



2010 **NEW**

PRODUCTS



THUMPR™ CAMS

Thumpr™ Cams deliver incredible exhaust lobe and impressive performance and are now back with even more new applications. The wildly popular Thumpr™ Cams feature three unique designs for each application, and even the mildest Thumpr™ profiles produce significant horsepower and torque increases. Log onto www.compcams.com/thumpr to hear them for yourself, or refer to the new Thumpr™ Cams brochure for cam listings and matching component charts.

- Early intake opening with long exhaust duration and a generous amount of intake and exhaust overlap create an aggressive, hard-hitting exhaust sound that delivers a bigger thump to the exhaust note
- 3 unique cam designs for each application: Thumpr™, Mutha' Thumpr™, Big Mutha' Thumpr™
- Impressive hp gains and broad torque curve, making this camshaft series ideal for performance street rods and muscle cars that crave a deep, throaty idle

Hydraulic Flat Tappet	Retro-Fit Hydraulic Roller	Hydraulic Roller
AMC 290-401c.i. 8 Cyl. 1966-91 Chrysler 273-360c.i. 8 Cyl. 1964-03 Chrysler 383-440c.i. 8 Cyl. 1959-80 Chrysler 426c.i. Hemi 8 Cyl. 1966-71 Ford 221-302c.i. 8 Cyl. 1963-95 Ford 351W 8 Cyl. 1969-96 Ford 351C, 351M, 400M 8 Cyl. 1970-83 Ford 352-428c.i. 8 Cyl. 1963-77 Ford 429, 460c.i. 8 Cyl. 1968-94 Buick 350c.i. 8 Cyl. 1968-80 Buick 400, 430, 455c.i. 8 Cyl. 1967-76 Cadillac 425, 472, 500c.i. 8 Cyl. 1963-79 Chevrolet 262-400c.i. 8 Cyl. 1955-98 Chevrolet 396-454c.i. 8 Cyl. Mark IV 1965-96 Oldsmobile 260-455c.i. 8 Cyl. 1967-90 Pontiac 265-455c.i. 8 Cyl. 1955-81	Chrysler 273-360c.i. 8 Cyl. 1964-03 Chrysler 383-440c.i. 8 Cyl. 1959-80 Chrysler 426c.i. Hemi 8 Cyl. 1966-71 Ford 221-302c.i. 8 Cyl. 1963-95 Ford 351W 8 Cyl. 1969-96 Ford 351C, 351M, 400M 8 Cyl. 1970-83 Ford 352-428c.i. 8 Cyl. 1963-77 Ford 429, 460c.i. 8 Cyl. 1968-95 Chevrolet 262-400c.i. 8 Cyl. 1955-98 Chevrolet 396-454c.i. 8 Cyl. 1965-96 Oldsmobile 260-455c.i. 8 Cyl. 1967-90 Pontiac 265-455c.i. 8 Cyl. 1955-81	Chevrolet 305-350c.i. 8 Cyl. 1987-98 Chevrolet Gen VI 454 & 502c.i. 8 Cyl. 1996-99 GM Gen III/IV 8 Cyl. Three-Bolt 1997-Present Classics Buick Nailhead 364, 401, 425c.i. 8 Cyl. 1957-66 Chevrolet 348-409c.i. 8 Cyl. 1958-65 Chrysler 392c.i. Hemi 8 Cyl. 1957-58 Flathead Ford (2 Gear) 8 Cyl. 1949-53 Ford Y-Block 292, 312c.i. 8 Cyl. 1955-62 Ford 332, 352, 390, 406c.i. 8 Cyl. 1958-62
	NSR Hydraulic Roller Swinging Follower Ford 4.6/5.4L 8 Cyl. SOHC Modular 3 Valve 2004-Present	



See Thumpr™ brochure for part numbers and matching components

CAM CORES

COMP Cams® is introducing several new cam core applications for everything from Ford 4V Modular Race Cams to Small Block Chevy CFE SBX to four different LS cam cores. All COMP Cams® cam cores are engineered from a high strength billet steel alloy and employ the latest technology in camshaft design. For more information and complete part number listings call us at 1-800-999-0853, or visit us online at www.compcams.com.

- **Ford 4V Modular Race Cores** – designed for .450"-.650" lifts with counter balance eccentrics to eliminate out-of-balance vibrations; larger barrel allows for reduced bending, twisting and valve train harmonics
- **GM Drag Race CFE SBX Pro Series Cores** – engineered for aggressive drag race applications (.500"+ lobe lift) used with matching CFE SBX Pro Series cylinder heads; made from super strong 8620 steel alloy
- **World Products Motown LS Cores** – designed specifically for this engine in both hydraulic and solid roller race configurations; feature SBC size, fuel pump lobe and distributor gear with LS profiles
- **GM LS Active Fuel Management (AFM) Cores** – performance replacement cam cores that are 100% compatible with AFM and VVT AFM
- **Wide Lobe Separation LS Cores** – target boosted and emissions sensitive applications and can handle a lobe separation anywhere from 118°-124°
- **60mm Base Circle LS Cores** – feature larger base circles for lower pressure angles (less side loading on lifters), a stiffer core and lower rocker ratio to reduce stress in components, made from super strong 8620 steel alloy for racing



ENGINE BREAK-IN OIL

You've already chosen the best engine components – now you can finally break them in properly. Rather than rely on a mega oil company or a snake oil blend to protect your premium COMP Cams® engine components, our engineers developed the new Engine Break-In Oil to provide critical engine protection needed during initial performance engine break-in.

Tested and proven by the COMP Cams® R&D team, this ZDDP-enhanced formula gives your engine maximum life and increased performance potential. It does this by combining the perfect blend of additives to improve surface mating in all critical areas of your engine.

- Proprietary formula includes ZDDP (Zinc and Phosphorous), Molybdenum and detergents
- Improves surface mating for all critical areas in your engine
- Multi-viscosity mineral base oil compatible with methanol and high octane race fuels
- Ideal for flat and roller tappet valve trains; high performance and all-out race engines

Part #	Description	Size
1590	10W30 Engine Break-In Oil	1 Qt.
1590-12	10W30 Engine Break-In Oil	(12) 1 Qt. Bottles
1590-Pallet	10W30 Engine Break-In Oil	(84) Case Pallet
1591	15W50 Engine Break-In Oil	1 Qt.
1591-12	15W50 Engine Break-In Oil	(12) 1 Qt. Bottles
1591-Pallet	15W50 Engine Break-In Oil	(84) Case Pallet



A product of **Endure**
PERFORMANCE LUBRICANTS

GM GEN IV VVT CAM PHASER LIMITER KITS

Cam phasers are computer-controlled cam gears that automatically optimize camshaft timing based on an engine's current rpm and are currently used in 2007 and newer GM Gen IV VVT (Variable Valve Timing) engines. Engine oil is pressure fed to the cam phasers through a series of passageways in the cylinder heads and camshafts. The engine computers control solenoids that adjust this oil flow into and out of the phaser's control chambers, giving the ability to retard the cams up to 60 crank degrees (52° for 2009-Present).

While this technology provides benefits such as fuel efficiency and the ability to always be in the best position for maximum power, regardless of engine rpm, it does present some limitations when it comes to performance camshafts. With such a wide range of valve timing movement, there is very little piston to valve clearance, which limits you to small cam profiles with little overlap.

The COMP Cams® Cam Phaser Limiter Kits for 2007 and later GM Gen IV VVT engines restrict the range of cam timing movement to only 20 degrees (22° for 2009-Present), thus providing the necessary valve clearance for serious performance cams with tighter lobe separations – all while still utilizing the benefits of VVT technology. The resulting upper-rpm gains are some of the largest we've ever seen from a camshaft swap without sacrificing any bottom end or mid-range performance.

Part #	Description
5456	GM Gen IV 2007-08 VVT Cam Phaser Limiter Kit
5460	GM Gen IV 2009-Present VVT Cam Phaser Limiter Kit

Patent #US 2009/0188452 A1



ELITE RACE™ SOLID ROLLER LIFTERS

If you're looking for the ultimate lifter to withstand even the most demanding racing conditions, look no further. The COMP Cams® new Elite Race™ Solid Roller Lifters feature a host of advantages over competing race lifter designs, including an SAE 8620 stainless steel alloy body that is CNC-machined and REM-finished, SAE 9310 steel alloy wheels that are micro-polished and micro-sized, and needles that are made from 52100 bearing steel and micro-sorted with a controlled contour profile.

These lifters feature an exclusive body design that does not include an oil band, thus maximizing rigidity and reducing lifter bushing wear. While the construction and body design make them incredibly strong, the Elite Race™ Solid Roller Lifters are also lightweight, with each lifter weighing less than 100 grams individually. All lifter bodies are "tall" and will clear both stock and aftermarket .300" tall lifter bores and will properly fit either 5/16" or 3/8" ball pushrods.

Possibly the most critical element of this lifter design is the fact that the oversized (.400") axles are dual-pinned – pins go through the lifter ears at each end and leave a small gap in-between for wear-reducing oiling that actually flows through the center and the top of the axle directly to the needles.

For maximum control and durability in high rpm race applications, these lifters also feature captured link bars and an exclusive modular pushrod design that allows the pushrod insert to be swapped out for centered, left or right offsets. And with patent-pending oil control through the pushrod insert, engine builders can modify the lifter to meter extra oil to the top as desired.

Elite Race™ Solid Roller Lifters are fully heat-treated, machined to high tolerances and are available for a number of Chevy, Ford and Chrysler applications. A complete application listing is on the following page, but look for new applications at www.compcams.com.

Modular Design – Pushrod insert can be changed for centered, left or right offsets. A patent-pending design allowing oil control through the pushrod insert allows builders to modify lifters to meter extra oil to the top.

Tool Steel, Dual-Pinned Axles – .400" Axles (extra large for maximum load support) allow for extra needle bearings (total of 23) for optimum load distribution. Needles are constructed from 52100 bearing steel and are micro-sorted with a controlled contoured profile. Dual-pinned axles are pinned through the lifter ears on both sides to allow oiling between them.

Pressure-Fed Oiling – Center and top axle oil inlets for lubrication through the axle, directly to the needles – exactly where you need it.

Captured Link Bars – Designed specifically for race and high rpm applications, captured link bars offer maximum control and durability.



ER
ELITE RACE



DESIGNED FOR STABILITY

With captured link bars and a COMP® exclusive dual pinned axle to interlock with the lifter body, you get unmatched valve train stability.



INNOVATIVE OILING DESIGN

Interchangeable pushrods seats (offsets available) enable customized oil flow, while the EDM oiling hole feeds oil directly to the needle bearings.



UNMATCHED STRENGTH

With the industry's largest axle (.400") and the highest grade roller bearings in the world, these lifters are second-to-none in load capacity.

Elite Race™ Solid Roller Lifters have set the industry standard with their unique design and oiling capabilities.



ELITE RACE™ SOLID ROLLER LIFTERS CONT.

Part #	Description	Dia.	Set Includes: Lifters	Pushrod Seat Location	Wheel Diameter
Small Block Chevrolet V8 265-400					
98818-16	Elite Race™ Solid Roller Lifters	.842"	(8) 98842C-2	8 Pairs Centered	.750"
98894-16	Elite Race™ .160" Offset Roller Lifters	.842"	(4) 98842CL-2 (4) 98842CR-2	4 Pairs Centered & Left 4 Pairs Centered & Right	.750" .750"
98815-16	Elite Race™ Roller Lifters for applications with enlarged lifter bores (.875")	.875"	(8) 98874C-2	8 Pairs Centered	.785"
98890-16	Elite Race™ .160" Offset Roller Lifters for applications w/ enlarged lifter bores (.875")	.875"	(4) 98874CL-2 (4) 98874CR-2	4 Pairs Centered & Left 4 Pairs Centered & Right	.785" .785"
98891-16	Elite Race™ Roller Lifters for applications with enlarged lifter bores (.904")	.904"	(8) 98904C-2	8 Pairs Centered	.785"
98892-16	Elite Race™ .180" Offset Roller Lifters for applications w/ enlarged lifter bores (.904")	.904"	(4) 98904CL-2 (4) 98904CR-2	4 Pairs Centered & Left 4 Pairs Centered & Right	.820" .820"
98893-16	Elite Race™ .180" Offset Roller Lifters for applications w/ enlarged lifter bores (.904")	.904"	(8) 98904LR-2	8 Pairs Left & Right	.820"

Big Block Chevrolet V8 396-454

98819-16	Elite Race™ Roller Lifters	.842"	(8) 98852C-2	8 Pairs Centered	.750"
98996-16	Elite Race™ .160" Offset Roller Lifters	.842"	(4) 98852CL-2 (4) 98852CR-2	4 Pairs Centered & Left 4 Pairs Centered & Right	.750" .750"
98823-16	Elite Race™ Roller Lifters for applications with enlarged lifter bores (.875")	.875"	(8) 98851C-2	8 Pairs Centered	.785"
98997-16	Elite Race™ .160" Offset Roller Lifters for applications w/ enlarged lifter bores (.875")	.875"	(4) 98851CL-2 (4) 98851CR-2	4 Pairs Centered & Left 4 Pairs Centered & Right	.785" .785"
98995-16	Elite Race™ Roller Lifters for applications with enlarged lifter bores (.904")	.904"	(8) 98850C-2	8 Pairs Centered	.820"
98998-16	Elite Race™ .180" Offset Roller Lifters for applications w/ enlarged lifter bores (.904")	.904"	(4) 98850CL-2 (4) 98850CR-2	4 Pairs Centered & Left 4 Pairs Centered & Right	.820" .820"

LS-Series, GM Gen III/IV

98956-16	Elite Race™ Solid Roller Lifters	.842"	(8) 98956-2	8 Pairs Centered	.750"
98954-16	Elite Race™ Solid Roller Lifters	.875"	(8) 98954-2	8 Pairs Centered	.785"
98952-16	Elite Race™ Solid Roller Lifters	.904"	(8) 98952-2	8 Pairs Centered	.820"
98999-16	Elite Race™ .180" Offset Roller Lifters for applications w/ enlarged lifter bores (.904")	.904"	(8) 98850LR-2	8 Pairs Left & Right	.820"

Chrysler V8 383-440 & 426 Hemi

98829-16	Elite Race™ Solid Roller Lifters	.904"	(8) 98829C-2	8 Pairs Centered	.820"
98827-16	Elite Race™ .180" Offset Roller Lifters	.904"	(4) 98829CL-2 (4) 98829CR-2	4 Pairs Centered & Left 4 Pairs Centered & Right	.820"

Ford V8 289-351W

98838-16	Elite Race™ Solid Roller Lifters	.875"	(8) 98838C-2	8 Pairs Centered	.785"
98837-16	Elite Race™ .160" Offset Roller Lifters	.875"	(4) 98838CL-2 (4) 98838CR-2	4 Pairs Centered & Left 4 Pairs Centered & Right	.785"
98835-16	Elite Race™ .180" Offset Roller Lifters for applications w/ enlarged lifter bores (.904")	.904"	(4) 98835CL-2 (4) 98835CR-2	4 Pairs Centered & Left 4 Pairs Centered & Right	.820"

* Lifters also sold in sets of (-2)

PUSHROD SEAT INSERTS

Part #	Description	Dia.	Pushrod Seat Location
98500C-1	Centered Pushrod Seat Insert	.842" or .875"	Centered
98500L-1	Left Offset Pushrod Seat Insert	.842" or .875"	.180" Left
98500R-1	Right Offset Pushrod Seat Insert	.842" or .875"	.180" Right
98600C-1	Centered Pushrod Seat Insert	.904"	Centered
98600L-1	Left Offset Pushrod Seat Insert	.904"	.180" Left
98600R-1	Right Offset Pushrod Seat Insert	.904"	.180" Right
5350	Pushrod Seat Insert Removal Tool	.842", .875", .904"	

O-ring (service part)



SHORT TRAVEL RACE HYDRAULIC ROLLER LIFTERS FOR FORD ENGINES

The COMP Cams® Short Travel Race Hydraulic Roller Lifters are engineered from a patent pending design that specifically performs at higher engine speeds and are now available for Small Block Ford applications. When engines are equipped with a hydraulic lifter, high rpm is limited by the improper position of the lifter's internal piston as the lifter inevitably "pumps up." This improper location results in open valves and therefore leads to lost power or sometimes even engine failure. These short travel lifters limit internal movement to a minimum to cut down on these issues and allow more engine rpm. The lifters are REM-finished and then black oxidized to create a high performance component.

- Patent pending design performs at higher engine speeds
- When equipped with hydraulic lifters, high rpm is limited by improper position of lifter's internal piston as lifter "pumps up"
- Improper location results in open valves that lead to lost power and possibly engine failure
- Minimize internal movement to allow higher engine rpm

Part #	Description
877-16	Small Block 302, Use in Blocks Originally Equipped w/ Hydraulic Roller Cam and in COMP Cams® Specially Designed Ford Retro-Fit Kit for 351W, 351C, 400M, 289-302 and 351M, Reduced Travel

See COMP Cams® Master Catalog for other applications.



HIGH ENERGY™ DIE-CAST ALUMINUM ROLLER ROCKER ARMS

The COMP Cams® High Energy™ Die-Cast Aluminum Roller Rocker Arms are new rocker arms from the valve train leader that have been designed for street and moderate race use. They feature a die-cast body created from aluminum with a needle bearing fulcrum and roller tip.

The die-cast, larger than stock body offers the strength properties and light weight of aluminum while the specially engineered fulcrum and roller tip decrease friction and lower oil temperatures, thus improving response and horsepower.

*Note: Die-formed aluminum body is larger than stock, and may require modifications to stock valve covers for clearance.

- Affordable aluminum option rocker arms
- Strength properties of aluminum and light weight
- Needle bearing fulcrum and roller tip reduce friction and lower oil temps for improved response and horsepower

Make	Part #	Description	Rocker Stud	Ratio
Chevrolet	17001-16	V8 265-400	3/8"	1.5
	17002-16	V8 265-400	3/8"	1.6
	17004-16	V8 265-400	7/16"	1.5
	17005-16	V8 265-400	7/16"	1.6
	17021-16	V8 396-454	7/16"	1.7
Ford	17031-16	V8 289-302-351W	3/8"	1.6
	17034-16	V8 289-302-351W	7/16"	1.73





ULTRA PRO MAGNUM™ LS ROLLER ROCKER ARMS

The Ultra Pro Magnum™ LS Roller Rocker Arms not only live up to the lofty standards of the original Pro Magnums™, but they also take LS stud mount rocker performance, stability and value to a whole new level. The modern arched, web-like design delivers increased strength and rigidity while reducing the moment of inertia and optimizing the dynamic balance.

- Investment cast 8650 chromemoly body and arched, web-like design deliver increased strength and rigidity while reducing moment of inertia
- Unique black oxide exterior finish helps prevent corrosion, thus increasing durability
- Increased retainer and valve spring clearances allow use of large diameter springs, retainers and +.050" locks without clearance or fitment issues
- Feature oversized trunions, precision-sorted needle bearings and hardened roller tips

Part #	Description	Rocker Stud	Ratio
1675-16	LS1/LS6	3/8"	1.8
1676-16	LS3 (Factory Offset)	3/8"	1.8



ULTRA PRO MAGNUM™ CHRYSLER SHAFT MOUNT ROCKER ARMS

The new COMP Cams® Ultra Pro Magnum™ Chrysler Shaft Mount Rocker Arms feature all of the same high performance qualities as our stud mount Ultra Pro Magnum™ Rocker Arms plus all of the benefits of a shaft rocker system.

- Engineered SAE 8620 chromemoly steel body is heat-treated for maximum strength
- Contain proprietary bushing inserts
- Unique oil system lubricates all critical parts for long lasting service
- Designed to handle roller lobes and higher spring rates

Part #	Description	Rocker Stud	Ratio
1622-16 ^A	V8 273-360	Shaft	1.5
*1621-16 ^A	V8 383-440	Shaft	1.5

A. Requires a ball/ball pushrod



GM LS SERIES RETRO-FIT ROCKER TRUNION KIT

The rocker arms in a factory GM LS1 valve train feature a lightweight, yet stiff rocker body that is strong enough for most applications, however, when it comes to high performance racing, high rpm and high valve spring pressures can put the factory rocker arm's trunion under intolerable stress. Enter COMP Cams® with a new LS Series Retro-Fit Rocker Trunion Kit that replaces the cageless, loose OEM needle bearings and powdered metal trunion with a premium 8620 steel alloy trunion and caged roller bearings for added durability. The new design utilizes caged roller bearings that greatly reduce the possibility of the bearing failure experienced with stock LS1 needle bearings, which can send loose needles throughout the engine upon failure.

- Designed for circle track & drag racing classes where stock engine components are mandated
- Performance-proven & tested in NASCAR GM LS spec engine series

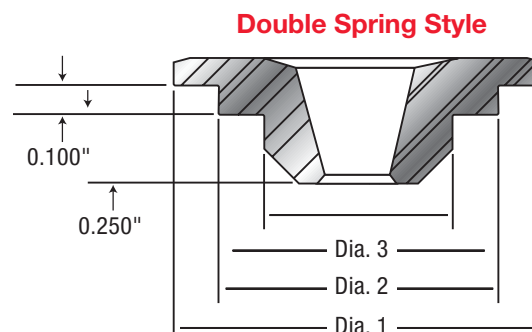
Part #	Description
13702-KIT	GM LS1 Retro-Fit Rocker Trunion Kit



LIGHTWEIGHT TOOL STEEL RETAINER EXPANSION

COMP Cams® Lightweight Tool Steel Retainers provide the best of all valve train benefits: light weight, as well as exceptional strength and wear characteristics. Approximately 33% lighter than conventional chromemoly steel retainers and only 2-4 grams heavier than titanium (depending upon application), they are made from high-grade Tool Steel, making them able to withstand even the most demanding race applications.

- CNC-machined for consistent quality
- Developed using latest FEA and CAD software
- Spintron®-tested to extreme rpm to prove strength is equivalent to titanium and stronger than chromemoly steel
- Designed for both 7° and 10° angles



Part #	Description	Angle	Stem Size	Valve Spring Diameter	Dia.1	Dia.2	Dia.3	Dia.4
1730-16	Tool Steel Retainer	10°	All	1.437"-1.500"	1.375"	1.065"	.700"	—
1731-16	Tool Steel Retainer	10°	All	1.500"-1.550"	1.437"	1.100"	.800"	—
1732-16	Tool Steel Retainer	10°	All	1.500"-1.550"	1.450"	1.100"	.710"	—
1750-16	Tool Steel Retainer	10°	All	1.250"	1.240"	.870"	.735"	—
1754-16	Tool Steel Version of #754 Retainer	7°	8mm	1.250"	1.235"	.860"	.610"	—
1756-16	Tool Steel Retainer for #26056 Spring	10°	All	1.185"	1.050"	.725"	.466"	—
1757-16	Tool Steel Retainer for #26056 Spring	7°	7mm	1.185"	1.050"	.725"	.340"	—
1772-16	Tool Steel Version of #772 Retainer	7°	8mm	1.290"	.948"	.640"	—	—
1777-16	Tool Steel Retainer	7°	11/32"	1.290"	1.172"	.910"	.646"	—
1779-16	Tool Steel Retainer for #26925/#26926 Springs	7°	Stock	1.290"	1.172"	.910"	.646"	—
1787-16	Tool Steel Retainer	7°	11/32"	1.055"	1.030"	.640"	—	—
1795-16	Tool Steel Retainer	10°	All	1.095"	1.050"	.640"	—	—

#26926 VALVE SPRING

- Ideal for street/strip hydraulic roller, some solid roller and some solid flat tappet race applications
- 1.320" O.D., .654" I.D., .675" max. lift
- Cutting edge dual valve spring design with added processes for durability and performance
- Micro-peened finish that reduces stress in the valve train
- Engineered specifically for the COMP Cams® GM LS™ Cams



Part #	O.D.	I.D.	Seat Load	Open Load	Coil Bind	Rate (Lbs./In.)	Titanium Retainer	Steel Retainer	Cup Seat	Shims
26926	1.320	.654	129 @ 1.835	470 @ 1.160	1.100	505	N/A	1771, 1779	4695	4753

#26925 VALVE SPRING

- Engineered specifically for higher lift hydraulic roller and some solid roller street/strip GM LS1 applications
- 1.320" O.D., .680" I.D., .660" max. lift
- Polished surface finish reduces stress
- Smaller outside diameter increases harmonic frequency for better valve train control and increased rpm capability



Part #	O.D.	I.D.	Seat Load	Open Load	Coil Bind	Rate (Lbs./In.)	Titanium Retainer	Steel Retainer	Cup Seat	Shims
26925	1.320	.680	141 @ 1.810	405 @ 1.150	1.100	400	N/A	1771, 1779	4695	4753

ENGINE FINISHING KITS EXPANSION

When building an engine, many engine builders and “do-it-yourself” performance enthusiasts tend to focus on the major components such as camshafts, cylinder heads and the bottom-end, while often overlooking the smaller parts until the final stages of assembly. Aware of this, COMP Cams® developed a line of Engine Finishing Kits to include those often neglected parts, some of which include woodruff keys, cylinder head alignment dowels, cam bolts, timing cover and oil pump dowel pins that are crucial to assembly.

Recently, COMP Cams® extended the line of Engine Finishing Kits to include other popular AMC, Chrysler and Ford engines. The line extension kits feature new components to replace those commonly worn or lost pieces and to meet or exceed the factory performance of your engine application. So don’t wait until the last minute – get your Engine Finishing Kit today and have everything you need to build or upgrade your engine.

Part #	Description
239	AMC 6 Cylinder 199-258c.i.
241	Chrysler 1964-05 V8 273-360c.i.
243	Small Block Ford 5.0L
244	Ford FE 1958-76
245	Ford FF 1968-87
247	Ford FF 1988-97

* Kit contents may vary by application, call for specific kit contents before ordering



Part #243

2010

NEW PRODUCTS



WWW.COMPCAMS.COM
CAM HELP® 1.800.999.0853



WWW.RACINGHEADSERVICE.COM
RACING HEAD HELP™ 1.877.776.4323



WWW.FUELAIRSPARK.COM
EFI HELP™ 1.877.334.8355



WWW.ZEX.COM
NITROUS HELP™ 1.888.817.1008



WWW.INGLESE.COM
STREET ROD HELP™ 1.866.450.8089



PART #CPG5-2010