAINS

Valve springs, 1.900 x 1.540.....	E915051	Billet roller rockers, 3/8 x 1.6.....	E928078
Valve springs, 1.680 x 1.430.....	E915021	Billet roller rockers, 7/16 x 1.6.....	E928079
Valve springs, 1.700 x 1.450.....	E915310	Billet roller rockers, 7/16 x 1.7.....	E928080
H.T. steel retainer, 11/32.....	E961312	Billet roller rockers, 3/8 x 1.7.....	E928081
H.T. steel retainer, 11/32.....	E961061	Billet pedestal mount, 1.6.....	E928088
Machined valve locks, 11/32.....	E911111	Billet pedestal mount, 1.7.....	E928089
Dual idler gear drive.....	E992007	Lash caps, 11/32.....	E911541
Timing chain set.....	E991901	P.C. seals, 11/32.....	E910243
C.H. pushrods, 5/16 x 8.156.....	E917241	Screw-in studs, 3/8.....	E912161
Guide plates, 5/16.....	E913013	Screw-in studs, 7/16.....	E912152
Guide plates, 3/8.....	E913014	Bronze gear.....	E911618
Forged roller rockers, 3/8 x 1.6.....	E928025	Degree wheel.....	E911004
Forged roller rockers, 7/16 x 1.6.....	E928026	Moly Lube, 2 oz. tube.....	E911002

PROFERAL BILLET

352, 360, 390, 406, 410, 427, 428 CID ENGINES

HIGH PERFORMANCE HYDRAULIC FLAT TAPPET CAMSHAFTS

APPLICATIONS/CHARACTERISTICS	BASIC RPM RANGE	PART NO. GRIND NO.	DURATION ADVERTISED	DURATION @ .050"	GROSS LIFT	LOBE CENTER	ADVANCE	VALVE LASH
Broad power range. City and expressway driving or towing. Cars, wagons, pickups, heavier rigs. Good idle and throttle response, plus high-fuel efficiency.	1,000-4,000	E240101 RV10H	280° IN 280° EX	208° IN 208° EX	.490" IN .490" EX	111°	4°	.000" IN .000" EX
Ford pickups, up to F-250 series and heavy passenger cars seeking improved low end power and driveability. Good choice for stock or slightly modified 360-390 cubic inch engines, towing light to moderate loads.	1,250-4,250	E240112 RV12H	280° IN 288° EX	208° IN 214° EX	.490" IN .500" EX	110°	4°	.000" IN .000" EX
Strong mid-range power. City, fast expressway and towing. Delivers maximum mid-range torque. Good idle and throttle response, plus fuel efficiency.	1,500-4,500	E240110 RV15H	288° IN 288° EX	214° IN 214° EX	.500" IN .500" EX	111°	4°	.000" IN .000" EX
The "Performer" : Super low- and mid-range power. Good idle, fuel efficiency and driveability. 4-barrel and headers recommended.	1,800-4,800	E240121 TQ20H	292° IN 292° EX	214° IN 214° EX	.523" IN .523" EX	110°	4°	.000" IN .000" EX
Good idle and throttle response from 390-428 cubic inch engines, in 2-wheel drive or 4-wheel drive Ford pickups, towing moderate to heavy loads. Prefers stock or aftermarket dual plane intake, 600-650 cfm 4-barrel carburetion, headers and 4- or 5-speed manual transmission with low gears.	2,000-5,000	E241021 M/P2	292° IN 310° EX	214° IN 226° EX	.523" IN .539" EX	114°	4°	.000" IN .000" EX
Expect a fair idle and reasonable fuel efficiency from slightly modified 390-428 CID engines with 8.75-9.5:1 compression. Produces good low end torque and mid-range horsepower in heavier chassis (i.e.: Galaxies, Fairlanes and early Thunderbirds).	2,200-5,200	E240321 Hi Flow AH	284° IN 284° EX	220° IN 220° EX	.551" IN .551" EX	112°	4°	.000" IN .000" EX
High-lift, dual pattern. Needs 4-barrel, headers, lower gears and medium stall-speed converter if used with automatic. Extremely strong mid-range camshaft.	2,500-5,500	E240222 TQ40H	284° IN 296° EX	220° IN 228° EX	.551" IN .551" EX	110°	0°	.000" IN .000" EX
For 352-428 cubic inch engines with 9.5-10.5:1 compression seeking improved mid-range performance. Works best with aftermarket, aluminum dual plane style intake, 600-650 cfm 4-barrel, mild head work and headers with free flowing, dual exhaust. Needs 4-speed top loader or 3-speed automatic with mild converter and low gears for best results.	2,500-5,800	240221 TQ30H	310° IN 310° EX	226° IN 226° EX	.539" IN .539" EX	110°	4°	.000" IN .000" EX
Hot Street/E.T. Brackets . High-lift, short duration, broad power range and strong top end. Fair idle. Needs 4-barrel, headers, compression and gears.	3,000-6,000	E240421 Hi Flow IH	296° IN 296° EX	228° IN 228° EX	.551" IN .551" EX	108°	0°	.000" IN .000" EX
High-lift, dual pattern. Needs 4-barrel, headers and lower gears. Works best with stick or high-stall automatic. Strong top end camshaft. Rough idle. Should have at least 9:1 compression.	3,200-6,300	E240223 TQ50H	296° IN 306° EX	228° IN 235° EX	.551" IN .551" EX	110°	0°	.000" IN .000" EX
Runs strong 3,500-7,000 RPM. Stick or automatic, with gears. Needs good intake and headers, 9.5:1 or more compression. Lopey idle.	3,500-6,500	E240521 Hi Flow IIH	306° IN 306° EX	235° IN 235° EX	.551" IN .551" EX	108°	0°	.000" IN .000" EX
Runs strong 4,000-7,500 RPM. Needs lower gears, 4-barrel, headers and compression for maximum performance. Rough idle.	3,800-6,800	E240621 Hi Flow IIIH	316° IN 316° EX	240° IN 240° EX	.551" IN .551" EX	108°	0°	.000" IN .000" EX

CAMSHAFT ACCESSORY KIT FOR FORD ENGINES EQUIPPED WITH HYDRAULIC FLAT TAPPET CAMSHAFTS

OPTIONAL HIGH PERFORMANCE PARTS FOR FORD ENGINES EQUIPPED WITH HYDRAULIC FLAT TAPPET VALVETRAINS

E824010 KIT INCLUDES THESE COMPONENTS:

16 hydraulic tappets.....	E914631
16 valve springs, 1.820 X 1.500	E915011
16 steel retainers, 7" x 3/8.....	E961311
16 pair H.T. valve locks, 7" x 3/8	E911271
1 tube Moly Lube, 1/4 oz.....	E911001

Roller timing chain set.....	E991903	P.C. seals, 3/8	E910213
Valve springs, 1.900 X 1.540	E915051	Lash caps, 3/8	E911531
Ductile iron adjustable rockers	E918501	Degree wheel	E911004
C.H. pushrods, 3/8 x 9.465	E917331	Moly Lube, 2 oz. tube	E911002
C.M. pushrods, 3/8 x 9.590.....	E917311		

CAUTION —

1958-63 engines used a camshaft with a flanged front bearing and a spring loaded thrust button. The flanged camshaft billets are no longer available therefore 1963½ and later camshafts will be supplied in all cases. If you have the early camshaft type engine, you must remove the soft plugs from the oil galleys on either side of the front camshaft bearing and tap the holes to 7/16 N.C. Purchase camshaft bolt 304815-S and 2 washers, 34808-S and 44730-S8, and pump eccentric C3AZ6287A. The timing chain, crank and camshaft sprockets must be changed to the later type. Some camshaft sprockets are manufactured with an integral spacer, purchase Ford spacer C3AZ6265A. Under no circumstances should you use a common hardware bolt to hold the sprocket on the camshaft. Use only the Ford part. Use Loctite on camshaft bolt and thrust plate bolts and torque to proper specs. When camshaft is properly installed, it will rotate freely and have approximately .010" end play. If any parts are omitted or substitutions made, the camshaft bolt may come loose or excessive end play may result, causing severe damage to the camshaft, tappets and engine.

HIGH PERFORMANCE HYDRAULIC FLAT TAPPET CAMSHAFTS

APPLICATIONS/CHARACTERISTICS	BASIC RPM RANGE	PART NO. GRIND NO.	DURATION ADVERTISED	DURATION @ .050"	GROSS LIFT	LOBE CENTER	ADVANCE	VALVE LASH
Broad power range. City and expressway driving or towing. Cars, wagons, pickups, heavier rigs. Good idle and throttle response, plus fuel efficiency.	1,000-4,000	E260101 RV10H	280° IN 280° EX	208° IN 208° EX	.484" IN .484° EX	111°	4°	.000" IN .000° EX
Strong mid-range power. City, fast expressway and towing. Delivers maximum, mid-range torque. Good idle, throttle response, plus fuel efficiency.	1,250-4,250	E260201 RV15H	288° IN 288° EX	214° IN 214° EX	.495" IN .495° EX	111°	4°	.000" IN .000° EX
The "Performer" . Super low- and mid-range power. Good idle, fuel efficiency and driveability. 4-barrel and headers recommended.	1,500-4,500	E260121 TQ20H	292° IN 292° EX	214° IN 214° EX	.517" IN .517° EX	111°	4°	.000" IN .000° EX
Good idle and throttle response from larger engines. Prefers stock or aftermarket dual plane intake manifold, 4-barrel carburetion, headers and 4- or 5-speed manual transmission with low gears for towing moderate to heavy loads. OK for use with small superchargers.	1,500-4,750	E261021 MP/2	292° IN 310° EX	214° IN 226° EX	.517" IN .533° EX	114°	4°	.000" IN .000° EX
Excellent choice for slightly modified street machines or muscle trucks seeking improved low end torque and mid-range horsepower. 429-460 cubic inch engines with 8.75-9.5:1 compression. Runs best with aftermarket aluminum intake, 600-650 cfm carburetion, headers and free flowing, dual exhaust.	1,800-4,800	E260321 Hi-Flow AH	284° IN 284° EX	220° IN 220° EX	.545" IN .545° EX	112°	4°	.000" IN .000° EX
High-lift, dual pattern. Needs 4-barrel, headers, lower gears and medium stall speed converter if used with automatic. Extremely strong mid-range camshaft.	2,000-5,000	E260222 TQ40H	284° IN 296° EX	220° IN 228° EX	.545" IN .545° EX	110°	0°	.000" IN .000° EX
Expect a noticeable idle and strong mid-range performance from 429-460 cubic inch engines with 9.5-10.5:1 compression. Use gasket-matched cylinder heads and aftermarket dual plane intake with up to 750 cfm carburetion, headers and 3" diameter exhaust system, 4-speed top loader or 3-speed automatic with mild converter and low gears for best results.	2,250-5,400	E260221 TQ30H	310° IN 310° EX	226° IN 226° EX	.533" IN .533° EX	111°	4°	.000" IN .000° EX
Hot Street/E.T. Brackets . High-lift, short duration, broad power range and strong top end. Fair idle. Needs 4-barrel, headers, compression and gears.	2,500-5,500	E260421 Hi-Flow IH	296° IN 296° EX	228° IN 228° EX	.545" IN .545° EX	108°	0°	.000" IN .000° EX
High-lift, dual pattern. Needs 4-barrel, headers and lower gears. Works best with stick or high-stall automatic. Strong top end camshaft. Rough idle. Should have at least 9:1 compression ratio.	2,500-5,800	E260223 TQ50H	296° IN 306° EX	228° IN 235° EX	.545" IN .545° EX	110°	0°	.000" IN .000° EX
Special design camshaft for jet boat use. Best in otherwise stock 460 engine with tight impeller. Good idle.	2,500-5,750	E260621 JB100	296° IN 306° EX	228° IN 235° EX	.545" IN .545° EX	108°	0°	.000" IN .000° EX
Runs strong 3,500-7,000 RPM. Stick or automatic with gears. Needs good intake and headers with 9.5:1 or more compression. Lopey idle.	3,000-6,000	E260521 Hi-Flow IIH	306° IN 306° EX	235° IN 235° EX	.545" IN .545° EX	108°	0°	.000" IN .000° EX
Designed for jet boats with a looser impeller and other engine modifications. Some lobe at idle.	3,400-6,400	E260721 JB200	306° IN 316° EX	235° IN 240° EX	.545" IN .545° EX	108°	0°	.000" IN .000° EX
Runs strong 4,000 to 7,500 RPM. Needs lower gears, 4-barrel, headers and compression for maximum performance. Rough idle.	3,800-6,800	E260526 Hi-Flow IIIH	316° IN 316° EX	240° IN 240° EX	.545" IN .545° EX	108°	0°	.000" IN .000° EX
Hot Street/E.T. Brackets . 429-460 cubic inch, big block Ford engines with 10.5-11.5:1 compression using modified stock or aftermarket aluminum Cobra Jet cylinder heads, Victor Jr. style single plane intake, 850 cfm 4-barrel with or without nitrous oxide, produces good top end power. 3,200-3,600 lb. automatic cars use 3,500-4,000 RPM converter with 4.10 or lower gears.	4,000-7,000	E260527 Hi-Flow IVH	312° IN 320° EX	248° IN 256° EX	.579" IN .597° EX	110°	4°	.000" IN .000° EX

CAMSHAFT ACCESSORY KIT FOR FORD ENGINES EQUIPPED WITH HYDRAULIC FLAT TAPPET CAMSHAFTS

E823010 KIT INCLUDES THESE COMPONENTS:

- 16 hydraulic tappetsE914601
- 16 valve springs, 1.820 x 1.500E915011
- 16 H.T. steel retainers, 7° x 11/32E961312
- 16 pair H.T. valve locks, 7° x 11/32E911171
- 1 tube Moly Lube, 1/4 ozE911001

OPTIONAL HIGH PERFORMANCE PARTS FOR FORD ENGINES EQUIPPED WITH HYDRAULIC FLAT TAPPET VALVETRAINS

FOR HYDRAULIC VALVETRAINS:

- Valve springs, 1.900 x 1.540E915151
- H.T. machined valve locks, 7° x 11/32 4130E911111
- Roller timing chain setE991910
- Screw-in studs, 7/16 x 20E912151
- P.C. seals, 11/32E910243
- Lash caps, 11/32E911541
- Forged rockers, 1.73:1 x 7/16E928029
- Billet rockers, 1.7:1 x 7/16E928082
- C.H. pushrod, 3/8 x 8.550E917361
- Degree wheelE911004
- Moly Lube, 2 oz. tubeE911002

NOTE —

Many 1968-72 Ford 429 CID engines came with positive stop style rocker arm studs. 1973-95 Ford 429-460 engines came with pedestal-mount, non-adjustable valvetrains. It is important to realize that when changing to an aftermarket camshaft, changes in lobe design warrant the need for an adjustable valvetrain. Converting to an adjustable valvetrain will insure proper lifter pre-load and a smooth and quiet operating engine. It should also be noted that this is mandatory when converting from a hydraulic camshaft to a mechanical camshaft.

1.6:1 STOCK ROCKER RATIO

OLDSMOBILE V8 1967-84

260, 307, 350, 400, 425, 455 CID ENGINES
39° LIFTER BORE ANGLE, .841" LIFTER BORE

ALLOY STEEL BILLET

HIGH PERFORMANCE SOLID ROLLER CAMSHAFTS

APPLICATIONS/CHARACTERISTICS	BASIC RPM RANGE	PART NO. GRIND NO.	DURATION ADVERTISED	DURATION @ .050"	GROSS LIFT	LOBE CENTER	ADVANCE	VALVE LASH
E.T. Brackets/Marine. Strong mid-range torque and horsepower from 400-455 cubic inch engines with no less than 11.0:1 compression. Works well in 2,800-3,200 lb. door-slammers or lake racers equipped with tunnel ram style intake, blueprinted pump and B-impeller. OK with nitrous oxide.	3,500-6,800	E540901 R-282-1C	282° IN 292° EX	253° IN 263° EX	.640" IN .640" EX	110°	4°	.032" IN .032" EX
E.T. Brackets/Super Stock. Super mid-range and top end performance from 307-400 cubic inch engines. Bracket racers should have modified cylinder heads, reinforced block, good intake and exhaust system with no less than 12.5:1 compression. Super stock GT automatic cars should 1.8 rockers on intake side for best results.	4,500-7,500	E540902 R-298-5	298° IN 306° EX	272° IN 280° EX	.656" IN .688" EX	104°	2°	.032" IN .032" EX
E.T. Brackets/Super Stock. Intended for 400(+) cubic inch drag racers seeking improved upper mid-range and top end performance. High compression engines with all the right parts necessary for serious competition. Super stock GT automatic cars use 1.8 rockers on intake side for best results. Has won N.H.R.A. national event!	5,000-7,800	E540903 R-302-8	302° IN 306° EX	276° IN 280° EX	.656" IN .688" EX	106°	4°	.032" IN .032" EX

OPTIONAL HIGH PERFORMANCE PARTS FOR OLDSMOBILE ENGINES EQUIPPED WITH SOLID ROLLER VALVETRAINS

Degree wheel.....	E911004
Lash caps, 11/32.....	E911541
P.C. seals, 11/32.....	E910243
Pushrods, 3/8 x 8.325 C.H.....	E917573
Pushrods, 3/8 x 9.550 C.H.....	E917571
Solid roller tappets.....	E919318
H.T. steel retainer, 7° x 11/32.....	E961091
Roller timing chain set.....	E991905
Titanium retainer, 10° fits E915160/150.....	E961406
Titanium retainer, 10° fits E915057.....	E961408
H.T. machined valve locks, 10° x 11/32 4130.....	E911140
H.T. valve locks, 7° x 11/32 4130.....	E911171
H.T. machined Valve locks, 7° x 11/32 4130.....	E911111
32 .032 valve spring shims, 1.625.....	E911974
32 .032 valve spring shims, 1.500.....	E911004
Valve springs, 2.000 x 1.625.....	E915160
Valve springs, 1.900 x 1.625.....	E915150
Valve springs, 1.900 x 1.535.....	E915157

1.5:1 STOCK ROCKER RATIO/1.65:1 OPTIONAL RATIO

PONTIAC V8 1955-81

PROFERAL BILLET

265-455 CID ENGINES

HIGH PERFORMANCE HYDRAULIC FLAT TAPPET CAMSHAFTS

APPLICATIONS/CHARACTERISTICS	BASIC RPM RANGE	PART NO. GRIND NO.	DURATION ADVERTISED	DURATION @ .050"	GROSS LIFT	LOBE CENTER	ADVANCE	VALVE LASH
Excellent replacement camshaft for stock engines in heavier chassis seeking more low end performance. Compatible with stock compression, gearing, torque converter and power brakes. Good idle.	1,000-4,200	E310011 MP1	280° IN 292° EX	208° IN 214° EX	.420" IN .449" EX	114°	6°	.000" IN .000" EX
The "Performer". Super low- and mid-range power. Good idle, fuel efficiency and driveability. 4-barrel and headers recommended.	1,250-4,500	E310121 TQ20H	292° IN 292° EX	214° IN 214° EX	.449" IN .449" EX	110°	4°	.000" IN .000" EX
Great low- and mid-range performance from larger engines with no less than 9.0:1 compression. Aftermarket dual plane intake, 4-barrel carburetion and headers with free flowing dual exhaust system helpful.	1,750-4,800	E310123 Hi Flow AH	284° IN 284° EX	220° IN 220° EX	.472" IN .472" EX	112°	4°	.000" IN .000" EX
High-lift, short duration, dual pattern camshaft builds good torque down low and delivers strong mid-range performance when it counts. Largest camshaft with stock converter.	2,200-5,200	E310222 TQ40H	284° IN 296° EX	220° IN 228° EX	.472" IN .472" EX	110°	4°	.000" IN .000" EX
Hot Street cars wishing to improve mid-range performance this single pattern camshaft is for you. Should have 9.5:1 compression, single plane torker-style intake with up to 750 cfm 4-barrel and headers for best results.	2,500-5,500	E310421 Hi Flow 1H	296° IN 296° EX	228° IN 228° EX	.472" IN .472" EX	108°	0°	.000" IN .000" EX
High-lift, dual pattern. Needs 4-barrel, headers and lower gears. Works best with stick or high-stall automatic. Strong top end camshaft. Rough idle. Should have at least 9:1 compression.	2,700-5,700	E310223 TQ50H	296° IN 306° EX	228° IN 235° EX	.472" IN .472" EX	110°	4°	.000" IN .000" EX
Excellent substitute for Pontiac's Ram Air IV camshaft. Can be used with 1.65:1 rocker to give .520" gross valve lift enhancing mid-range and top end performance. OK with nitrous oxide.	3,000-6,000	E310031 MP3	306° IN 316° EX	235° IN 240° EX	.472" IN .472" EX	114°	6°	.000" IN .000" EX
High-performance GTOs and Firebirds with 389 cubic inch or larger engines need no less than 10.25:1 compression to produce exceptional mid-range and top end results. Also works well with 1.65:1 rockers.	3,500-6,500	E310321 Hi Flow III H	316° IN 316° EX	240° IN 240° EX	.472" IN .472" EX	108°	0°	.000" IN .000" EX
Hot Street/E.T. Brackets. 400-455 cubic inch engines with no less than 10.5:1 compression need modified stock or aftermarket aluminum cylinder heads, single plane intake, up to 850 cfm 4-barrel and headers for best results. Automatic cars use 3,500-4,000 RPM converter and low gears. OK with nitrous oxide.	3,800-6,800	E310444 Hi Flow IV H	312° IN 320° EX	248° IN 256° EX	.503" IN .517" EX	110°	4°	.000" IN .000" EX

CAMSHAFT ACCESSORY KIT FOR PONTIAC ENGINES EQUIPPED WITH HYDRAULIC FLAT TAPPET CAMSHAFTS

E831010 KIT INCLUDES THESE COMPONENTS:

16 hydraulic tappets.....	E914561
16 valve springs, 1.600 x 1.375.....	E915272
16 H.T. steel retainers, 7° x 11/32.....	E961061
16 pair H.T. valve locks, 7° x 11/32.....	E911171
1 tube Moly Lube, 1/4 oz.....	E911001

This kit is intended for 1955-later non-high performance factory heads.

OPTIONAL HIGH PERFORMANCE PARTS FOR PONTIAC ENGINES EQUIPPED WITH HYDRAULIC FLAT TAPPET VALVETRAINS

Roller timing chain set.....	E991904
Forged aluminum roller rockers, 1.5:1 x 7/16.....	E928052
Forged aluminum roller rockers, 1.65:1 x 7/16.....	E928028
C.H. pushrods, 5/16 x 9.150.....	E917031
H.T. machined valve locks, 7° x 11/32 4130.....	E911111
P.C. seals, 11/32.....	E910243
Screw-in studs, 7/16 x 20.....	E912151
Lash caps, 11/32.....	E911541
Moly Lube, 2 oz. tube.....	E911002

NOTE —

It is important to remember that Pontiac engines require a specific hydraulic tappet. Both the pushrod seat and the oil gallery groove in the main body are at different locations relative to other General Motors V8 engines such as the Chevrolet, Oldsmobile and Buick. Therefore, they are not interchangeable.



Ersen Cams is a division of the Mr. Gasket Performance Group

©2005 Printed in the U.S.A

Carson City • NV

74223G

