**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.

**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.

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 week 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 D	MR S/B porte	d heads made 42	25.2 horsepower @
5800 RPM and 425.4 torque @ 5100 RP	M using 10.25 cc	ompression on 91	octane pump	gas. Excellent for	high performance
street use. Needs 2500+ converter, intak	e, headers, and 3	.73 gears. Lopey	idle.		







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	5 cu in 350 Olds	engine with DM	R ported alumi	num 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 cm	u in 350 Olds en	gine with DMR p	orted aluminum	heads made 445.4 horsepower @
6200 RPM and 440 torque @ 4600 RPM	1 using 10.25 co	mpression on 91	octane pump ga	s. Excellent for street/strip. Needs
a 3500 converter, intake, headers and 3.9	90 gears. Rough	idle.	1 10	-
	0 0			
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 cr	u in 455 Olds en	gine with DMR c	ast iron B/B por	ted heads made 486.9 horsepower
(a) 5100 RPM and 600 torque $(a)$ 3800	RPM using 10.3	compression or	91 octane pur	p gas. Excellent for performance
street use. Needs with 2000 converter a	nd 3.23+ gears i	n a heavy car.	· · · · · · · · · · · · · · · · · · ·	r Santa Francisco Francisc
	8	,, <b>,</b>		
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 porte	d aluminum hea	ds made 577.6 horsepower @ 6000
RPM and 579.7 torque @ 4800 RPM usir	12:1 compress	ion on 110 octane	e nump gas. Nee	ds ported heads that flow in the 360
CFM range Excellent for bracket racing	Needs a $4000+$	converter intake	headers and 4 1	0+ gears Very rough idle
er til runge. Executione for ordereet ruomg.	10000	converter, intake,	neuders and 1.1	or geuis. very tough fuie.
Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep
Cam number DMR-1570	Dur@50 252/256	Dur@006 278/282	Gross/Lift .596/.608	Lobe/Sep 114/111
Cam number <b>DMR-1570</b> This mechanical flat tappet cam in a 466	Dur@50 252/256 cu in 455 Olds	Dur@006 278/282 engine with DMI	Gross/Lift .596/.608 with DMR por	Lobe/Sep 114/111 rted aluminum heads ported heads
Cam number <b>DMR-1570</b> This mechanical flat tappet cam in a 466 made 577 9 horsepower @ 5500 RPM	Dur@50 252/256 cu in 455 Olds and 596 3 torqu	Dur@006 278/282 engine with DMI e @ 4900 RPM	Gross/Lift .596/.608 R with DMR por using 11:1 com	Lobe/Sep 114/111 rted aluminum heads ported heads pression on 91 octane pump gas
Cam number <b>DMR-1570</b> This mechanical flat tappet cam in a 466 made 577.9 horsepower @ 5500 RPM Needs ported heads that flow in the 355	Dur@50 252/256 cu in 455 Olds and 596.3 torqu CFM range Ex	Dur@006 278/282 engine with DMI e @ 4900 RPM cellent for strip u	Gross/Lift .596/.608 R with DMR por using 11:1 com	Lobe/Sep 114/111 rted aluminum heads ported heads pression on 91 octane pump gas. 20+ converter intake headers and
Cam number DMR-1570 This mechanical flat tappet cam in a 466 made 577.9 horsepower @ 5500 RPM Needs ported heads that flow in the 355 3 90+ gears	Dur@50 252/256 cu in 455 Olds and 596.3 torqu CFM range. Ex	Dur@006 278/282 engine with DMI e @ 4900 RPM cellent for strip u	Gross/Lift .596/.608 R with DMR por using 11:1 com use. Needs a 300	Lobe/Sep 114/111 rted aluminum heads ported heads pression on 91 octane pump gas. 00+ converter, intake, headers and
Cam number DMR-1570 This mechanical flat tappet cam in a 466 made 577.9 horsepower @ 5500 RPM Needs ported heads that flow in the 355 3.90+ gears.	Dur@50 252/256 cu in 455 Olds and 596.3 torqu CFM range. Ex	Dur@006 278/282 engine with DMI e @ 4900 RPM cellent for strip u	Gross/Lift .596/.608 R with DMR por using 11:1 com use. Needs a 300	Lobe/Sep 114/111 rted aluminum heads ported heads pression on 91 octane pump gas. 00+ converter, intake, headers and
Cam number DMR-1570 This mechanical flat tappet cam in a 466 made 577.9 horsepower @ 5500 RPM Needs ported heads that flow in the 355 3.90+ gears. Cam number	Dur@50 252/256 cu in 455 Olds and 596.3 torqu CFM range. Ex Dur@50	Dur@006 278/282 engine with DMI e @ 4900 RPM cellent for strip u Dur@006	Gross/Lift .596/.608 R with DMR por using 11:1 com use. Needs a 300 Gross/Lift	Lobe/Sep 114/111 rted aluminum heads ported heads pression on 91 octane pump gas. 00+ converter, intake, headers and Lobe/Sep
Cam number DMR-1570 This mechanical flat tappet cam in a 466 made 577.9 horsepower @ 5500 RPM Needs ported heads that flow in the 355 3.90+ gears. Cam number DMR-1620	Dur@50 252/256 cu in 455 Olds and 596.3 torqu CFM range. Ex Dur@50 236/246	Dur@006 278/282 engine with DMI e @ 4900 RPM cellent for strip u Dur@006 280/289	Gross/Lift .596/.608 R with DMR por using 11:1 com use. Needs a 300 Gross/Lift 552/ 552	Lobe/Sep 114/111 rted aluminum heads ported heads pression on 91 octane pump gas. 00+ converter, intake, headers and Lobe/Sep 112/108
Cam number <b>DMR-1570</b> This mechanical flat tappet cam in a 466 made 577.9 horsepower @ 5500 RPM Needs ported heads that flow in the 355 3.90+ gears. Cam number <b>DMR-1620</b> This hydraulic flat tappet cam in a 461 cu	Dur@50 252/256 cu in 455 Olds and 596.3 torqu CFM range. Ex Dur@50 236/246 u in 455 Olds end	Dur@006 278/282 engine with DMI e @ 4900 RPM cellent for strip u Dur@006 280/289 gine with DMR n	Gross/Lift .596/.608 R with DMR por using 11:1 com use. Needs a 300 Gross/Lift .552/.552 orted heads made	Lobe/Sep 114/111 rted aluminum heads ported heads pression on 91 octane pump gas. 00+ converter, intake, headers and Lobe/Sep 112/108 le 505 2 horsepower @ 5100 RPM
Cam number <b>DMR-1570</b> This mechanical flat tappet cam in a 466 made 577.9 horsepower @ 5500 RPM Needs ported heads that flow in the 355 3.90+ gears. Cam number <b>DMR-1620</b> This hydraulic flat tappet cam in a 461 cu and 546.5 torque @ 4200 RPM using 1	Dur@50 252/256 cu in 455 Olds and 596.3 torqu CFM range. Ex Dur@50 236/246 in 455 Olds eng 0:1 compression	Dur@006 278/282 engine with DMI e @ 4900 RPM cellent for strip u Dur@006 280/289 gine with DMR p	Gross/Lift .596/.608 R with DMR por using 11:1 com use. Needs a 300 Gross/Lift .552/.552 orted heads mad	Lobe/Sep 114/111 rted aluminum heads ported heads pression on 91 octane pump gas. 00+ converter, intake, headers and Lobe/Sep 112/108 le 505.2 horsepower @ 5100 RPM ported heads that flow in the 300
Cam number <b>DMR-1570</b> This mechanical flat tappet cam in a 466 made 577.9 horsepower @ 5500 RPM Needs ported heads that flow in the 355 3.90+ gears. Cam number <b>DMR-1620</b> This hydraulic flat tappet cam in a 461 cu and 546.5 torque @ 4200 RPM using 1 CEM range Excellent for strip/strip use	Dur@50 252/256 cu in 455 Olds and 596.3 torqu CFM range. Ex Dur@50 236/246 in 455 Olds eng 0:1 compression	Dur@006 278/282 engine with DMI e @ 4900 RPM cellent for strip u Dur@006 280/289 gine with DMR p on 93 octane pu	Gross/Lift .596/.608 R with DMR por using 11:1 com use. Needs a 300 Gross/Lift .552/.552 orted heads mad ump gas. Needs	Lobe/Sep 114/111 rted aluminum heads ported heads pression on 91 octane pump gas. 00+ converter, intake, headers and Lobe/Sep 112/108 le 505.2 horsepower @ 5100 RPM ported heads that flow in the 300 73 gears Rough idle
Cam number <b>DMR-1570</b> This mechanical flat tappet cam in a 466 made 577.9 horsepower @ 5500 RPM Needs ported heads that flow in the 355 3.90+ gears. Cam number <b>DMR-1620</b> This hydraulic flat tappet cam in a 461 cu and 546.5 torque @ 4200 RPM using 1 CFM range. Excellent for strip/strip use	Dur@50 252/256 cu in 455 Olds and 596.3 torqu CFM range. Ex Dur@50 236/246 i in 455 Olds eng 0:1 compression . Needs a 2800+	Dur@006 278/282 engine with DMI e @ 4900 RPM cellent for strip u Dur@006 280/289 gine with DMR p on 93 octane pu converter, intake	Gross/Lift .596/.608 R with DMR por using 11:1 com use. Needs a 300 Gross/Lift .552/.552 orted heads mad ump gas. Needs t, headers and 3.	Lobe/Sep 114/111 rted aluminum heads ported heads pression on 91 octane pump gas. 00+ converter, intake, headers and Lobe/Sep 112/108 le 505.2 horsepower @ 5100 RPM ported heads that flow in the 300 73 gears. Rough idle.
Cam number <b>DMR-1570</b> This mechanical flat tappet cam in a 466 made 577.9 horsepower @ 5500 RPM Needs ported heads that flow in the 355 3.90+ gears. Cam number <b>DMR-1620</b> This hydraulic flat tappet cam in a 461 cu and 546.5 torque @ 4200 RPM using 1 CFM range. Excellent for strip/strip use. Cam number	Dur@50 252/256 cu in 455 Olds and 596.3 torqu CFM range. Ex Dur@50 236/246 in 455 Olds eng 0:1 compression . Needs a 2800+	Dur@006 278/282 engine with DMI e @ 4900 RPM cellent for strip u Dur@006 280/289 gine with DMR p on 93 octane pu converter, intake	Gross/Lift .596/.608 R with DMR por using 11:1 com use. Needs a 300 Gross/Lift .552/.552 orted heads mad ump gas. Needs theaders and 3. Gross/Lift	Lobe/Sep 114/111 rted aluminum heads ported heads pression on 91 octane pump gas. 00+ converter, intake, headers and Lobe/Sep 112/108 le 505.2 horsepower @ 5100 RPM ported heads that flow in the 300 73 gears. Rough idle.
Cam number <b>DMR-1570</b> This mechanical flat tappet cam in a 466 made 577.9 horsepower @ 5500 RPM Needs ported heads that flow in the 355 3.90+ gears. Cam number <b>DMR-1620</b> This hydraulic flat tappet cam in a 461 cu and 546.5 torque @ 4200 RPM using 1 CFM range. Excellent for strip/strip use Cam number <b>DMR-1630</b>	Dur@50 252/256 cu in 455 Olds and 596.3 torqu CFM range. Ex Dur@50 236/246 in 455 Olds eng 0:1 compression . Needs a 2800+ Dur@50 267/274	Dur@006 278/282 engine with DMI e @ 4900 RPM cellent for strip u Dur@006 280/289 gine with DMR p on 93 octane pu converter, intake Dur@006 300/307	Gross/Lift .596/.608 R with DMR por using 11:1 com use. Needs a 300 Gross/Lift .552/.552 orted heads mad ump gas. Needs theaders and 3. Gross/Lift .696/.696	Lobe/Sep 114/111 rted aluminum heads ported heads pression on 91 octane pump gas. 00+ converter, intake, headers and Lobe/Sep 112/108 de 505.2 horsepower @ 5100 RPM ported heads that flow in the 300 73 gears. Rough idle. Lobe/Sep 108/104
Cam number <b>DMR-1570</b> This mechanical flat tappet cam in a 466 made 577.9 horsepower @ 5500 RPM Needs ported heads that flow in the 355 3.90+ gears. Cam number <b>DMR-1620</b> This hydraulic flat tappet cam in a 461 cu and 546.5 torque @ 4200 RPM using 1 CFM range. Excellent for strip/strip use. Cam number <b>DMR-1630</b> This mechanical roller cam in a 496 cu	Dur@50 252/256 cu in 455 Olds and 596.3 torqu CFM range. Ex Dur@50 236/246 in 455 Olds eng 0:1 compression . Needs a 2800+ Dur@50 267/274 in 455 Olds eng	Dur@006 278/282 engine with DMI e @ 4900 RPM cellent for strip u Dur@006 280/289 gine with DMR p on 93 octane pu converter, intake Dur@006 300/307 ine with DMR p	Gross/Lift .596/.608 R with DMR por using 11:1 com use. Needs a 300 Gross/Lift .552/.552 orted heads mad ump gas. Needs a, headers and 3. Gross/Lift .696/.696 orted aluminum	Lobe/Sep 114/111 rted aluminum heads ported heads pression on 91 octane pump gas. 00+ converter, intake, headers and Lobe/Sep 112/108 le 505.2 horsepower @ 5100 RPM ported heads that flow in the 300 73 gears. Rough idle. Lobe/Sep 108/104 heads made 613 3 horsepower @
Cam number <b>DMR-1570</b> This mechanical flat tappet cam in a 466 made 577.9 horsepower @ 5500 RPM Needs ported heads that flow in the 355 3.90+ gears. Cam number <b>DMR-1620</b> This hydraulic flat tappet cam in a 461 cu and 546.5 torque @ 4200 RPM using 1 CFM range. Excellent for strip/strip use Cam number <b>DMR-1630</b> This mechanical roller cam in a 496 cu 5600 RPM and 618 7 torque @ 4600 RE	Dur@50 252/256 cu in 455 Olds and 596.3 torqu CFM range. Ex Dur@50 236/246 in 455 Olds eng 0:1 compression Needs a 2800+ Dur@50 267/274 in 455 Olds eng PM using 12:1 co	Dur@006 278/282 engine with DMI e @ 4900 RPM cellent for strip u Dur@006 280/289 gine with DMR p on 93 octane pu converter, intake Dur@006 300/307 ine with DMR poppression on 12	Gross/Lift .596/.608 R with DMR por using 11:1 com use. Needs a 300 Gross/Lift .552/.552 orted heads mad ump gas. Needs , headers and 3. Gross/Lift .696/.696 orted aluminum	Lobe/Sep 114/111 rted aluminum heads ported heads pression on 91 octane pump gas. 00+ converter, intake, headers and Lobe/Sep 112/108 le 505.2 horsepower @ 5100 RPM ported heads that flow in the 300 73 gears. Rough idle. Lobe/Sep 108/104 heads made 613.3 horsepower @ gas_Needs ported heads that flow
Cam number <b>DMR-1570</b> This mechanical flat tappet cam in a 466 made 577.9 horsepower @ 5500 RPM Needs ported heads that flow in the 355 3.90+ gears. Cam number <b>DMR-1620</b> This hydraulic flat tappet cam in a 461 cu and 546.5 torque @ 4200 RPM using 1 CFM range. Excellent for strip/strip use Cam number <b>DMR-1630</b> This mechanical roller cam in a 496 cu 5600 RPM and 618.7 torque @ 4600 RF in the 300 CFM range. Excellent for strip	Dur@50 252/256 cu in 455 Olds and 596.3 torqu CFM range. Ex Dur@50 236/246 in 455 Olds eng 0:1 compression Needs a 2800+ Dur@50 267/274 in 455 Olds eng PM using 12:1 co n use. Needs a 3	Dur@006 278/282 engine with DMI e @ 4900 RPM cellent for strip u Dur@006 280/289 gine with DMR p on 93 octane pu converter, intake Dur@006 300/307 ine with DMR po ompression on 11 700+ converter	Gross/Lift .596/.608 R with DMR por using 11:1 com use. Needs a 300 Gross/Lift .552/.552 orted heads mad ump gas. Needs , headers and 3. Gross/Lift .696/.696 orted aluminum 0 octane pump	Lobe/Sep 114/111 rted aluminum heads ported heads pression on 91 octane pump gas. 00+ converter, intake, headers and Lobe/Sep 112/108 le 505.2 horsepower @ 5100 RPM ported heads that flow in the 300 73 gears. Rough idle. Lobe/Sep 108/104 heads made 613.3 horsepower @ gas. Needs ported heads that flow and 4 56+ gears. Rough idle
Cam number <b>DMR-1570</b> This mechanical flat tappet cam in a 466 made 577.9 horsepower @ 5500 RPM Needs ported heads that flow in the 355 3.90+ gears. Cam number <b>DMR-1620</b> This hydraulic flat tappet cam in a 461 cu and 546.5 torque @ 4200 RPM using 1 CFM range. Excellent for strip/strip use Cam number <b>DMR-1630</b> This mechanical roller cam in a 496 cu 5600 RPM and 618.7 torque @ 4600 RF in the 300 CFM range. Excellent for strip	Dur@50 252/256 ocu in 455 Olds and 596.3 torqu CFM range. Ex Dur@50 236/246 in 455 Olds eng 0:1 compression . Needs a 2800+ Dur@50 267/274 in 455 Olds eng PM using 12:1 co p use. Needs a 3	Dur@006 278/282 engine with DMI e @ 4900 RPM cellent for strip u Dur@006 280/289 gine with DMR p on 93 octane pu converter, intake Dur@006 300/307 ine with DMR po ompression on 11 700+ converter, intake	Gross/Lift .596/.608 R with DMR por using 11:1 com use. Needs a 300 Gross/Lift .552/.552 orted heads mad up gas. Needs a, headers and 3. Gross/Lift .696/.696 orted aluminum 0 octane pump intake, headers a	Lobe/Sep 114/111 rted aluminum heads ported heads pression on 91 octane pump gas. 00+ converter, intake, headers and Lobe/Sep 112/108 de 505.2 horsepower @ 5100 RPM ported heads that flow in the 300 73 gears. Rough idle. Lobe/Sep 108/104 heads made 613.3 horsepower @ gas. Needs ported heads that flow and 4.56+ gears. Rough idle.
Cam number <b>DMR-1570</b> This mechanical flat tappet cam in a 466 made 577.9 horsepower @ 5500 RPM Needs ported heads that flow in the 355 3.90+ gears. Cam number <b>DMR-1620</b> This hydraulic flat tappet cam in a 461 cu and 546.5 torque @ 4200 RPM using 1 CFM range. Excellent for strip/strip use. Cam number <b>DMR-1630</b> This mechanical roller cam in a 496 cu 5600 RPM and 618.7 torque @ 4600 RF in the 300 CFM range. Excellent for strii	Dur@50 252/256 cu in 455 Olds and 596.3 torqu CFM range. Ex Dur@50 236/246 in 455 Olds eng 0:1 compression . Needs a 2800+ Dur@50 267/274 in 455 Olds eng PM using 12:1 cu p use. Needs a 3 Dur@50	Dur@006 278/282 engine with DMI e @ 4900 RPM cellent for strip u Dur@006 280/289 gine with DMR p on 93 octane pu converter, intake Dur@006 300/307 ine with DMR po ompression on 11 700+ converter, i	Gross/Lift .596/.608 R with DMR por using 11:1 com use. Needs a 300 Gross/Lift .552/.552 orted heads mad imp gas. Needs a headers and 3. Gross/Lift .696/.696 orted aluminum 0 octane pump intake, headers a Gross/Lift	Lobe/Sep 114/111 rted aluminum heads ported heads pression on 91 octane pump gas. 00+ converter, intake, headers and Lobe/Sep 112/108 le 505.2 horsepower @ 5100 RPM ported heads that flow in the 300 73 gears. Rough idle. Lobe/Sep 108/104 heads made 613.3 horsepower @ gas. Needs ported heads that flow and 4.56+ gears. Rough idle.
Cam number <b>DMR-1570</b> This mechanical flat tappet cam in a 466 made 577.9 horsepower @ 5500 RPM Needs ported heads that flow in the 355 3.90+ gears. Cam number <b>DMR-1620</b> This hydraulic flat tappet cam in a 461 cu and 546.5 torque @ 4200 RPM using 1 CFM range. Excellent for strip/strip use Cam number <b>DMR-1630</b> This mechanical roller cam in a 496 cu 5600 RPM and 618.7 torque @ 4600 RF in the 300 CFM range. Excellent for stri Cam number <b>DMR-1640</b>	Dur@50 252/256 cu in 455 Olds and 596.3 torqu CFM range. Ex Dur@50 236/246 in 455 Olds eng 0:1 compression Needs a 2800+ Dur@50 267/274 in 455 Olds eng PM using 12:1 cu p use. Needs a 3 Dur@50 278/288	Dur@006 278/282 engine with DMI e @ 4900 RPM cellent for strip u Dur@006 280/289 gine with DMR p on 93 octane pu converter, intake Dur@006 300/307 ine with DMR po ompression on 11 700+ converter, intake Dur@006 340/352	Gross/Lift .596/.608 R with DMR por using 11:1 com use. Needs a 300 Gross/Lift .552/.552 orted heads mad ump gas. Needs , headers and 3. Gross/Lift .696/.696 orted aluminum 0 octane pump intake, headers a Gross/Lift 752/.722	Lobe/Sep 114/111 rted aluminum heads ported heads pression on 91 octane pump gas. 00+ converter, intake, headers and Lobe/Sep 112/108 le 505.2 horsepower @ 5100 RPM ported heads that flow in the 300 73 gears. Rough idle. Lobe/Sep 108/104 heads made 613.3 horsepower @ gas. Needs ported heads that flow and 4.56+ gears. Rough idle. Lobe/Sep 110/106
Cam number <b>DMR-1570</b> This mechanical flat tappet cam in a 466 made 577.9 horsepower @ 5500 RPM Needs ported heads that flow in the 355 3.90+ gears. Cam number <b>DMR-1620</b> This hydraulic flat tappet cam in a 461 cu and 546.5 torque @ 4200 RPM using 1 CFM range. Excellent for strip/strip use Cam number <b>DMR-1630</b> This mechanical roller cam in a 496 cu 5600 RPM and 618.7 torque @ 4600 RF in the 300 CFM range. Excellent for stri Cam number <b>DMR-1640</b> This mechanical roller cam in an injector	Dur@50 252/256 cu in 455 Olds and 596.3 torqu CFM range. Ex Dur@50 236/246 a in 455 Olds eng 0:1 compression Needs a 2800+ Dur@50 267/274 in 455 Olds eng PM using 12:1 cd p use. Needs a 3 Dur@50 278/288 cd 511 cu in 455	Dur@006 278/282 engine with DMI e @ 4900 RPM cellent for strip u Dur@006 280/289 gine with DMR p on 93 octane pu converter, intake Dur@006 300/307 ine with DMR po ompression on 11 700+ converter, i Dur@006 340/352 Olds engine with	Gross/Lift .596/.608 With DMR por using 11:1 com use. Needs a 300 Gross/Lift .552/.552 orted heads mad ump gas. Needs a, headers and 3. Gross/Lift .696/.696 orted aluminum 0 octane pump intake, headers a Gross/Lift .752/.722 h DMR ported	Lobe/Sep 114/111 rted aluminum heads ported heads pression on 91 octane pump gas. 00+ converter, intake, headers and Lobe/Sep 112/108 le 505.2 horsepower @ 5100 RPM ported heads that flow in the 300 73 gears. Rough idle. Lobe/Sep 108/104 heads made 613.3 horsepower @ gas. Needs ported heads that flow and 4.56+ gears. Rough idle. Lobe/Sep 110/106 aluminum heads made 757 horse-

power @ 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.

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 ± 5000 RPM and 580.6 torque @ 4100 RF the 300 CFM range. Excellent for street combo for a blower application.	in 455 Olds engi M using 8.5 cor /strip use. Needs	ine with DMR po npression on 93 s a 3000+ conver	orted aluminum octane pump ga ter, intake, hea	heads made 524.3 horsepower @ is. Needs ported heads that flow in ders and 3.23+ gears. Also a great		
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 eng	gine with DMR J	ported aluminum	m heads made 620 horsepower @		
6200 RPM and 569 torque @ 5400 RPM the 385 CFM range. Excellent for perfor Rough idle.	using 10.5:1 co mance street/str	mpression on 91 ip use. Needs a 3	octane pump ga 000+ converter	as. Needs ported heads that flow in , intake, headers, and 4.10+ gears.		
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						

(a) 6400 RPM and 434.9 torque (a) 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 hydroulic roller com in a 406 au	in 155 Olds angi	no with DMP nor	tod aluminum ha	ada mada 588 8 h

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
	0				1 1

"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.

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 295/313 .534/.518 107 Flat 243/257 "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 299/319 107 Roller 243/257 .568/.553 "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 vet also deliver increased engine vacuum. Can be used in any street/strip application where both throttle response and top end horsepower are desired. Dur@50 Dur@006 Gross/Lift Cam number 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-42-221-4 256/268 212/218 .453/.456 110 Flat 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 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 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 High performance street, very strong mid range, needs adjustable valve train, headers and 2200+ converter. Adjustable valve train required. Power range 1800-6000 284/296 COM-42-225-4 240/246 541/.544 110 Flat 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 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 Daily driver, strong torque, smooth idle. Adjustable valve train required. Requires bronze distributor gear. Power range

1000-5000.

COM-42-423-9	224/230	276/282	.505/.505	110	Roller	
Great for street machines. Needs	s 2000+ converte	er, headers and lo	ow gears. Adjusta	able valv	e train required. Re	quires bronze
distributor gear. Power range 18	00-5600.					

COM-42-433-9236/242290/296.515/.533110RollerRough idle. Needs 2800+ converter, 9.5:1 compression and lower gears. Adjustable valve train required. Requires bronzedistributor 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 are 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 t	orque and econor	my, 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-42-229-4218/218268/268.456/.456110Performance 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-42-231-4230/230280/280.490/.490110Rough idle. Today's version of yesterdays Muscle car cams (1968-1971 W-31 or W-32). Good for street machine with mild2200+ 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.

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 wit required. Power range 3000-6800.	h 455+ cu in. Ne	eds 3500+ conve	rter, headers and	l lower gears. Adjustable valve train		
The following "Factory Muscle	e" hydraulic flat	tappet cam is too	lay's OEM versi	on of yesterdays Muscle Car cams.		
Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep		
COM-42-114-3 Replacement for factory ID# 402104 fe	233/233 or 1968 1971 W	308/308 31 or W 32 Pou	.474/.474	113		
Replacement for factory $10\pi + 0219 + 10$	51 1900-1971	-51 01 W-52.10W	er range 1800-5			
The following mechanical flat t	tappet cam is des	signed for drag re	acing.			
COM-42-655-5	250/256	285/294	.568/.545	108		
Great torque in full body car with 4 3500-6500.	400+ cu in and	3500+ convert	er. Adjustable	valve train required. Power range		
The following hydraulic flat tap	opet cams are de	signed for marin	e applications.			
Cam number	Dur@50	Dur@006	Gross/Lift	Lobe/Sep		
<b>COM-42-229-4</b> Economy and improved power, skiing a	218/218 and pleasure boa	268/268 ting. Power range	.456/.456 e 1500-5500.	110		
	220/220	200/200	400/400	110		
Great for 455 jet boat with A or B impe	eller. Performanc	280/280 e and skiing. Pov	.490/.490 wer range 2000-	6000.		
COM-42-236-4	244/244	292/292	.518/.518	110		
River or bracket performance for B imp	peller in jet boat.	Needs adjustabl	e valve train. Po	ower range 2500-6500.		
The following "Voodoo" hydra of hydraulic camshafts. This means mo with maximum horsepower and torque.	ulic flat tappet o re throttle respon	camshafts delive nse, quicker acce	r more area und eleration, more v	ler the curve than any other series vacuum, better efficiency, combined		
Cam number	Dur@50	Dur@006	Gross/Lift	Lobe\Sep		
LUN-06800 The best shoins for all food back OEN	207/213	250/256	.466/.485	112/108		
Excellent for RV, pleasure boats and to	wing. Power rang	ge 800-5000		ange horsepower and torque gains.		
LUN-06801	213/219	256/262	.485/.499	112/108		
The best choice for 350 daily driven str to mid range. Will work with A/C, pow	eet performance er brakes, and st	car. Good torque ock converter. Fa	e and horsepowe air idle. Power ra	er with heavier emphasis on the low ange 1000-5300		
<b>LUN-06802</b> Torque monster for 400-455 daily drive low to mid range. Will work in ski boat	219/227 in street perform. applications with	262/268 ance car. Excelle th 455. Choppy i	.499/.510 nt torque and ho dle. Power range	112/108 prsepower with heavier emphasis on e 1300-5500		
LUN-06803	227/233	268/276	510/ 522	110/106		
High performance street/strip camshaf 2200-2400 stall converter with 3.23 to	ft for 350 engine 3.42 rear gears.	es, touring type Very noticeable i	400-455 cars w dle. Power range	ith 9 or 9.5:1 compression. Needs e 1600-5800		

LUN-06804	233/241	276/284	.522/.539	110/106
Hot street or bracket cam for 350 engine	es or heavier 400	-455 cars. Will 1	need 9.5:1 compi	ression, 2800-3000 stall converter
and 3.42 to 3.73 rear gears. Will like up	to 200 horsepow	ver nitrous. Very	rough idle. Powe	er range 2000-6000
LUN-06805	227/233	268/276	.510/.522	110/106
Serious street or bracket cam for 350-455	engines in slight	ly lighter cars. W	ill need 10:1 com	pression or better, 3000-3500 stall
converter and 3.73 to 4.11 rear gears. W	ill like up to 250	horsepower nitr	ous. Very radical	l idle. Power range 2400-6200
LUN-06805-LK Same as LUN-06805 e	except valve lifte	rs included.		
The following "Bracket Master	II" hydraulic flo	it tannat came ai	re for some high	performance street machines and
mild performance Bracket racing appli	n nyuruune nu rations They pro	vide excellent n	e joi some nign	d nower hand and give that loney
idle so many people like	unons. They pro	viac excellent pe		a power bana and give that topey
tute 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 highwa	v towing. Power	r range 1800-460	)0	
	<i>.</i>	8		
LUN-00080-LK Same as LUN-00080 e	except valve lifte	rs included.		
LUN-00084	220/220	283/283	.451/.451	110/106
Fair idle. Performance street use. Will	work with stock	valve train. Pow	ver range 1500-48	380.
			C	
LUN-00084-LK Same as LUN-00084 e	except valve lifte	rs included.		
LUN-00083	224/234	290/300	.496/.520	112/108
Fair idle. Performance street use. Good	l mid range hors	sepower for brack	ket racing. Powe	r range 2500-5500.
	U	1	C	e
LUN-00083-LK Same as LUN-00083 e	except valve lifte	rs included.		
The following High Efficiency l	ndraulic flat tan	net cams are co	mnuter designed	for increased performance along
with improved fuel efficiency. These can	ishafts offer a su	hstantial increas	se in low RPM ne	erformance and maintain compat-
<i>ibility with most OEM computer control</i>	led vehicles.			.joi manee ana mannan compar
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 towi	ng and economy	. Power range 12	200-4200.	
	-	2		
LUN-06185	210/210	260/260	.470/.470	110/106

LUN-0618	6	218/218	268/268	.518	3/.518	110/106
Good idle.	Good street machine o	r mild boat cam,	Power range	1500-5200.		

Smooth idle. Excellent towing and highway performance. Power range 1200-4800.

LUN-318A	1LUN	207/207	262/262	.461/.461	112/106
Good idle.	Good for power and eco	onomy with good va	acuum. Power r	ange 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.			

<b>LUN-11801</b> W-30 replacement cam. Power range 3	244/244 000-6500.	320/320	.475/.475	110/106						
The following "Street Master" hydraulic flat tappet cams are single pattern designed performance cams, specifically designed for hot pro street cars and some Bracket applications. They offer a tighter lobe separation for greater overlap and may require some engine modifications. These cams have a definite rough idle and operate in the 2000-6500 RPM range.										
Cam number	Dur@50	Dur@006	Gross/Lift	Lobe\Sep						
LUN-318A2LUN	217/221	272/276	.485/.485	110/104						
Good idle. Moderate street with good va	acuum and broad	l torque curve. Po	ower range 0000	-5000.						
<b>LUN-07181</b>	255/225	275/275	.508/.508	108/104						
Good idle. Works with stock converter	and headers. Ne	eeds lower gear w	vith 350 engine.	Power range 1600-5500.						
LUN-318A3LUN221/230276/286.485/.485112/106Fair idle.Largest cam recommended for daily driver.Good low end and mid range torque and horsepower.Power range 1000-6400.										
<b>LUN-07182</b>	235/235	285/285	.540/.540	108/104						
Rough idle. Needs headers, gear and m	ild converter. Ge	ood Pro Street ca	m. Power range	2000-6000.						
<b>LUN-07183</b>	245/245	295/295	.569/.569	108/104						
Rough idle. Great street or lake racer je	et boat cam. Nee	ds increased com	pression. Powe	r range 2500-6500.						
The following "Special Purpose" hydraulic flat tappet cams are specially 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 <b>LUN-31801</b> Good idle. High performance street/plea converter, headers, 9:1 compression and	Dur@50 288/235 sure ski boat. Go l 3.73 gears. Pow	Dur@006 285/300 od low end and m er range 2600-56	Gross/Lift .496/.496 nid range torque a 500.	Lobe\Sep 110/106 and horsepower. Needs 2500-3000						
<b>LUN-31803</b>	241/241	310/310	.494/.494	110/106						
Fail idle. Bracket racing with 350. Nee 3000-6200.	ods 3000-3500 co	onverter, headers	, 9.5:1 compres	sion and 3.73 gears. Power range						
<b>LUN-318A4LUN</b>	231/239	288/296	.517/.541	110/104						
Lopey idle. High performance street/mirrange 2800-6500.	ild strip. Needs 3	3000 converter, ł	neaders, 9.5:1 co	ompression and 3.73 gears. Power						
<b>LUN-31805</b>	242/252	310/320	.520/.520	110/106						
Rough idle. Bracket racer with 455 and	10" converter w:	ith 4.88 gear. Pow	wer range 3200-6	5500.						
<b>LUN-31806</b>	244/244	308/308	.540/.540	110/106						
Lopey idle. Works well in weekend car	or ski boat with j	et drive. Power r	ange 3000-6500							
<b>LUN-31815</b> Rough idle. Super Pro or Super Gas with Power range 3400-6800.	245/245 a 455 and automa	295/295 atic transmission	.569/.569 using 8" convert	108/104 er. Needs increased compression.						
<b>LUN-318A5LUN</b> Rough idle. Bracket racing with light we Power range 4200-7200.	239/247 eight car. Needs 4	296/304 4000-4500 conve	.541/.565 rter, headers, 10	108/102 5:1 compression and 4.10+ gears.						

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 <b>LUN-51803</b> Hydraulic roller with good idle. Imp 1500-5200.	Dur@50 209/213 proved low and	Dur@006 270/279 mid range torqu	Gross/Lift .443/.477 e and horsepow	Lobe\Sep 112/108 ver over stock ca	am. Power range
<b>LUN-51804</b> Hydraulic roller with good idle and imp	213/218 proved mid range	279/287 torque and horse	.477/.502 epower. Power ra	112/108 ange 1500-5500.	
<b>LUN-51809LUN</b> Hydraulic roller with choppy idle. Exce range 1700-5700.	218/226 ellent replacemen	287/298 at cam for 307 mo	.502/.512 ptors with increa	113/110 sed torque and h	orsepower. Power
<b>LUN-51810LUN</b> Hydraulic roller with lopey idle. Excelle and horsepower. Power range 2000-620	232/242 ent cam for street 0.	290/300 t rods or Pro stree	.544/.560 et cars with excel	110/106 llent mid range a	nd top end torque
The following solid roller "Spec shafts are computer designed to take ad	ial Purpose" car wantage of the m	ns are specifically aximum area und	y designed for a <u>p</u> ler the curve with	particular applic hout destroying v	ation. These cam- alve components.
Cam number LUN-51805 Excellent street roller. Good mid range	Dur@50 244/244 power. Power ra	Dur@006 304/304 ange 3000-6500.	Gross/Lift .563/.563	Lobe\Sep 110/106	Roller
<b>LUN-51802</b> Super stock or bracket race for 455 with	281/281 h automatic trans	318/318 mission. Power	.688/.688 range 4500-7600	104/102 ).	Roller
<b>LUN-51808LUN</b> Rough idle, bracket racing 455. Excell 11:1 compression, 4.10 gear or better.	268/276 ent mid range ar Power range 400	301/309 nd top end torque 0-7200.	.669/.669 e and horsepowe	106/102 r. Needs 4500 co	Roller onverter, headers,
<b>LUN-518A1LUN</b> Rough idle, high performance street. Norrange 2500-6500.	242/250 eeds 2500-3000 o	278/285 converter, header	.593/.593 s, 9:1 compressi	112/106 on or better and i	Roller 3.73 gears. Power
<b>LUN-518A2LUN</b> Rough idle, high performance/mild stribetter. Power range 3500-7000.	259/269 ip. Needs 3500 c	295/305 converter or 4 spe	.593/.593 eed, headers, 10:	110/104 1 compression, a	Roller and 4.10 gears or
<b>LUN-518A3LUN</b> Rough idle, high performance street/str range 2500-7000.	255/263 ip. Needs 3000 co	288/296 onverter, headers,	.668/.668 , 10:1 compressio	109/102 on, and 4.10 gear	Roller rs or better. Power
<b>LUN-518A4LUN</b> Rough idle. Good for bracket racing in 4.56 gears or better. Power range 4000-	271/279 the 10 second ra 7000.	302/310 nge. Needs 4000	.683/.683 -4500 converter,	108/102 headers, 10:1+	Roller compression, and
<b>LUN-518A5LUN</b> Rough idle. Good for Super Stock/Sup sion, and 4.88 gears or better. Power ran	275/283 er Gas with good nge 4800-7800.	306/314 d breathing heads	.683/.683 s. Needs 5000 cc	108/102 onverter, headers	Roller , 11:1+ compres-

LUN-518A6LUN280/288312/321.731/.727108/102RollerRough idle. Good for Super Gas/bracket racing in a lighter car. 5000-5500 converter, headers, 12:1+ compression, and 4.88gears or better. Power range 4800-8500.

LUN-418A1LUN243/251276/284.551/.565110/104FlatRough 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 2500-6500.800 converter, headers, 9:1 compression, and 3.55+

LUN-418A2LUN252/261285/295.560/.560110/104FlatRough 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-418A3LUN255/263288/296.576/.593108/102FlatRough 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-418A4LUN263/271296/304.593/.593108/102FlatRough 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-418A5LUN271/279302/312.593/.593110/104FlatRough 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.

**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 BLOWER BOOST													
Comp	Pump Gas								Race Gas				
Ratio	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 indended to be used as exact.													