

CAMSHAFTS AND VALVE LIFTERS

DMR-5745 Camshaft thrust button kit. Stops camshaft from moving back and forth in engine, giving perfect valve timing and greater timing chain life. Includes new cam bolt and bronze button. Fits all 64-84 except diesel. DMR-5120 cam spacer is included and DMR-5040 crank spacer. If necessary, file the front of the cam bolt (not the bronze button) to achieve .004 to .005 clearance (end play) from the front cover.

COM-5200 Vacuum reserve tank for power brake reserve. Supplies needed vacuum for power brakes. Recommended for use with any camshaft larger than 266 degrees duration. Comes with tank, bracket and vacuum connector.

DMR-5121 Adapter to use Diesel roller cam cores with standard timing chain.

DMR-5150 Offset camshaft bushings kit. 0-2-4 (+/-) degree for precise cam timing. Made especially for Oldsmobile. .500 outer diameter and stock camshaft dowel pin diameter I.D. Camshaft sprocket dowel pin hole must be drilled to .500".

DMR-5155 Same as DMR-5150 except bushings for 0-1-2 -3-4 (+/-) degree. Bushings.



DMR-5155

POW-101800 When disassembling a hydraulic or mechanical flat tappet-cam engine, lifters must be kept organized in the sequence in which they were installed. Each lifter creates a unique wear pattern on the cam lobes and once this wear pattern is established, the lifter becomes the mate to that lobe. The organizer keeps the lifters organized and protected when the rest of the engine is being worked on.



POW-101800

TECH TIP: *If you don't find the exact camshaft you need I will (prepaid) custom design and grind one to fit your particular needs. The following information will help you determine if the cams listed will meet your needs.*

Lobe separation is calculated by dividing the sum of the intake lobe centerline and the exhaust lobe centerline by 2. Lobe separation is ground into the cam and cannot be changed like the lobe centerline can. Cam timing is advanced when the intake lobe centerline is a lower number than the lobe separation angle. Likewise a cam is retarded when the intake lobe centerline is a higher number than the lobe separation angle. Advancing a cam should improve bottom end power which will increase torque converter stall and improve launches. Narrowing the lobe separation (smaller) increases the amount of overlap for a given duration increasing midrange torque and faster revving engines. Widening the lobe separation (larger) results in a broader power band and more peak power. Carbureted street cars work best with 110-112 degree of lobe separation angle. The same car with fuel injection will need 112-114 degree of lobe separation angle. High compression race car engines with high stall converters and large carburetors need 106-110 degree lobe separation angle.

A guideline for choosing the right performance hydraulic cam for your streetable 350 (assuming 9.5:1 compression) is approximately 220 degrees at .050 lift using 110-112 degree lobe separation which should result in good low end torque and drivability with a 1500-5000 RPM power band. Above 220 degrees and you trade low to mid range power for mid to high range power. If using a solid cam, for the same power band, use 8-10 degrees more .050 duration. A 455 engine will need 10-14 degrees more .050 duration. For each 500 RPM rise in the power band 5-7 degrees more .050 duration is needed. Once the right duration has been determined the lobe with the most lift should result in the most power. Always check valve to piston clearance before ordering a cam with lifts over stock.

Higher compression ratios will allow for more duration. Higher duration cams are weak in the lower RPM range and you can compensate by using more compression. If you don't the cam will not respond in the lower RPM range. When listed always follow the compression guide line listed with a particular cam.

The following special custom cams have been dynoed and the proven horsepower/torque numbers are listed. All require an adjustable valve train.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep
DMR-1441	236/240	287/293	.553/.544	108/102

This hydraulic roller cam in a 355 cu in 350 Olds engine with cast iron DMR S/B ported heads made 425.2 horsepower @ 5800 RPM and 425.4 torque @ 5100 RPM using 10.25 compression on 91 octane pump gas. Excellent for high performance street use. Needs 2500+ converter, intake, headers, and 3.73 gears. Lopey idle.

CAMSHAFTS AND VALVE LIFTERS

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep
DMR-1520	260/266	303/313	.595/.608	112/108

This mechanical flat tappet cam in a 365 cu in 350 Olds engine with DMR ported aluminum heads made 487 horsepower @ 6400 RPM and 434.1 torque @ 5200 RPM using 11:1 compression on 93 octane pump gas. Excellent for street/strip use. Needs a 3500 converter, Intake, headers and 3.90 gears.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep
DMR-1522	250/256	293/308	.555/.560	110/107

This hydraulic flat tappet cam in a 365 cu in 350 Olds engine with DMR ported aluminum heads made 445.4 horsepower @ 6200 RPM and 440 torque @ 4600 RPM using 10.25 compression on 91 octane pump gas. Excellent for street/strip. Needs a 3500 converter, intake, headers and 3.90 gears. Rough idle.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep
DMR-1530	230/236	274/286	.522/.522	112/108

This hydraulic flat tappet cam in a 461 cu in 455 Olds engine with DMR cast iron B/B ported heads made 486.9 horsepower @ 5100 RPM and 600 torque @ 3800 RPM using 10.3 compression on 91 octane pump gas. Excellent for performance street use. Needs with 2000 converter and 3.23+ gears in a heavy car.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep
DMR-1540	264/270	327/341	.649/.640	106/102

This mechanical roller cam in a 461 cu in 455 Olds engine with DMR ported aluminum heads made 577.6 horsepower @ 6000 RPM and 579.7 torque @ 4800 RPM using 12:1 compression on 110 octane pump gas. Needs ported heads that flow in the 360 CFM range. Excellent for bracket racing. Needs a 4000+ converter, intake, headers and 4.10+ gears. Very rough idle.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep
DMR-1570	252/256	278/282	.596/.608	114/111

This mechanical flat tappet cam in a 466 cu in 455 Olds engine with DMR with DMR ported aluminum heads ported heads made 577.9 horsepower @ 5500 RPM and 596.3 torque @ 4900 RPM using 11:1 compression on 91 octane pump gas. Needs ported heads that flow in the 355 CFM range. Excellent for strip use. Needs a 3000+ converter, intake, headers and 3.90+ gears.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep
DMR-1620	236/246	280/289	.552/.552	112/108

This hydraulic flat tappet cam in a 461 cu in 455 Olds engine with DMR ported heads made 505.2 horsepower @ 5100 RPM and 546.5 torque @ 4200 RPM using 10:1 compression on 93 octane pump gas. Needs ported heads that flow in the 300 CFM range. Excellent for strip/strip use. Needs a 2800+ converter, intake, headers and 3.73 gears. Rough idle.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep
DMR-1630	267/274	300/307	.696/.696	108/104

This mechanical roller cam in a 496 cu in 455 Olds engine with DMR ported aluminum heads made 613.3 horsepower @ 5600 RPM and 618.7 torque @ 4600 RPM using 12:1 compression on 110 octane pump gas. Needs ported heads that flow in the 300 CFM range. Excellent for strip use. Needs a 3700+ converter, intake, headers and 4.56+ gears. Rough idle.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep
DMR-1640	278/288	340/352	.752/.722	110/106

This mechanical roller cam in an injected 511 cu in 455 Olds engine with DMR ported aluminum heads made 757 horsepower @ 6100 RPM and 713.7 torque @ 5000 RPM using 13:1 compression on 110 octane pump gas. Needs ported heads that flow in the 385 CFM range. Excellent for bracket racing use. Needs a 4500+ converter, intake, headers and 4.88+ gears. Rough idle.

CAMSHAFTS AND VALVE LIFTERS

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep
DMR-1660	236/244	288/299	.553/.560	112/108

This mechanical roller cam in a 488 cu in 455 Olds engine with DMR ported aluminum heads made 524.3 horsepower @ 5000 RPM and 580.6 torque @ 4100 RPM using 8.5 compression on 93 octane pump gas. Needs ported heads that flow in the 300 CFM range. Excellent for street/strip use. Needs a 3000+ converter, intake, headers and 3.23+ gears. Also a great combo for a blower application.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep
DMR-1670	245/249	298/302	.775/.730	108/104

This mechanical roller cam in a 434 cu in 425 Olds engine with DMR ported aluminum heads made 620 horsepower @ 6200 RPM and 569 torque @ 5400 RPM using 10.5:1 compression on 91 octane pump gas. Needs ported heads that flow in the 385 CFM range. Excellent for performance street/strip use. Needs a 3000+ converter, intake, headers, and 4.10+ gears. Rough idle.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep
DMR-1690	234/240	277/284	.532/.541	112/107

This hydraulic flat tappet cam in an injected 463 cu in 455 Olds engine made 470.7 horsepower @ 5300 RPM and 515 torque @ 4200 RPM using 9.5:1 compression on 93 octane pump gas. Needs ported heads that flow in the 290 CFM range. Excellent for performance street use. Needs a 2500+ converter, intake, and 3.23+ gears.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep
DMR-1720	248/256	298/306	.586/.583	110/106

This hydraulic roller cam in a 496 cu in 455 Olds engine with DMR ported aluminum heads made 549.6 horsepower @ 5200 RPM and 624.5 torque @ 4300 RPM using 10.5:1 compression on 92 octane pump gas. Needs ported heads that flow in the 300 CFM range. Excellent for performance street/strip use. Need a 2500+ converter, intake, headers and 3.73 gears. Lopey idle.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep
DMR-174	246/246	294/294	.576/.576	108/104

This mechanical flat tappet cam in a 356 cu in 350 Olds engine with DMR ported aluminum heads made 472.6 horsepower @ 6400 RPM and 434.9 torque @ 4200 RPM using 10.5:1 compression on 91 octane pump gas. Needs ported heads that flow in the 300 CFM range. Excellent for performance street/strip with a 3000+ converter, intake, headers and 3.73+ gears. Rough idle.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep
DMR-175	260/266	310/321	.597/.608	108/104

This hydraulic roller cam in a 496 cu in 455 Olds engine with DMR ported aluminum heads made 588.8 horsepower @ 5500 RPM and 625.7 torque @ 4600 RPM using 12.5:1 compression on 110 octane pump gas. Needs ported heads that flow in the 300 CFM range. Excellent for strip use. Needs a 4000+ converter, intake, headers and 4.10+ rear gears. Rough idle.

The following "Thumper" hydraulic flat tappet and roller camshafts are the hottest cam series to hit the streets in more than a decade. Street rodders and muscle car enthusiasts just can't get enough of the incredible exhaust sound and equally impressive performance delivered by these innovative camshafts. Applying a new camshaft design they incorporate early exhaust opening, long duration and a generous amount of intake and exhaust overlap to maximize your engine's nasty-idle characteristics without negatively impacting power or street ability.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep
COM-504055	227/241	279/297	.510/.496	107 Flat

"THUMPER" High performance street, choppy/thumping idle, stock converter ok, best with 2000+ converter and gears. Power range S/B 2000-5800 B/B 1800-5600.

CAMSHAFTS AND VALVE LIFTERS

COM-504257 235/249 287/305 .523/.507 107 Flat
 “MUTHA THUMPER” High performance street/strip, rough idle, needs 9:1 compression, 2500+ converter, intake, gears and headers. Power range S/B 2200-6100 B/B 2000-5900.

COM-504459 243/257 295/313 .534/.518 107 Flat
 “BIG MUTHA THUMPER” Street/strip, rough idle, needs 9.5:1 compression, 2800+ converter, intake, gears and headers. Power range S/B 2500-6400 B/B 2300-6200.

COM-302243 227/241 283/303 .546/.530 107 Roller
 “THUMPER” High performance street, choppy/thumping idle, stock converter ok, best with 2000+ converter and gears. Requires bronze distributor gear. Power range S/B 2000-5800 B/B 1800-5600.

COM-302445 235/249 291/311 .556/.542 107 Roller
 “MUTHA THUMPER” High performance street/strip, rough idle, needs 9:1 compression, 2500+ converter, intake, gears and headers. Requires bronze distributor gear. Power range S/B 2200-6100 B/B 2000-5900.

COM-302647 243/257 299/319 .568/.553 107 Roller
 “BIG MUTHA THUMPER” Street/strip, rough idle, needs 9.5:1 compression, 2800+ converter, intake, gears and headers. Requires bronze distributor gear. Power range S/B 2500-6400 B/B 2300-6200.

The following “Extreme Energy” hydraulic flat tappet camshafts are designed to take advantage of the latest improvements in valve train components and the newest developments in camshaft lobe design. Their aggressive lobe design produces better throttle response and top end horsepower than other cams with the same duration yet also deliver increased engine vacuum. Can be used in any street/strip application where both throttle response and top end horsepower are desired.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep	
COM-42-220-4	206/212	250/260	.442/.448	110	Flat

Very strong torque, excellent mileage and smooth idle. Power range 600-4800

COM-42-221-4	212/218	256/268	.453/.456	110	Flat
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Strong torque through low end and mid-range, good idle. Power range 1000-5200

COM-42-222-4	218/224	262/274	.475/.480	110	Flat
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Excellent response, good mileage, needs stock converter with mild gear. Power range 1200-5600

COM-42-223-4	224/230	268/280	.485/.490	110	Flat
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Good street machine, slightly rough idle, need 1800+ converter. Power range 1600-5800

COM-42-224-4	230/236	274/286	.520/.523	110	Flat
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High performance street, very strong mid range, needs adjustable valve train, headers and 2200+ converter. Adjustable valve train required. Power range 1800-6000

COM-42-225-4	240/246	284/296	.541/.544	110	Flat
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Street/trip, needs 9:1 compression, adjustable valve train, headers, gear and 2800+ converter. Adjustable valve train required. Power range 2300-6500

COM-42-226-4	250/256	294/306	.554/.558	110	Flat
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Pro street/bracket, needs good intake, adjustable valve train, headers, gear and 3200+ converter. Adjustable valve train required. Power range 2800-6800

COM-42-413-9	210/216	262/268	.505/.505	110	Roller
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Daily driver, strong torque, smooth idle. Adjustable valve train required. Requires bronze distributor gear. Power range 1000-5000.

CAMSHAFTS AND VALVE LIFTERS

COM-42-423-9 224/230 276/282 .505/.505 110 Roller
Great for street machines. Needs 2000+ converter, headers and low gears. Adjustable valve train required. Requires bronze distributor gear. Power range 1800-5600.

COM-42-433-9 236/242 290/296 .515/.533 110 Roller
Rough idle. Needs 2800+ converter, 9.5:1 compression and lower gears. Adjustable valve train required. Requires bronze distributor gear. Power range 1800-5600.

The following "High Energy Camshafts" hydraulic flat tappet camshafts are designed for street applications with lower compression ratios. They can be designed to improve your engine's efficiency through its unique lobe characteristics. When installed in the correct application they can improve gas mileage and power.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep
COM-42-227-4	206/206	252/252	.433/.433	110

Ideal for family sedans. Good low end torque and economy, smooth idle. Power range 800-4800.

COM-42-228-4 212/212 260/260 .447/.447 110
Excellent power for towing, Good performance with highway gears, smooth idle. Power range 1200-5200.

COM-42-229-4 218/218 268/268 .456/.456 110
Performance for mild street machines. Broad power band with noticeable idle. Power range 1500-5500.

The following "Dual Energy" hydraulic flat tappet camshafts feature more exhaust duration and lift than the intake and are designed for applications where a slight sacrifice in low end power is acceptable in exchange for increased mid and upper RPM power.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep
COM-42-207-4	203/215	255/263	.433/.467	110

Good torque and mileage, great economy and towing. Power range 1000-5000.

COM-42-208-4 211/223 265/273 .472/.486 110
Strong mid range, everyday performance for stock exhaust. Power range 1200-5500.

COM-42-210-4 219/233 275/282 .476/.508 110
High performance/street, great power, works with stock or 2000 converter. Adjustable valve train required. Power range 1500-5800.

The following "Magnum Muscle" hydraulic flat tappet cams are for performance applications.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep
COM-42-308-4	224/224	270/270	.501/.501	110

Mild rough idle. Great performance with stock to mild converter. Needs low gear in small engines and likes headers. Power range 1800-5800.

COM-42-231-4 230/230 280/280 .490/.490 110
Rough idle. Today's version of yesterdays Muscle car cams (1968-1971 W-31 or W-32). Good for street machine with mild 2200+ converter. Needs headers and lower gears. Power range 2000-6000.

COM-42-114-3 233/233 308/308 .474/.474 113

Rough idle. Today's OEM version of yesterdays Muscle car cams (1968-1971 W-31 or W-32). Replacement for factory ID# 402194 for 1968-1971 W-31 or W-32. Power range 1800-5800.

CAMSHAFTS AND VALVE LIFTERS

COM-42-236-4 244/244 292/292 .518/.518 110
 Very rough idle. Street/strip. Needs 3000+ converter, headers, lower gears and increased compression. Adjustable valve train required. Power range 2500-6500.

COM-42-237-4 253/253 305/305 .540/.540 110
 Radical idle. Pro street/bracket race with 455+ cu in. Needs 3500+ converter, headers and lower gears. Adjustable valve train required. Power range 3000-6800.

The following "Factory Muscle" hydraulic flat tappet cam is today's OEM version of yesterdays Muscle Car cams.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep
COM-42-114-3	233/233	308/308	.474/.474	113

Replacement for factory ID# 402194 for 1968-1971 W-31 or W-32. Power range 1800-5800.

The following mechanical flat tappet cam is designed for drag racing.

COM-42-655-5 250/256 285/294 .568/.545 108
 Great torque in full body car with 400+ cu in and 3500+ converter. Adjustable valve train required. Power range 3500-6500.

The following hydraulic flat tappet cams are designed for marine applications.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep
COM-42-229-4	218/218	268/268	.456/.456	110

Economy and improved power, skiing and pleasure boating. Power range 1500-5500.

COM-42-231-4 230/230 280/280 .490/.490 110
 Great for 455 jet boat with A or B impeller. Performance and skiing. Power range 2000-6000.

COM-42-236-4 244/244 292/292 .518/.518 110
 River or bracket performance for B impeller in jet boat. Needs adjustable valve train. Power range 2500-6500.

The following "Voodoo" hydraulic flat tappet camshafts deliver more area under the curve than any other series of hydraulic camshafts. This means more throttle response, quicker acceleration, more vacuum, better efficiency, combined with maximum horsepower and torque.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep
LUN-06800	207/213	250/256	.466/.485	112/108

The best choice for all feed back OEM carb applications. Expect strong low to mid range horsepower and torque gains. Excellent for RV, pleasure boats and towing. Power range 800-5000

LUN-06801 213/219 256/262 .485/.499 112/108
 The best choice for 350 daily driven street performance car. Good torque and horsepower with heavier emphasis on the low to mid range. Will work with A/C, power brakes, and stock converter. Fair idle. Power range 1000-5300

LUN-06802 219/227 262/268 .499/.510 112/108
 Torque monster for 400-455 daily driven street performance car. Excellent torque and horsepower with heavier emphasis on low to mid range. Will work in ski boat applications with 455. Choppy idle. Power range 1300-5500

LUN-06803 227/233 268/276 .510/.522 110/106
 High performance street/strip camshaft for 350 engines, touring type 400-455 cars with 9 or 9.5:1 compression. Needs 2200-2400 stall converter with 3.23 to 3.42 rear gears. Very noticeable idle. Power range 1600-5800

CAMSHAFTS AND VALVE LIFTERS

LUN-06804 233/241 276/284 .522/.539 110/106
Hot street or bracket cam for 350 engines or heavier 400-455 cars. Will need 9.5:1 compression, 2800-3000 stall converter and 3.42 to 3.73 rear gears. Will like up to 200 horsepower nitrous. Very rough idle. Power range 2000-6000

LUN-06805 227/233 268/276 .510/.522 110/106
Serious street or bracket cam for 350-455 engines in slightly lighter cars. Will need 10:1 compression or better, 3000-3500 stall converter and 3.73 to 4.11 rear gears. Will like up to 250 horsepower nitrous. Very radical idle. Power range 2400-6200

LUN-06805-LK Same as LUN-06805 except valve lifters included.

The following "Bracket Master II" hydraulic flat tappet cams are for some high performance street machines and mild performance Bracket racing applications. They provide excellent power over a broad power band and give that lopey idle so many people like.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe\Sep
LUN-00080	214/224	280/290	.472/.496	112/108

Good idle. Daily performer and highway towing. Power range 1800-4600

LUN-00080-LK Same as LUN-00080 except valve lifters included.

LUN-00084	220/220	283/283	.451/.451	110/106
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Fair idle. Performance street use. Will work with stock valve train. Power range 1500-4880.

LUN-00084-LK Same as LUN-00084 except valve lifters included.

LUN-00083	224/234	290/300	.496/.520	112/108
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Fair idle. Performance street use. Good mid range horsepower for bracket racing. Power range 2500-5500.

LUN-00083-LK Same as LUN-00083 except valve lifters included.

The following High Efficiency hydraulic flat tappet cams are computer designed for increased performance along with improved fuel efficiency. These camshafts offer a substantial increase in low RPM performance and maintain compatibility with most OEM computer controlled vehicles.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe\Sep
LUN-06181	204/214	270/280	.448/.472	112/108

Smooth idle. Good daily usage for towing and economy. Power range 1200-4200.

LUN-06185	210/210	260/260	.470/.470	110/106
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Smooth idle. Excellent towing and highway performance. Power range 1200-4800.

LUN-06186	218/218	268/268	.518/.518	110/106
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Good idle. Good street machine or mild boat cam, Power range 1500-5200.

LUN-318A1LUN	207/207	262/262	.461/.461	112/106
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Good idle. Good for power and economy with good vacuum. Power range 0000-5000.

The following hydraulic flat tappet cams are versions of OEM factory performance camshafts. They are designed for the individual who wants an exact factory replacement for their car when doing a restoration.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe\Sep
LUN-11800	232/232	310/310	.480/.480	113/109

W-31 replacement cam. Power range 2800-6000.

CAMSHAFTS AND VALVE LIFTERS

The following hydraulic roller "Special Purpose" cams are specifically designed for a particular application. These camshafts are computer designed to take advantage of the maximum area under the curve without destroying valve components.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe\Sep
LUN-51803	209/213	270/279	.443/.477	112/108

Hydraulic roller with good idle. Improved low and mid range torque and horsepower over stock cam. Power range 1500-5200.

LUN-51804	213/218	279/287	.477/.502	112/108
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Hydraulic roller with good idle and improved mid range torque and horsepower. Power range 1500-5500.

LUN-51809LUN	218/226	287/298	.502/.512	113/110
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Hydraulic roller with choppy idle. Excellent replacement cam for 307 motors with increased torque and horsepower. Power range 1700-5700.

LUN-51810LUN	232/242	290/300	.544/.560	110/106
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Hydraulic roller with lopey idle. Excellent cam for street rods or Pro street cars with excellent mid range and top end torque and horsepower. Power range 2000-6200.

The following solid roller "Special Purpose" cams are specifically designed for a particular application. These camshafts are computer designed to take advantage of the maximum area under the curve without destroying valve components.

Cam number	Dur@50	Dur@006	Gross/Lift	Lobe\Sep	
LUN-51805	244/244	304/304	.563/.563	110/106	Roller

Excellent street roller. Good mid range power. Power range 3000-6500.

LUN-51802	281/281	318/318	.688/.688	104/102	Roller
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Super stock or bracket race for 455 with automatic transmission. Power range 4500-7600.

LUN-51808LUN	268/276	301/309	.669/.669	106/102	Roller
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Rough idle, bracket racing 455. Excellent mid range and top end torque and horsepower. Needs 4500 converter, headers, 11:1 compression, 4.10 gear or better. Power range 4000-7200.

LUN-518A1LUN	242/250	278/285	.593/.593	112/106	Roller
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Rough idle, high performance street. Needs 2500-3000 converter, headers, 9:1 compression or better and 3.73 gears. Power range 2500-6500.

LUN-518A2LUN	259/269	295/305	.593/.593	110/104	Roller
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Rough idle, high performance/mild strip. Needs 3500 converter or 4 speed, headers, 10:1 compression, and 4.10 gears or better. Power range 3500-7000.

LUN-518A3LUN	255/263	288/296	.668/.668	109/102	Roller
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Rough idle, high performance street/strip. Needs 3000 converter, headers, 10:1 compression, and 4.10 gears or better. Power range 2500-7000.

LUN-518A4LUN	271/279	302/310	.683/.683	108/102	Roller
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Rough idle. Good for bracket racing in the 10 second range. Needs 4000-4500 converter, headers, 10:1+ compression, and 4.56 gears or better. Power range 4000-7000.

LUN-518A5LUN	275/283	306/314	.683/.683	108/102	Roller
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Rough idle. Good for Super Stock/Super Gas with good breathing heads. Needs 5000 converter, headers, 11:1+ compression, and 4.88 gears or better. Power range 4800-7800.

CAMSHAFTS AND VALVE LIFTERS

LUN-518A6LUN 280/288 312/321 .731/.727 108/102 Roller
 Rough idle. Good for Super Gas/bracket racing in a lighter car. 5000-5500 converter, headers, 12:1+ compression, and 4.88 gears or better. Power range 4800-8500.

LUN-418A1LUN 243/251 276/284 .551/.565 110/104 Flat
 Rough idle, high performance street with strong mid range torque and horsepower. Needs 2800 converter, headers, 9:1 compression, and 3.55+ gears or better. Power range 2500-6500.

LUN-418A2LUN 252/261 285/295 .560/.560 110/104 Flat
 Rough idle, high performance street with strong mid range torque and horsepower. Needs 3000-3500 converter, headers, 10:1 compression, and 3.90+ gears or better. Power range 2800-6800.

LUN-418A3LUN 255/263 288/296 .576/.593 108/102 Flat
 Rough idle, bracket racing in the 11-10 second range. Needs 3500 converter, headers, 10:1 compression, and 4.10 gear. Power range 3000-6800.

LUN-418A4LUN 263/271 296/304 .593/.593 108/102 Flat
 Rough idle, bracket racing in the 10 second range. Needs 4000-4500 converter, headers, 11:1 compression, and 4.56 gear. Power range 4000-7500.

LUN-418A5LUN 271/279 302/312 .593/.593 110/104 Flat
 Rough idle, bracket racing for 455+ in light weight car. Needs 5000 converter, headers, 12:1 compression, and 4.88+ gear. Power range 4800-8000.

TECH TIP: .921" diameter flat tappet valve lifters are approximately .155" taller than .842" diameter lifters and require a shorter pushrod.

DMR-213-1678 Hydraulic flat valve lifter .921 diameter. Note: .921 lifters are .115 taller than .842 lifters and require a shorter pushrod. Limited supply still available.

DMR-213-1678-M Mechanical flat valve lifter .921 diameter. Note: .921 lifters are .115 taller than .842 lifters and require a shorter pushrod. Limited supply still available.

DMR-5234680 Hydraulic roller .921 replacement lifter.

COM-852-16 Flat tappet .842 performance high energy hydraulic valve lifter by Comp Cams for stock replacement. Fits 260-307-350-400-403-425-455 Oldsmobile engines. Set of 16.

COM-863-16 Flat tappet .842 high performance anti pump up pro magnum hydraulic valve lifter by Comp Cams. Fits 260-307-350-400-403-425-455 Oldsmobile engines. Set of 16.

COM-857-16 Hydraulic roller .842 lifter by Competition Cams for Oldsmobile and Pontiac engines. Will handle cam lifts up to .650". This lifter is made of machined steel and not cast. Will require a .430 shorter pushrod.

COM-816-16 Flat tappet .842 high performance mechanical valve lifter by Comp Cams. Fits 260-307-350-400-403-425-455 Oldsmobile engines. Set of 16.

COM-849-16 Mechanical roller .842 valve lifter by Comp Cams. Fits 307-350-4400-403-425-455 Oldsmobile engines. Manufactured of the finest heat treated steel and precision ground to insure proper dimensions. Set of 16.

LUN-71951-PR Flat tappet .842 performance hydraulic valve lifter by Lunati for stock replacement. Fits 260-307-350-400-403-425-455 Oldsmobile engines. Set of 16.

CAMSHAFTS AND VALVE LIFTERS

LUN-71951 Flat tappet .842 high performance anti pump up hydraulic valve lifter by Lunati. Fits 260-307-350-400-403-425-455 Oldsmobile engines. Set of 16.

LUN-72515 Mechanical roller .842 valve lifter by Lunati. Fits 307-350-400-403-425-455 Oldsmobile engines. Manufactured of the finest heat treated steel and precision ground to insure proper dimensions. Set of 16.

LUN-70990 Lunati mechanical flat (solid) lifters, are designed to maintain the precise lash needed to allow the cam to perform at its best. Hydraulic lifter. Will work with .640 lift camshafts or smaller.

LUN-71951-G Flat tappet .842 racing high performance hydraulic valve lifter by Lunati. Fits 260-307-350-400-403-425-455 Oldsmobile engines. To obtain maximum performance from this lifter, the plunger must be run at the extreme end of its travel. To keep the lifter from coming apart, the plunger is held in place by a full contact snap ring, specially designed to be an integral part of the lifter assembly, unlike a wire clip locking ring that comes apart at high RPM, destroying the lifter. Set of 16.

TECH TIP: *By going with roller lifters, you can utilize more aggressive cam profiles to get the most in performance out of your engine. Simply put, the size (diameter) of a flat tappet lifter controls how fast the cam profile can actually lift it. As the cam rotates, the edge of the lifter impacts the leading edge of the slope of the cam lobe. If this slope is too aggressive, the lifter will actually dig into the lobe, eventually damaging the cam. While increasing the size of the lifter helps, it is not a solution. A roller lifter will usually solve this issue, as it can “roll” up virtually any lobe angle. However, there is a limit because the steeper the lobe angle, the more the side-thrust on the lifter, which can cause wear on the outside or opposite side of the lifter bore. A roller lifter camshaft is less prone to wear due to the lesser friction of the roller assembly, and the use of a hardened steel camshaft. This allows you to run higher spring pressures without sacrificing the life of the cam. The end result is that if the cam is more aggressive and opens the valves quicker, more fuel air mixture is allowed into the combustion chamber and evacuated more quickly after combustion. This means more power.*

TECH TIP: *Your compression ratio is one of three key factors in determining an engine’s cylinder pressure. The other two factors are camshaft duration at .050” lifter rise and the position of the cam in the engine (advanced or retarded). The result of how these three factors interact with one another is the amount of cylinder pressure the engine will generate. It is important to match the engine’s compression ratio with the cam you are selecting. Too little compression (or too much duration) will cause cylinder pressure to drop. This will lower the power output at any rpm. Too much compression (or too little duration) and the cylinder pressure will be too high, causing pre-ignition and/ or detonation causing you to run less ignition timing and again lose power.*

TECH TIP: *If you are familiar with solid roller set-ups, you will know that high spring pressures and low rpm or idling do not mix. The pressure from the high spring loads causes extreme amounts of heat in the roller wheels when not enough oil is supplied to cool the bearings. Your crankshaft will help to supply oil to the cam and lifters by slinging oil off of the counter weights. But, you need to be at least 1500 rpm at idle to supply enough oil sling to the cam and lifters to help cool the lifters. Running a windage tray to decrease the parasitic draw will also hinder your oil supply to the cam and lifters. Tools are available to cut a oil groove into the lifter bore to supply additional cooling oil to the roller wheel.*

Static Comp Ratio	BLOWER BOOST												
	Pump Gas						Race Gas						
	2	4	6	8	10	12	14	16	18	20	22	24	26
6.0:1	6.8:1	7.6:1	8.4:1	9.3:1	10.0:1	10.9:1	11.7:1	12.5:1	13.3:1	14.2:1	15.0:1	15.8:1	16.6:1
6.5:1	7.4:1	8.3:1	9.2:1	10.0:1	10.9:1	11.8:1	12.7:1	13.6:1	14.5:1	15.3:1	16.2:1	17.1:1	18.0:1
7.0:1	8.0:1	8.9:1	9.9:1	10.8:1	11.8:1	12.7:1	13.7:1	14.6:1	15.6:1	16.5:1	17.5:1	18.4:1	19.4:1
7.5:1	8.5:1	9.5:1	10.6:1	11.6:1	12.6:1	13.6:1	14.6:1	15.7:1	16.7:1	17.7:1	18.7:1	19.7:1	20.8:1
8.0:1	9.1:1	10.2:1	11.3:1	12.4:1	13.4:1	14.5:1	15.6:1	16.7:1	17.8:1	18.9:1	20.0:1	21.1:1	22.1:1
8.5:1	9.7:1	10.8:1	12.0:1	13.1:1	14.3:1	15.4:1	16.6:1	17.8:1	18.9:1	20.1:1	21.2:1	22.4:1	23.5:1
9.0:1	10.2:1	11.4:1	12.7:1	13.9:1	15.1:1	16.3:1	17.6:1	18.8:1	20.0:1	21.2:1	22.5:1	23.7:1	24.9:1
9.5:1	10.8:1	12.1:1	13.4:1	14.7:1	16.0:1	17.3:1	18.5:1	19.8:1	21.1:1	22.4:1	23.7:1	25.0:1	26.3:1
10.0:1	11.4:1	12.7:1	14.1:1	15.4:1	16.8:1	18.2:1	19.5:1	20.9:1	22.2:1	23.6:1	25.0:1	26.3:1	27.7:1
10.5:1	11.9:1	13.4:1	14.8:1	16.2:1	17.6:1	19.1:1	20.5:1	21.9:1	23.4:1	24.8:1	26.2:1	27.6:1	29.1:1
11.0:1	12.5:1	14.0:1	15.5:1	17.0:1	18.5:1	20.0:1	21.5:1	23.0:1	24.5:1	26.0:1	27.5:1	29.0:1	30.5:1

This table is approximate and is not intended to be used as exact.