

# AMC/JEEP/CHRYSLER

## AMERICAN MOTORS 199-258 C.I., 4.0L 6 CYL. 1964-1997

HIGH ENERGY™ Hydraulic Flat Tappet Camshafts (NOT FOR FUEL INJECTION)													
APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT		LOBE SEP. ANGLE	
	IN.	EX.				IN.	EX.	IN.	EX.	IN.	EX.		
HYDRAULIC-Our best cam for gas mileage. Strong low end torque. Good stock replacement with very smooth idle.	3	Hyd.	Hyd.	800 to 4000	68-115-4	240H	240	248	192	200	.416	.416	108°
HYDRAULIC-Excellent torque and throttle response. Good for towing. Smooth idle.	3	Hyd.	Hyd.	1000 to 4200	68-200-4	252H	252	252	206	206	.433	.433	110°
HYDRAULIC-Good power for Cherokees and Jeeps. Great for towing, 4WD and off-road. Smooth idle.	3	Hyd.	Hyd.	1200 to 4400	68-201-4	260H	260	260	212	212	.447	.447	110°
XTREME 4X4™ Hydraulic Flat Tappet Camshafts (NOT FOR FUEL INJECTION)													
HYDRAULIC-Excellent torque and throttle response, great stock replacement cam.	3	Hyd.	Hyd.	800 to 5000	68-231-4	X4250H	250	258	206	214	.462	.485	111°
HYDRAULIC-Good mid to upper torque, needs increased compression, headers and gears.	3	Hyd.	Hyd.	1400 to 5700	68-239-4	X4262H	262	270	218	226	.493	.512	111°
XTREME 4X4™ Hydraulic Flat Tappet Camshafts (FOR FUEL INJECTION)													
HYDRAULIC-Great torque and smooth idle for fuel injected.	3	Hyd.	Hyd.	800 to 4800	68-232-4	X4250H-13	250	256	206	212	.460	.476	113°

## AMERICAN MOTORS 290-401 C.I. 8 CYL. 1966-1991

HIGH ENERGY™ Hydraulic Flat Tappet Camshafts													
APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT		LOBE SEP. ANGLE	
	IN.	EX.				IN.	EX.	IN.	EX.	IN.	EX.		
HYDRAULIC-Strong torque, excellent mileage for 290-304, has smooth idle, good for stock replacement.	3	Hyd.	Hyd.	800 to 4800	10-200-4	252H	252	252	206	206	.433	.433	110°
HYDRAULIC-Good low end torque. Strong mid-range power. Excellent for towing or performance. Smooth idle in 304 and up.	3	Hyd.	Hyd.	1200 to 5200	10-201-4	260H	260	260	212	212	.447	.447	110°
HYDRAULIC-Great for mild daily driven street machines. Slightly rough idle, broad powerband. Use lower gears in 290-304.	3	Hyd.	Hyd.	1500 to 5500	10-202-4	268H	268	268	218	218	.456	.456	110°

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### HIGH ENERGY™ Hydraulic Flat Tappet Camshafts (NOT FOR FUEL INJECTION)

K-KIT	SK-KIT	CL-KIT	RP-KIT	LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	STEEL RET.	VALVE LOCKS	VALVE SEALS
K68-115-4 <sup>80</sup>	SK68-115-4	CL68-115-4	N/A	822-12	3219	N/A	N/A	926-12	744-12 <sup>3,60</sup>	603-12 <sup>60</sup>	504-12
K68-200-4 <sup>80</sup>	SK68-200-4	CL68-200-4	N/A	822-12	3219	N/A	N/A	926-12	744-12 <sup>3,60</sup>	603-12 <sup>60</sup>	504-12
K68-201-4 <sup>80</sup>	SK68-201-4	CL68-201-4	N/A	822-12	3219	N/A	N/A	926-12	744-12 <sup>3,60</sup>	603-12 <sup>60</sup>	504-12

### XTREME 4X4™ Hydraulic Flat Tappet Camshafts (NOT FOR FUEL INJECTION)

K68-231-4 <sup>80</sup>	SK68-231-4 <sup>7</sup>	CL68-231-4 <sup>7</sup>	N/A	822-12	3219	N/A	N/A	926-12	744-12 <sup>3</sup>	603-12 <sup>60</sup>	504-12
K68-239-4 <sup>80</sup>	SK68-239-4 <sup>7</sup>	CL68-239-4 <sup>7</sup>	N/A	822-12	3219	N/A	N/A	926-12	744-12 <sup>3</sup>	603-12 <sup>60</sup>	504-12

### XTREME 4X4™ Hydraulic Flat Tappet Camshafts (FOR FUEL INJECTION)

K68-232-4 <sup>80</sup>	SK68-232-4 <sup>7</sup>	CL68-232-4 <sup>7</sup>	N/A	822-12	3219	N/A	N/A	926-12	744-12 <sup>3</sup>	603-12 <sup>60</sup>	504-12
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## AMERICAN MOTORS 290-401 C.I. 8 CYL. 1966-1991

### HIGH ENERGY™ Hydraulic Flat Tappet Camshafts

K-KIT	SK-KIT	CL-KIT	RP-KIT	LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	STEEL RET.	VALVE LOCKS	VALVE SEALS
K10-200-4	SK10-200-4	CL10-200-4	RPM1410-16 <sup>1</sup>	822-16	3218	1442-16 <sup>1,4</sup>	7812-16	940-16	744-16 <sup>3</sup>	603-16	504-16
K10-201-4	SK10-201-4	CL10-201-4	RPM1410-16 <sup>1</sup>	822-16	3218	1442-16 <sup>1,4</sup>	7812-16	940-16	744-16 <sup>3</sup>	603-16	504-16
K10-202-4	SK10-202-4 <sup>7</sup>	CL10-202-4 <sup>7</sup>	RPM1410-16 <sup>1</sup>	822-16	3218	1442-16 <sup>1,4</sup>	7812-16	940-16	744-16 <sup>3</sup>	603-16	504-16

Footnotes: Master Footnote Index on page 13.

1 Requires screw-in studs & guide plates.

3 Valve spring oil shield available.

4 Requires .150" longer pushrod.

7 Stock springs cannot be used.

60 1989 and later use .312" diameter valve with bead type locks.

80 K-Kits will only work in 1964-88 models due to different valve stem.

## AMERICAN MOTORS 290-401 C.I. 8 CYL. 1966-1991

### MAGNUM Hydraulic Flat Tappet Camshafts

APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT		LOBE SEP. ANGLE
	IN.	EX.				ADVERTISED IN.	EX.	@ .050" IN.	EX.	W/1.6 ROCKER IN.	EX.	
HYDRAULIC-Best cam for 360-401 with stock converter. Works well with headers and aftermarket intake. Mild rough idle.	3	Hyd. Hyd.	1800 to 5800	10-203-4	270H	270	270	224	224	.480	.480	110°
HYDRAULIC-Great street machine cam. Needs manifold, 2500 converter and lower gears. 9:1 compression. Rough idle.	3	Hyd. Hyd.	2000 to 6000	10-204-4	280H	280	280	230	230	.490	.490	110°
HYDRAULIC-Street/strip cam for 360 and up. Use 10:1 compression with 3000+ converter and low gears. Very rough idle.	3	Hyd. Hyd.	2500 to 6500	10-210-4	292H	292	292	244	244	.518	.518	110°
HYDRAULIC-Excellent for Pro Street or mild bracket racing. 3500+ stall, 10.5:1 compression, 4.10 gear or lower. Radical idle.	3	Hyd. Hyd.	3000 to 7000	10-211-4	305H	305	305	253	253	.541	.541	110°

### XTREME ENERGY™ Hydraulic Flat Tappet Camshafts

HYDRAULIC-Strong torque thru low end & mid-range, good idle.	3	Hyd. Hyd.	1200 to 5200	10-214-5	XE256H	256	268	212	218	.477	.484	110°
HYDRAULIC-Excellent response, good mid-range, noticeable idle.	3	Hyd. Hyd.	1800 to 5800	10-215-5	XE262H	262	270	218	224	.493	.500	110°
HYDRAULIC-Very strong mid-range & throttle response, 2200+ stall. Rough Idle.	3	Hyd. Hyd.	2000 to 6000	10-216-5	XE274H	274	286	230	236	.520	.523	110°

### RACE Hydraulic Flat Tappet Camshafts

APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT		LOBE SEP. ANGLE
	IN.	EX.				ADVERTISED IN.	EX.	@ .050" IN.	EX.	W/1.6 ROCKER IN.	EX.	
HYDRAULIC-Best in heavy car with 3500+ stall and 10:1 and up compression.	3	Hyd. Hyd.	3500 to 7000	10-212-5	312H-8	312	312	260	260	.565	.565	108°
HYDRAULIC-Our best racing hydraulic, 4500+ stall or 4 speed with 11:1 compression.	3	Hyd. Hyd.	4000 to 7500	10-213-5	320H-8	320	320	268	268	.565	.565	108°

### RACE Mechanical Flat Tappet Camshafts

SOLID-Great for mid-range torque in a heavy car with a 4000 converter and 10.5:1 compression.	3	.026 .028	3800 to 6800	10-601-5	290B-6	290	304	255	266	.576	.570	106°
SOLID-Best in 360 or larger engine with a 5000 converter or a 4 speed and 11.0:1 compression.	3	.026 .028	4500 to 7500	10-602-5	300B-8	300	314	265	276	.600	.594	108°
SOLID-Bracket race and mud racing. Works best with 5000+ converter in 390 or larger engine.	3	.018 .020	5000 to 7500	10-610-5	304S-8	304	320	274	282	.629	.624	108°

### RACE Mechanical Roller Camshafts

MECHANICAL ROLLER-Bracket race and super classes. Smooth profile, easy on parts, use with 390+ and 5500 converter.	3	.024 .026	5500 to 7500	10-800-9 <sup>5</sup>	316AR-8	316	326	280	288	.672	.672	108°
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Footnotes: Master Footnote Index on page 13.  
5 Requires distributor gear upgrade.

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# AMERICAN MOTORS 290-401 C.I. 8 CYL. 1966-1991

## MAGNUM Hydraulic Flat Tappet Camshafts

K-KIT	SK-KIT	CL-KIT	RP-KIT	LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	STEEL RET.	VALVE LOCKS	VALVE SEALS
K10-203-4	SK10-203-4 <sup>7</sup>	CL10-203-4 <sup>7</sup>	RPM1410-16 <sup>1</sup>	822-16	3118	1442-16 <sup>1,4</sup>	7694-16	926-16	740-16 <sup>3</sup>	612-16	504-16
K10-204-4	SK10-204-4 <sup>7</sup>	CL10-204-4 <sup>7</sup>	RPM1410-16 <sup>1</sup>	822-16 867-16 <sup>37</sup>	3118	1442-16 <sup>1,4</sup>	7694-16	926-16	740-16 <sup>3</sup>	612-16	504-16
K10-210-4	SK10-210-4 <sup>7</sup>	CL10-210-4 <sup>7</sup>	RPM1410-16 <sup>1</sup>	822-16 867-16 <sup>37</sup>	3118	1442-16 <sup>1,4</sup>	7694-16	986-16 <sup>2</sup>	740-16 <sup>3</sup>	612-16	505-16 <sup>2</sup>
K10-211-4	SK10-211-4 <sup>7</sup>	CL10-211-4 <sup>7</sup>	RPM1410-16 <sup>1</sup>	822-16 867-16 <sup>37</sup>	3118	1442-16 <sup>1,4</sup>	7694-16	986-16 <sup>2</sup>	740-16 <sup>3</sup>	612-16	505-16 <sup>2</sup>

## XTREME ENERGY™ Hydraulic Flat Tappet Camshafts

K10-214-5	SK10-214-5	CL10-214-5	RPM1410-16 <sup>1</sup>	822-16	3118	1442-16 <sup>1,4</sup>	7694-16	926-16	740-16 <sup>3</sup>	612-16	504-16
K10-215-5	SK10-215-5 <sup>7</sup>	CL10-215-5 <sup>7</sup>	RPM1410-16 <sup>1</sup>	822-16	3118	1442-16 <sup>1,4</sup>	7694-16	926-16	740-16 <sup>3</sup>	612-16	504-16
K10-216-5	SK10-216-5 <sup>7</sup>	CL10-216-5 <sup>7</sup>	RPM1410-16 <sup>1</sup>	822-16 867-16 <sup>37</sup>	3118	1442-16 <sup>1,4</sup>	7694-16	986-16 <sup>2</sup>	740-16 <sup>3</sup>	612-16	505-16 <sup>2</sup>

## RACE Hydraulic Flat Tappet Camshafts

LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	RETAINERS	VALVE LOCKS	VALVE SEALS	LASH CAPS	REV. KIT	DIST. GEARS	STUD GIRDLES
867-16 <sup>37</sup>	3118	1442-16 <sup>1,4</sup>	7694-16	986-16 <sup>2</sup>	740-16 <sup>3</sup>	612-16	505-16 <sup>2</sup>	622-16	N/A	N/A	N/A
867-16 <sup>37</sup>	3118	1442-16 <sup>1,4</sup>	7694-16	986-16 <sup>2</sup>	740-16 <sup>3</sup>	612-16	505-16 <sup>2</sup>	622-16	N/A	N/A	N/A

## RACE Mechanical Flat Tappet Camshafts

801-16	3118	1132-16 <sup>1,4</sup>	7994-16	987-16 <sup>2</sup> 950-16 <sup>2</sup>	740-16 <sup>3</sup> 730-16	612-16	505-16 <sup>2</sup>	622-16	N/A	N/A	N/A
801-16	3118	1132-16 <sup>1,4</sup>	7994-16	987-16 <sup>2</sup> 950-16 <sup>2</sup>	740-16 <sup>3</sup> 730-16	612-16	505-16 <sup>2</sup>	622-16	N/A	N/A	N/A
801-16	3118	1132-16 <sup>1,4</sup>	7994-16	950-16 <sup>2</sup>	730-16	612-16	505-16 <sup>2</sup>	622-16	N/A	N/A	N/A

## RACE Mechanical Roller Camshafts

848-16 <sup>37</sup>	3118	1132-16 <sup>1,4</sup>	7994-16	999-16 <sup>2</sup> 944-16 <sup>2</sup>	732-16 731-16	612-16	505-16 <sup>2</sup>	622-16	N/A	N/A	N/A
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Footnotes: Master Footnote Index on page 13.

1 Requires screw-in studs & guide plates.

2 Requires machining on cylinder heads.

3 Valve spring oil shield available.

4 Requires .150" longer pushrod.

7 Stock springs cannot be used.

37 Adjustable valve train required.

**RED NUMBERS ARE THE PREMIUM CHOICE.**

Chrysler, one of the most dominant names during the early "Muscle Car" era, has developed five basic series of engines which are popular choices in racing, street performance and towing applications. For our purposes we will refer to the 273-360 Small Block Chrysler engines as the "A" engine and the 383-440 big block standard head engines as the "B" engine. In recent years, the engineers at Chrysler have introduced three versions of the V10 engine platform, as well as a new 5.7L & 6.1L Hemi design. In the following information we have attempted to pass along some common "tips" learned during our many years of engine building, as well as the experiences of many of our customers. We will not attempt to cover all of the little things, only the more unique and aggravating trouble spots. If ever in doubt, there are many excellent reference manuals. Mopar Performance has one of the best. It goes into great detail about Chrysler engines. Finally, there is the ever present CAM HELP® line at 1-800-999-0853.

## Engine Types

### *Small Block, "A" Uses "20" Prefix*

The basic 273-360 engines, produced in the mid 1960's, have remained relatively unchanged as far as the valve train is concerned. The 1964-1991 engines used shaft type rocker arms, which required some special changes in the camshaft design. This was to allow oil to flow to the top of the engine and into the rocker arm shafts. Most of these early engines featured either grooved or offset holes in the second and fourth cam journals. In some instances a combination of both grooves and holes were employed. **You must remember that if your engine has shaft type rocker arms, there must be some groove or oiling hole combination on the cam journals.** In 1992 the Magnum version of the "A" engine was changed to a pedestal style individual rocker arm design.

### *Magnum, Uses "20" Prefix*

The new Magnum engines utilize a pedestal mount rocker arm system. They come from the factory with a nonadjustable valve train and have 5/16" bolts fastening the rockers to pedestals on the heads.

### *5.7L & 6.1L Hemi, Uses "112" Prefix*

In 2003 Chrysler called on the legendary "Hemi" cylinder head design to begin a new era in Mopar performance. This new engine has the same familiar perpendicular valve arrangement but does not share any parts with the classic Hemi engines. Rocker arms are shaft mounted with 1.6 ratio on intake and exhaust. Two rocker shafts per head are used, which is similar to the earlier Hemi. Because of this design, different length intake and exhaust pushrods are used. The new engine also uses smaller, .842" diameter hydraulic roller lifters and a single bolt cam sprocket.

There are concerns when installing aftermarket camshafts in these engines. The factory piston has a dome and no valve reliefs. Extra caution should be taken to ensure adequate piston to valve clearance. It is also necessary to deactivate the MDS (multiple displacement system) when installing and using a performance camshaft. Computer tuning must be performed to enhance drivability.

### *V10, Uses "97" and "111" Prefixes*

We have two different cores for this engine, depending on the year model. The 2002 and older blocks use a single bolt core, and the 2003 and later cores are a 3-bolt design.

### *Big Block "B" or "RB", Uses "21" and "23" Prefixes*

The "B" and "RB" engines used two different deck height blocks. They require different length pushrods, so when considering pushrod length, remember that the 383-400 engines use a shorter pushrod than the 413-440 engines. The larger engines with the taller blocks use a pushrod that is approximately 3/4" longer than the other.

When converting either of these engines to adjustable rocker arms, you must also replace the pushrods. The standard pushrod used with nonadjustable rocker arms uses a pushrod with a ball on each end. COMP Cams® aluminum roller rocker arms use a pushrod with a ball on the lifter end and a cup on the rocker arm end. The new COMP Cams® Pro Magnum Rocker Arm™ Kit for these engines uses a ball-ball pushrod like the standard setup, but the length is different. In either case, the correct pushrods must be used for the rocker arm type selected.

### *Hemi, Uses "24" and "26" Prefixes*

There are two basic factory versions of the original Hemi engine. The most common is the 426 Hemi, which was introduced in 1964. Derivatives of this engine can be found in almost all Alcohol and Fuel cars racing today. One of the most popular drag racing engines, it is easily recognized by the distributor location, which is in the front of the block. As far as production engines are concerned, most of the parts are interchangeable. Hybrid Hemis; however, have relatively few interchangeable parts because most are custom made.

The old style 301-392 Hemi engine is most readily recognized by the location of the distributor at the rear of the block. There were several versions of this engine; therefore, it is highly recommended that before ordering any parts you make sure exactly which engine you are working on. These engines were very popular in the 60's and 70's and can still be found in many street machines and street rods, but they are becoming very hard to maintain due to the lack of replacement parts.

## General Tips

### High Lift Cams

When changing to a higher than stock lift cam, several items must be checked to ensure long engine life and high performance.

Spring coil bind, correct pressures, retainer to guide clearance and piston to valve clearance are just a few of the more common considerations. There is no exact formula to tell when you are getting into trouble, so to avoid serious problems, it is better to double check these things when installing a cam. If ever unsure, contact CAM HELP® at 1-800-999-0853.

### Springs

By far the most common problem encountered when installing a new high performance camshaft is the incompatibility of the existing valve springs to the new cam. Factory valve springs are designed to work with a certain lift cam, and since most aftermarket cams have higher lift, the springs must be addressed. It is highly recommended and a requirement of the warranty that the suggested springs be installed along with any COMP Cams® camshaft.

### Valve Stem Oil Seals

When changing to a higher than stock lift camshaft, it is common to have a clearance problem between the bottom of the spring retainer and the top of the valve stem oil seal. Before final assembly of the heads, install one seal, one valve and one retainer without the spring. Measure the distance between the top of the seal and the bottom of the retainer to be sure that it is greater than the lift of the valve by at least .050"-.060". Be sure to take into account any extra lift due to higher ratio rocker arms.

### Flat Tappet Break-In

All flat tappet cams require special attention during the break-in process. Special springs and certainly tender loving care will be required to ensure long life of the cam. Please refer to the instructions in your cam box for complete procedures. If ever in doubt, please call the COMP Cams® CAM HELP® line at 1-800-999-0853.

### High Ratio Rocker Arms

A higher than standard ratio rocker arm moves the pushrod closer to the rocker arm shaft. It then becomes necessary to check

the clearance between the pushrod and the head where the pushrod passes through the head. This is a very common problem and should be checked when a rocker arm ratio change or pushrod diameter change is made.

### Rocker Arm Geometry

Proper rocker arm geometry is necessary to ensure the maximum benefit from any cam design. Camshaft base circle, block deck height, cylinder head design and lifter design all contribute to possible errors in geometry, which must be compensated for with pushrod length. Usually, a longer than stock pushrod will be necessary in a high performance engine, but care must be taken to choose the correct length. A comprehensive explanation of the checking procedure can be found on pages 264-265.

### Fuel Pump Pushrod

All Chrysler "B", "RB" and Hemi engines use a fuel pump pushrod to actuate the fuel pump. The fuel pump must be removed and the rod dropped away from the cam prior to camshaft removal. Failure to do so will result in damage to the cam, pushrod or both.

### Rocker Arm Adjustment/Lifter Preload

All but a few Chrysler engines were equipped at the factory with non-adjustable rocker arms. Anytime a solid lifter camshaft (either roller or flat tappet) is used, you must also use the adjustable rocker arms and appropriate pushrods.

When installing any high performance hydraulic camshaft, the lifter preload is something which must be considered. Too little preload will result in a noisy valve train, and too much preload will result in tight valves and a poor running engine. Either condition can result in less than expected performance or engine failure. After the cam, lifters and rocker arms are installed and prior to installing the intake manifold, you must check the plunger depression in the lifter. With the cam on the base circle (valve closed) the plunger in the lifter should be depressed .040"-.060". With nonadjustable rocker arms, you must change pushrod lengths to obtain proper lifter preload. This is a delicate and time consuming process, so if you have any questions, contact the CAM HELP® line at 1-800-999-0853.

## Rocker Arm Shafts

When installing the rocker arms on a shaft type system of a Chrysler engine, the shafts must be installed correctly. There is a difference in the top and the bottom, as well as side to side. The shafts must be installed with the oil holes pointed to the bottom and to the outside of the engine, toward the valve. This is the only way the shafts can adequately oil the rocker arms. Premature wear will result if the shafts are installed improperly.

## Lifters

The pushrod seat location is different in hydraulic and solid lifters in most applications. For this reason, pushrod length must be checked and may need to be changed when switching from solid to hydraulic camshafts.

When installing a roller cam and tappets into a Chrysler engine, you must be careful to ensure that the roller lifter sits in the lifter bore correctly. Most brands of roller lifters are designed with a cut-out in the lifter body around the lifter wheel. If this is installed toward the oil galley in the block, the result will be a loss of oil pressure and engine damage. COMP Cams® roller lifters do not incorporate this cut out, so there is no problem when using COMP Cams® lifters. When installing roller lifters in the block, remember to install the link bar side of the lifters to the cylinder side of the engine block.

COMP Cams® produces a special lifter for oval track use in the "A" engines. This lifter is still the standard .904" diameter but is made to oil through the pushrod. This is for use in special highly modified blocks only and will not work in a standard block.

There are several different roller lifters listed for the Hemi engines. The only difference is the location of the pushrod seat. We have basically developed a drop-in replacement for most of the popular brand lifters available. Be sure to measure the height of the pushrod seat prior to ordering lifters.

## Lifter Bore/Oiling Modifications

Even though COMP Cams® roller lifters will work without oil system or lifter bore modifications, it is highly recommended that on any racing engine the lifter bores be modified. This will ensure that in the case of a pushrod failure and the lifter coming out of the bore, adequate oil pressure will be maintained. The proper procedure for this modification can be found in any of the materials available directly from Chrysler, or any top engine builder can perform this modification.

## Camshaft Journal Diameter

Many of the newer racing engines utilize a larger than standard cam bearing journal diameter. The advantages of the larger diameter are less flex and a larger base circle to smooth out the lobe design, making this a very desirable addition to any extreme racing engine. It is very common to use a 2.125" Ford babbit bearing in the Hemi engine. Some of the latest oval track blocks feature a roller bearing and require a 1.968" journal diameter. Make sure to specify journal size when ordering your cam. If no special size is requested, the standard journal will be chosen.

## Camshaft Cores/Timing Chains

On the big block "B" and "RB" engines there are two designs of the cam snout/upper timing sprocket where the cam is attached to the gear. The most common design is the single bolt type, which just means that the cam is attached to the timing chain with a single bolt. There is also the 3-bolt type, more common in high performance applications. These designs are totally inter-changeable, as long as the proper cam is used with the correct timing chain set. In any case, the 3-bolt design is the only style available for roller camshaft applications.

## Multi Groove Valves

No longer is it necessary to convert to "Chevrolet" style single groove valves to benefit from the superior strength of COMP Cams® machined steel 10° Super Locks™ and the variety of spring retainers available with this lock. Super Locks™ are now available for the multi groove Chrysler valves in both the 2 and 4 groove applications. They are available in pairs or in a kit with half 2 groove and half 4 groove locks. See page 311 for details.

**CAM**  
**HELP**®  
**800.999.0853**

## Lifter Bank Angles

The latest version of the "A" engine block features a different lifter bore angle. This block is commonly called the "R" block. The angle of the lifter bore is changed to help straighten out the pushrod angle. The standard lifter angle on the "A" engine is 57 degrees from vertical. This points the lifter away from the center of the block and angles the pushrod toward the outside. Most of the "R" blocks and some highly modified versions of the "A" engine have a 48 degree lifter angle. This points the lifter more directly at the rocker arm and helps to eliminate deflection at very high engine speeds. No standard production blocks were made with this modification, so if your block is not a special "race only" part from Chrysler, you probably have the 57 degree lifter angles. These cams are not interchangeable, so it is important to note the lifter bank angle prior to ordering any racing cam. If no special lifter bank angle is stated, the standard 57 degree cam will be used.

The same changes are common on some of the newer aluminum aftermarket Hemi blocks, the difference being much more subtle, from 45 to 48 degrees. It is extremely important to make sure which lifter angle your block is machined for prior to ordering a cam. As with the small block, if no special lifter angle is requested the cam will be ground as with the standard 45 degree lifter angle.

COMP Cams® has invested millions of dollars in Research and Development in order to stay years ahead of our competition. With today's technology and brilliant minds working around the clock, COMP Cams® has rightfully earned respect as the leader in valve train technology in the automotive industry. Quality control is our main objective in creating award winning components, and the ADCOLE Model 911 is just one of the many machines we have invested in to maintain that quality. When you purchase any COMP Cams® valve train components, you make an investment into tomorrow's leading edge technology in pursuit of ultimate power.



### Product Spotlight



## PRO MAGNUM™ ROLLER ROCKERS

To ensure maximum durability under high-rpm operating conditions, COMP Pro Magnums are built entirely from 8650 chromemoly steel, a material three times as strong as the aluminum used in competing rockers. Pro Magnums are so tough, in fact, that we offer an industry-leading lifetime warranty on the rocker bodies themselves. And because Pro Magnums are fully rebuildable, you may never have to buy another set of rockers again.

- Super strong 8650 chromemoly steel material
- 5% less weight at valve than most aluminum rockers
- Large diameter trunions & added needle bearings better distribute loads
- Fully rebuildable design for extended service life
- Proven performer, backed by a lifetime guarantee!

See Page 269 For More Information



## CHRYSLER 2.2L, 2.5L SOHC 4 CYL. 1981-1987

### HIGH ENERGY™ Hydraulic SOHC Camshafts

APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT		LOBE SEP. ANGLE
	IN.	EX.				ADVERTISED IN.	EX.	@ .050" IN.	EX.	IN.	EX.	
HYDRAULIC-Good torque and power. Good OEM replacement. Smooth idle.	3	Hyd. Hyd.	1200 to 5000	22-123-4	260H	260	260	212	212	.460	.460	108°
HYDRAULIC-Great cam for everyday street driving. Broad powerband.	3	Hyd. Hyd.	1500 to 5200	22-127-4	268H	268	268	224	224	.460	.460	108°

### MAGNUM Hydraulic SOHC Camshafts

HYDRAULIC-Best cam for performance usage. Slightly choppy idle.	3	Hyd. Hyd.	1800 to 5500	22-131-4	280H	280	280	234	234	.460	.460	108°
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### TURBO Hydraulic SOHC Camshafts

HYDRAULIC-For use in turbo engines with modifications.	3	Hyd. Hyd.	3000 to 6000	22-124-4	260MT	260	260	218	218	.499	.499	112°
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## DODGE NEON SOHC 2.0L 1995-2003

### HIGH ENERGY™ Hydraulic Roller Camshafts

APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT		LOBE SEP. ANGLE
	IN.	EX.				ADVERTISED IN.	EX.	@ .050" IN.	EX.	IN.	EX.	
HYDRAULIC ROLLER-For use with stock Neon cylinder heads. More power throughout and substantial gains above 5000 rpm.	3	Hyd. Hyd.	2500 to 6200	107-200-8	NE 256 HR8	256	266	200	206	<i>Rocker Ratio</i> 1.57:1   1.52:1 .356   .336		108°
HYDRAULIC ROLLER-For use with Neon RT or ported cylinder heads. More power throughout and substantial gains above 5300 rpm.	3	Hyd. Hyd.	2600 to 6400	107-400-8	NE 259 HR8	259	266	205	206	<i>Rocker Ratio</i> 1.60:1   1.52:1 .384   .336		108°

## CHRYSLER 225 C.I. 6 CYL. 1960-1987

### HIGH ENERGY™ Hydraulic Flat Tappet Camshafts

APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT		LOBE SEP. ANGLE
	IN.	EX.				ADVERTISED IN.	EX.	@ .050" IN.	EX.	W/1.5 ROCKER IN.	EX.	
HYDRAULIC-Good stock replacement for mileage and power increase. Low rpm torque. Smooth idle.	3	Hyd. Hyd.	800 to 4500	64-246-4	252H	252	252	206	206	.425	.425	110°
HYDRAULIC-Great power in mid-range rpm. Good choice for trucks and tow vehicles. Smooth idle.	3	Hyd. Hyd.	1200 to 5000	64-247-4	260H	260	260	212	212	.440	.440	110°

### HIGH ENERGY™ Mechanical Flat Tappet Camshafts

SOLID-Great power and mileage increases. Smooth idle.	3	.010 .012	800 to 4500	64-240-4	252S	252	252	215	215	.435	.435	110°
SOLID-Excellent choice for trucks and towing. Good power in low-mid rpm. Smooth idle.	3	.010 .012	1200 to 5000	64-241-4	264S	264	264	220	220	.440	.440	110°

Except as noted, not legal for sale or use on pollution-controlled motor vehicles.

## CHRYSLER 2.2L, 2.5L SOHC 4 CYL. 1981-1987

HIGH ENERGY™ Hydraulic SOHC Camshafts												
K-KIT	SK-KIT	CL-KIT	RP-KIT	LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	STEEL RET.	VALVE LOCKS	VALVE SEALS	
N/A	N/A	CL22-123-4	N/A	842-8	N/A	1222-8 <sup>22</sup>	N/A	N/A	N/A	N/A	N/A	
N/A	N/A	CL22-127-4	N/A	842-8	N/A	1222-8 <sup>22</sup>	N/A	N/A	N/A	N/A	N/A	
MAGNUM Hydraulic SOHC Camshafts												
N/A	N/A	CL22-131-4	N/A	842-8	N/A	1222-8 <sup>22</sup>	N/A	N/A	N/A	N/A	N/A	
TURBO Hydraulic SOHC Camshafts												
N/A	N/A	CL22-124-4	N/A	842-8	N/A	1222-8 <sup>22</sup>	N/A	N/A	N/A	N/A	N/A	

## DODGE NEON SOHC 2.0L 1995-2003

HIGH ENERGY™ Hydraulic Roller Camshafts												
K-KIT	SK-KIT	CL-KIT	RP-KIT	LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	STEEL RET.	VALVE LOCKS	VALVE SEALS	
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

## CHRYSLER 225 C.I. 6 CYL. 1960-1987

HIGH ENERGY™ Hydraulic Flat Tappet Camshafts												
K-KIT	SK-KIT	CL-KIT	RP-KIT	LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	STEEL RET.	VALVE LOCKS	VALVE SEALS	
K64-246-4	SK64-246-4	CL64-246-4	N/A	820-12	3205	N/A	pg. 261-262	970-12	N/A	604-12	504-12	
K64-247-4	SK64-247-4	CL64-247-4	N/A	820-12	3205	N/A	pg. 261-262	970-12	N/A	604-12	504-12	
HIGH ENERGY™ Mechanical Flat Tappet Camshafts												
K64-240-4	SK64-240-4	CL64-240-4	N/A	821-12 801-12	3205	N/A	7864-12	970-12	N/A	604-12	504-12	
K64-241-4	SK64-241-4	CL64-241-4	N/A	821-12 801-12	3205	N/A	7864-12	970-12	N/A	604-12	504-12	

Footnotes: Master Footnote Index on page 13.  
22 Fits 1981-87 models only.

**RED NUMBERS ARE THE PREMIUM CHOICE.**

## CHRYSLER 273-360 C.I. 8 CYL. 1964-2000

### HIGH ENERGY™ Hydraulic Flat Tappet Camshafts

APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION @ .050"				VALVE LIFT W/1.5 ROCKER		LOBE SEP. ANGLE
	IN.	EX.				IN.	EX.	IN.	EX.	IN.	EX.	
HYDRAULIC-Smooth idle. Great replacement for 318 or 360 2BBL. or 4BBL. passenger car or truck. High vacuum & excellent low speed torque.	3	Hyd. Hyd.	800 to 4800	20-208-2	252H	252	252	206	206	.425	.425	110°
HYDRAULIC-Great for 360 4BBL. in medium to heavy-duty applications. Great performance cam for 318 with power brakes and air.	3	Hyd. Hyd.	1200 to 5200	20-210-2	260H	260	260	212	212	.440	.440	110°
HYDRAULIC-Replacement for hp 340 & 360 4BBL. motors. Noticeable idle in 318. Works with 3.23-3.55 gear, dual exhaust & 9:1 comp.	3	Hyd. Hyd.	1500 to 5500	20-212-2	268H	268	268	218	218	.454	.454	110°

### MAGNUM Hydraulic Flat Tappet Camshafts

HYDRAULIC-Mild high performance in 340, 3.53-3.91 gears, dual exhaust & 9:1 comp.	3	Hyd. Hyd.	1800 to 5800	20-214-4	270H	270	270	224	224	.470	.470	110°
HYDRAULIC-Use in 340-360 street machine. Dual exhaust, 3.53-3.91 gear, 9:1 compression. Headers & aftermarket intake, 2500 stall.	3	Hyd. Hyd.	2500 to 6000	20-232-4	280H	280	280	230	230	.480	.480	110°
HYDRAULIC-Serious street/strip effort. 9.5:1 to 10.5:1 comp. Aftermarket manifold, headers & 3.91 gear. 3000-3500 stall in automatic cars.	3	Hyd. Hyd.	3000 to 6500	20-243-4	292H	292	292	244	244	.501	.501	110°
HYDRAULIC-Pro Street/all out bracket racing. 3500 to 4000 stall, 10:1 to 11:1 compression. Aftermarket manifold with 750 cfm carb.	3	Hyd. Hyd.	3500 to 6800	20-244-4	305H	305	305	253	253	.525	.525	110°

### XTREME ENERGY™ Hydraulic Flat Tappet Camshafts

HYDRAULIC-Very strong torque excellent mileage, smooth idle.	3	Hyd. Hyd.	800 to 4800	20-220-3	XE250H	250	260	206	212	.432	.444	110°
HYDRAULIC-Strong torque through low end and mid-range, good idle.	3	Hyd. Hyd.	1000 to 5200	20-221-3	XE256H	256	268	212	218	.447	.455	110°
HYDRAULIC-Excellent response, good mileage, stock converter 3.23-4.10 gear.	3	Hyd. Hyd.	1300 to 5600	20-222-3	XE262H	262	270	218	224	.462	.470	110°
HYDRAULIC-Great for street machines, largest cam for stock converter, 273-318 works best with 2000 stall.	3	Hyd. Hyd.	1600 to 5800	20-223-3	XE268H	268	280	224	230	.477	.480	110°
HYDRAULIC-Very strong torque and throttle response, 2200+ stall.	3	Hyd. Hyd.	1800 to 6000	20-224-4	XE274H	274	286	230	236	.488	.491	110°
HYDRAULIC-Street/strip, needs 3000+ stall, headers, gears, rough idle.	3	Hyd. Hyd.	2300 to 6500	20-225-4	XE284H	284	296	240	246	.507	.510	110°
HYDRAULIC-Pro Street/bracket, good intake, headers, gear, 3500+ stall.	3	Hyd. Hyd.	3000 to 7000	20-226-4	XE294H	294	306	250	256	.519	.524	110°

**Torque Converters for Magnum and Xtreme Energy Cams™ listed on pages 350-351.**

Except as noted, not legal for sale or use on pollution-controlled motor vehicles.

# CHRYSLER 273-360 C.I. 8 CYL. 1964-2000

CHRYSLER/DODGE/PLYMOUTH

## HIGH ENERGY™ Hydraulic Flat Tappet Camshafts

K-KIT	SK-KIT	CL-KIT	RP-KIT	LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	STEEL RET.	VALVE LOCKS	VALVE SEALS
K20-208-2	SK20-208-2	CL20-208-2	RP1322-16	822-16	3203 2103	1322-16 <sup>23</sup>	7958-16	901-16	744-16 <sup>3</sup>	604-16	504-16
K20-210-2	SK20-210-2	CL20-210-2	RP1322-16	822-16	3203 2103	1322-16 <sup>23</sup>	7958-16	901-16	744-16 <sup>3</sup>	604-16	504-16
K20-212-2	SK20-212-2 <sup>7</sup>	CL20-212-2 <sup>7</sup>	RP1322-16	822-16	3203 2103	1322-16 <sup>23</sup>	7958-16	901-16	744-16 <sup>3</sup>	604-16	504-16

## MAGNUM Hydraulic Flat Tappet Camshafts

K20-214-4	SK20-214-4 <sup>7</sup>	CL20-214-4 <sup>7</sup>	RP1322-16	822-16	2103	1322-16 <sup>23</sup>	7958-16	901-16	747-16 <sup>3</sup> 867-16 <sup>37</sup>	626-16 <sup>24</sup> 3103	504-16
K20-232-4	SK20-232-4 <sup>7</sup>	CL20-232-4 <sup>7</sup>	RP1322-16	822-16 867-16 <sup>37</sup>	2103 3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	7958-16	901-16	747-16 <sup>3</sup>	626-16 <sup>24</sup>	504-16
K20-243-4	SK20-243-4 <sup>7</sup>	CL20-243-4 <sup>7</sup>	RP1322-16	822-16 867-16 <sup>37</sup>	2103 3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	7958-16	995-16 <sup>2</sup> 26995-16 <sup>2</sup>	740-16 <sup>3</sup> 795-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>
K20-244-4	SK20-244-4 <sup>7</sup>	CL20-244-4 <sup>7</sup>	RP1322-16	822-16 867-16 <sup>37</sup>	2103 3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	7958-16	995-16 <sup>2</sup> 26995-16 <sup>2</sup>	740-16 <sup>3</sup> 795-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>

## XTREME ENERGY™ Hydraulic Flat Tappet Camshafts

K20-220-3	SK20-220-3	CL20-220-3	RP1322-16	822-16	3203 2103	1322-16 <sup>23</sup>	7958-16	901-16	744-16 <sup>3</sup>	604-16	504-16
K20-221-3	SK20-221-3 <sup>7</sup>	CL20-221-3 <sup>7</sup>	RP1322-16	822-16	3203 2103	1322-16 <sup>23</sup>	7958-16	901-16	744-16 <sup>3</sup>	604-16	504-16
K20-222-3	SK20-222-3 <sup>7</sup>	CL20-222-3 <sup>7</sup>	RP1322-16	822-16 867-16 <sup>37</sup>	3203 2103	1322-16 <sup>23</sup>	7958-16	901-16	744-16 <sup>3</sup>	604-16	504-16
K20-223-3	SK20-223-3 <sup>7</sup>	CL20-223-3 <sup>7</sup>	RP1322-16	822-16 867-16 <sup>37</sup>	3203 2103	1322-16 <sup>23</sup>	7958-16	901-16	744-16 <sup>3</sup>	604-16	504-16
K20-224-4	SK20-224-4 <sup>7</sup>	CL20-224-4 <sup>7</sup>	RP1322-16	822-16 867-16 <sup>37</sup>	2103 3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	7958-16	995-16 <sup>2</sup> 26995-16 <sup>2</sup>	740-16 <sup>3</sup> 795-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>
K20-225-4	SK20-225-4 <sup>7</sup>	CL20-225-4 <sup>7</sup>	RP1322-16	822-16 867-16 <sup>37</sup>	2103 3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	7958-16	995-16 <sup>2</sup> 26995-16 <sup>2</sup>	740-16 <sup>3</sup> 795-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>
K20-226-4	SK20-226-4 <sup>7</sup>	CL20-226-4 <sup>7</sup>	RP1322-16	822-16 867-16 <sup>37</sup>	2103 3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	7958-16	995-16 <sup>2</sup> 26995-16 <sup>2</sup>	740-16 <sup>3</sup> 795-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>

Footnotes: Master Footnote Index on page 13.

2 Requires machining on cylinder heads.

3 Valve spring oil shield available.

7 Stock springs cannot be used.

23 Includes special shafts & spacers.

24 Special 10° 4 groove lock. Single groove use Part #612-16.

37 Adjustable valve train required.

**RED NUMBERS ARE THE PREMIUM CHOICE.**

## CHRYSLER 273-360 C.I. 8 CYL. 1964-2000

### XTREME HI-LIFT Hydraulic Flat Tappet Camshafts

APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT		LOBE SEP. ANGLE
	IN.	EX.				ADVERTISED IN.	EX.	@ .050" IN.	EX.	W/1.5 ROCKER IN.	EX.	
HYDRAULIC-Best all around performance cam. Extra lift to help engine breathe at higher rpm 2500+ stall with 9:1 comp.	3	Hyd. Hyd.	2000 to 6000	20-227-4	XE275HL	275	287	231	237	.525	.525	110°
HYDRAULIC-Serious street/strip cam. Strong mid-range & upper rpm power. Hi-Lift design to take advantage of ported heads and single plane intake, 3000+ stall with 9.5:1 comp.	3	Hyd. Hyd.	2500 to 6500	20-228-4	XE285HL	285	297	241	247	.545	.545	110°
HYDRAULIC-Max effort street/bracket race cam. Likes ported heads and single plane intake, 3500+ stall with 10:1 compression.	3	Hyd. Hyd.	3000 to 6800	20-229-4	XE295HL	295	307	251	257	.564	.564	110°

### DUAL ENERGY™ Hydraulic Flat Tappet Camshafts

HYDRAULIC-Good torque and mileage. Good RV and towing cam. Works with stock exhaust.	3	Hyd. Hyd.	1200 to 5500	20-416-3	255DEH	255	275	203	219	.422	.462	110°
HYDRAULIC-Very strong midrange. Everyday performance for stock exhaust.	3	Hyd. Hyd.	1600 to 5750	20-417-3	265DEH	265	276	211	227	.442	.462	110°
HYDRAULIC-High performance street. Superior high end. Works with stock converter. Choppy idle.	3	Hyd. Hyd.	2000 to 6000	20-418-3	275DEH	275	284	219	235	.462	.482	110°

### NOSTALGIA PLUS™/PURPLE PLUS Hydraulic Flat Tappet Camshafts

HYDRAULIC-Best all around street/strip cam with the performance sound of the sixties and early seventies. 2500+ stall with 9.5:1 comp.	3	Hyd. Hyd.	2200 to 6000	20-670-4	PP280H	280	287	233	240	.474	.474	110°
HYDRAULIC-Choppy idle for serious street and mild race applications. 3000+ stall with 10:1 compression.	3	Hyd. Hyd.	2500 to 6400	20-671-4	PP284H	284	291	239	246	.484	.484	108°
HYDRAULIC-Strong mid-range with a radical idle. Best replacement for the factory street/bracket race cam 3500+ conv. with 10:1 compression.	3	Hyd. Hyd.	3000 to 6600	20-672-4	PP292H	292	299	247	254	.508	.508	108°

### MAGNUM MUSCLE Hydraulic Flat Tappet Camshafts (Today's Version Of Yesterday's Muscle Car Cams)

APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT		LOBE SEP. ANGLE
	IN.	EX.				ADVERTISED IN.	EX.	@ .050" IN.	EX.	W/1.5 ROCKER IN.	EX.	
HYDRAULIC-Factory I.D. #2899206 for, 340 c.i., 1968-71, factory 275 hp 340 c.i., 1970, factory 290 hp 340 c.i., 1972-73, factory 240 hp	3	Hyd. Hyd.	1800 to 5800	20-309-4 <sup>7</sup>	268AH-10	268	276	222	226	.464	.464	110°

### DRAG RACE Hydraulic Flat Tappet Camshafts

HYDRAULIC-Needs 4000+ stall. Headers, manifold. 750 CFM.	3	Hyd. Hyd.	3500 to 6500	20-244-4 <sup>7</sup>	305H	305	305	253	253	.525	.525	110°
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Footnotes: Master Footnote Index on page 13.  
7 Stock springs cannot be used.

Except as noted, not legal for sale or use on pollution-controlled motor vehicles.

# CHRYSLER 273-360 C.I. 8 CYL. 1964-2000

## XTREME HI-LIFT Hydraulic Flat Tappet Camshafts

K-KIT	SK-KIT	CL-KIT	RP-KIT	LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	STEEL RET.	VALVE LOCKS	VALVE SEALS
K20-227-4	N/A	CL20-227-4 <sup>7</sup>	RP1322-16	822-16 867-16 <sup>37</sup>	2103 3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	7958-16	995-16 <sup>2</sup>	740-16 <sup>3</sup>	626-16 <sup>24</sup>	505-16 <sup>2</sup>
K20-228-4	N/A	CL20-228-4 <sup>7</sup>	RP1322-16	822-16 867-16 <sup>37</sup>	2103 3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	7958-16	978-16 <sup>2</sup>	740-16 <sup>3</sup>	626-16 <sup>24</sup>	505-16 <sup>2</sup>
K20-229-4	N/A	CL20-229-4 <sup>7</sup>	RP1322-16	822-16 867-16 <sup>37</sup>	2103 3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	7958-16	978-16 <sup>2</sup>	740-16 <sup>3</sup>	626-16 <sup>24</sup>	505-16 <sup>2</sup>

## DUAL ENERGY™ Hydraulic Flat Tappet Camshafts

K20-416-3	SK20-416-3 <sup>7</sup>	CL20-416-3 <sup>7</sup>	RP1322-16	822-16 867-16 <sup>37</sup>	3203 2103	1322-16 <sup>23</sup>	7958-16	901-16	744-16 <sup>3</sup>	604-16	504-16
K20-417-3	SK20-417-3 <sup>7</sup>	CL20-417-3 <sup>7</sup>	RP1322-16	822-16 867-16 <sup>37</sup>	3203 2103	1322-16 <sup>23</sup>	7958-16	901-16	744-16 <sup>3</sup>	604-16	504-16
K20-418-3	SK20-418-3 <sup>7</sup>	CL20-418-3 <sup>7</sup>	RP1322-16	822-16 867-16 <sup>37</sup>	3203 2103	1322-16 <sup>23</sup>	7958-16	901-16	744-16 <sup>3</sup>	604-16	504-16

## NOSTALGIA PLUS™/PURPLE PLUS Hydraulic Flat Tappet Camshafts

K20-670-4	N/A	CL20-670-4 <sup>7</sup>	RP1322-16	822-16 867-16 <sup>37</sup>	2103 3103	1322-16 <sup>23</sup>	7958-16	995-16 <sup>2</sup> 26995-16 <sup>2</sup>	740-16 <sup>3</sup> 795-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>
K20-671-4	N/A	CL20-671-4 <sup>7</sup>	RP1322-16	822-16 867-16 <sup>37</sup>	2103 3103	1322-16 <sup>23</sup>	7958-16	995-16 <sup>2</sup> 26995-16 <sup>2</sup>	740-16 <sup>3</sup> 795-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>
K20-672-4	N/A	CL20-672-4 <sup>7</sup>	RP1322-16	822-16 867-16 <sup>37</sup>	2103 3103	1322-16 <sup>23</sup>	7958-16	995-16 <sup>2</sup> 26995-16 <sup>2</sup>	740-16 <sup>3</sup> 795-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>

## MAGNUM MUSCLE Hydraulic Flat Tappet Camshafts (Today's Version Of Yesterday's Muscle Car Cams)

LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	RETAINERS	VALVE LOCKS	VALVE SEALS	LASH CAPS	REV. KIT	DIST. GEARS	STUD GIRDLES
822-16	2103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	7958-16	901-16	740-16 <sup>3</sup>	604-16	504-16	622-16	N/A	N/A	N/A

## DRAG RACE Hydraulic Flat Tappet Camshafts

822-16 867-16 <sup>37</sup>	3103	1322-16 1074-KIT <sup>23</sup>	7958-16	995-16 <sup>2</sup> 978-16	740-16 <sup>3</sup> 730-16 <sup>2</sup>	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A	N/A	N/A
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Footnotes: Master Footnote Index on page 13.

2 Requires machining on cylinder heads.  
3 Valve spring oil shield available.  
7 Stock springs cannot be used.

23 Includes special shafts & spacers.  
24 Special 10° 4 groove lock. Single groove use Part #612-16.  
37 Adjustable valve train required.

**RED NUMBERS ARE THE PREMIUM CHOICE.**

## CHRYSLER 273-360 C.I. 8 CYL. 1964-2000

### XTREME ENERGY™ Retro-Fit Hydraulic Roller Camshafts

New APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION @ .050"				VALVE LIFT W/1.5 ROCKER		LOBE SEP. ANGLE
	IN.	EX.				IN.	EX.	IN.	EX.	IN.	EX.	
HYDRAULIC ROLLER-3.23-3.91 gears, stock converter in 340 & 360, mild converter in 318, 9:1 compression, street machine.	3	Hyd. Hyd.	1400 to 5500	20-810-9	XR268HR-10	268	276	218	224	.535	.531	110°
HYDRAULIC ROLLER-3.55-4.10 gears, 2200+ stall, 9:1 compression, headers, high performance street.	3	Hyd. Hyd.	1800 to 5800	20-811-9	XR274HR-10	274	282	224	230	.538	.534	110°
HYDRAULIC ROLLER-3.91+ gears, 9.5:1 compression, 2500+ stall, aftermarket intake, headers.	3	Hyd. Hyd.	2200 to 6000	20-812-9	XR280HR-10	280	288	230	236	.541	.537	110°
HYDRAULIC ROLLER-3.91+ gears, 2800+ stall, 9.5:1 compression, needs headers rough idle, street strip.	3	Hyd. Hyd.	2500 to 6200	20-813-9	XR286HR-10	286	294	236	242	.544	.541	110°
HYDRAULIC ROLLER-4.10 gear, 3000+ stall, 10:1 compression, Pro Street applications, very rough idle.	3	Hyd. Hyd.	2800 to 6400	20-814-9	XR292HR-10	292	300	242	248	.549	.544	110°

### COMPUTER CONTROLLED Hydraulic Roller Camshafts (1985-92 w/ Shaft Rockers & Mech. Fuel Pump, Long Snout)

APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION @ .050"				VALVE LIFT W/1.5 ROCKER		LOBE SEP. ANGLE
	IN.	EX.				IN.	EX.	IN.	EX.	IN.	EX.	
HYDRAULIC ROLLER-Best in a 318 Magnum engine. Good towing cam for Dakota P/U. This cam has oil holes and a long snout.	3	Hyd. Hyd.	700 to 4800	20-618-9 <sup>7</sup>	254HR-12	254	262	199	206	.450	.450	112°
HYDRAULIC ROLLER-Best in a 360 Magnum engine. Good towing cam for full size P/U. Good performance cam for Dakota. This cam has oil holes and a long snout, may require computer modifications.	3	Hyd. Hyd.	800 to 5000	20-612-9 <sup>7</sup>	262HR-12	262	264	206	210	.450	.480	112°
HYDRAULIC ROLLER-Best performance cam for 360 Magnum engine. This cam has oil holes and a long snout will require computer modifications.	3	Hyd. Hyd.	900 to 5200	20-614-9 <sup>7</sup>	264HR-12	264	274	210	220	.480	.480	112°

### COMPUTER CONTROLLED Hydraulic Roller Camshafts (1988-91 w/ Shaft Rockers & Electric Fuel Pump, Long Snout)

HYDRAULIC ROLLER-Factory replacement for fuel injected engines with shaft mounted rocker arms. Good torque cam in 318.	3	Hyd. Hyd.	700 to 4800	20-628-9 <sup>7</sup>	254HR-12	254	262	199	206	.450	.450	112°
HYDRAULIC ROLLER-Performance cam for 318. Good towing cam for 360. May require computer modifications.	3	Hyd. Hyd.	800 to 5000	20-622-9 <sup>7</sup>	262HR-12	262	264	206	210	.450	.480	112°
HYDRAULIC ROLLER-High performance cam for 360. Will require computer modifications.	3	Hyd. Hyd.	900 to 5200	20-624-9 <sup>7</sup>	264HR-12	264	274	210	220	.480	.480	112°

**Tech Note:** Chrysler began producing engines with hydraulic roller cams in 1985. These early roller cam engines still used the shaft mount rocker arms and had oil holes in the #2 and #4 bearing journals. In 1992 the new Magnum engine was released using a pedestal mount rocker arm that oiled through the pushrod and did not have oil holes in the cam. There were also two different styles of snouts on the cams, the longer snout (.950" from the first step) accommodates a fuel pump eccentric and the upper timing gear while the shorter snout (.650" from the first step) came in the fuel injected engines that do not use a fuel pump eccentric. Using the wrong cam core will result in engine failure. It is very critical that the new cam match the old cam's characteristics. Please call CAM HELP® at 1-800-999-0853 if you have further questions.

Footnotes: Master Footnote Index on page 13.  
7 Stock springs cannot be used.

Except as noted, not legal for sale or use on pollution-controlled motor vehicles.

# CHRYSLER 273-360 C.I. 8 CYL. 1964-2000

CHRYSLER/DODGE/PLYMOUTH

**XTREME ENERGY™ Retro-Fit Hydraulic Roller Camshafts**

LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	RETAINERS	VALVE LOCKS	VALVE SEALS	LASH CAPS	REV. KIT	DIST. GEARS	STUD GIRDLES
8920-16	2103 3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	N/A	987-16 <sup>2</sup> 26986-16 <sup>2</sup>	740-16 <sup>3</sup> 795-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A	420	N/A
8920-16	2103 3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	N/A	987-16 <sup>2</sup> 26986-16 <sup>2</sup>	740-16 <sup>3</sup> 795-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A	420	N/A
8920-16	2103 3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	N/A	987-16 <sup>2</sup> 26986-16 <sup>2</sup>	740-16 <sup>3</sup> 795-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A	420	N/A
8920-16	2103 3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	N/A	987-16 <sup>2</sup> 26986-16 <sup>2</sup>	740-16 <sup>3</sup> 795-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A	420	N/A
8920-16	2103 3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	N/A	987-16 <sup>2</sup> 26986-16 <sup>2</sup>	740-16 <sup>3</sup> 795-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A	420	N/A

**COMPUTER CONTROLLED Hydraulic Roller Camshafts (1986-91 w/ Shaft Rockers & Mech. Fuel Pump, Long Snout)**

K-KIT	SK-KIT	CL-KIT	RP-KIT	LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	STEEL RET.	VALVE LOCKS	VALVE SEALS
N/A	N/A	N/A	N/A	N/A	3203 2103	1322-16 <sup>23</sup>	7937-16	901-16	747-16 <sup>3</sup>	626-16 <sup>24</sup>	504-16
N/A	N/A	N/A	N/A	N/A	3203 2103	1322-16 <sup>23</sup>	7937-16	901-16	747-16 <sup>3</sup>	626-16 <sup>24</sup>	504-16
N/A	N/A	N/A	N/A	N/A	3203 2103	1322-16 <sup>23</sup>	7937-16	901-16	747-16 <sup>3</sup>	626-16 <sup>24</sup>	504-16

**COMPUTER CONTROLLED Hydraulic Roller Camshafts (1986-90 w/ Shaft Rockers & Electric Fuel Pump, Long Snout)**

N/A	N/A	N/A	N/A	N/A	3203 2103	1322-16 <sup>23</sup>	7937-16	901-16	747-16 <sup>3</sup>	626-16 <sup>24</sup>	504-16
N/A	N/A	N/A	N/A	N/A	3203 2103	1322-16 <sup>23</sup>	7937-16	901-16	747-16 <sup>3</sup>	626-16 <sup>24</sup>	504-16
N/A	N/A	N/A	N/A	N/A	3203 2103	1322-16 <sup>23</sup>	7937-16	901-16	747-16 <sup>3</sup>	626-16 <sup>24</sup>	504-16

Footnotes: Master Footnote Index on page 13.  
 2 Requires machining on cylinder heads.  
 3 Valve spring oil shield available.  
 23 Includes special shafts & spacers.  
 24 Special 10° 4 groove lock. Single groove use Part #612-16.

**RED NUMBERS ARE THE PREMIUM CHOICE.**



## CHRYSLER 273-360 C.I. 8 CYL. 1964-2000

### XTREME ENERGY™ Computer Controlled Hydraulic Roller Camshafts For 1992-02 Magnum Engines (WITH 1.6 ROCKERS)

APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT		LOBE SEP. ANGLE
	IN.	EX.				IN.	EX.	IN.	EX.	IN.	EX.	
HYDRAULIC ROLLER-Super strong torque cam for 318 idle to 4500 rpm.	3	Hyd. Hyd.	700 to 4800	20-744-9 <sup>7</sup>	XR258HR-12	258	264	206	212	.480	.480	112°
HYDRAULIC ROLLER-Strong towing cam for 360, performance cam for 318 with better exhaust and computer modifications	3	Hyd. Hyd.	1000 to 5000	20-745-9 <sup>7</sup>	XR264HR-14	264	270	212	218	.480	.480	114°
HYDRAULIC ROLLER-Performance cam for 360. 1200-5400 rpm. Likes lower gears and exhaust. Will require computer modifications.	3	Hyd. Hyd.	1200 to 5400	20-746-9 <sup>7</sup>	XR265HR-14	265	273	216	224	.506	.506	114°

### COMPUTER CONTROLLED Hydraulic Roller Camshafts For 1992-02 Magnum Engines (WITH 1.6 ROCKERS)

HYDRAULIC ROLLER-Factory replacement for 318 with strong torque.	3	Hyd. Hyd.	700 to 4800	20-608-9 <sup>7</sup>	254HR-12	254	262	199	206	.480	.480	112°
HYDRAULIC ROLLER-Performance street cam for 318. Excellent torque in 360. May require computer modifications.	3	Hyd. Hyd.	800 to 5000	20-602-9 <sup>7</sup>	262HR-12	262	264	206	210	.480	.512	112°
HYDRAULIC ROLLER-High performance cam for 360. Will require computer modifications.	3	Hyd. Hyd.	900 to 5200	20-604-9 <sup>7</sup>	264HR-12	264	274	210	220	.512	.512	112°

### MAGNUM Mechanical Flat Tappet Camshafts (WITH 1.5 ROCKERS)

SOLID-Great in 340 & 360 with 9:1 to 9.5:1 comp., 650 to 750 CFM carb. and 3.55 to 3.91 gear. Largest cam to use with stock converter.	3	.022 .022	1800 to 5800	20-246-4	270S	270	270	224	224	.468	.468	110°
SOLID-340-360 street machine/bracket race with 2500 stall, 9.5:1 to 10.5:1 comp. & 3.91 to 4.10 gear. Aftermarket manifold & 650 to 750 CFM carb.	3	.022 .022	2500 to 6000	20-247-4	282S	282	282	236	236	.495	.495	110°
SOLID-Excellent for Pro Street, bracket race 9.5:1 compression, 3000-3500 stall 4.10 to 4.30 gear, aftermarket intake.	3	.022 .022	3000 to 6500	20-248-4	294S	294	294	248	248	.525	.525	110°
SOLID-Max effort bracket racing or Pro Street. 10:1 to 11:1 compression with 4000 to 4500 stall and 4.30 to 4.88 gear.	3	.022 .022	4000 to 7000	20-249-4	306S	306	306	260	260	.555	.555	110°

### XTREME ENERGY™ Mechanical Flat Tappet Camshafts (WITH 1.5 ROCKERS)

SOLID-340-360 street/strip use. 9:1 compression with 2500 stall, strong midrange.	3	.016 .018	2000 to 6000	20-233-4	XS268S	268	274	230	236	.488	.501	110°
SOLID-Great for street machines and mild bracket racing 9.5:1 compression with 2800 stall, lopey idle.	3	.016 .018	2200 to 6200	20-230-4	XS274S	274	280	236	242	.502	.511	110°
SOLID-Serious street/strip effort, needs 10:1 compression, single plane intake and 3000 stall. Radical Idle.	3	.016 .018	2500 to 6500	20-231-4	XS282S	282	290	244	252	.520	.540	110°

**Tech Note:** Chrysler began producing engines with hydraulic roller cams in 1986. These early roller cam engines still used the shaft mount rocker arms and had oil holes in the #2 and #4 bearing journals. In 1992 the new Magnum engine was released using a pedestal mount rocker arm that oiled through the pushrod and did not have oil holes in the cam. There were also two different styles of snouts on the cams, the longer snout (.950" from the first step) accommodates a fuel pump eccentric and the upper timing gear while the shorter snout (.650" from the first step) came in the fuel injected engines that do not use a fuel pump eccentric. Using the wrong cam core will result in engine failure. It is very critical that the new cam match the old cam's characteristics. Please call CAM HELP® at 1-800-999-0853 if you have further questions.

Footnotes: Master Footnote Index on page 13.  
7 Stock springs cannot be used.

Except as noted, not legal for sale or use on pollution-controlled motor vehicles.

# CHRYSLER 273-360 C.I. 8 CYL. 1964-2000

CHRYSLER/DODGE/PLYMOUTH

**XTREME ENERGY™ Computer Controlled Hydraulic Roller Camshafts For 1992-02 Magnum Engines (WITH 1.6 ROCKERS)**

K-KIT	SK-KIT	CL-KIT	RP-KIT	LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	STEEL RET.	VALVE LOCKS	VALVE SEALS
N/A	N/A	N/A	1425-KIT	N/A	3203 2103	1425-KIT	7632-16	N/A	N/A	N/A	N/A
N/A	N/A	N/A	1425-KIT	N/A	3203 2103	1425-KIT	7632-16	N/A	N/A	N/A	N/A
N/A	N/A	N/A	1425-KIT	N/A	3203 2103	1425-KIT	7632-16	N/A	N/A	N/A	N/A

**COMPUTER CONTROLLED Hydraulic Roller Camshafts For 1992-02 Magnum Engines (WITH 1.6 ROCKERS)**

N/A	N/A	N/A	1425-KIT	N/A	3203 2103	1425-KIT	7632-16	N/A	N/A	N/A	N/A
N/A	N/A	N/A	1425-KIT	N/A	3203 2103	1425-KIT	7632-16	N/A	N/A	N/A	N/A
N/A	N/A	N/A	1425-KIT	N/A	3203 2103	1425-KIT	7632-16	N/A	N/A	N/A	N/A

**MAGNUM Mechanical Flat Tappet Camshafts Camshafts (WITH 1.5 ROCKERS)**

K20-246-4	SK20-246-4 <sup>7</sup>	CL20-246-4 <sup>7</sup>	RP1323-16	821-16	2103 3103	1322-16 <sup>23</sup>	7970-16	901-16 995-16 <sup>2</sup>	747-16 <sup>3</sup> 740-16 <sup>3</sup>	626-16 <sup>24</sup>	504-16 505-16 <sup>2</sup>
K20-247-4	SK20-247-4 <sup>7</sup>	CL20-247-4 <sup>7</sup>	RP1323-16	821-16	2103 3103	1322-16 <sup>23</sup>	7970-16	995-16 <sup>2</sup> 26995-16 <sup>2</sup>	740-16 <sup>3</sup> 795-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>
K20-248-4	SK20-248-4 <sup>7</sup>	CL20-248-4 <sup>7</sup>	RP1323-16	821-16	2103 3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	7970-16	995-16 <sup>2</sup> 26995-16 <sup>2</sup>	740-16 <sup>3</sup> 795-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>
K20-249-4	SK20-249-4 <sup>7</sup>	CL20-249-4 <sup>7</sup>	RP1323-16	821-16	2103 3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	7970-16	995-16 <sup>2</sup> 26995-16 <sup>2</sup>	740-16 <sup>3</sup> 795-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>

**XTREME ENERGY™ Mechanical Flat Tappet Camshafts (WITH 1.5 ROCKERS)**

K20-233-4	N/A	CL20-233-4 <sup>7</sup>	RP1323-16	821-16	2103 3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	7970-16	986-16 <sup>2</sup> 26986-16 <sup>2</sup>	740-16 <sup>3</sup> 795-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>
K20-230-4	N/A	CL20-230-4 <sup>7</sup>	RP1323-16	821-16	2103 3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	7970-16	986-16 <sup>2</sup> 26986-16 <sup>2</sup>	740-16 <sup>3</sup> 795-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>
K20-231-4	N/A	CL20-231-4 <sup>7</sup>	RP1323-16	821-16	2103 3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	7970-16	986-16 <sup>2</sup> 26986-16 <sup>2</sup>	740-16 <sup>3</sup> 795-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>

**Torque Converters for Magnum and Xtreme Energy Cams™ listed on pages 350-351.**

Footnotes: Master Footnote Index on page 13.  
 2 Requires machining on cylinder heads.  
 3 Valve spring oil shield available.  
 7 Stock springs cannot be used.

23 Includes special shafts & spacers.  
 24 Special 10° 4 groove lock. Single groove use Part #612-16.

**RED NUMBERS ARE THE PREMIUM CHOICE.**

## CHRYSLER 273-360 C.I. 8 CYL. 1964-2000

DRAG RACE Mechanical Flat Tappet Camshafts													
APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT		LOBE SEP. ANGLE	
	IN.	EX.				IN.	EX.	IN.	EX.	IN.	EX.		
SOLID-3500+ converter in 360 or 3800+ in 340. Needs single plane intake and 10.5:1 compression. Excellent low end and mid-range torque.	3	.020	.022	3500 to 6500	20-635-5	XTQ281S-6	281	299	252	262	.542	.555	106°
SOLID-318-340. 4000+ stall 750 CFM, manifold. 4.88 gear. 10.5:1 & up compression.	3	.026	.028	4000 to 7000	20-618-5	290A-6	290	290	255	255	.540	.540	106°
SOLID-Best all around bracket cam. 4000+ converter in 360 or 4300+ stall in 340, min compression ratio is 11:1.	3	.020	.022	4000 to 7000	20-633-5	XTQ290S-6	290	304	260	266	.558	.555	106°
SOLID-4500 converter in 360 or 4800+ stall in 340, 11.5:1 compression.	3	.018	.020	4300 to 7400	20-634-5	TL295S-6	295	312	266	274	.570	.572	106°
SOLID-Good Super Street or fast bracket cam. Works best with 12:1 compression and 5000+ converter.	3	.018	.020	4500 to 7500	20-632-5	TL300S-8	300	316	270	278	.579	.578	108°
OVAL TRACK Mechanical Flat Tappet Camshafts													
SOLID-Good for short tracks. 1/4, 3/8 track w/ tight corners. Best with rules limiting intake and carburetor.	3	.018	.020	3500 to 6500	20-616-5	FL272B-6	272	280	242	250	.540	.556	106°
SOLID-Good short track cam for 340 or 360 Will turn more rpm in 340. Needs 10:1 compression and 4 BBL carb.	3	.020	.022	3500 to 6500	20-635-5	XTQ281S-6	281	299	252	262	.542	.555	106°
SOLID-Strong mid-range and upper rpm power needs 11:1 compression with open carb & intake.	3	.020	.022	4000 to 7000	20-633-5	XTQ290S-6	290	304	260	266	.558	.555	106°
SOLID-Good for medium sized tracks with sustained rpm.	3	.018	.020	4300 to 7400	20-634-5	TL295S-6	295	312	266	274	.570	.572	106°
SOLID-Very aggressive late model stock cam for long rod engine.	3	.018	.020	3500 to 6500	20-629-5	269MM-8	269	273	243	247	.549	.560	108°
SOLID-Very aggressive late model stock cam for shorter rod or larger track.	3	.018	.020	3700 to 6700	20-630-5	273MM-8	273	277	247	251	.560	.570	108°
SOLID-Very aggressive late model stock cam for shorter rod and larger track.	3	.018	.020	4000 to 7000	20-631-5	277MM-8	277	281	251	255	.570	.582	108°

### Product Spotlight

#### ENGINE BREAK-IN & ASSEMBLY LUBRICANTS

Protect your new or rebuilt engine during critical engine start-up!

- Extend the durability of internal engine components, including camshafts, lifters and all valve train components
- Special blends of extreme pressure additives no longer available in conventional motor oils
- Provides added protection during critical engine break-in process
- Compatible with any petroleum, synthetic or blended motor oil

See Page 234 For More Information



# CHRYSLER 273-360 C.I. 8 CYL. 1964-2000

CHRYSLER/DODGE/PLYMOUTH

## DRAG RACE Mechanical Flat Tappet Camshafts

LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	RETAINERS	VALVE LOCKS	VALVE SEALS	LASH CAPS	REV. KIT	DIST. GEARS	STUD GIRDLES
821-16 801-16 <sup>76</sup>	3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	7970-16	928-16 <sup>2</sup>	732-16 721-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A	420	N/A
821-16 801-16 <sup>76</sup>	3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	7970-16	928-16 <sup>2</sup>	732-16 721-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A	420	N/A
821-16 801-16 <sup>76</sup>	3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	7970-16	928-16 <sup>2</sup>	732-16 721-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A	420	N/A
821-16 801-16 <sup>76</sup>	3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	7970-16	928-16 <sup>2</sup>	732-16 721-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A	420	N/A
821-16 801-16 <sup>76</sup>	3103	1322-16 <sup>23</sup> 1074-KIT <sup>23</sup>	7970-16	928-16 <sup>2</sup>	732-16 721-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A	420	N/A

## OVAL TRACK Mechanical Flat Tappet Camshafts

821-16 801-16 <sup>76</sup>	3103	1322-16 <sup>23</sup>	7970-16	928-16 <sup>2</sup>	732-16 721-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A	420	N/A
821-16 801-16 <sup>76</sup>	3103	1322-16 <sup>23</sup>	7970-16	928-16 <sup>2</sup>	732-16 721-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A	420	N/A
821-16 801-16 <sup>76</sup>	3103	1322-16 <sup>23</sup>	7970-16	928-16 <sup>2</sup>	732-16 721-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A	420	N/A
821-16 801-16 <sup>76</sup>	3103	1322-16 <sup>23</sup>	7970-16	928-16 <sup>2</sup>	732-16 721-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A	420	N/A
821-16 801-16 <sup>76</sup>	3103	1322-16 <sup>23</sup>	7970-16	26094-16 <sup>2</sup>	732-16 721-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A	420	N/A
821-16 801-16 <sup>76</sup>	3103	1322-16 <sup>23</sup>	7970-16	26094-16 <sup>2</sup>	732-16 721-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A	420	N/A
821-16 801-16 <sup>76</sup>	3103	1322-16 <sup>23</sup>	7970-16	26094-16 <sup>2</sup>	732-16 721-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A	420	N/A

Footnotes: Master Footnote Index on page 13.

2 Requires machining on cylinder heads.

23 Includes special shafts & spacers.

24 Special 10° 4 groove lock. Single groove use Part #612-16.

76 Oils through pushrods.

**RED NUMBERS ARE THE PREMIUM CHOICE.**

### Product Spotlight

#### MASTER CAM LOBE PROFILE CATALOG

Designed for professional engine builders, our Master Cam Lobe Profile Catalog features every lobe profile in the extensive COMP Cams® library.

Part #LC2006  
Master Cam Lobe Profile Catalog

## CHRYSLER 273-360 C.I. 8 CYL. 1964-2000

MAGNUM Mechanical Roller Camshafts													
APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT		LOBE SEP. ANGLE	
	IN.	EX.				IN.	EX.	IN.	EX.	IN.	EX.		
MECHANICAL ROLLER-Excellent for street/strip effort for 9.5:1 to 10:1 compression 340 & 360. 3500 stall, aftermarket intake with 750+ CFM carb.	3	.020	.020	3000 to 6500	20-701-9 <sup>5</sup>	288R	288	288	243	243	.550	.550	110°
MECHANICAL ROLLER-Max effort street roller. 10:1 up with 750 CFM carb on aftermarket intake. 4.30-4.88 gear suggested with 4000-4500+ converter. Headers.	3	.020	.020	4000 to 7200	20-702-9 <sup>5</sup>	308R	308	308	262	262	.575	.575	110°
XTREME ENERGY™ Mechanical Roller Camshafts													
MECHANICAL ROLLER-Good for mild street/strip use with 9:1 compression and a 2500 stall. Noticeable idle.	3	.016	.018	2000 to 6000	20-743-9 <sup>5</sup>	XR268R	268	274	230	236	.552	.564	110°
MECHANICAL ROLLER-Serious street/strip use. 9.5:1 comp with 2800+ stall. Lopey idle.	3	.016	.018	2200 to 6300	20-742-9 <sup>5</sup>	XR274R	274	280	236	242	.564	.570	110°
MECHANICAL ROLLER-3000 stall with 10:1 compression strong mid-range with a radical idle.	3	.016	.018	2500 to 6500	20-741-9 <sup>5</sup>	XR280R	280	286	242	248	.570	.576	110°
MECHANICAL ROLLER-3300 + stall with 10:1 compression. Strong top end with a racey idle.	3	.016	.018	2800 to 6800	20-740-9 <sup>5</sup>	XR286R	286	292	248	254	.576	.582	110°
DRAG RACE Mechanical Roller Camshafts													
APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT		LOBE SEP. ANGLE	
	IN.	EX.				IN.	EX.	IN.	EX.	IN.	EX.		
MECHANICAL ROLLER-Good all around bracket cam. 4200+ stall in 360 or 4500+ stall in 340, 11.5:1 comp.	3	.020	.022	4200 to 7400	20-719-9 <sup>5</sup>	RX296S-R6	296	303	263	270	.649	.651	106°
MECHANICAL ROLLER-Good Super Street or bracket cam. 11.5:1 compression with 4500+ stall.	3	.020	.022	4500 to 7500	20-718-9 <sup>5</sup>	RX302S-R6	302	309	269	276	.654	.655	106°
MECHANICAL ROLLER-Good Super Gas with 5500+ stall.	3	.026	.028	4800 to 7800	20-717-9 <sup>5</sup>	RX308R-8	308	317	275	284	.658	.661	108°
MECHANICAL ROLLER-Good Super Gas, Super Comp or Fast Bracket cam, medium to large cubic inch engines with 6000+ converter.	3	.026	.028	5500 to 8000	20-716-9 <sup>5</sup>	314R-10	314	321	281	288	.661	.664	110°
MECHANICAL ROLLER-Fast bracket, high compression	3	.026	.028	5000 to 8000	20-721-9 <sup>5</sup>	307-R6	307	310	274	279	.693	.645	106°
OVAL TRACK RACE Mechanical Roller Camshafts													
MECHANICAL ROLLER-Standard cam for late model with 360, strong mid-range.	3	.020	.022	4200 to 7400	20-719-9 <sup>5</sup>	RX296S-R6	296	303	263	270	.649	.651	106°
MECHANICAL ROLLER-Good for medium to large tracks with sustained rpm.	3	.020	.022	4500 to 7500	20-718-9 <sup>5</sup>	RX302S-R6	302	309	269	276	.654	.655	106°

**Torque Converters for Magnum and Xtreme Energy Cams™ listed on pages 350-351.**

Footnotes: Master Footnote Index on page 13.  
5 Requires distributor gear upgrade.

Except as noted, not legal for sale or use on pollution-controlled motor vehicles.

# CHRYSLER 273-360 C.I. 8 CYL. 1964-2000

CHRYSLER/DODGE/PLYMOUTH

## MAGNUM Mechanical Roller Camshafts

K-KIT	SK-KIT	CL-KIT	RP-KIT	LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	STEEL RET.	VALVE LOCKS	VALVE SEALS
K20-701-9 <sup>5</sup>	SK20-701-9 <sup>5,7</sup>	CL20-701-9 <sup>5,7</sup>	RP1323-16	828-16 <sup>13</sup>	2103 3103	1322-16 <sup>23</sup>	7970-16	914-16 <sup>2</sup>	748-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>
K20-702-9 <sup>5</sup>	SK20-702-9 <sup>5,7</sup>	CL20-702-9 <sup>5,7</sup>	RP1323-16	828-16 <sup>13</sup>	2103 3103	1322-16 <sup>23</sup>	7970-16	914-16 <sup>2</sup>	748-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>

## XTREME ENERGY™ Mechanical Roller Camshafts

K20-743-9 <sup>5</sup>	N/A	CL20-743-9 <sup>5,7</sup>	RP1323-16	828-16 <sup>13</sup>	2103 3103	1322-16 <sup>23</sup>	7970-16	914-16 <sup>2</sup>	748-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>
K20-742-9 <sup>5</sup>	N/A	CL20-742-9 <sup>5,7</sup>	RP1323-16	828-16 <sup>13</sup>	2103 3103	1322-16 <sup>23</sup>	7970-16	914-16 <sup>2</sup>	748-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>
K20-741-9 <sup>5</sup>	N/A	CL20-741-9 <sup>5,7</sup>	RP1323-16	828-16 <sup>13</sup>	2103 3103	1322-16 <sup>23</sup>	7970-16	914-16 <sup>2</sup>	748-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>
K20-740-9 <sup>5</sup>	N/A	CL20-740-9 <sup>5,7</sup>	RP1323-16	828-16 <sup>13</sup>	2103 3103	1322-16 <sup>23</sup>	7970-16	914-16 <sup>2</sup>	748-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>

## DRAG RACE Mechanical Roller Camshafts

LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	RETAINERS	VALVE LOCKS	VALVE SEALS	LASH CAPS	REV. KIT	DIST. GEARS	STUD GIRDLES
828-16 <sup>13</sup> 843-16 <sup>76</sup>	3103	1322-16 <sup>23</sup>	7970-16	943-16 <sup>2</sup> 26099-16 <sup>2</sup>	731-16 733-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A	420	N/A
828-16 <sup>13</sup> 843-16 <sup>76</sup>	3103	1322-16 <sup>23</sup>	7970-16	943-16 <sup>2</sup> 26099-16 <sup>2</sup>	731-16 733-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A	420	N/A
828-16 <sup>13</sup>	3103	1322-16 <sup>23</sup>	7970-16	943-16 <sup>2</sup>	731-16 843-16 <sup>76</sup>	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A 951-16 <sup>2</sup>	420 736-16	N/A
828-16 <sup>13</sup> 843-16 <sup>76</sup>	3103	1322-16 <sup>23</sup>	7970-16	943-16 <sup>2</sup> 951-16 <sup>2</sup>	731-16 736-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A	420	N/A
828-16 <sup>13</sup> 843-16 <sup>76</sup>	3103	1322-16 <sup>23</sup>	7970-16	943-16 <sup>2</sup> 951-16 <sup>2</sup>	731-16 736-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A	420	N/A

## OVAL TRACK RACE Mechanical Roller Camshafts

828-16 <sup>13</sup> 843-16 <sup>76</sup>	3103	1322-16 <sup>23</sup>	7970-16	943-16 <sup>2</sup> 26099-16 <sup>2</sup>	731-16 733-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16	N/A	420	N/A
828-16 <sup>13</sup>	3103	1322-16 <sup>23</sup>	7970-16	943-16 <sup>2</sup> 843-16 <sup>76</sup>	731-16	626-16 <sup>24</sup>	505-16 <sup>2</sup>	622-16 26099-16 <sup>2</sup>	N/A 733-16	420	N/A

Footnotes: Master Footnote Index on page 13.

2 Requires machining on cylinder heads.

5 Requires distributor gear upgrade.

7 Stock springs cannot be used.

13 Requires machining on block.

23 Includes special shafts & spacers.

24 Special 10° 4 groove lock. Single groove use Part #612-16.

76 Oils through pushrods.

**RED NUMBERS ARE THE PREMIUM CHOICE.**

## DODGE 5.7L & 6.1L HEMI 2003-PRESENT

### XTREME FUEL INJECTION (XFI™) Hydraulic Roller Camshafts

New APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION @ .050"				VALVE LIFT W/1.6 ROCKER		LOBE SEP. ANGLE
	IN.	EX.				IN.	EX.	IN.	EX.			
HYDRAULIC ROLLER-Slight noticeable idle, slight tuning modifications, excellent torque throughout range. Needs programmer.	3	Hyd. Hyd.	1000 to 5500	112-500-11	260H-13	260	264	208	212	.522	.525	113°
HYDRAULIC ROLLER-Noticeable idle, moderate tuning modifications, strong midrange. Needs programmer.	3	Hyd. Hyd.	1500 to 5800	112-501-11	268H-13	268	272	216	220	.528	.531	113°
HYDRAULIC ROLLER-Needs extended rev limit and better exhaust, strongest power over 2500 rpm. Requires tuning of the ECM. Needs programmer.	3	Hyd. Hyd.	2000 to 6200	112-502-11	273H-14	273	277	224	228	.547	.550	114°

### TRI-POWER XTREME™ Hydraulic Roller Camshafts

HYDRAULIC ROLLER-Optimized fuel mileage with good torque and horsepower. Needs programmer.	3	Hyd. Hyd.	800 to 5000	112-525-11	TPX 246HR-16	246	258	194	206	.470	.464	116°
HYDRAULIC ROLLER-Exceptional torque with good horsepower and moderate fuel economy. Needs programmer.	3	Hyd. Hyd.	1000 to 5400	112-530-11	TPX 254HR-15	254	264	202	212	.477	.470	115°
HYDRAULIC ROLLER-Optimized horsepower with good torque and average fuel economy. Needs programmer.	3	Hyd. Hyd.	1200 to 5700	112-535-11	TPX 262HR-14	262	270	210	218	.483	.477	114°

### Product Spotlight

## XFI™ 5.7L & 6.1L HEMI CAMSHAFTS

**Bolt-in up to 61+ horsepower for your new Hemi!**

The new COMP Cams® XFI™ (Xtreme Fuel Injection) camshafts for Hemi-powered Chrysler vehicles dramatically increase engine horsepower and torque, yet retain compatibility with reprogrammed OEM vehicle computer systems. Available in three different profiles (XFI™ 260, 268 and 273), the new camshafts are uniquely engineered for street performance and towing applications.

In recent dyno tests performed on a Chrysler Hemi engine (outfitted with COMP's #26918 Beehive™ valve springs and upgraded exhaust), the XFI™ 260 camshaft netted 20 additional ft lbs of peak torque in lower rpm ranges and 31 additional hp. Stepping up, the XFI™ 268 camshaft added 14 ft lbs of torque at low rpm and 47 additional peak horsepower. Amazingly, COMP Cams® XFI™ 273 camshaft yielded its most significant horsepower increase (over 4500 rpm) generating 61 horsepower more than the stock Hemi camshaft.



Except as noted, not legal for sale or use on pollution-controlled motor vehicles.

# DODGE 5.7L & 6.1L HEMI 2003-PRESENT

CHRYSLER/DODGE/PLYMOUTH

## XTREME FUEL INJECTION (XFI™) Hydraulic Roller Camshafts

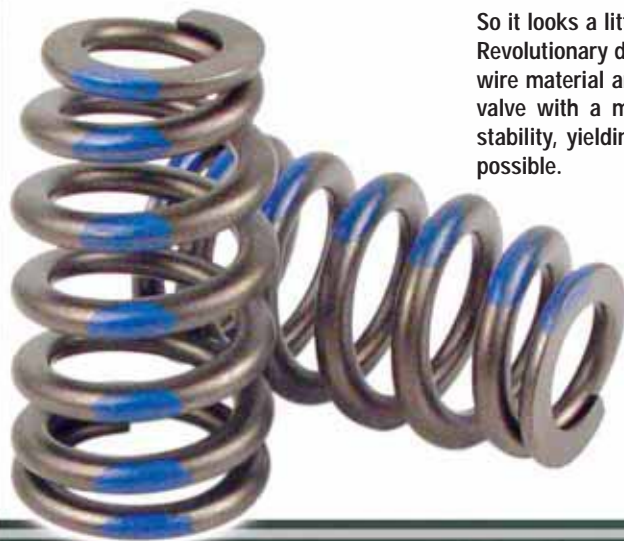
LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	RETAINERS	VALVE LOCKS	VALVE SEALS	LASH CAPS	REV. KIT	DIST. GEARS	STUD GIRDLES
N/A	N/A	N/A	7914-16	26918-16	761-16 762-16	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	7914-16	26918-16	761-16 762-16	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	7914-16	26918-16	761-16 762-16	N/A	N/A	N/A	N/A	N/A	N/A

## TRI-POWER XTREME™ Hydraulic Roller Camshafts

N/A	N/A	N/A	7914-16	26918-16	761-16 762-16	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	7914-16	26918-16	761-16 762-16	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	7914-16	26918-16	761-16 762-16	N/A	N/A	N/A	N/A	N/A	N/A

### Product Spotlight

## BEEHIVE™ VALVE SPRINGS



So it looks a little different, but what makes it the most effective valve spring available? Revolutionary design features, such as the harmonic resistant shape, Super Clean™ ovate wire material and reduced spring mass, allow the Beehive™ springs to better control the valve with a minimum of spring pressure. The bottom line is increased valve train stability, yielding more usable rpm and more horsepower than you ever thought was possible.

- Super Clean™ material significantly decreases chances of spring failure
- Beehive™ shape reduces spring & retainer weight for extended rpm range
- Ovate wire increases “harmonic resistance” for better valve train stability
- Drop-in installation normally only requires minimum or no machining
- Variety of configurations available for street and mild race applications

See Page 288 For More Information

**RED NUMBERS ARE THE PREMIUM CHOICE.**



## CHRYSLER 383-440 C.I. 8 CYL. 1959-1980

### HIGH ENERGY™ Hydraulic Flat Tappet Camshafts

APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION @ .050"				VALVE LIFT W/1.5 ROCKER		LOBE SEP. ANGLE
	IN.	EX.				IN.	EX.	IN.	EX.			
HYDRAULIC-Excellent torque & mileage for 383-400 2 or 4 BBL. Smooth idle. Light towing, 9:1 comp. OEM replacement. 625 CFM carb.	3	Hyd. Hyd.	800 to 4800	21-212-4 Single-Bolt	252H	252	252	206	206	.425	.425	110°
HYDRAULIC-OEM replacement for 383, 440. 9:1 comp. Smooth idle. Good for towing. Use 625 CFM carb. & dual plane manifold.	3	Hyd. Hyd.	1000 to 5000	21-213-4 Single-Bolt	260H	260	260	212	212	.440	.440	110°
HYDRAULIC-Great replacement for 383 Magnum with 650-750 CFM carb., dual plane manifold, etc. Smooth idle 440, super torque.	3	Hyd. Hyd.	1200 to 5200	21-215-4 Single-Bolt	268H	268	268	218	218	.454	.454	110°

### MAGNUM Hydraulic Flat Tappet Camshafts

HYDRAULIC-Great replacement for 440 with 700-800 CFM or six pack. Noticeable idle in 383. Slight idle in 440. Largest cam w/stock converter.	3	Hyd. Hyd.	1800 to 5500	21-306-4 Single-Bolt	270H	270	270	224	224	.470	.470	110°
HYDRAULIC-For 9:1 to 10:1 compression. 383 needs 2500 stall. 440 needs 2000+ stall. Use 700-800 CFM carburetor headers 3.91+ gear.	3	Hyd. Hyd.	2500 to 5800	21-237-4 Single-Bolt	280H	280	280	231	231	.480	.480	110°
HYDRAULIC-Serious street/strip effort. 383 needs 3000-3500+ stall. 440 needs 2500-3000. 750 to 800 CFM carb. & headers 3.91 gear up.	3	Hyd. Hyd.	3000 to 6200	21-242-4 <sup>28</sup> Single-Bolt	292H	292	292	244	244	.501	.501	110°
HYDRAULIC-Pro Street. 383 needs 3500-3700+ stall. 440 needs 3000-3300+ stall. 850 CFM carb 10:1 up. Headers & good int. 3.90-4.30 gear.	3	Hyd. Hyd.	3500 to 6500	21-243-4 <sup>28</sup> Single-Bolt	305H	305	305	253	253	.525	.525	110°

### XTREME ENERGY™ Hydraulic Flat Tappet Camshafts

HYDRAULIC-Very strong torque excellent mileage, smooth idle.	3	Hyd. Hyd.	600 to 4800	21-220-4 Single-Bolt	XE250H	250	260	206	212	.432	.444	110°
HYDRAULIC-Strong torque through low end and mid-range, good idle.	3	Hyd. Hyd.	1000 to 5200	21-221-4 Single-Bolt	XE256H	256	268	212	218	.447	.455	110°
HYDRAULIC-Excellent response, good mileage, stock converter 3.23 gear.	3	Hyd. Hyd.	1300 to 5600	21-222-4 Single-Bolt	XE262H	262	270	218	224	.462	.470	110°
HYDRAULIC-Great for street machines, slightly rough idle works with stock converter.	3	Hyd. Hyd.	1600 to 5800	21-223-4 <sup>28</sup> Single-Bolt	XE268H	268	280	224	230	.477	.480	110°
HYDRAULIC-High performance street. Very strong mid-range, with headers 2200+ stall.	3	Hyd. Hyd.	1800 to 6000	21-224-4 <sup>28</sup> Single-Bolt	XE274H	274	286	230	236	.488	.491	110°
HYDRAULIC-Street/strip, needs 2800+ stall 9:1 comp, rough idle.	3	Hyd. Hyd.	2300 to 6500	21-225-4 <sup>28</sup> Single-Bolt	XE284H	284	296	240	246	.507	.510	110°
HYDRAULIC-Pro Street/bracket, good intake, headers, gear, 3200+ stall.	3	Hyd. Hyd.	2800 to 6800	21-226-4 <sup>28</sup> Single-Bolt	XE294H	294	306	250	256	.519	.524	110°

**Torque Converters for Magnum and Xtreme Energy Cams™ listed on pages 350-351.**

Footnotes: Master Footnote Index on page 13.  
28 3-bolt core available. Change first 2 digits of Part # to 23.

Except as noted, not legal for sale or use on pollution-controlled motor vehicles.

# CHRYSLER 383-440 C.I. 8 CYL. 1959-1980

CHRYSLER/DODGE/PLYMOUTH

## HIGH ENERGY™ Hydraulic Flat Tappet Camshafts

K-KIT	SK-KIT	CL-KIT	RP-KIT	LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	STEEL RET.	VALVE LOCKS	VALVE SEALS
K21-212-4	SK21-212-4	CL21-212-4	N/A	822-16 <sup>61</sup>	3204 2104	1321-16 <sup>23</sup>	pg. 261-262	926-16	744-16 <sup>3</sup>	606-16 <sup>26</sup>	504-16
K21-213-4	SK21-213-4 <sup>7</sup>	CL21-213-4 <sup>7</sup>	N/A	822-16 <sup>61</sup>	3204 2104	1321-16 <sup>23</sup>	pg. 261-262	926-16	744-16 <sup>3</sup>	606-16 <sup>26</sup>	504-16
K21-215-4	SK21-215-4 <sup>7</sup>	CL21-215-4 <sup>7</sup>	N/A	822-16 <sup>61</sup>	3204 2104	1321-16 <sup>23</sup>	pg. 261-262	926-16	744-16 <sup>3</sup>	606-16 <sup>26</sup>	504-16

## MAGNUM Hydraulic Flat Tappet Camshafts

K21-306-4	SK21-306-4 <sup>7</sup>	CL21-306-4 <sup>7</sup>	N/A	822-16 <sup>61</sup> 867-16 <sup>37</sup>	2104 3104	1321-16 <sup>23</sup>	pg. 261-262	911-16 924-16 <sup>2</sup>	748-16 741-16	627-16 <sup>26</sup>	504-16 505-16 <sup>2</sup>
K21-237-4	SK21-237-4 <sup>7</sup>	CL21-237-4 <sup>7</sup>	N/A	822-16 <sup>61</sup> 867-16 <sup>37</sup>	2104 3104	1321-16 <sup>23</sup>	pg. 261-262	911-16 924-16 <sup>2</sup>	748-16 741-16	627-16 <sup>26</sup>	504-16 505-16 <sup>2</sup>
K21-242-4	SK21-242-4 <sup>7</sup>	CL21-242-4 <sup>7</sup>	N/A	822-16 <sup>61</sup> 867-16 <sup>37</sup>	2104 3104	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	924-16 <sup>2</sup> 26120-16	741-16 795-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>
K21-243-4	SK21-243-4 <sup>7</sup>	CL21-243-4 <sup>7</sup>	N/A	822-16 <sup>61</sup> 867-16 <sup>37</sup>	2104 3104	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	924-16 <sup>2</sup> 26120-16	741-16 795-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>

## XTREME ENERGY™ Hydraulic Flat Tappet Camshafts

K21-220-4	SK21-220-4 <sup>7</sup>	CL21-220-4 <sup>7</sup>	N/A	822-16 <sup>61</sup>	3204 2104	1321-16 <sup>23</sup>	pg. 261-262	926-16	744-16 <sup>3</sup>	606-16 <sup>26</sup>	504-16
K21-221-4	SK21-221-4 <sup>7</sup>	CL21-221-4 <sup>7</sup>	N/A	822-16 <sup>61</sup>	3204 2104	1321-16 <sup>23</sup>	pg. 261-262	926-16	744-16 <sup>3</sup>	606-16 <sup>26</sup>	504-16
K21-222-4	SK21-222-4 <sup>7</sup>	CL21-222-4 <sup>7</sup>	N/A	822-16 <sup>61</sup> 867-16 <sup>37</sup>	2104 3104	1321-16 <sup>23</sup>	pg. 261-262	911-16 925-16 <sup>2</sup>	748-16 741-16	627-16 <sup>26</sup>	504-16 505-16 <sup>2</sup>
K21-223-4	SK21-223-4 <sup>7</sup>	CL21-223-4 <sup>7</sup>	N/A	822-16 <sup>61</sup> 867-16 <sup>37</sup>	2104 3104	1321-16 <sup>23</sup>	pg. 261-262	911-16 925-16 <sup>2</sup>	748-16 741-16	627-16 <sup>26</sup>	504-16 505-16 <sup>2</sup>
K21-224-4	SK21-224-4 <sup>7</sup>	CL21-224-4 <sup>7</sup>	N/A	822-16 <sup>61</sup> 867-16 <sup>37</sup>	2104 3104	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	911-16 925-16 <sup>2</sup>	748-16 741-16	627-16 <sup>26</sup>	504-16 505-16 <sup>2</sup>
K21-225-4	SK21-225-4 <sup>7</sup>	CL21-225-4 <sup>7</sup>	N/A	822-16 <sup>61</sup> 867-16 <sup>37</sup>	2104 3104	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	911-16 925-16 <sup>2</sup>	741-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>
K21-226-4	SK21-226-4 <sup>7</sup>	CL21-226-4 <sup>7</sup>	N/A	822-16 <sup>61</sup> 867-16 <sup>37</sup>	2104 3104	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	925-16 <sup>2</sup> 26120-16	741-16 795-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>

Footnotes: Master Footnote Index on page 13.

2 Requires machining on cylinder heads.

3 Valve spring oil shield available.

7 Stock springs cannot be used.

23 Includes special shafts & spacers.

26 1/2 set 2 groove; 1/2 set 4 groove.

37 Adjustable valve train required.

61 Pre 1968 use Part #824-16 lifters.

**RED NUMBERS ARE THE PREMIUM CHOICE.**

## CHRYSLER 383-440 C.I. 8 CYL. 1959-1980

### XTREME ENERGY™ HI-LIFT Hydraulic Flat Tappet Camshafts

APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT		LOBE SEP. ANGLE
	IN.	EX.				ADVERTISED IN.	EX.	@ .050" IN.	EX.	W/1.5 ROCKER IN.	EX.	
HYDRAULIC-Best all around street performance cam. 9:1 compression with 2500+ stall. Extra lift for upper rpm power.	3	Hyd. Hyd.	2000 to 5800	21-227-4 <sup>28</sup> Single-Bolt	XE275HL	275	287	231	237	.525	.525	110°
HYDRAULIC-Hot street cam. 10:1 compression lower gears, headers and 3000+ stall. Strong mid-range with a rough idle.	3	Hyd. Hyd.	2500 to 6200	21-228-4 <sup>28</sup> Single-Bolt	XE285HL	285	297	241	247	.545	.545	110°
HYDRAULIC-Serious street and bracket race cam. 10:1 compression lower gears, headers and 3500+ stall.	3	Hyd. Hyd.	3000 to 6500	21-229-4 <sup>28</sup> Single-Bolt	XE295HL	295	307	251	257	.564	.564	110°

### DUAL ENERGY™ Hydraulic Flat Tappet Camshafts

HYDRAULIC-Good torque & mileage, good RV & towing cam.	3	Hyd. Hyd.	1000 to 5000	21-402-4 Single-Bolt	255DEH	255	275	205	219	.422	.462	110°
HYDRAULIC-Very strong mid-range & torque, mild performance cam.	3	Hyd. Hyd.	1500 to 5250	21-404-4 Single-Bolt	265DEH	265	277	214	229	.442	.482	110°
HYDRAULIC-High performance street, good mid-range & high end, choppy idle.	3	Hyd. Hyd.	1800 to 5500	21-406-4 Single-Bolt	275DEH	275	284	219	235	.462	.482	110°

### NOSTALGIA PLUS™ Hydraulic Flat Tappet Camshafts

HYDRAULIC-2500 stall with 9.5:1 compression, strong mid-range with early muscle car sound.	3	Hyd. Hyd.	2000 to 6000	21-670-4 Single-Bolt	PP280H	280	287	233	240	.474	.474	110°
HYDRAULIC-Strong mid-range with a lopey idle, 2800 + stall with 9.5:1 compression, replaces the popular 484 cam.	3	Hyd. Hyd.	2300 to 6300	21-671-4 Single-Bolt	PP284H	284	291	239	246	.484	.484	108°
HYDRAULIC-Strong bracket/street cam. 10:1 comp. 3500+ stall. Excellent replacement for the "509" cam.	3	Hyd. Hyd.	3000 to 6500	21-672-4 Single-Bolt	PP292H	292	299	247	254	.509	.509	108°

### MAGNUM MUSCLE Hydraulic Flat Tappet Camshafts (Today's Version Of Yesterday's Muscle Car Cams)

APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT		LOBE SEP. ANGLE
	IN.	EX.				ADVERTISED IN.	EX.	@ .050" IN.	EX.	W/1.5 ROCKER IN.	EX.	
HYDRAULIC-Factory I.D. # 2899206, for, 383 c.i., 1968-70, factory 335 hp 383 c.i., 1971, factory 300 hp 440 c.i., 1967-70, factory 375/390 440 c.i., 1971, factory 370/385	3	Hyd. Hyd.	1600 to 5600	21-305-4 <sup>7</sup> Single-Bolt	268AH-10	268	276	222	226	.464	.464	110°



Footnotes: Master Footnote Index on page 13.  
7 Stock springs cannot be used.  
28 3-bolt core available. Change first 2 digits of Part # to 23.

Except as noted, not legal for sale or use on pollution-controlled motor vehicles.

# CHRYSLER 383-440 C.I. 8 CYL. 1959-1980

## XTREME ENERGY™ HI-LIFT Hydraulic Flat Tappet Camshafts

K-KIT	SK-KIT	CL-KIT	RP-KIT	LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	STEEL RET.	VALVE LOCKS	VALVE SEALS
K21-227-4	SK21-227-4 <sup>7</sup>	CL21-227-4 <sup>7</sup>	N/A	822-16 <sup>61</sup> 867-16 <sup>37</sup>	2104 3104	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	924-16 <sup>2</sup> 26120-16	741-16 795-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>
K21-228-4	SK21-228-4 <sup>7</sup>	CL21-228-4 <sup>7</sup>	N/A	822-16 <sup>61</sup> 867-16 <sup>37</sup>	2104 3104	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	924-16 <sup>2</sup> 26120-16	741-16 795-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>
K21-229-4	SK21-229-4 <sup>7</sup>	CL21-229-4 <sup>7</sup>	N/A	822-16 <sup>61</sup> 867-16 <sup>37</sup>	2104 3104	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	924-16 <sup>2</sup> 26120-16	741-16 795-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>

## DUAL ENERGY™ Hydraulic Flat Tappet Camshafts

K21-402-4	SK21-402-4 <sup>7</sup>	CL21-402-4 <sup>7</sup>	N/A	822-16 <sup>61</sup>	2104 3104	1321-16 <sup>23</sup>	pg. 261-262	911-16 924-16 <sup>2</sup>	748-16 741-16	627-16 <sup>26</sup>	504-16 505-16 <sup>2</sup>
K21-404-4	SK21-404-4 <sup>7</sup>	CL21-404-4 <sup>7</sup>	N/A	822-16 <sup>61</sup>	2104 3104	1321-16 <sup>23</sup>	pg. 261-262	911-16 924-16 <sup>2</sup>	748-16 741-16	627-16 <sup>26</sup>	504-16 505-16 <sup>2</sup>
K21-406-4	SK21-406-4 <sup>7</sup>	CL21-406-4 <sup>7</sup>	N/A	822-16 <sup>61</sup> 867-16 <sup>37</sup>	2104 3104	1321-16 <sup>23</sup>	pg. 261-262	911-16 924-16 <sup>2</sup>	748-16 741-16	627-16 <sup>26</sup>	504-16 505-16 <sup>2</sup>

## NOSTALGIA PLUS™ Hydraulic Flat Tappet Camshafts

K21-670-4	N/A	CL21-670-4 <sup>7</sup>	N/A	822-16 <sup>61</sup> 867-16 <sup>37</sup>	2104 3104	1321-16 <sup>23</sup>	pg. 261-262	911-16 924-16 <sup>2</sup>	748-16 741-16	627-16 <sup>26</sup>	504-16 505-16 <sup>2</sup>
K21-671-4	N/A	CL21-671-4 <sup>7</sup>	N/A	822-16 <sup>61</sup> 867-16 <sup>37</sup>	2104 3104	1321-16 <sup>23</sup>	pg. 261-262	911-16 924-16 <sup>2</sup>	748-16 741-16	627-16 <sup>26</sup>	504-16 505-16 <sup>2</sup>
K21-672-4	N/A	CL21-672-4 <sup>7</sup>	N/A	822-16 <sup>61</sup> 867-16 <sup>37</sup>	2104 3104	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	924-16 <sup>2</sup> 26120-16	741-16 795-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>

## MAGNUM MUSCLE Hydraulic Flat Tappet Camshafts (Today's Version Of Yesterday's Muscle Car Cams)

LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	RETAINERS	VALVE LOCKS	VALVE SEALS	LASH CAPS	REV. KIT	DIST. GEARS	STUD GIRDLES
822-16 <sup>61</sup> 867-16 <sup>37</sup>	2104 3104	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	926-16 924-16 <sup>2</sup>	744-16 <sup>3</sup> 741-16	606-16 627-16 <sup>26</sup>	504-16 505-16 <sup>2</sup>	622-16	N/A	424	N/A

Footnotes: Master Footnote Index on page 13.

2 Requires machining on cylinder heads.

7 Stock springs cannot be used.

23 Includes special shafts & spacers.

26 1/2 set 2 groove; 1/2 set 4 groove.

37 Adjustable valve train required.

61 Pre 1968 use Part #824-16 lifters.



**RED NUMBERS ARE THE PREMIUM CHOICE.**

## CHRYSLER 383-440 C.I. 8 CYL. 1959-1980

### XTREME ENERGY™ Retro-Fit Hydraulic Roller Camshafts

New APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT		LOBE SEP. ANGLE	
	IN.	EX.				IN.	EX.	IN.	EX.	IN.	EX.		
HYDRAULIC ROLLER-3.55-4.10 gear, 2000 stall in 440, 2200+ in 383, 9:1 compression, high performance street.	3	Hyd.	Hyd.	1800 to 5800	23-710-9	XR274HR-10	274	282	224	230	.538	.534	110°
HYDRAULIC ROLLER-3.91+ gear, 2500+ stall, 9.5:1 compression, aftermarket intake, headers.	3	Hyd.	Hyd.	2200 to 6000	23-711-9	XR280HR-10	280	288	230	236	.541	.537	110°
HYDRAULIC ROLLER-3.91+ gear, 9.5:1+ compression, 2800+ stall, needs headers, rough idle.	3	Hyd.	Hyd.	2500 to 6200	23-712-9	XR286HR-10	286	294	236	242	.544	.541	110°
HYDRAULIC ROLLER-4.10 gear, 3000+ stall, 10:1 compression, very rough idle, Pro Street/bracket race applications.	3	Hyd.	Hyd.	2800 to 6400	23-713-9	XR292HR-10	292	300	242	248	.549	.544	110°

### MAGNUM Mechanical Flat Tappet Camshafts

APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT		LOBE SEP. ANGLE	
	IN.	EX.				IN.	EX.	IN.	EX.	IN.	EX.		
SOLID-Good with stock converter. Near smooth idle in 440. Works good with 650-750 CFM carb. Excellent torque.	3	.022	.022	2000 to 5500	21-246-4 Single-Bolt	270S	270	270	224	224	.468	.468	110°
SOLID-Excellent solid for street/strip. 383 needs 2800 stall. 440 use 2400 stall, 700-800 CFM carb. and headers.	3	.022	.022	2500 to 5800	21-247-4 Single-Bolt	282S	282	282	236	236	.495	.495	110°
SOLID-Max street 383. 3500 converter. 10:1 comp. 750 CFM up & headers. 3000+ stall for 440, 800 CFM 3.91-4.30 gear.	3	.022	.022	3000 to 6200	21-248-4 <sup>28</sup> Single-Bolt	294S	294	294	250	250	.525	.525	110°
SOLID-Serious street/strip effort for 440. 3500 converter. 10.5:1 and up comp. 800-850 CFM. 383 requires 4000+ converter. 800 to 850 CFM, 10.5 comp. up.	3	.022	.022	3500 to 6500	21-249-4 <sup>28</sup> Single-Bolt	306S	306	306	262	262	.555	.555	110°

### XTREME ENERGY™ Mechanical Flat Tappet Camshafts

SOLID-Excellent for street and mild strip 2200+ stall or 4 speed.	3	.016	.018	1800 to 5800	21-230-4 <sup>28</sup> Single-Bolt	XS268S	268	274	230	236	.488	.501	110°
SOLID-Serious street/strip 9.5:1 compression with 2800+ stall. Strong mid-range.	3	.016	.018	2200 to 6200	21-231-4 <sup>28</sup> Single-Bolt	XS274S	274	280	236	242	.502	.511	110°
SOLID-Very strong mid and upper rpm power. 10:1 compression with 3000+ stall.	3	.016	.018	2500 to 6500	21-232-4 <sup>28</sup> Single-Bolt	XS282S	282	290	244	252	.520	.540	110°
SOLID-Max effort street/bracket race cam. 10.5:1 compression, 3500+ stall and low gears.	3	.016	.018	3200 to 7000	21-233-4 <sup>28</sup> Single-Bolt	XS290S	290	298	252	260	.540	.558	110°

**Torque Converters for Magnum and Xtreme Energy Cams™ listed on pages 350-351.**

Footnotes: Master Footnote Index on page 13.  
28 3-bolt core available. Change first 2 digits of Part # to 23.

Except as noted, not legal for sale or use on pollution-controlled motor vehicles.

# CHRYSLER 383-440 C.I. 8 CYL. 1959-1980

CHRYSLER/DODGE/PLYMOUTH

## XTREME ENERGY™ Retro-Fit Hydraulic Roller Camshafts

LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	RETAINERS	VALVE LOCKS	VALVE SEALS	LASH CAPS	REV. KIT	DIST. GEARS	STUD GIRDLES
8921-16	3125 3125KT	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	925-16 <sup>2</sup> 26120-16 <sup>2</sup>	741-16 795-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>	622-16	N/A	N/A	N/A
8921-16	3125 3125KT	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	925-16 <sup>2</sup> 26120-16 <sup>2</sup>	741-16 795-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>	622-16	N/A	N/A	N/A
8921-16	3125 3125KT	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	925-16 <sup>2</sup> 26120-16 <sup>2</sup>	741-16 795-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>	622-16	N/A	N/A	N/A
8921-16	3125 3125KT	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	925-16 <sup>2</sup> 26120-16 <sup>2</sup>	741-16 795-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>	622-16	N/A	N/A	N/A

## MAGNUM Mechanical Flat Tappet Camshafts

K-KIT	SK-KIT	CL-KIT	RP-KIT	LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	STEEL RET.	VALVE LOCKS	VALVE SEALS
K21-246-4	SK21-246-4 <sup>7</sup>	CL21-246-4 <sup>7</sup>	N/A	821-16 801-16 <sup>76</sup>	2104 3104	1321-16 <sup>23</sup>	pg. 261-262	911-16 924-16 <sup>2</sup>	748-16 741-16	627-16 <sup>26</sup>	504-16 505-16 <sup>2</sup>
K21-247-4	SK21-247-4 <sup>7</sup>	CL21-247-4 <sup>7</sup>	N/A	821-16 801-16 <sup>76</sup>	2104 3104	1321-16 <sup>23</sup>	pg. 261-262	911-16 924-16 <sup>2</sup>	748-16 741-16	627-16 <sup>26</sup>	504-16 505-16 <sup>2</sup>
K21-248-4	SK21-248-4 <sup>7</sup>	CL21-248-4 <sup>7</sup>	N/A	821-16 801-16 <sup>76</sup>	2104 3104	1321-16 <sup>23</sup>	pg. 261-262	924-16 <sup>2</sup> 26120-16	741-16 795-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>
K21-249-4	SK21-249-4 <sup>7</sup>	CL21-249-4 <sup>7</sup>	N/A	821-16 801-16 <sup>76</sup>	2104 3104	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	924-16 <sup>2</sup> 26120-16	741-16 795-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>

## XTREME ENERGY™ Mechanical Flat Tappet Camshafts

K21-230-4	N/A	CL21-230-4 <sup>7</sup>	N/A	821-16 801-16 <sup>76</sup>	2104 3104	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	911-16 924-16 <sup>2</sup>	748-16 741-16	627-16 <sup>26</sup>	504-16 505-16 <sup>2</sup>
K21-231-4	N/A	CL21-231-4 <sup>7</sup>	N/A	821-16 801-16 <sup>76</sup>	2104 3104	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	924-16 <sup>2</sup> 26120-16	741-16 795-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>
K21-232-4	N/A	CL21-232-4 <sup>7</sup>	N/A	821-16 801-16 <sup>76</sup>	2104 3104	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	924-16 <sup>2</sup> 26120-16	741-16 795-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>
K21-233-4	N/A	CL21-233-4 <sup>7</sup>	N/A	821-16 801-16 <sup>76</sup>	2104 3104	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	924-16 <sup>2</sup> 26120-16	741-16 795-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>

Footnotes: Master Footnote Index on page 13.  
 2 Requires machining on cylinder heads.  
 7 Stock springs cannot be used.  
 23 Includes special shafts & spacers.  
 26 1/2 set 2 groove; 1/2 set 4 groove.  
 76 Oils through pushrods.

**RED NUMBERS ARE THE PREMIUM CHOICE.**

## CHRYSLER 383-440 C.I. 8 CYL. 1959-1980

DRAG RACE Mechanical Flat Tappet Camshafts													
APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT		LOBE SEP. ANGLE	
	IN.	EX.				IN.	EX.	IN.	EX.	IN.	EX.		
SOLID-Good bracket cam. 10.5:1+ compression, 3500+ stall in 440, 3800+ in 383.	3	.018	.020	3500 to 6500	23-631-5 Three-Bolt	XTQ286S-8	286	296	256	266	.550	.570	108°
SOLID-Best with 11:1 compression in 383 with 4500+ stall, 4200+ stall with 440. Strong mid-range.	3	.018	.020	3800 to 6800	23-362-5 Three-Bolt	XTQ294S-8	294	299	264	270	.567	.579	108°
SOLID-Good Super Street, Super Gas or bracket cam. Best with 12:1 compression in 440 with 5000+ stall or 5500+ stall in 383.	3	.018	.020	4500 to 7200	23-633-5 Three-Bolt	TL304S-8	302	311	274	282	.590	.609	108°
SOLID-Good Super Street, Super Gas or bracket cam. Best in 470+ engines with 12:1 compression and 5500 stall.	3	.020	.022	5000 to 7500	23-634-5 Three-Bolt	MM 305S-10	305	320	279	287	.650	.630	110°
SOLID-440 with 5000+ stall, 513 gear, 11:1+ compression, 850+ CFM.	3	.028	.030	5000 to 7200	23-630-5 Three-Bolt	324A-8	324	324	290	290	.650	.650	108°

MAGNUM Mechanical Roller Camshafts													
APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT		LOBE SEP. ANGLE	
	IN.	EX.				IN.	EX.	IN.	EX.	IN.	EX.		
MECHANICAL ROLLER-Great all around power in 383 and 400. 750-830 CFM carb. 3500+ converter in 383. 3000+ in 440. Super torque & driveability, 4.10-4.56 gear.	3	.020	.020	3000 to 6200	23-741-9 <sup>s</sup> Three-Bolt	288R-10	288	288	243	243	.550	.550	110°
MECHANICAL ROLLER-Max street effort. 383 requires 4000+ converter. 750-830 CFM. 4.30-4.88 gear. 440 needs 3500+ converter. 800-850 CFM headers. 4.10-4.56 gear.	3	.020	.020	3500 to 6500	23-742-9 <sup>s</sup> Three-Bolt	308R-10	308	308	262	262	.575	.575	110°

XTREME ENERGY™ Street Mechanical Roller Camshafts													
APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT		LOBE SEP. ANGLE	
	IN.	EX.				IN.	EX.	IN.	EX.	IN.	EX.		
MECHANICAL ROLLER-Best all around street roller. 9.5:1 compression with 2500+ stall.	3	.016	.018	2000 to 6000	23-700-9 <sup>s</sup> Three-Bolt	XR274R	274	280	236	242	.564	.570	110°
MECHANICAL ROLLER-9.5:1 with 3000+ stall. Strong mid-range with a lopey idle.	3	.016	.018	2500 to 6200	23-701-9 <sup>s</sup> Three-Bolt	XR280R	280	286	242	248	.570	.576	110°
MECHANICAL ROLLER-Serious street/strip effort, 10:1 compression with 3200+ stall.	3	.016	.018	3000 to 6500	23-702-9 <sup>s</sup> Three-Bolt	XR286R	286	292	248	254	.576	.582	110°
MECHANICAL ROLLER-Strong mid to upper rpm power, 10.5:1 compression with 3500+ stall. Radical idle.	3	.016	.018	3500 to 6600	23-703-9 <sup>s</sup> Three-Bolt	XR292R	292	297	254	260	.582	.588	110°

**Torque Converters for Magnum and Xtreme Energy Cams™ listed on pages 350-351.**

Footnotes: Master Footnote Index on page 13.  
5 Requires upgraded gear, thrust button & wear plate.

Except as noted, not legal for sale or use on pollution-controlled motor vehicles.

# CHRYSLER 383-440 C.I. 8 CYL. 1959-1980

CHRYSLER/DODGE/PLYMOUTH

## DRAG RACE Mechanical Flat Tappet Camshafts

LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	RETAINERS	VALVE LOCKS	VALVE SEALS	LASH CAPS	REV. KIT	DIST. GEARS	STUD GIRDLES
821-16 801-16 <sup>76</sup>	3125 3125KT	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	925-16 <sup>2</sup>	732-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>	622-16	N/A	424	N/A
821-16 801-16 <sup>76</sup>	3125 3125KT	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	928-16 <sup>2</sup>	732-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>	622-16	N/A	424	N/A
821-16 801-16 <sup>76</sup>	3125 3125KT	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	928-16 <sup>2</sup>	732-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>	622-16	N/A	424	N/A
821-16 801-16 <sup>76</sup>	3125 3125KT	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	928-16 <sup>2</sup>	732-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>	622-16	N/A	424	N/A
821-16 801-16 <sup>76</sup>	3125 3125KT	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	925-16 <sup>2</sup>	732-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>	622-16	N/A	424	N/A

## MAGNUM Mechanical Roller Camshafts

K-KIT	SK-KIT	CL-KIT	RP-KIT	LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	STEEL RET.	VALVE LOCKS	VALVE SEALS
K23-741-9	SK23-741-9 <sup>7</sup>	CL23-741-9 <sup>7</sup>	N/A	829-16	2109 3125	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	929-16 <sup>2</sup> 938-16 <sup>2</sup>	749-16 738-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>
K23-742-9	SK23-742-9 <sup>7</sup>	CL23-742-9 <sup>7</sup>	N/A	829-16	2109 3125	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	929-16 <sup>2</sup> 938-16 <sup>2</sup>	749-16 738-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>

## XTREME ENERGY™ Street Mechanical Roller Camshafts

K23-700-9	SK23-700-9 <sup>7</sup>	CL23-700-9 <sup>7</sup>	N/A	829-16	2109 3125	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	953-16 <sup>2</sup> 938-16 <sup>2</sup>	741-16 738-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>
K23-701-9	SK23-701-9 <sup>7</sup>	CL23-701-9 <sup>7</sup>	N/A	829-16	2109 3125	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	953-16 <sup>2</sup> 938-16 <sup>2</sup>	741-16 738-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>
K23-702-9	SK23-702-9 <sup>7</sup>	CL23-702-9 <sup>7</sup>	N/A	829-16	2109 3125	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	953-16 <sup>2</sup> 938-16 <sup>2</sup>	741-16 738-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>
K23-703-9	SK23-703-9 <sup>7</sup>	CL23-703-9 <sup>7</sup>	N/A	829-16	2109 3125	1321-16 <sup>23</sup> 1071-KIT <sup>23</sup>	pg. 261-262	953-16 <sup>2</sup> 938-16 <sup>2</sup>	741-16 738-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>

Footnotes: Master Footnote Index on page 13.  
 2 Requires machining on cylinder heads.  
 7 Stock springs cannot be used.  
 23 Includes special shafts & spacers.  
 26 1/2 set 2 groove; 1/2 set 4 groove.  
 76 Oils through pushrods.



**RED NUMBERS ARE THE PREMIUM CHOICE.**



## CHRYSLER 383-440 C.I. 8 CYL. 1959-1980

### DRAG RACE Mechanical Roller Camshafts

APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT		LOBE SEP. ANGLE	
	IN.	EX.				IN.	EX.	IN.	EX.	IN.	EX.		
MECHANICAL ROLLER-Super strong low end torque. Best with 10.5:1 comp and single plane intake. 3500+ stall in 440, 3800 in 383.	3	.026	.028	3500 to 6300	23-705-9 <sup>s</sup> Three-Bolt	283R-8	283	291	252	263	.660	.660	108°
MECHANICAL ROLLER-Best all around bracket or Super Street cam. Best in light to medium weight car with 11:1 comp, 4200+ stall in 440, 4500+ stall in 383.	3	.026	.028	4000 to 6500	23-706-9 <sup>s</sup> Three-Bolt	RX296R-8	296	303	263	270	.650	.651	108°
MECHANICAL ROLLER-383 Super Gas Super Street, 12:1+ compression, 5000+ stall.	3	.028	.030	4000 to 7000	23-758-9 <sup>s</sup> Three-Bolt	306BR-8	306	306	273	273	.625	.625	108°
MECHANICAL ROLLER-Good Super Gas, Super Street with 12:1 comp. and 850+ CFM carb. 5000+ stall with 440, 5400+ with 383.	3	.026	.028	4500 to 7000	23-707-9 <sup>s</sup> Three-Bolt	RX308R-8	308	315	275	282	.657	.659	108°
MECHANICAL ROLLER-Quick 16, Super Comp for medium to large cubic inch	3	.026	.028	5500 to 7800	23-704-9 <sup>s</sup> Three-Bolt	REV315R-6	315	321	282	288	.693	.665	106°
MECHANICAL ROLLER-Fast Bracket, Super Gas or Super Comp. Best with 12.5:1 comp and ported iron or aftermarket heads. 5500+ stall in 440.	3	.026	.028	4800 to 7200	23-708-9 <sup>s</sup> Three-Bolt	RX316R-8	316	321	283	288	.660	.663	108°
MECHANICAL ROLLER-Super Gas Super Comp. Fast Brackets. 5000+ stall.	3	.028	.030	5000 to 7200	23-732-9 <sup>s</sup> Three-Bolt	320TR-8	320	320	288	288	.692	.692	108°
MECHANICAL ROLLER-Super Quick, Super Gas, Super Comp or Fast Brackets. For use in medium to large engines with aftermarket heads. 12.5:1 comp with 5500-6000 stall.	3	.026	.028	5500 to 7500	23-709-9 <sup>s</sup> Three-Bolt	RX322R-10	318	330	285	292	.705	.705	110°
MECHANICAL ROLLER-Super Gas, Super Street, 12:1 comp. 5000+ stall, 5.13 gear.	3	.028	.030	5000 to 7200	23-770-9 <sup>s</sup> Three-Bolt	323BR-8	323	323	289	289	.690	.690	108°

## CHRYSLER 426 HEMI 8 CYL. 1966-1971

### STREET AND STRIP Hydraulic Flat Tappet Camshafts

APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT		LOBE SEP. ANGLE	
	IN.	EX.				IN.	EX.	IN.	EX.	1.57 IN.	1.52 EX.		
HYDRAULIC-Good torque & power for daily driven street engines, stock converter. Slightly rough idle.	3	Hyd.	Hyd.	2000 to 5000	24-278-4 Three-Bolt	278A-8	278	278	227	227	.502	.486	108°
HYDRAULIC-Street/strip use. 3000+ stall or 4 speed, has rough idle.	3	Hyd.	Hyd.	3000 to 6200	24-292-4 Three-Bolt	292A-8	292	292	244	244	.534	.517	108°

### **XTREME ENERGY™** Retro-Fit Hydraulic Roller Camshafts

HYDRAULIC ROLLER-3.91+ gear, 2500+ stall, 9.5:1 comp, aftermarket intake, headers. High performance street.	3	Hyd.	Hyd.	2200 to 6000	24-710-9 <sup>s</sup> Three-Bolt	XR280HR-10	280	288	230	236	.566	.544	110°
HYDRAULIC ROLLER-3.91+ gear, 2800+ stall, 9.5:1+ comp, needs headers, rough idle.	3	Hyd.	Hyd.	2500 to 6200	24-711-9 <sup>s</sup> Three-Bolt	XR286HR-10	286	294	236	242	.569	.548	110°
HYDRAULIC ROLLER-4.10 gear, 3000+ stall, 10:1 comp, very rough idle. Pro Street/bracket.	3	Hyd.	Hyd.	2800 to 6400	24-712-9 <sup>s</sup> Three-Bolt	XR292HR-10	292	300	242	248	.574	.551	110°

Footnotes: Master Footnote index on page 13.  
5 Requires upgraded gear, thrust button & wear plate.

Except as noted, not legal for sale or use on pollution-controlled motor vehicles.

## CHRYSLER 383-440 C.I. 8 CYL. 1959-1980

### DRAG RACE Mechanical Roller Camshafts

LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	RETAINERS	VALVE LOCKS	VALVE SEALS	LASH CAPS	REV. KIT	DIST. GEARS	STUD GIRDLES
829-16	3125 3125KT	1071-KIT <sup>23</sup>	pg. 261-262	943-16 <sup>2</sup>	731-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>	622-16	N/A	424	N/A
829-16	3125 3125KT	1071-KIT <sup>23</sup>	pg. 261-262	943-16 <sup>2</sup>	731-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>	622-16	N/A	424	N/A
829-16	3125 3125KT	1071-KIT <sup>23</sup>	pg. 261-262	943-16 <sup>2</sup>	731-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>	622-16	N/A	424	N/A
829-16	3125 3125KT	1071-KIT <sup>23</sup>	pg. 261-262	943-16 <sup>2</sup>	731-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>	622-16	N/A	424	N/A
829-16	3125 3125KT	1071-KIT <sup>23</sup> 1073-KIT <sup>23</sup>	pg. 261-262	947-16 <sup>2</sup> 26082-16 <sup>2</sup>	739-16 722-16	627-16 <sup>26</sup> 612-16	512-16 <sup>2</sup>	622-16	N/A	424	N/A
829-16	3125 3125KT	1071-KIT <sup>23</sup>	pg. 261-262	943-16 <sup>2</sup>	731-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>	622-16	N/A	424	N/A
829-16	3125 3125KT	1071-KIT <sup>23</sup>	pg. 261-262	944-16 <sup>2</sup>	731-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>	622-16	N/A	424	N/A
829-16	3125 3125KT	1071-KIT <sup>23</sup> 1073-KIT <sup>23</sup>	pg. 261-262	947-16 <sup>2</sup> 26082-16 <sup>2</sup>	739-16 722-16	627-16 <sup>26</sup> 612-16	512-16 <sup>2</sup>	622-16	N/A	424	N/A
829-16	3125 3125KT	1071-KIT <sup>23</sup>	pg. 261-262	943-16 <sup>2</sup>	731-16	627-16 <sup>26</sup>	505-16 <sup>2</sup>	622-16	N/A	424	N/A

## CHRYSLER 426 HEMI 8 CYL. 1966-1971

### STREET AND STRIP Hydraulic Flat Tappet Camshafts

LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	RETAINERS	VALVE LOCKS	VALVE SEALS	LASH CAPS	REV. KIT	DIST. GEARS	STUD GIRDLES
824-16	3125 3125KT	N/A	pg. 261-262	924-16 26120-16	741-16 795-16	610-16	500-16 <sup>2</sup>	619-16	N/A	424	N/A
824-16	3125 3125KT	N/A	pg. 261-262	924-16 26120-16	741-16 795-16	610-16	500-16 <sup>2</sup>	619-16	N/A	424	N/A

### XTREME ENERGY™ Retro-Fit Hydraulic Roller Camshafts

8921-16	3125 3125KT	N/A	pg. 261-262	925-16 <sup>2</sup> 26120-16	741-16 795-16	610-16	500-16 <sup>2</sup>	619-16	N/A	424	N/A
8921-16	3125 3125KT	N/A	pg. 261-262	925-16 <sup>2</sup> 26120-16	741-16 795-16	610-16	500-16 <sup>2</sup>	619-16	N/A	424	N/A
8921-16	3125 3125KT	N/A	pg. 261-262	925-16 <sup>2</sup> 26120-16	741-16 795-16	610-16	500-16 <sup>2</sup>	619-16	N/A	424	N/A

Footnotes: Master Footnote Index on page 13.

2 Requires machining on cylinder heads.

23 Includes special shafts & spacers.

26 1/2 set 2 groove; 1/2 set 4 groove.

**RED NUMBERS ARE THE PREMIUM CHOICE.**

## CHRYSLER 426 HEMI 8 CYL. 1966-1971

### STREET AND STRIP Mechanical Flat Tappet Camshafts

APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT W/ROCKER		LOBE SEP. ANGLE	
	IN.	EX.				IN.	EX.	IN.	EX.	1.57 IN.	1.52 EX.		
SOLID-Good torque and power for daily driven street engines, stock converter. Has slightly rough idle.	3	.020	.022	2500 to 5800	24-300-4	270S-8	270	270	235	235	.518	.502	108°
SOLID-Street/strip use. 3200+ stall or 4 speed, has rough idle.	3	.020	.022	3000 to 6200	24-308-4	285S-8	285	285	250	250	.557	.540	108°

### DRAG RACE Mechanical Roller Camshafts

MECHANICAL ROLLER-Super Stock race Hemi with latest design intake & welded heads, auto trans.	3	.026	.028	5500 to 8500	24-725-9 <sup>5</sup>	317SSR-8	317	337	285	294	.822	.793	108°
MECHANICAL ROLLER-Super Stock race Hemi with latest design intake & welded heads, manual trans.	3	.026	.028	5800 to 8800	24-726-9 <sup>5</sup>	322SSR-12	322	337	292	294	.811	.793	112°
MECHANICAL ROLLER-Blown alcohol/ Pro Mod 500-550 inch, high boost blower 45° bank block.	3	.026	.028	5000 to 8500	24-723-9 <sup>5</sup>	331BAR-16	331	342	296	304	.785	.760	116°
MECHANICAL ROLLER-Blown alcohol/Pro Mod 48° bank, journal 2.124".	3	.026	.028	5000 to 8500	24-721-10 <sup>5</sup>	331BAR-16	331	342	296	304	.785	.760	116°

## DODGE V10 VIPER 10 CYL. 1992-2002

### XTREME ENERGY™ Hydraulic Roller Camshafts

APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT W/1.6 ROCKER		LOBE SEP. ANGLE	
	IN.	EX.				IN.	EX.	IN.	EX.	IN.	EX.		
HYDRAULIC ROLLER-Strong torque with good mileage, needs computer work. Head modifications necessary for related components.	3	Hyd.	Hyd.	1000 to 5800	97-310-10 <sup>7</sup> Single-Bolt	XR264HR	264	269	212	218	.520	.528	114°
HYDRAULIC ROLLER-High performance street cam, needs improved computer. Head modifications necessary for related components.	3	Hyd.	Hyd.	1200 to 6200	97-320-10 <sup>7</sup> Single-Bolt	XR270HR	269	276	218	224	.528	.536	114°

## DODGE V10 VIPER 10 CYL. 2003-PRESENT

### XTREME ENERGY™ Hydraulic Roller Camshafts

APPLICATION / CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT W/1.6 ROCKER		LOBE SEP. ANGLE	
	IN.	EX.				IN.	EX.	IN.	EX.	IN.	EX.		
HYDRAULIC ROLLER-Strong torque with good mileage, needs computer work. Head modifications necessary for related components.	3	Hyd.	Hyd.	1000 to 5800	111-310-10 <sup>7</sup> Three-Bolt	XR264HR	264	269	212	218	.520	.528	114°
HYDRAULIC ROLLER-High performance street cam, needs improved computer. Head modifications necessary for related components.	3	Hyd.	Hyd.	1200 to 6200	111-320-10 <sup>7</sup> Three-Bolt	XR270HR	269	276	218	224	.528	.536	114°

Footnotes: Master Footnote Index on page 13.  
 5 Requires distributor gear upgrade.  
 7 Stock springs cannot be used.

Except as noted, not legal for sale or use on pollution-controlled motor vehicles.

## CHRYSLER 426 HEMI 8 CYL. 1966-1971

### STREET AND STRIP Mechanical Flat Tappet Camshafts

LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	RETAINERS	VALVE LOCKS	VALVE SEALS	LASH CAPS	REV. KIT	DIST. GEARS	STUD GIRDLES
821-16 801-16 <sup>76</sup>	3125 3125KT	N/A	pg. 261-262	924-16 26120-16	741-16 795-16	610-16	500-16 <sup>2</sup>	619-16	N/A	424	N/A
821-16 801-16 <sup>76</sup>	3125 3125KT	N/A	pg. 261-262	924-16 26120-16	741-16 795-16	610-16	500-16 <sup>2</sup>	619-16	N/A	424	N/A

### DRAG RACE Mechanical Roller Camshafts

830-16 <sup>30</sup>	3125 3125KT	N/A	pg. 261-262	948-16 <sup>2</sup> 26082-16 <sup>2</sup>	739-16 722-16	610-16	509-16 <sup>2</sup>	619-16	N/A	424	N/A
830-16 <sup>30</sup>	3125 3125KT	N/A	pg. 261-262	948-16 <sup>2</sup> 26082-16 <sup>2</sup>	739-16 722-16	610-16	509-16 <sup>2</sup>	619-16	N/A	424	N/A
830-16 <sup>30</sup>	3125 3125KT	N/A	pg. 261-262	948-16 <sup>2</sup> 26082-16 <sup>2</sup>	739-16 722-16	610-16	509-16 <sup>2</sup>	619-16	N/A	424	N/A
830-16 <sup>30</sup>	3125 3125KT	N/A	pg. 261-262	948-16 <sup>2</sup> 26082-16 <sup>2</sup>	739-16 722-16	610-16	509-16 <sup>2</sup>	619-16	N/A	424	N/A

## DODGE V10 VIPER 10 CYL. 1992-2002

### XTREME ENERGY™ Hydraulic Roller Camshafts

K-KIT	SK-KIT	CL-KIT	RP-KIT	LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	STEEL RET.	VALVE LOCKS	VALVE SEALS
N/A	N/A	N/A	N/A	N/A	N/A	1105-20 <sup>1</sup>	7693-20	924-20 <sup>2</sup>	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	1105-20 <sup>1</sup>	7693-20	924-20 <sup>2</sup>	N/A	N/A	N/A

## DODGE V10 VIPER 10 CYL. 2003-PRESENT

### XTREME ENERGY™ Hydraulic Roller Camshafts

K-KIT	SK-KIT	CL-KIT	RP-KIT	LIFTERS	TIMING SET	ROCKER ARMS	PUSH RODS	VALVE SPRINGS	STEEL RET.	VALVE LOCKS	VALVE SEALS
N/A	N/A	N/A	N/A	N/A	N/A	1105-20 <sup>1</sup>	7693-20	924-20 <sup>2</sup>	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	1105-20 <sup>1</sup>	7693-20	924-20 <sup>2</sup>	N/A	N/A	N/A

Footnotes: Master Footnote Index on page 13.

1 Requires screw-in studs & guide plates.

2 Requires machining on cylinder heads.

30 Lifters with different pushrod seat locations available.

76 Oils through pushrods.

**RED NUMBERS ARE THE PREMIUM CHOICE.**