

**ELGIN PRO
STOCK**

Catalog No. EPS-25

Supersedes Catalog No. EPS-22

PERFORMANCE PARTS

PUSH RODS / CAMSHAFTS / VALVES / SPRINGS / ROCKER ARMS / LIFTERS / & MUCH MORE



WHERE WORLD-CLASS ENGINES BEGIN!



Whether your goal is to win your class in drag racing or circle track competition or simply command respect at regional and national car shows, the path to building a world-class engine begins with choosing the right parts from the right manufacturer.

Premier engine builders and performance enthusiasts worldwide master this journey with one of the industry's most respected and enduring brands — Elgin PRO-STOCK® high-performance components from USA-based manufacturer Elgin Industries.

From complete power-adding valvetrain packages to our impressive lineup of race-winning parts for GM LS Series engines, Elgin PRO-STOCK offers a proven path to unforgettable performance.

BORN AT THE BRICKYARD.

Elgin's racing heritage dates back to the early years of the Indianapolis 500 when the iconic Elgin Piston Pin Special — driven by the likes of Frank Brisko, Duke Nalon and Emil Andres — wowed thousands of spectators at the legendary Brickyard. Elgin technologies were also on display in an array of early stock car and road racing events, including the grueling Carrera Panamerica races of the early 1950s.

Fast forward to today: We can help you attack any performance challenge with precision-engineered, USA-quality components crafted from only the finest materials. These include:

- Camshafts
- Lifters
- Pushrods
- Rocker arms, studs & kits
- Valves, springs, inserts, retainers, locks & kits
- Valve guides & seals
- BLACK ICE™ super-cryo'd engine parts
- Timing sets
- Top end kits
- Oil pumps
- Head bolts
- Expansion plug kits
- Harmonic balancers & bolt kits
- Flexplates/flywheels & bolts
- Chassis parts



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For a complete listing of ELGIN products refer to the following catalogs:

CHASSIS PARTS	CP-17	COIL SPRINGS	CS-17
ENGINE PARTS	EP-18	HEAVY DUTY ENGINE PARTS	HDE-18
HEAVY DUTY FRONT AXLE PARTS	HD-17		

Elgin PRO STOCK® Camshafts: The Right Power for Every Engine

Elgin PRO STOCK cam and cam/lifter kits cover every conceivable performance requirement – from oval and drag racing to street performance to light-truck towing applications to marine engines to RVs. Regardless of your goal – boost low-end torque, increase fuel economy or just flat-out embarrass the “other guy” – you’ll find the answer right here.

Each Elgin PRO STOCK camshaft is precision-machined and hardened from a premium-quality blank manufactured in certified U.S. facilities. As a leading supplier of performance, standard automotive and RV camshafts, Elgin enjoys a well-earned reputation for quality, performance and value.

But first a few tips...and some hard-and-fast rules:

- Your new cam is highly dependent on the other parts you install. Don't lose sight of your performance objective by trying to save a few pennies on other components.
- **ALWAYS** replace the lifters when installing a new cam. Old lifters will quickly score the lobes of your new cam, leading to degraded performance and premature failure. Always use Elgin® Engine Pre-Lube (#EPL-4) on lobes and lifter bottoms.
- Be certain there is adequate CLEARANCE between the valves and pistons after installing your new cam. Failure to do so could lead to component failure. Also make sure the valve springs DO NOT coil bind with the new cam.
- Cam break-in procedures MUST be carefully followed to ensure superior performance and reliability. Do NOT allow the engine to run UNDER 1500 RPM for the first five minutes to one hour! This prevents spalling of critical cam surfaces, ensuring exceptional service life.

Camshaft Break-In Procedures

Important! As soon as the engine fires, bring the engine RPM to 1500 to 2000 during the first 30 minutes of operation. Slower engine speeds may not supply the camshaft with an adequate amount of oil for the break-in period. Change RPM periodically to direct oil splash to different areas of the camshaft. After the 30 minute break-in period, change the oil and filter again to be sure all contaminants and break-in lube are removed from the engine. If the camshaft you are using requires double valve springs, we recommend removing the inner spring for camshaft break-in.

It is highly recommended to use Elgin Remedy ZDDP-4 when breaking in a new flat tappet camshaft. This exclusive blend of zinc, moly and other proven wear additives will restore today's oils to pre-OBD quality and performance and ensure that your new Elgin cam and lifters will not prematurely wear.

There is absolutely no warranty on any parts used in racing applications. There is no warranty on products that have been physically altered, improperly installed or maintained, used in improper applications, abused or not used in conjunction with the proper parts.

Understanding Elgin PRO STOCK® Cam Ranges

To help you select the perfect part, Elgin PRO STOCK® cams are organized into five distinct performance categories, from nearly stock (Range A) to oval track and bracket racing (Range E).

The descriptions that follow cover cam performance characteristics within each Elgin PRO STOCK® range. (Please note: Durations shown are at .050" cam lift.) Recommended engine/vehicle modifications are listed to help you achieve your performance goals.

Range A (Hydraulic: Up to 195° Effective Duration)

Smooth stock type idle. Good low end torque in 1600 - 2000 RPM range. Operating power range 1000 - 3200 RPM. Best fuel economy cam with correct equipment. Good choice for heavy towing. Will work with stock or slightly modified engine, stock automatic or manual transmission. Compression 9.0 to 1 or less. Recommended spring pressure 95 lbs. for valve on seat; 240 lbs. for valve open. Stock axle ratio 3.50 to 1 and lower. Not recommended for racing.

Range B (Hydraulic: 195° - 210° Effective Duration)

Good to fair idle quality. Good low end torque and response in 1800 - 2600 RPM range. Good low end and mid-range power in 1500 - 4000 RPM operating range. Good fuel economy cam with correct equipment. Good choice for light towing. Compression 9.5 to 1 or less. Will work with stock or slightly modified engine, stock automatic or manual transmission. Recommended spring pressure 105 lbs. for valve on seat; 265 lbs. for valve open. Stock axle ratio 3.20 to 4.20 to 1 range. Not recommended for racing.

Range C (Hydraulic: 210° - 225° Effective Duration) (Mechanical: 220° - 235° Effective Duration)

Fair idle quality with lope. Good mid-range torque and response in 2400 - 3200 RPM range. Operating power range 2000 - 4800 RPM. Good fuel economy cam with correct equipment. Good choice for light towing. Compression 10.3 to 1 or less. Will work with stock or slightly modified engine, stock automatic or manual transmission. Recommended spring pressure 110 lbs. for valve on seat; 280 lbs. for valve open. Axle ratio 3.70 to 1 or higher is best. Recommended for mild bracket racing.

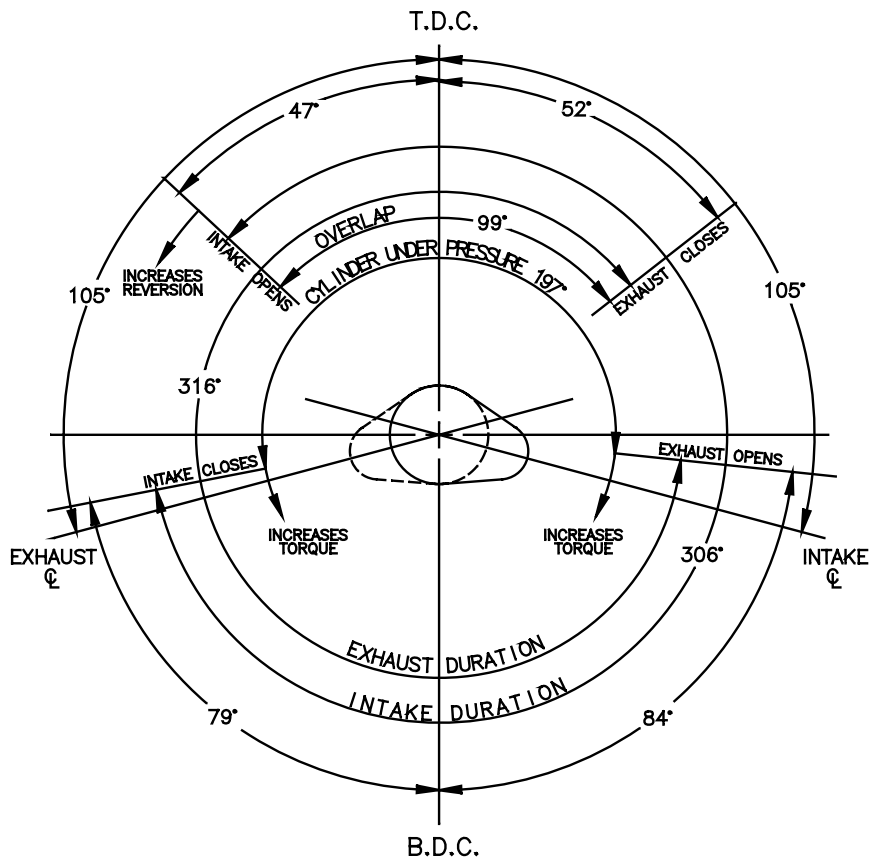
Range D (Hydraulic: 225° - 240° Effective Duration) (Mechanical: 235° - 250° Effective Duration)

Rough idle quality. (Note: Intake vacuum may be too low for power brakes, etc.) Good mid-range torque in 3000 - 4000 RPM range. Good mid-range power operating range 2200 - 5400 RPM. Average fuel economy cam. Not recommended for towing. Increased compression ratio best, 10.5 to 1 or 11.0 to 1. Some engine modification required. Use manual or automatic transmission with high stall converter. Recommended spring pressure 120 lbs. for valve on seat; 300 lbs. for valve open. Axle ratio 3.90 to 4.50 to 1 is best. Recommended for limited oval track.

Range E (Hydraulic: 240° - 255° Effective Duration) (Mechanical: 250° - 265° Effective Duration)

Rough idle quality with heavy lope. (Note: Intake vacuum will not operate power brakes, etc.) Good mid to high RPM torque in 3800 - 5000 range. Good high RPM power, operating range 3200 - 6500 RPM. Average to poor fuel economy. Definitely do NOT use for towing. Increased compression ratio required 10.5 to 1 to 12.0 to 1. Competition engine modifications required. Use only heavy duty manual or automatic transmission with high stall converter. Recommended spring pressure 125 lbs. for valve on seat; 325 lbs. for valve open. Axle ratio 4.20 to 1 is best. Competition headers and valve job recommended. Recommended for oval track or bracket drag racing.

How To Degree Your Camshaft



Degreeing a camshaft enables you to locate the valve motion in relation to the piston movement or, stated another way, to identify cam rotation relative to the rotation of the crankshaft. In short, it is an important step in maximizing engine performance.

Elgin PRO STOCK® engineers recommend using the “lobe center line” method - the easiest and most accurate process - to degree your cam.

Step 1: Find top-dead-center on the #1 piston.

Step 2: Locate the maximum lift point on the #1 intake lobe. This can be done by placing a dial indicator on the lifter and rotating the engine until maximum lobe lift is achieved. Note: You'll notice the crankshaft will rotate 2 to 3 degrees in either direction without registering on the indicator. To accurately locate maximum lift point, rotate the engine and allow the lifter to drop .050" on either side of maximum lift. Then count the number of degrees between these two points and mark the point halfway between the two outer marks. This is the “theoretical intake center line,” or maximum lift point.

Step 3: Locate this center line in the proper position in relation to top-dead-center. For example, if your cam is ground with 106-degree lobe separation and you want to install it straight-up, simply locate the “intake center line” at 106 degrees from the TDC mark. If you want to advance it 2 degrees, locate the intake center line at 104 degrees from TDC. (The valve timing diagram above will help you understand how cam location modifications affect an engine's torque characteristics.)



CLASSIC MUSCLE CAMSHAFTS

Chevrolet Small Block: 8 Cyl. 262-400 CID (1955-02)

1.5 RAR

All Small Block Chevrolet camshafts may be used in the '55-'56 engines if late model cam bearings are used. Camshafts for the 265 engine must be modified by machining a slot in the rear journal .427" wide and .225"-.235" deep.

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ OEM #
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing.									
Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-274-S	1500-4000	Int	.390	258	194	40	Hyd.	108	HL-1817
		Exh	.410	269	202			116	3733431/3896929
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified									
Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-900-P	2000-4800	Int	.395	287	228	66	.012	108	VT-1992
		Exh	.401	287	230		.018	112	3736097
E-903-P	2000-4800	Int	.447	290	223	62	Hyd.	110	HL-1817
ICE200903 (Black Ice)		Exh	.447	290	223			118	3863151
E-921-P	2000-4800	Int	.450	292	224	59	Hyd.	114	HL-1817
		Exh	.460	288	224			114	3896962
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required.									
Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-904-P	2200-5400	Int	.459	295	242	67	.020	110	VT-1992
		Exh	.485	308	254		.025	122	3972178
Oval Track & Bracket Race Cams - Rough Idle with Heavy Lope. Competition Engine Modifications & High									
Stall Converter Required. Compression 10.5:1 or 12:1. Spring Pressures - 125 lbs. On Seat - 325 lbs. Open									
E-901-P	3200-6500	Int	.485	314	254	86	.030	110	VT-1992
		Exh	.485	314	254		.030	118	3849346
E-902-P	3200-6500	Int	.494	304	257	89	.022	108	VT-1992
		Exh	.512	320	270		.024	116	3927140

Chevrolet Big Block: 8 Cyl. 366-454 CID (1965-00)

1.7 RAR

When installing the following camshafts in the 1991 and later 454 "L19" V8 Engine with a "NET BUILD LASH" non-adjustable valvetrain, it may be necessary to convert to an adjustable valvetrain by using Pre-'91 valve components. The 1965-66 396 engines did not have an oil groove in the rear cam bearing bore. When using the camshafts below in these engines, it is necessary to machine a 3/16" wide x 7/64" deep groove in the center of the rear cam journal or the I.D. of the rear cam bearing.

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ OEM #
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-574-S	1500-4000	Int	.398	271	196	44	Hyd.	110	HL-1817
		Exh	.398	271	196			117	3874872
E-787-S	1500-4000	Int	.398	269	193	52	Hyd.	108	HL-1817
		Exh	.430	278	204			113	3953544/3963544
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-596-S	2000-4800	Int	.440	285	210	63	Hyd.	110	HL-1817
		Exh	.440	295	213			117	353040
E-1589-S	2000-4800	Int	.476	290	214	66	Hyd.	110	HL-1817
		Exh	.496	303	218			120	3883986
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-905-P	2200-5400	Int	.520	310	242	75	.020	108	VT-1992
		Exh	.520	297	242		.024	120	3904362
Oval Track & Bracket Race Cams - Rough Idle with Heavy Lope. Competition Engine Modifications & High Stall Converter Required. Compression 10.5:1 or 12:1. Spring Pressures - 125 lbs. On Seat - 325 lbs. Open									
E-906-P	3200-6500	Int	.559	342	264	96	.022	108	VT-1992
		Exh	.580	333	270		.026	116	3928911

Use Elgin Remedy ZDDP-4 with your cams



Chrysler: 8 Cyl. 273-318 CID (1964-03)

1.5 RAR

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ OEM #	
Smooth Stock Idle. Best Fuel Economy Cam. Good Choice for Heavy Towing. Spring Pressures - 95 lbs. On Seat - 240 lbs. Open									
E-577-S	1000-3200	Int	.373	264	181	50	Hyd.	110	HL-2011
		Exh	.400	274	192			108	4227879
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-578-S	1500-4000	Int	.429	279	209	50	Hyd.	112	HL-2011
		Exh	.444	289	220			116	2899206

Chrysler: 8 Cyl. 350-440 CID (1958-78)

1.5 RAR

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ OEM #
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-327-S	1500-4000	Int	.431	283	208	64	Hyd.	110	HL-2011
		Exh	.429	296	210			116	2532190
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-1094-P	2000-4800	Int	.447	302	213	87	Hyd.	112	HL-2011
		Exh	.459	324	225			118	2843564/3512907

Ford: 8 Cyl. 221-302 CID (Exc. H.O.) (1962-01)

1.6 RAR

(Firing Order 1-5-4-2-6-3-7-8). These cams can be used in the 351W & 302 HO engines by re-wiring the distributor to above Firing Order.

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ OEM #
Smooth Stock Idle. Best Fuel Economy Cam. Good Choice for Heavy Towing. Spring Pressures - 95 lbs. On Seat - 240 lbs. Open									
E-560-S	1000-3200	Int	.368	293	184	62	Hyd.	114	HL-1900
		Exh	.380	263	189			104	C3AZ-6250-V
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-811-S	2000-4800	Int	.477	310	228	82	.018	108	VT-2000
		Exh	.477	310	228		.018	120	C3OZ-6250-C

Ford: 8 Cyl. 302 H.O. (1985-95) 351W (1994-97)

1.6 RAR

Specifically designed to be used in engines originally produced using roller tappets. Use the 351W Firing Order 1-3-7-2-6-5-4-8 when using in 1985-95 302 HO engines. Can be used in the 1985-89 302 Standard engine by re-wiring the distributor to Firing Order 1-3-7-2-6-5-4-8. On EFI applications, a mass air induction system must be used.

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ OEM #	
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-836-S	1500-4000	Int	.444	298	210	55	RLR	116	HL-2205
		Exh	.444	282	211			115	F1ZZ-6250-A

Use Elgin Remedy ZDDP-4 with your cams



CLASSIC MUSCLE CAMSHAFTS

Ford: 8 Cyl. 302 H.O. (1982-85) 351W (1969-91)

1.6 RAR

Firing Order 1-3-7-2-6-5-4-8. These cams are used in the 221 thru 302 engines by re-wiring the distributor to above Firing Order.

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ OEM #
Smooth Stock Idle. Best Fuel Economy Cam. Good Choice for Heavy Towing. Spring Pressures - 95 lbs. On Seat - 240 lbs. Open									
E-643-S	1000-3200	Int	.416	270	194	55	Hyd.	103	HL-1900
		Exh	.416	270	194			112	C90Z-6250-A

Ford: 8 Cyl. 330-428 CID (1963-78)

1.73 RAR

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ OEM #
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-572-S	1500-4000	Int	.433	273	192	51	Hyd.	113	HL-2083
		Exh	.436	281	199			111	C7AZ-6250-A
E-573-S	1500-4000	Int	.442	274	192	55	Hyd.	108	HL-2083
		Exh	.442	274	192			111	C6AZ-6250-A

Ford: 8 Cyl. 351C, 351M, 400 CID (1970-82)

1.73 RAR

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ OEM #	
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-806-S	2000-4800	Int	.481	287	207	63	Hyd.	120	HL-1900
		Exh	.489	307	221			110	D2ZZ-6250-B

Ford: 8 Cyl. 370-460 CID (1968-99)

1.73 RAR

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ OEM #
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open								
E-589-S	1500-4000	Int	.437	273	193	53	Hyd.	110
		Exh	.480	287	206		116	
								HL-1900 C8SZ-6250-A

Oldsmobile: 8 Cyl. 260-455 CID (1967-85) 39° Bank Angle

1.6 RAR

The following camshaft base circles are 0.100" to 0.150" smaller diameter than stock camshafts. Since these engines have non-adjustable rocker arms, the use of longer push rods or adjustable rocker arms may be necessary.

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ OEM #	
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-590-S	1500-4000	Int	.399	276	187	62	Hyd.	106	HL-1951
		Exh	.401	290	200			112	400084
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-908-P	2200-5400	Int	.474	329	232	103	Hyd.	107	HL-1951
		Exh	.474	329	232			119	402194

Use Elgin Remedy ZDDP-4 with your cams

PERFORMANCE CAMSHAFTS



American Motors: 6 Cyl. 199-288 CID (1964-91)

1.5 RAR

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open								
E-1122-P	1500-4000	Int	.421	280	208	56	Hyd.	110
		Exh	.421	280	208			114
								HL-2011 CL-1122PK

American Motors: 8 Cyl. 290-401 CID (1966-92)

1.6 RAR

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-587-S	1500-4000	Int	.425	263	196	41	Hyd.	110	HL-2011
		Exh	.425	263	196			113	CL-587K
E-912-P	1500-4000	Int	.449	280	204	65	Hyd.	105	HL-2011
		Exh	.473	289	214			115	CL-912PK
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-1224-P	2000-4800	Int	.472	272	214	70	Hyd.	107	HL-2011
		Exh	.496	282	224			117	CL-1224PK
E-910-P	2000-4800	Int	.477	293	223	65	Hyd.	114	HL-2011
		Exh	.477	293	223			114	CL-910PK
E-1226-P	2000-4800	Int	.497	300	224	73	Hyd.	109	HL-2011
		Exh	.520	304	234			119	CL-1226PK



Use Elgin Remedy ZDDP-4 with your cams



PERFORMANCE CAMSHAFTS

Buick: 6 Cyl. Even Fire 181-252 CID (1977-90)

1.6 RAR

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Smooth Stock Idle. Best Fuel Economy Cam. Good Choice for Heavy Towing. Spring Pressures - 95 lbs. On Seat - 240 lbs. Open									
E-1123-P	1000-3200	Int	.413	259	190	41	Hyd.	112	HL-1969
		Exh	.437	271	202			112	CL-1123PK
E-915-P	1000-3200	Int	.424	272	194	48	Hyd.	109	HL-1969
		Exh	.449	280	204			119	CL-915PK
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-1124-P	1500-4000	Int	.448	281	208	59	Hyd.	110	HL-1969
		Exh	.448	281	208			112	CL-1124PK
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-998-P	2000-4800	Int	.472	280	214	61	Hyd.	107	HL-1969
		Exh	.496	290	224			117	CL-998PK
E-914-P	2000-4800	Int	.496	290	224	76	Hyd.	107	HL-1969
		Exh	.496	290	224			117	CL-914PK
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-1063-P	2200-5400	Int	.520	306	234	87	Hyd.	107	HL-1969
		Exh	.542	316	244			117	CL-1063PK

Cadillac: 8 Cyl. 368-500 CID (1968-84)

1.72 RAR

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit	
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-1084-P	2000-4800	Int	.507	280	214	74	Hyd.	112	HL-1969
		Exh	.525	284	218			112	CL-1084PK

Chevrolet: 4 Cyl. OHV 112 (1.8L) (1982), 122 (2.0L) (1983-91)

1.5 RAR

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit	
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-1098-P	1500-4000	Int	.420	270	204	55	Hyd.	105	HL-1969
		Exh	.443	280	214			115	CL-1098PK

Use Elgin Remedy ZDDP-4 with your cams



PERFORMANCE CAMSHAFTS



Chevrolet: 6 Cyl. 194-250 CID (1962-84)

1.75 RAR

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Smooth Stock Idle. Best Fuel Economy Cam. Good Choice for Heavy Towing. Spring Pressures - 95 lbs. On Seat - 240 lbs. Open									
E-1021-P	1000-3200	Int	.464	273	194	57	Hyd.	105	HL-1817
		Exh	.491	282	204			115	CL-1021PK
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-1026-P	2000-4800	Int	.509	308	224	92	Hyd.	113	HL-1817
		Exh	.509	308	224			103	CL-1026PK

Chevrolet: 6 Cyl. 292 CID (1963-89)

1.75 RAR

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit	
Smooth Stock Idle. Best Fuel Economy Cam. Good Choice for Heavy Towing. Spring Pressures - 95 lbs. On Seat - 240 lbs. Open									
E-551-S	1000-3200	Int	.405	276	188	53	Hyd.	113	HL-1817
		Exh	.405	276	188			110	CL-551K

Chevrolet: 6 Cyl. 173 (2.8L), 207 (3.4L) (1980-96)

1.5 RAR

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit	
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-865-S	1500-4000	Int	.390	258	194	46	Hyd.	109	HL-2095
		Exh	.410	270	202			109	CL-865K
E-1125-P	1500-4000	Int	.420	280	208	60	Hyd.	108	HL-2095
		Exh	.420	280	208			112	CL-1125PK
E-999-P	1500-4000	Int	.421	278	204	59	Hyd.	107	HL-2095
		Exh	.444	288	214			117	CL-999PK



Use Elgin Remedy ZDDP-4 with your cams



PERFORMANCE CAMSHAFTS

Chevrolet: 6 Cyl. 90° Odd Fire 200-229 CID (1978-84)

1.5 RAR

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit	
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-926-P	1500-4000	Int	.421	278	204	56	Hyd.	111	HL-1817
		Exh	.444	289	214			117	CL-926PK
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-924-P	2000-4800	Int	.443	280	214	68	Hyd.	107	HL-1817
		Exh	.465	290	224			117	CL-924PK

Solid Flat Tappet Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-925-P	2200-5400	Int	.480	300	238	76	.022	107	VT-1992
		Exh	.480	300	238		.022	117	CL-925PK
E-1003-P	2200-5400	Int	.503	310	248	91	.022	107	VT-1992
		Exh	.525	320	258		.022	117	CL-1003PK

Chevrolet: 6 Cyl. 90° Even Fire 262 CID (1985-94)

1.5 RAR

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit	
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-1016-P	1500-4000	Int	.404	269	202	45	Hyd.	110	HL-1817
		Exh	.414	271	207			114	CL-1016PK
E-1032-P	1500-4000	Int	.410	271	203	54	Hyd.	111	HL-1817
		Exh	.410	285	214			115	CL-1032PK

Chevrolet: 6 Cyl. 90° Even Fire 262 CID (1985-94)

1.5 RAR

Hydraulic Roller Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-1033-P	1500-4000	Int	.404	270	202	55	RLR	108	HL-2148
		Exh	.410	284	213			116	CL-1033PK
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-1205-P	2000-4800	Int	.478	273	210	51	RLR	107	HL-2148
		Exh	.487	277	214			117	CL-1205PK

Use Elgin Remedy ZDDP-4 with your cams



PERFORMANCE CAMSHAFTS



Chevrolet Small Block: 8 Cyl. 262-400 CID (1955-02)

1.5 RAR

All Small Block Chevrolet camshafts may be used in the '55-56 engines if late model cam bearings are used. Camshafts for the 265 engine must be modified by machining a slot in the rear journal .427" wide and .225"-.235" deep.

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Smooth Stock Idle. Best Fuel Economy Cam. Good Choice for Heavy Towing.									
Spring Pressures - 95 lbs. On Seat - 240 lbs. Open									
E-1100-P	1000-3200	Int	.368	260	184	58	Hyd.	104	HL-1817
		Exh	.398	270	194			104	CL-1100PK
E-1005-P	1000-3200	Int	.398	270	194	50	Hyd.	107	HL-1817
		Exh	.420	278	204			117	CL-1005PK
E-1101-P	1000-3200	Int	.398	260	194	57	Hyd.	104	HL-1817
		Exh	.420	270	204			104	CL-1101PK
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing.									
Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-1127-P	1500-4000	Int	.387	258	190	40	Hyd.	108	HL-1817
		Exh	.410	269	202			116	CL-1127PK
E-860-S	1500-4000	Int	.404	269	202	40	Hyd.	115	HL-1817
		Exh	.414	271	207			114	CL-860K
E-919-P	1500-4000	Int	.408	280	208	60	Hyd.	107	HL-1817
		Exh	.408	280	208			113	CL-919PK
E-1128-P	1500-4000	Int	.420	280	208	58	Hyd.	106	HL-1817
		Exh	.420	280	208			116	CL-1128PK
E-923-P	1500-4000	Int	.421	278	204	59	Hyd.	107	HL-1817
ICE200923 (Black Ice)		Exh	.444	288	214			117	CL-923PK
E-1105-P	1500-4000	Int	.420	270	204	63	Hyd.	110	HL-1817
		Exh	.443	280	214			110	CL-1105PK
E-1787-P	1500-4000	Int	.428	260	204	41	Hyd.	105	HL-1817
		Exh	.428	260	204			115	CL-1787PK
E-1120-P	1500-4000	Int	.435	283	209	61	Hyd.	107	HL-1817
		Exh	.455	286	216			117	CL-1120PK
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-1129-P	2000-4800	Int	.429	295	218	75	Hyd.	108	HL-1817
		Exh	.429	295	218			112	CL-1129PK
E-1258-P	2000-4800	Int	.435	282	212		Hyd.	110	HL-1817
		Exh	.460	287	224			116	CL-1258PK
E-1028-P	2000-4800	Int	.437	300	224	84	Hyd.	107	HL-1817
		Exh	.437	300	224			109	CL-1028PK
E-1029-P	2000-4800	Int	.443	280	214	63	Hyd.	107	HL-1817
		Exh	.443	280	214			117	CL-1029PK
E-1069-P	2000-4800	Int	.443	280	214	68	Hyd.	105	HL-1817
		Exh	.443	280	214			115	CL-1069PK
E-922-P	2000-4800	Int	.444	288	214	69	Hyd.	107	HL-1817
ICE200922 (Black Ice)		Exh	.466	298	224			117	CL-922PK
E-1121-P	2000-4800	Int	.443	280	214	61	Hyd.	100	HL-1817
		Exh	.465	290	224			124	CL-1121PK
E-903-P	2000-4800	Int	.447	290	223	62	Hyd.	110	HL-1817
ICE200903 (Black Ice)		Exh	.447	290	223			118	CL-903PK
E-1785-P	2000-4800	Int	.450	274	218	62	Hyd.	102	HL-1817
		Exh	.450	274	218			110	CL-1785PK

Use Elgin Remedy ZDDP-4 with your cams





PERFORMANCE CAMSHAFTS

Chevrolet Small Block: 8 Cyl. 262-400 CID (1955-02)

1.5 RAR

Hydraulic Flat Tappet Camshafts

(continued)

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-921-P	2000-4800	Int	.450	292	224	59	Hyd.	114	HL-1817
		Exh	.460	288	224			114	CL-921PK
E-1166-P	2000-4800	Int	.453	282	216	64	Hyd.	112	
		Exh	.479	294	228			112	
E-1186-P	2000-4800	Int	.453	282	216	64	Hyd.	107	HL-1817
		Exh	.479	294	228			117	CL-1186PK
E-1065-P	2000-4800	Int	.458	284	218	64	Hyd.	105	HL-1817
		ICE201065 (Black Ice)	Exh	.458	284	218			115
E-1019-P	2000-4800	Int	.465	290	224	66	Hyd.	107	HL-1817
		Exh	.465	290	224			117	CL-1019PK
E-1015-P	2000-4800	Int	.465	290	224	76	Hyd.	107	HL-1817
		ICE201015 (Black Ice)	Exh	.488	300	234			117
E-1179-P	2000-4800	Int	.466	298	224	70	Hyd.	109	HL-1817
		Exh	.466	298	224			119	CL-1179PK
E-1788-P	2000-4800	Int	.467	280	222	60	Hyd.	105	HL-1817
		Exh	.467	280	222			115	CL-1788PK
E-1211-P	2000-4800	Int	.466	298	224	72	Hyd.	109	HL-1817
		Exh	.488	304	234			119	CL-1211PK
E-1842-P	2000-4800	Int	.480	283	224	67	Hyd.	107	HL-1817
		Exh	.486	291	230			113	CL-1842PK
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-1227-P	2200-5400	Int	.450	282	232		Hyd.	106	HL-1817
		Exh	.450	282	232			106	CL-1227PK
E-916-P	2200-5400	Int	.453	284	230	76	Hyd.	112	HL-1817
		Exh	.453	284	230			116	CL-916PK
E-1852-P	2200-5400	Int	.460	303	232	76	Hyd.	109	HL-1817
		Exh	.460	303	232			119	CL-1852PK
E-1846-P	2200-5400	Int	.465	285	230	73	Hyd.	102	HL-1817
		Exh	.465	285	230			110	CL-1846PK
E-1130-P	2200-5400	Int	.468	304	220	80	Hyd.	106	HL-1817
		Exh	.480	287	231			114	CL-1130PK
E-1784-P	2200-5400	Int	.480	284	228	60	Hyd.	107	HL-1817
		Exh	.480	284	228			117	CL-1784PK
E-920-P	2200-5400	Int	.480	288	232	72	Hyd.	106	HL-1817
		ICE200920 (Black Ice)	Exh	.480	288	232			110
E-1011-P	2200-5400	Int	.488	292	232	80	Hyd.	106	HL-1817
		Exh	.488	300	234			110	CL-1011PK
E-1180-P	2200-5400	Int	.488	303	234	75	Hyd.	109	HL-1817
		Exh	.488	303	234			119	CL-1180PK
E-1212-P	2200-5400	Int	.487	303	234	11	Hyd.	109	HL-1817
		Exh	.508	313	244			119	CL-1212PK
E-1165-P	2200-5400	Int	.488	303	234	96	Hyd.	106	
		Exh	.508	313	244			106	
E-1067-P	2200-5400	Int	.488	300	234	84	Hyd.	107	HL-1817
		ICE201067 (Black Ice)	Exh	.510	310	244			117

Use Elgin Remedy ZDDP-4 with your cams

PERFORMANCE CAMSHAFTS



Chevrolet Small Block: 8 Cyl. 262-400 CID (1955-02)

1.5 RAR

Hydraulic Flat Tappet Camshafts

(continued)

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Oval Track & Bracket Race Cams - Rough Idle with Heavy Lope. Competition Engine Modifications & High Stall Converter Required. Compression 10.5:1 or 12:1. Spring Pressures - 125 lbs. On Seat - 325 lbs. Open								
E-1132-P	3200-6500	Int	.434	312	244	96	Hyd.	107
		Exh	.434	312	244			110
E-1786-P	3200-6500	Int	.500	302	246	90	Hyd.	102
		Exh	.500	302	246			110
E-1024-P	3200-6500	Int	.508	302	246	84	Hyd.	106
		Exh	.508	302	246			112
E-1213-P	3200-6500	Int	.508	313	244	95	Hyd.	109
		Exh	.533	328	254			119
E-1006-P	3200-6500	Int	.510	310	244	99	Hyd.	107
		Exh	.533	320	254			117
E-1214-P	3200-6500	Int	.537	312	254	89	Hyd.	109
		Exh	.559	322	264			119

Solid Flat Tappet Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-900-P	2000-4800	Int	.395	287	228	66	.012	108	VT-1992
		Exh	.401	287	230		.018	112	CL-900PK
E-1187-P	2000-4800	Int	.456	258	219	36	.022	110	VT-1992
		Exh	.479	270	229		.022	118	CL-1187PK
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-918-P	2200-5400	Int	.446	294	239	57	.018	109	VT-1992
		Exh	.446	294	239		.018	118	CL-918PK
E-904-P	2200-5400	Int	.459	295	242	67	.020	110	VT-1992
		Exh	.485	308	254		.025	122	CL-904PK
E-1133-P	2200-5400	Int	.498	280	246	64	.030	106	VT-1992
		Exh	.498	280	246		.030	110	CL-1133PK
E-1200-P	2200-5400	Int	.507	283	249	71	.030	102	VT-1992
		Exh	.507	283	249		.030	110	CL-1200PK
E-1131-P	2200-5400	Int	.521	282	240	75	.024	104	VT-1992
		Exh	.521	290	250		.024	108	CL-1131PK
E-1243-P	2200-5400	Int	.531	282	248	38	.016	103	VT-1992
ICE201243 (Black Ice)		Exh	.542	286	251		.016	109	CL-1243PK
Oval Track & Bracket Race Cams - Rough Idle with Heavy Lope. Competition Engine Modifications & High Stall Converter Required. Compression 10.5:1 or 12:1. Spring Pressures - 125 lbs. On Seat - 325 lbs. Open									
E-901-P	3200-6500	Int	.485	314	254	86	.030	110	VT-1992
Same as GM #3849346		Exh	.485	314	254		.030	118	CL-901PK
E-902-P	3200-6500	Int	.494	304	257	89	.022	108	VT-1992
Same as GM #3927140		Exh	.512	320	270		.024	116	CL-902PK
E-1844-P	3200-6500	Int	.496	289	244	80	.022	102	VT-1992
		Exh	.516	299	254		.022	110	CL-1844PK

Use Elgin Remedy ZDDP-4 with your cams



Chevrolet Small Block: 8 Cyl. 262-400 CID (1955-02)

1.5 RAR

Solid Flat Tappet Camshafts

(continued)

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Oval Track & Bracket Race Cams - Rough Idle with Heavy Lope. Competition Engine Modifications & High Stall Converter Required. Compression 10.5:1 or 12:1. Spring Pressures - 125 lbs. On Seat - 325 lbs. Open									
E-1091-P	3200-6500	Int	.504	287	256	81	.026	99	VT-1992
Uses 1.5 Int./Exh.		Exh	.504	295	264		.026	111	CL-1091PK
ICE201091 (Black Ice)									
E-1091-P	3200-6500	Int	.538	290	256	84	.026	99	VT-1992
Uses 1.6 Int./Exh.		Exh	.538	298	264		.026	111	CL-1091PK
ICE201091 (Black Ice)									
E-1091-P	3200-6500	Int	.504	287	256	81	.026	99	VT-1992
Uses 1.5 Int./1.6 Exh.		Exh	.538	298	264		.026	111	CL-1091PK
ICE201091 (Black Ice)									
E-1091-P	3200-6500	Int	.538	290	256	84	.026	99	VT-1992
Uses 1.6 Int./1.5 Exh.		Exh	.504	295	264		.026	111	CL-1091PK
ICE201091 (Black Ice)									
E-917-P	3200-6500	Int	.512	309	262	90	.022	108	VT-1992
		Exh	.536	318	273		.024	116	CL-917PK
E-1843-P	3200-6500	Int	.516	299	254	93	.022	102	VT-1992
		Exh	.538	309	264		.022	110	CL-1843PK
E-1190-P	3200-6500	Int	.517	319	278	95	.030	107	VT-1992
		Exh	.517	319	278		.030	117	CL-1190PK
E-1195-P	3200-6500	Int	.533	283	250	75	.026	102	VT-1992
		Exh	.556	290	260		.028	110	CL-1195PK
E-1196-P	3200-6500	Int	.536	296	252	92	.016	104	VT-1992
		Exh	.526	312	266		.016	108	CL-1196PK
E-1175-P	3200-6500	Int	.538	290	258	84	.026	99	VT-1992
		Exh	.556	298	266		.026	111	CL-1175PK
E-1090-P	3200-6500	Int	.537	287	256	81	.026	99	VT-1992
Uses 1.5 Int./Exh.		Exh	.557	295	264		.026	111	CL-1090PK
ICE201090 (Black Ice)									
E-1090-P	3200-6500	Int	.573	290	256	84	.026	99	VT-1992
Uses 1.6 Int./Exh.		Exh	.594	298	264		.026	111	CL-1090PK
ICE201090 (Black Ice)									
E-1090-P	3200-6500	Int	.537	287	256	81	.026	99	VT-1992
Uses 1.5 Int./1.6 Exh.		Exh	.594	298	264		.026	111	CL-1090PK
ICE201090 (Black Ice)									
E-1090-P	3200-6500	Int	.573	290	256	84	.026	99	VT-1992
Uses 1.6 Int./1.5 Exh.		Exh	.557	295	264		.026	111	CL-1090PK
ICE201090 (Black Ice)									

Tech Tip: Calculating Lobe Separation Angle (LSA)

To calculate the lobe separation angle of a cam, simply add the intake and exhaust centerlines together and then divide that total by two.

Example: Take the E-1090-P camshaft.
The intake centerline is 99 and the exhaust is 111.

$$99 + 111 = 210 \quad 210 / 2 = 105$$

105 is the lobe separation angle.

To calculate how many degrees of advance are built into a cam profile, simply subtract the intake centerline from the lobe separation angle.

Using the same example:

$$105 - 99 = 6$$

There is 6 degrees of advance built into this cam when installed straight up (dot to dot).

Using this information can increase your chances of properly dialing in your camshaft to fit your specific needs.

PERFORMANCE CAMSHAFTS



Chevrolet Small Block: 8 Cyl. 262-400 CID (1955-02)

1.5 RAR

Solid Flat Tappet Camshafts

(continued)

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Oval Track & Bracket Race Cams - Rough Idle with Heavy Lobe. Competition Engine Modifications & High Stall Converter Required. Compression 10.5:1 or 12:1. Spring Pressures - 125 lbs. On Seat - 325 lbs. Open								
E-1173-P*	3200-6500	Int	.537	287	256	81	.026	99
Uses 1.5 Int./Exh.		Exh	.557	295	264		.026	111
ICE201173 (Black Ice)								
E-1173-P*	3200-6500	Int	.573	290	256	84	.026	99
Uses 1.6 Int./Exh.		Exh	.594	298	264		.026	111
ICE201173 (Black Ice)								
E-1173-P*	3200-6500	Int	.537	287	256	81	.026	99
Uses 1.5 Int./1.6 Exh.		Exh	.594	298	264		.026	111
ICE201173 (Black Ice)								
E-1173-P*	3200-6500	Int	.573	290	256	84	.026	99
Uses 1.6 Int./1.5 Exh.		Exh	.557	295	264		.026	111
ICE201173 (Black Ice)								
E-1241-P	3200-6500	Int	.537	288	255	47	.026	102
		Exh	.556	296	263		.028	110
E-1845-P	3200-6500	Int	.538	309	264	98	.022	104
		Exh	.563	319	274		.022	112
E-1242-P	3200-6500	Int	.543	291	252	49	.016	100
		Exh	.553	295	255		.016	104
E-1194-P	3200-6500	Int	.547	289	256	84	.026	98
		Exh	.566	299	265		.026	112
E-1201-P	3200-6500	Int	.552	296	257	94	.016	101
		Exh	.563	300	260		.016	103
E-1240-P	3200-6500	Int	.563	298	259	91	.018	102
		Exh	.583	304	269		.020	110
E-1025-P	3200-6500	Int	.579	312	274	92	.022	106
		Exh	.579	312	274		.022	114

* Small Base Circle E-1090-P

Retro-Fit Hydraulic Roller Camshafts

For Use in Early Engine Blocks With Standard Hydraulic Cams.

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open								
E-1230-P	1500-4000	Int	.435	273	198		RLR	108
		Exh	.462	288	210			116
E-1231-P	1500-4000	Int	.457	275	202		RLR	100
		Exh	.457	275	202			108
Street Performance - Fair Idle with Lobe. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open								
E-1232-P	2000-4800	Int	.462	288	210		RLR	106
		Exh	.470	284	215			114

Use Elgin Remedy ZDDP-4 with your cams





PERFORMANCE CAMSHAFTS

Chevrolet: 8 Cyl. 305 (5.0L), 350 (5.7L) (1987-05)

1.5 RAR

These camshafts can be used in 1987-94 LT1 & LT4 engines by pressing dowel pin into camshaft until .300" protrusion is obtained. The .500" diameter hole will not cause a problem.

Hydraulic Roller Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-1191-P	1500-4000	Int	.434	273	198	57	RLR	108	HL-2148
		Exh	.462	288	210			116	CL-1191PK
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-1193-P	2000-4800	Int	.462	288	210	68	RLR	106	HL-2148
		Exh	.469	284	215			114	CL-1193PK
E-1869-P	2000-4800	Int	.478	297	222	75	RLR	109	HL-2148
		Exh	.501	307	232			119	CL-1869PK
E-1247-P	2000-4800	Int	.492	279	218	60	RLR	109	HL-2148
		Exh	.492	288	228			115	CL-1247PK
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-1192-P	2200-5400	Int	.480	306	230	90	RLR	106	HL-2148
		Exh	.480	306	230			110	CL-1192PK
E-1248-P	2200-5400	Int	.539	303	234	78	RLR	110	HL-2148
		Exh	.547	309	238			118	CL-1248PK

Chevrolet: 8 Cyl. 305 (5.0L), 350 (5.7L) (1987-94)

1.5 RAR

Use with new style thrust plate for cam retention.

Hydraulic Roller Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-1134-P	1500-4000	Int	.435	273	198	57	RLR	108	HL-2148
		Exh	.462	288	210			116	CL-1134PK
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-1872-P	2000-4800	Int	.444	288	214	69	RLR	107	HL-2148
		Exh	.467	298	224			117	CL-1872PK
E-1136-P	2000-4800	Int	.462	288	210	68	RLR	106	HL-2148
		Exh	.470	284	215			114	CL-1136PK
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-1135-P	2200-5400	Int	.480	306	230	90	RLR	106	HL-2148
		Exh	.480	306	230			110	CL-1135PK
E-1229-P	2200-5400	Int	.538	296	234	74	RLR	107	HL-2148
		Exh	.546	300	238			117	CL-1229PK

Use Elgin Remedy ZDDP-4 with your cams



PERFORMANCE CAMSHAFTS



Chevrolet/GMC: 8 Cyl. LS Engines (1997 and up)

1.7 RAR

Hydraulic Roller Camshafts

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open								
E-1256-P	1500-4000	Int	.515	262	206		110	
		Exh	.522	268	212	RLR	114	
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open								
E-1257-P	2000-4800	Int	.522	274	212		112	
		Exh	.529	280	218	RLR	116	
E-1251-P	2000-4800	Int	.523	278	218		109	
Same as GM #88958753		Exh	.524	287	227	RLR	115	
E-1838-P	2000-4800	Int	.560	285	216	59	110	HL-2148
		Exh	.560	292	220	RLR	118	CL-1838PK
E-1261-P	2000-4800	Int	.566	291	223	63	110	HL-2148
		Exh	.566	291	223	RLR	118	CL-1261PK
E-1839-P	2000-4800	Int	.575	286	220	62	108	HL-2148
ICE201839 (Black Ice)		Exh	.575	282	224	RLR	116	CL-1839PK
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open								
E-1250-P	2200-5400	Int	.525	289	225		107	
Same as GM #88958770		Exh	.525	300	236	RLR	113	
E-1254-P	2200-5400	Int	.551	290	227		107	
Same as GM #88958772		Exh	.551	305	239	RLR	109	
E-1840-P*	2200-5400	Int	.585	283	228	59	108	HL-2148
ICE201840 (Black Ice)		Exh	.585	286	230	RLR	116	CL-1840PK
E-1841-P	2200-5400	Int	.595	296	238	73	108	HL-2148
		Exh	.595	299	242	RLR	116	CL-1841PK
E-1252-P	2200-5400	Int	.612	298	236		110	
Same as GM #19166972		Exh	.612	309	246	RLR	110	
Oval Track & Bracket Race Cams - Rough Idle with Heavy Lope. Competition Engine Modifications & High Stall Converter Required. Compression 10.5:1 or 12:1. Spring Pressures - 125 lbs. On Seat - 325 lbs. Open								
E-1253-P	3200-6500	Int	.569	299	240		106	
Same as GM #88958766		Exh	.569	311	252	RLR	106	
E-1255-P	3200-6500	Int	.595	295	234		108	
Same as GM #88958773		Exh	.595	336	277	RLR	106	

* Sloppy Stage 2 Cam

Mechanical Roller Camshafts

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
E-1260-P**	3200-6500	Int	.743	308	253	.020	108	
Same as GM #19166975		Exh	.743	321	270	.020	108	

** Specs shown are with 1.9:1 ratio rocker arms

Use Elgin Remedy ZDDP-4 with your cams





PERFORMANCE CAMSHAFTS

Chevrolet Big Block: 8 Cyl. 366-454 CID (1965-00)

1.7 RAR

When installing the following camshafts in the 1991 and later 454 "L19" V8 Engine with a "NET BUILD LASH" non-adjustable valvetrain, it may be necessary to convert to an adjustable valvetrain by using Pre-'91 valve components. The 1965-66 396 engines did not have an oil groove in the rear cam bearing bore. When using the camshafts below in these engines, it is necessary to machine a 3/16" wide x 7/64" deep groove in the center of the rear cam journal or the I.D. of the rear cam bearing.

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over- Lap	Lash- Hot	Lobe Center	Lifter #/ Cam Lifter Kit
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-574-S	1500-4000	Int	.398	271	196	44	Hyd.	110	HL-1817
		Exh	.398	271	196		117	CL-574K	
E-1138-P	1500-4000	Int	.398	271	192	53	Hyd.	107	HL-1817
ICE201138 (Black Ice)		Exh	.430	281	203			117	CL-1138PK
E-1176-P	1500-4000	Int	.459	288	204	68	Hyd.	108	HL-1817
		Exh	.459	298	208		116	CL-1176PK	
E-1139-P	1500-4000	Int	.477	284	208	62	Hyd.	107	HL-1817
		Exh	.477	284	208		115	CL-1139PK	
E-1219-P	1500-4000	Int	.475	276	208	54	Hyd.	107	HL-1817
		Exh	.500	280	218		117	CL-1219PK	
E-931-P	1500-4000	Int	.477	282	204	64	Hyd.	108	HL-1817
		Exh	.503	292	214		116	CL-931PK	
E-1795-P	1500-4000	Int	.484	263	204	43	Hyd.	105	HL-1817
		Exh	.484	263	204		115	CL-1795PK	
E-1851-P	1500-4000	Int	.499	266	210	46	Hyd.	105	HL-1817
		Exh	.499	266	210		115	CL-1851PK	
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-928-P	2000-4800	Int	.500	310	222	81	Hyd.	110	HL-1817
		Exh	.505	325	235		120	CL-928PK	
E-1206-P	2000-4800	Int	.502	277	218	53	Hyd.	109	HL-1817
		Exh	.501	287	228		119	CL-1206PK	
E-930-P	2000-4800	Int	.503	292	214	72	Hyd.	108	HL-1817
		Exh	.528	302	224		116	CL-930PK	
E-1064-P	2000-4800	Int	.510	294	224	63	Hyd.	114	HL-1817
		Exh	.510	294	224		117	CL-1064PK	
E-1066-P	2000-4800	Int	.516	294	218	74	Hyd.	105	HL-1817
		Exh	.516	294	218		115	CL-1066PK	
E-1850-P	2000-4800	Int	.518	296	218	75	Hyd.	105	HL-1817
		Exh	.518	296	218		115	CL-1850PK	

Use Elgin Remedy ZDDP-4 with your cams

PERFORMANCE CAMSHAFTS



Chevrolet Big Block: 8 Cyl. 366-454 CID (1965-00)

1.7 RAR

Hydraulic Flat Tappet Camshafts

(continued)

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-1796-P	2200-5400	Int	.514	309	226	93	Hyd.	106	HL-1817
		Exh	.514	309	226			110	CL-1796PK
E-1070-P	2200-5400	Int	.527	290	224	76	Hyd.	110	HL-1817
		Exh	.553	292	234			118	CL-1070PK
E-1116-P	2200-5400	Int	.530	316	229	82	Hyd.	109	HL-1817
		Exh	.551	314	236			119	CL-1116PK
E-1215-P	2200-5400	Int	.539	292	228	70	Hyd.	109	HL-1817
		Exh	.539	304	238			119	CL-1215PK
E-1797-P	2200-5400	Int	.544	287	228	63	Hyd.	107	HL-1817
		Exh	.544	287	228			117	CL-1797PK
E-929-P	2200-5400	Int	.544	292	230	74	Hyd.	107	HL-1817
		Exh	.544	292	230			111	CL-929PK
E-1849-P	2200-5400	Int	.552	312	234	92	Hyd.	107	HL-1817
		Exh	.577	322	244			117	CL-1849PK
E-1007-P	2200-5400	Int	.553	300	234	81	Hyd.	107	HL-1817
		Exh	.578	310	244			117	CL-1007PK
Oval Track & Bracket Race Cams - Rough Idle with Heavy Lope. Competition Engine Modifications & High Stall Converter Required. Compression 10.5:1 or 12:1. Spring Pressures - 125 lbs. On Seat - 325 lbs. Open									
E-1218-P	3200-6500	Int	.540	304	238	82	Hyd.	109	HL-1817
ICE201218 (Black Ice)		Exh	.540	316	248			119	CL-1218PK
E-1207-P	3200-6500	Int	.559	305	240	85	Hyd.	110	HL-1817
		Exh	.572	311	246			114	CL-1207PK
E-1143-P	3200-6500	Int	.576	304	246	84	Hyd.	106	HL-1817
		Exh	.576	304	246			114	CL-1143PK
E-1142-P	3200-6500	Int	.578	310	244	105	Hyd.	105	HL-1817
		Exh	.603	320	254			115	CL-1142PK

Solid Flat Tappet Camshafts

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit	
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-905-P	2200-5400	Int	.520	310	242	75	.020	108	VT-1992
		Exh	.520	297	242		.024	120	CL-905PK

Use Elgin Remedy ZDDP-4 with your cams





PERFORMANCE CAMSHAFTS

Chevrolet Big Block: 8 Cyl. 366-454 CID (1965-00)

1.7 RAR

Solid Flat Tappet Camshafts

(continued)

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Oval Track & Bracket Race Cams - Rough Idle with Heavy Lope. Competition Engine Modifications & High Stall Converter Required. Compression 10.5:1 or 12:1. Spring Pressures - 125 lbs. On Seat - 325 lbs. Open									
E-1171-P	3200-6500	Int	.555	294	255	77	.022	106	VT-1992
		Exh	.551	301	263		.022	114	CL-1171PK
E-906-P	3200-6500	Int	.559	342	264	96	.022	108	VT-1992
		Exh	.580	333	270		.026	116	CL-906PK
E-1144-P	3200-6500	Int	.576	301	250	81	.022	108	VT-1992
		Exh	.639	304	261		.026	116	CL-1144PK
E-1848-P	3200-6500	Int	.584	302	254	87	.026	104	VT-1992
		Exh	.609	312	264		.026	112	CL-1848PK

Retro-Fit Hydraulic Roller Camshafts

For Use in Early Engine Blocks With Standard Hydraulic Cams.

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-1234-P	2000-4800	Int	.501	288	216		RLR	108	HL-4003S
		Exh	.510	300	228			116	N/A
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-1235-P	2200-5400	Int	.527	296	224		RLR	106	HL-4003S
		Exh	.544	308	234			114	N/A
E-1236-P	2200-5400	Int	.561	316	236		RLR	106	HL-4003S
		Exh	.578	324	246			114	N/A
E-1237-P	2200-5400	Int	.625	335	237		RLR	109	HL-4003S
		Exh	.639	329	245			115	N/A
Oval Track & Bracket Race Cams - Rough Idle with Heavy Lope. Competition Engine Modifications & High Stall Converter Required. Compression 10.5:1 or 12:1. Spring Pressures - 125 lbs. On Seat - 325 lbs. Open									
E-1238-P	3200-6500	Int	.559	305	241		RLR	110	HL-4003S
		Exh	.572	310	246			114	N/A

Don't forget the good stuff!



EPL-4

Use Elgin Remedy ZDDP-4 with your cams



PERFORMANCE CAMSHAFTS



Chevrolet: 8 Cyl. 454 (7.4L) (1996-00)

1.7 RAR

Hydraulic Roller Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-1197-P	2200-5400	Int	.502	288	216	70	RLR	108	HL-7003
		Exh	.510	300	228			116	CL-1197PK
Oval Track & Bracket Race Cams - Rough Idle with Heavy Lope. Competition Engine Modifications & High Stall Converter Required. Compression 10.5:1 or 12:1. Spring Pressures - 125 lbs. On Seat - 325 lbs. Open									
E-1870-P	3200-6500	Int	.632	319	247	98	RLR	109	HL-7003
		Exh	.649	326	258			114	CL-1870PK

Chevrolet/GMC: 8 Cyl. 496 (8.1L) (2001 and up)

1.7 RAR

Hydraulic Roller Camshafts

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open								
E-1259-P	2000-4800	Int	.515	209		RLR.	114	HL-7003
		Exh	.508	217			114	CL-1259PK

Look to Elgin for more Medium & Heavy Duty gas and diesel engine parts, including Ford 6.0L, 6.4L and 6.7L diesel engines, GM 6.6L Duramax, Cummins ISB/ISX and much more.



Use Elgin Remedy ZDDP-4 with your cams



PERFORMANCE CAMSHAFTS

Chrysler: 4 Cyl. 135 (2.2L), 153 (2.5L) (1981-87)

1.5 RAR

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open								
E-1037-P	1500-4000	Int	.430	232	206	20	Hyd.	110
		Exh	.430	248	220			110
								HL-2105 CL-1037PK

Chrysler: 8 Cyl. 273-318 CID (1964-03)

1.5 RAR

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open								
E-938-P	1500-4000	Int	.421	280	208	58	Hyd.	107
		Exh	.421	280	208			115
E-937-P	1500-4000	Int	.421	278	204	59	Hyd.	108
		Exh	.444	288	214			116
E-578-S	1500-4000	Int	.429	279	209	50	Hyd.	112
		Exh	.444	289	220			116
								HL-2011 CL-938PK
								HL-2011 CL-937PK
								HL-2011 CL-578K
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open								
E-1223-P	2000-4800	Int	.441	276	218	54	Hyd.	109
		Exh	.441	288	228			119
E-1087-P	2000-4800	Int	.443	280	214	60	Hyd.	106
		Exh	.443	280	214			114
E-936-P	2000-4800	Int	.444	288	214	69	Hyd.	108
		Exh	.466	298	224			116
E-1858-P	2000-4800	Int	.448	290	222	87	Hyd.	107
		Exh	.448	319	232			117
E-934-P	2000-4800	Int	.447	291	223	67	Hyd.	107
		Exh	.447	291	223			117
E-1789-P	2000-4800	Int	.455	272	216	52	Hyd.	105
		Exh	.455	272	216			115
								HL-2011 CL-1223PK
								HL-2011 CL-1087PK
								HL-2011 CL-936PK
								HL-2011 CL-1858PK
								HL-2011 CL-934PK
								HL-2011 CL-1789PK
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open								
E-933-P	2200-5400	Int	.450	298	232	102	Hyd.	107
		Exh	.476	308	242			117
E-935-P	2200-5400	Int	.480	287	231	69	Hyd.	107
		Exh	.480	287	231			111
E-1798-P	2200-5400	Int	.480	284	228	61	Hyd.	107
		Exh	.480	284	228			117
								HL-2011 CL-933PK
								HL-2011 CL-935PK
								HL-2011 CL-1798PK

Solid Flat Tappet Camshafts

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open								
E-985-P	2200-5400	Int	.503	310	248	99	.022	103
		Exh	.525	320	258	.022	113	
								VT-2084 CL-985PK

Use Elgin Remedy ZDDP-4 with your cams

PERFORMANCE CAMSHAFTS



Chrysler: 8 Cyl. 350-440 CID (1958-78)

1.5 RAR

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over- Lap	Lash- Hot	Lobe Center	Lifter #/ Cam Lifter Kit
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing.									
Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-1147-P	1500-4000	Int	.421	280	208	58	Hyd.	108	HL-2011
		Exh	.421	280	208			114	CL-1147PK
E-942-P	1500-4000	Int	.421	278	204	60	Hyd.	107	HL-2011
		Exh	.444	288	214			117	CL-942PK
E-327-S	1500-4000	Int	.431	283	208	64	Hyd.	110	HL-2011
		Exh	.429	296	210			116	CL-327K
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-943-P	2000-4800	Int	.444	288	214	69	Hyd.	107	HL-2011
		Exh	.466	298	224			117	CL-943PK
E-939-P	2000-4800	Int	.444	288	218	64	Hyd.	107	HL-2011
		Exh	.445	288	218			117	CL-939PK
E-1094-P	2000-4800	Int	.447	302	213	87	Hyd.	112	HL-2011
		Exh	.459	324	225			118	CL-1094PK
E-1853-P	2000-4800	Int	.454	289	224	64	Hyd.	108	HL-2011
		Exh	.454	289	224			116	CL-1853PK
E-1222-P	2000-4800	Int	.466	298	224	71	Hyd.	109	HL-2011
		Exh	.488	303	234			119	CL-1222PK
E-1789-P	2000-4800	Int	.455	272	216	52	Hyd.	105	HL-2011
		Exh	.455	272	216			115	CL-1789PK
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-941-P	2200-5400	Int	.480	292	230	74	Hyd.	107	HL-2011
		Exh	.480	292	230			111	CL-941PK
E-1228-P	2200-5400	Int	.480	302	236	86	Hyd.	108	HL-2011
		Exh	.480	302	236			108	CL-1228PK
Oval Track & Bracket Race Cams - Rough Idle with Heavy Lope. Competition Engine Modifications & High Stall Converter Required. Compression 10.5:1 or 12:1. Spring Pressures - 125 lbs. On Seat - 325 lbs. Open									
E-940-P	3200-6500	Int	.476	308	242	106	Hyd.	106	HL-2011
		Exh	.476	308	242			118	CL-940PK
E-1044-P	3200-6500	Int	.510	310	244	94	Hyd.	103	HL-2011
		Exh	.510	310	244			113	CL-1044PK
E-1148-P	3200-6500	Int	.521	311	242	98	Hyd.	108	HL-2011
		Exh	.551	322	253			110	CL-1148PK

Use Elgin Remedy ZDDP-4 with your cams





PERFORMANCE CAMSHAFTS

Ford: 4 Cyl. 98 (1.6L) OHV (1978-80)

1.5 RAR

Solid Flat Tappet Camshafts

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open								
E-944-P	2000-4800	Int	.393	290	228	74	.010	107
		Exh	.393	290	235		.017	109
								N/A
								N/A

Ford: 4 Cyl. 98 (1.6L) CVH (Compound Valve Hemispherical) (1981-85)

1.6 RAR

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open								
E-848-S	1500-4000	Int	.395	269	200	47	Hyd.	108
		Exh	.395	269	200			114
E-1149-P	1500-4000	Int	.404	284	209	62	Hyd.	106
		Exh	.404	284	209			115
E-968-P	1500-4000	Int	.465	270	204	41	Hyd.	112
		Exh	.490	280	214			122
								HL-2102
								CL-848K
								HL-2102
								CL-1149PK
								HL-2102
								CL-968PK

Ford: 4 Cyl. 122 (2.0L) OHC (1971-74)

1.6 RAR

Solid Flat Tappet Camshafts

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open								
E-945-P	2000-4800	Int	.418	290	229	64	.011	106
		Exh	.418	286	229		.012	96
								N/A
								N/A



Use Elgin Remedy ZDDP-4 with your cams



PERFORMANCE CAMSHAFTS



Ford: 6 Cyl. 171 (2.8L) (1983-86)

1.5 RAR

Solid Flat Tappet Camshafts

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open								
E-1107-P	1500-4000	Int	.438	266	214	46	.022	105
		Exh	.438	266	214		.022	115
E-1108-P	1500-4000	Int	.438	266	214	51	.022	105
		Exh	.438	276	224		.022	115

Ford: 6 Cyl. 232 (3.8L) (1982-83)

1.72 RAR

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Smooth Stock Idle. Best Fuel Economy Cam. Good Choice for Heavy Towing. Spring Pressures - 95 lbs. On Seat - 240 lbs. Open									
E-1030-P	1000-3200	Int	.458	260	194	45	Hyd.	105	HL-1900
		Exh	.484	270	204			115	CL-1030PK
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-1031-P	1500-4000	Int	.484	270	204	51	Hyd.	107	HL-1900
		Exh	.510	280	214			117	CL-1031PK

Ford: 6 Cyl. 240, 300 CID (1965-96)

1.6 RAR

When using the following camshafts in 1987 and later models, the fuel pump eccentric lobe is not used.

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open								
E-1178-P	1500-4000	Int	.449	280	204	65	Hyd.	106
		Exh	.473	289	214			114

Use Elgin Remedy ZDDP-4 with your cams





PERFORMANCE CAMSHAFTS

Ford: 8 Cyl. 221-302 CID (Exc. H.O.) (1962-01)

1.6 RAR

(Firing Order 1-5-4-2-6-3-7-8). These cams can be used in the 351W & 302 HO engines by re-wiring the distributor to above Firing Order.

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ OEM #
Smooth Stock Idle. Best Fuel Economy Cam. Good Choice for Heavy Towing. Spring Pressures - 95 lbs. On Seat - 240 lbs. Open									
E-560-S	1000-3200	Int	.368	293	184	62	Hyd.	114	HL-1900
		Exh	.380	265	189			104	CL-560K
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-1150-P	1500-4000	Int	.413	258	190	45	Hyd.	106	HL-1900
		Exh	.437	271	202			114	CL-1150PK
E-1799-P	1500-4000	Int	.456	261	204	41	Hyd.	105	HL-1900
		Exh	.456	261	204			115	CL-1799PK
E-951-P	1500-4000	Int	.450	280	204	61	Hyd.	108	HL-1900
		Exh	.474	289	214			116	CL-951PK
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-1856-P	2000-4800	Int	.469	265	210	45	Hyd.	105	HL-1900
		Exh	.469	265	210			115	CL-1856PK
E-1153-P	2000-4800	Int	.458	297	218	81	Hyd.	106	HL-1900
		Exh	.483	307	230			114	CL-1153PK
E-947-P	2000-4800	Int	.458	297	218	71	Hyd.	106	HL-1900
		Exh	.458	297	218			120	CL-947PK
E-1027-P	2000-4800	Int	.466	304	224	84	Hyd.	106	HL-1900
		Exh	.466	304	224			114	CL-1027PK
E-1217-P	2000-4800	Int	.470	278	218	56	Hyd.	109	HL-1900
		Exh	.470	290	228			119	CL-1217PK
E-950-P	2000-4800	Int	.473	288	214	69	Hyd.	108	HL-1900
		Exh	.497	300	224			116	CL-950PK
E-1790-P	2000-4800	Int	.485	274	216	54	Hyd.	105	HL-1900
		Exh	.485	274	216			115	CL-1790PK
E-989-P	2000-4800	Int	.496	290	224	78	Hyd.	107	HL-1900
		Exh	.520	300	234			117	CL-989PK
E-1800-P	2000-4800	Int	.498	282	222	62	Hyd.	105	HL-1900
		Exh	.498	282	222			115	CL-1800PK

Use Elgin Remedy ZDDP-4 with your cams



PERFORMANCE CAMSHAFTS



Ford: 8 Cyl. 221-302 CID (Excl. H.O.) (1962-01)

1.6 RAR

Hydraulic Flat Tappet Camshafts

(continued)

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-1791-P	2200-5400	Int	.512	284	228	62	Hyd.	107	HL-1900
		Exh	.512	284	228			117	CL-1791PK
E-949-P	2200-5400	Int	.512	288	231	68	Hyd.	106	HL-1900
		Exh	.512	288	231			114	CL-949PK
E-1216-P	2200-5400	Int	.520	304	234	81	Hyd.	109	HL-1900
		Exh	.542	314	244			119	CL-1216PK

Solid Flat Tappet Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-811-S	2000-4800	Int	.477	310	228	82	.018	108	VT-2000
		Exh	.477	310	228		.018	120	CL-811K
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-952-P	2200-5400	Int	.512	298	238	79	.025	107	VT-2000
		Exh	.536	308	248		.025	117	CL-952PK
Oval Track & Bracket Race Cams - Rough Idle with Heavy Lope. Competition Engine Modifications & High Stall Converter Required. Compression 10.5:1 or 12:1. Spring Pressures - 125 lbs. On Seat - 325 lbs. Open									
E-948-P	3200-6500	Int	.528	318	251	85	.020	102	VT-2000
		Exh	.528	320	252		.020	112	CL-948PK
E-990-P	3200-6500	Int	.536	310	248	99	.024	103	VT-2000
		Exh	.560	320	258		.024	113	CL-990PK
E-1053-P	3200-6500	Int	.571	314	254	102	.024	102	VT-2000
		Exh	.571	314	254		.024	110	CL-1053PK



Use Elgin Remedy ZDDP-4 with your cams



PERFORMANCE CAMSHAFTS

Ford: 8 Cyl. 302 H.O. (1985-95) 351W (1994-97)

1.6 RAR

Specifically designed to be used in engines originally produced using roller tappets. Use the 351W Firing Order 1-3-7-2-6-5-4-8 when using in 1985-95 302 HO engines. Can be used in the 1985-89 302 Standard engine by re-wiring the distributor to Firing Order 1-3-7-2-6-5-4-8. On EFI applications, a mass air induction system must be used.

Hydraulic Roller Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-836-S	1500-4000	Int	.444	298	210	55	RLR	116	HL-2205
		Exh	.444	282	211			115	CL-836K
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-1017-P	2000-4800	Int	.493	279	212	60	RLR	107	HL-2205
		Exh	.510	289	222			117	CL-1017PK
E-1164-P	2000-4800	Int	.498	285	219	62	RLR	110	HL-2205
		Exh	.498	285	219			110	CL-1164PK
E-1835-P	2000-4800	Int	.499	285	220	67	RLR	108	HL-2205
		Exh	.510	292	226			116	CL-1835PK
E-1018-P	2000-4800	Int	.510	289	222	70	RLR	107	HL-2205
		Exh	.534	299	232			117	CL-1018PK
E-1239-P	2000-4800	Int	.512	286	220		RLR	109	HL-2205
		Exh	.512	292	223			115	CL-1239PK
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-1866-P	2200-5400	Int	.520	298	227	74	RLR	107	HL-2205
		Exh	.520	302	234			117	CL-1866PK
E-1836-P	2200-5400	Int	.542	286	224	62	RLR	108	HL-2205
		Exh	.563	289	232			116	CL-1836PK
E-1867-P	2200-5400	Int	.544	290	230	69	RLR	107	HL-2205
		Exh	.555	296	236			117	CL-1867PK
E-1868-P	2200-5400	Int	.573	299	235	77	RLR	107	HL-2205
		Exh	.583	302	238			117	CL-1868PK
Oval Track & Bracket Race Cams - Rough Idle with Heavy Lope. Competition Engine Modifications & High Stall Converter Required. Compression 10.5:1 or 12:1. Spring Pressures - 125 lbs. On Seat - 325 lbs. Open									
E-1837-P	3200-6500	Int	.574	299	236	97	RLR	106	HL-2205
		Exh	.595	327	248			114	CL-1837PK

Tech Tip

One of the most common questions asked is "What type of distributor gear do I need to use with this camshaft?" Here's the answer:

If there were only one rule of thumb for choosing a distributor gear, it would be to always use a composite gear. Composite is compatible with every type of camshaft material.

Fortunately there is more than one option. For cast iron cams, a cast iron distributor gear is recommended. For steel billet cams, bronze is an option. And for ductile iron cams, the choices are melonized, hardened steel and again composite.

Use Elgin Remedy ZDDP-4 with your cams



PERFORMANCE CAMSHAFTS



Ford: 8 Cyl. 302 H.O. (1982-85) 351W (1969-91)

1.6 RAR

Firing Order 1-3-7-2-6-5-4-8. These cams are used in the 221 thru 302 engines by re-wiring the distributor to above Firing Order.

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Smooth Stock Idle. Best Fuel Economy Cam. Good Choice for Heavy Towing. Spring Pressures - 95 lbs. On Seat - 240 lbs. Open									
E-1062-P	1000-3200	Int	.392	250	184	35	Hyd.	105	HL-1900
		Exh	.424	260	194			115	CL-1062PK
E-1059-P	1000-3200	Int	.424	272	194	56	Hyd.	105	HL-1900
		Exh	.449	280	204			115	CL-1059PK
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-881-S	1500-4000	Int	.416	280	197	60	Hyd.	114	HL-1900
		Exh	.444	293	209			114	CL-881K
E-959-P	1500-4000	Int	.449	280	204	61	Hyd.	107	HL-1900
		Exh	.473	290	214			117	CL-959PK
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-870-S	2000-4800	Int	.445	283	206	60	Hyd.	117	HL-1900
		Exh	.453	304	221			113	CL-870K
E-958-P	2000-4800	Int	.467	308	219	82	Hyd.	107	HL-1900
		Exh	.467	308	219			119	CL-958PK
E-960-P	2000-4800	Int	.473	289	214	70	Hyd.	107	HL-1900
		Exh	.497	300	224			117	CL-960PK
E-1047-P	2000-4800	Int	.488	284	218	64	Hyd.	105	HL-1900
		Exh	.488	284	218			115	CL-1047PK
E-992-P	2000-4800	Int	.496	290	224	78	Hyd.	107	HL-1900
		Exh	.520	300	234			117	CL-992PK
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-993-P	2200-5400	Int	.520	300	234	81	Hyd.	107	HL-1900
		Exh	.544	310	244			117	CL-993PK

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PERFORMANCE CAMSHAFTS

Ford: 8 Cyl. 330-428 CID (1963-78)

1.73 RAR

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-1159-P	1500-4000	Int	.485	284	208	62	Hyd.	103	HL-2083
		Exh	.485	284	208			119	CL-1159PK
E-966-P	1500-4000	Int	.486	282	204	63	Hyd.	104	HL-2083
		Exh	.512	292	214			120	CL-966PK
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-963-P	2000-4800	Int	.506	315	224	91	Hyd.	109	HL-2083
		Exh	.506	315	224			115	CL-963PK
E-1859-P	2000-4800	Int	.516	288	214	47	Hyd.	105	HL-2083
		Exh	.516	298	224			115	CL-1859PK
E-965-P	2000-4800	Int	.512	292	214	73	Hyd.	104	HL-2083
		Exh	.538	302	224			120	CL-965PK
E-1793-P	2000-4800	Int	.533	276	216	56	Hyd.	105	HL-2083
		Exh	.533	276	216			115	CL-1793PK
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-995-P	2200-5400	Int	.540	302	224	75	Hyd.	105	HL-2083
		Exh	.570	312	234			115	CL-995PK
E-964-P	2200-5400	Int	.553	290	231	72	Hyd.	107	HL-2083
		Exh	.553	290	231			111	CL-964PK

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PERFORMANCE CAMSHAFTS



Ford: 8 Cyl. 351C, 351M, 400 CID (1970-82)

1.73 RAR

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Smooth Stock Idle. Best Fuel Economy Cam. Good Choice for Heavy Towing.									
Spring Pressures - 95 lbs. On Seat - 240 lbs. Open									
E-1058-P	1000-3200	Int	.458	273	194	57	Hyd.	105	HL-1900
		Exh	.486	282	204			115	CL-1058PK
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing.									
Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-1155-P	1500-4000	Int	.485	284	208	62	Hyd.	107	HL-1900
		Exh	.485	284	208			115	CL-1155PK
E-953-P	1500-4000	Int	.486	282	204	64	Hyd.	106	HL-1900
		Exh	.512	292	214			118	CL-953PK
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-1156-P	2000-4800	Int	.503	308	224	106	Hyd.	104	HL-1900
		Exh	.507	314	223			112	CL-1156PK
E-907-P	2000-4800	Int	.505	310	219	82	Hyd.	108	HL-1900
		Exh	.505	310	219			120	CL-907PK
E-1862-P	2000-4800	Int	.508	266	210	46	Hyd.	105	HL-1900
		Exh	.508	266	210			115	CL-1862PK
E-1225-P	2000-4800	Int	.509	280	218	58	Hyd.	109	HL-1900
		Exh	.509	292	228			119	CL-1225PK
E-1061-P	2000-4800	Int	.510	280	214	60	Hyd.	105	HL-1900
		Exh	.510	280	214			115	CL-1061PK
E-954-P	2000-4800	Int	.512	292	214	72	Hyd.	106	HL-1900
		Exh	.538	302	224			118	CL-954PK
E-1792-P	2000-4800	Int	.524	276	216	56	Hyd.	105	HL-1900
		Exh	.524	276	216			115	CL-1792PK
E-1049-P	2000-4800	Int	.525	295	218	64	Hyd.	105	HL-1900
		Exh	.525	295	218			115	CL-1049PK
E-997-P	2000-4800	Int	.538	302	224	80	Hyd.	107	HL-1900
		Exh	.562	308	234			117	CL-997PK
E-1801-P	2000-4800	Int	.539	284	222	64	Hyd.	105	HL-1900
		Exh	.539	284	222			115	CL-1801PK
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-1802-P	2200-5400	Int	.554	288	228	64	Hyd.	107	HL-1900
		Exh	.554	288	228			117	CL-1802PK
E-991-P	2200-5400	Int	.561	312	234	81	Hyd.	107	HL-1900
		Exh	.587	322	244			117	CL-991PK

Solid Flat Tappet Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-1157-P	2200-5400	Int	.569	292	244	82	.026	104	VT-2000
		Exh	.590	301	254		.026	108	CL-1157PK
Oval Track & Bracket Race Cams - Rough Idle with Heavy Lope. Competition Engine Modifications & High Stall Converter Required. Compression 10.5:1 or 12:1. Spring Pressures - 125 lbs. On Seat - 325 lbs. Open									
E-956-P	3200-6500	Int	.657	343	278	127	.025	103	VT-2000
		Exh	.657	343	278		.025	113	CL-956PK

Use Elgin Remedy ZDDP-4 with your cams





PERFORMANCE CAMSHAFTS

Ford: 8 Cyl. 370-460 CID (1968-99)

1.73 RAR

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Smooth Stock Idle. Best Fuel Economy Cam. Good Choice for Heavy Towing. Spring Pressures - 95 lbs. On Seat - 240 lbs. Open									
E-996-P	1000-3200	Int	.459	268	194	53	Hyd.	105	HL-1900
		Exh	.484	278	204			115	CL-996PK
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-1160-P	1500-4000	Int	.484	284	208	62	Hyd.	105	HL-1900
		Exh	.484	284	208			117	CL-1160PK
E-967-P	1500-4000	Int	.486	282	204	64	Hyd.	107	HL-1900
		Exh	.512	292	214			117	CL-967PK
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-1586-S	2000-4800	Int	.493	308	216	81	Hyd.	109	HL-1900
		Exh	.502	312	220			120	CL-1586K
E-1220-P	2000-4800	Int	.509	278	218	56	Hyd.	109	HL-1900
		Exh	.509	290	218			119	CL-1220PK
E-1055-P	2000-4800	Int	.512	292	214	72	Hyd.	107	HL-1900
		Exh	.538	302	224			117	CL-1055PK
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-1163-P	2200-5400	Int	.522	308	230	88	Hyd.	104	HL-1900
		Exh	.522	308	230			116	CL-1163PK
E-1162-P	2200-5400	Int	.538	303	224	80	Hyd.	107	HL-1900
		Exh	.562	308	234			117	CL-1162PK
E-1210-P	2200-5400	Int	.565	292	234	81	Hyd.	103	HL-1900
		Exh	.590	303	244			113	CL-1210PK

Solid Flat Tappet Camshafts

Cam #	RPM Range	Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit	
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-1140-P	2200-5400	Int	.588	294	244	76	.026	107	VT-2000
		Exh	.614	304	254		.026	117	CL-1140PK

Use Elgin Remedy ZDDP-4 with your cams



PERFORMANCE CAMSHAFTS



Oldsmobile: 8 Cyl. 260-455 CID (1967-85) 39° Bank Angle

1.6 RAR

The following camshaft base circles are 0.100" to 0.150" smaller diameter than stock camshafts. Since these engines have non-adjustable rocker arms, the use of longer push rods or adjustable rocker arms may be necessary.

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-976-P	1500-4000	Int	.448	280	204	61	Hyd.	106	HL-1951
		Exh	.474	289	214			118	CL-976PK
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-977-P	2000-4800	Int	.473	289	214	70	Hyd.	106	HL-1951
		Exh	.497	300	224			118	CL-977PK
E-1071-P	2000-4800	Int	.488	292	218	64	Hyd.	105	HL-1951
		Exh	.488	292	218			115	CL-1071PK
E-1074-P	2000-4800	Int	.496	300	224	83	Hyd.	107	HL-1951
		Exh	.520	310	234			117	CL-1074PK
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-908-P	2200-5400	Int	.474	329	232	103	Hyd.	107	HL-1951
		Exh	.474	329	232			119	CL-908PK
E-1141-P	2200-5400	Int	.520	304	234	86	Hyd.	107	HL-1951
		Exh	.542	316	244			117	CL-1141PK
Oval Track & Bracket Race Cams - Rough Idle with Heavy Lope. Competition Engine Modifications & High Stall Converter Required. Compression 10.5:1 or 12:1. Spring Pressures - 125 lbs. On Seat - 325 lbs. Open									
E-975-P	3200-6500	Int	.475	314	244	94	Hyd.	110	HL-1951
		Exh	.475	314	244			110	CL-975PK

Pontiac: 4 Cyl. 151 (2.5L) (1979-89)

1.75 RAR

The following cams are designed for use with flat tappets only. Fuel pump eccentric is not used in the 1984-86 151 Engine.

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Smooth Stock Idle. Best Fuel Economy Cam. Good Choice for Heavy Towing. Spring Pressures - 95 lbs. On Seat - 240 lbs. Open									
E-1154-P	1000-3200	Int	.451	261	190	48	Hyd.	109	HL-2077
		Exh	.478	273	202			113	CL-1154PK
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-1014-P	2000-4800	Int	.516	280	214	61	Hyd.	107	HL-2077
		Exh	.543	290	224			117	CL-1014PK

Use Elgin Remedy ZDDP-4 with your cams



PERFORMANCE CAMSHAFTS

Pontiac: 8 Cyl. 265-455 CID (1955-81)

1.5 RAR

Hydraulic Flat Tappet Camshafts

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
RV Cams - Good to Fair Idle. Good Fuel Economy with Correct Equipment. Good for Light Towing. Spring Pressures - 105 lbs. On Seat - 265 lbs. Open									
E-576-S	1500-4000	Int	.404	272	198	54	Hyd.	106	HL-1951
		Exh	.408	280	208			116	CL-576K
E-588-S	1500-4000	Int	.404	272	198	54	Hyd.	106	HL-1951
		Exh	.408	280	208			116	CL-588K
E-979-P	1500-4000	Int	.420	278	204	59	Hyd.	108	HL-1951
		Exh	.443	288	214			116	CL-979PK
Street Performance - Fair Idle with Lope. Good Fuel Economy with Correct Equipment. Stock or Slightly Modified Engine. Stock or Modified Trans. Compression 10.3:1 or Less. Spring Pressures - 110 lbs. On Seat - 280 lbs. Open									
E-909-P	2000-4800	Int	.407	298	224	75	Hyd.	112	HL-1951
		Exh	.407	310	236			119	CL-909PK
E-980-P	2000-4800	Int	.443	288	214	69	Hyd.	108	HL-1951
		Exh	.465	298	224			116	CL-980PK
E-1794-P	2000-4800	Int	.454	272	216	52	Hyd.	105	HL-1951
		Exh	.454	272	216			115	CL-1794PK
E-1221-P	2000-4800	Int	.466	298	224	71	Hyd.	109	HL-1951
		Exh	.488	303	234			119	CL-1221PK
E-1855-P	2000-4800	Int	.466	298	224	80	Hyd.	107	HL-1951
		Exh	.487	308	234			117	CL-1855PK
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-778-S	2200-5400	Int	.470	304	231	85	Hyd.	112	HL-1951
		Exh	.470	316	240			115	CL-778K
E-1034-P	2200-5400	Int	.480	287	231	67	Hyd.	106	HL-1951
		Exh	.480	287	231			114	CL-1034PK
E-1803-P	2200-5400	Int	.480	285	228	61	Hyd.	107	HL-1951
		Exh	.480	285	228			117	CL-1803PK

Solid Flat Tappet Camshafts

This camshaft requires .142" longer push rods when using in place of a hydraulic cam. The VT-1992 has a .142" lower push rod seat than the HL-1951.

Cam #	RPM Range		Valve Lift	Adv. Dur.	Dur. @ .050	Over-Lap	Lash-Hot	Lobe Center	Lifter #/ Cam Lifter Kit
Mild Race Cams - Rough Idle, Low Vacuum. Not for Towing. Engine Modifications & Stall Converter Required. Compression 10.5:1 or 11:1. Spring Pressures - 120 lbs. On Seat - 300 lbs. Open									
E-1076-P	2200-5400	Int	.518	305	246	89	.022	103	VT-1992
		Exh	.518	305	246		.022	113	CL-1076PK

Use Elgin Remedy ZDDP-4 with your cams



Chevrolet: 4 Cyl. 153 Eng.

Timing Gear Matched Set: C-2525S

Cam #		Cam Lift	Dur. @ .050	Type	Lobe Center	Material	Drive Type	Crank Rot.	Cam Rot.	Lifter #/ OEM #
E-786-S	Int	.232	190	Hyd.	113	Cast Iron	Gear	R.H.	L.H.	HL-1817
	Exh	.232	190		110					2770015 2770019 3853850

Chevrolet: 4 Cyl. 181 Eng.

Cam #		Cam Lift	Dur. @ .050	Type	Lobe Center	Material	Drive Type	Crank Rot.	Cam Rot.	Lifter #/ OEM #
E-1588-S	Int	.252	204	Hyd.	109	Cast Iron	Gear	R.H.	L.H.	HL-1817
	Exh	.252	204		115					3937765 9341350

Chevrolet: 6 Cyl. 230, 250 Eng.

Cam #		Cam Lift	Dur. @ .050	Type	Lobe Center	Material	Drive Type	Crank Rot.	Cam Rot.	Lifter #/ OEM #
E-1587-S	Int	.230	192	Hyd.	113	Cast Iron	Gear	R.H.	L.H.	HL-1817
	Exh	.230	192		110					3891590

Chevrolet: 6 Cyl. 262 Eng.

Cam #		Cam Lift	Dur. @ .050	Type	Lobe Center	Material	Drive Type	Crank Rot.	Cam Rot.	Lifter #/ OEM #
E-1016-P	Int	.269	202	Hyd.	110	Cast Iron	Chain	R.H.	R.H.	HL-1817
	Exh	.276	207		114					14095789
E-1032-P	Int	.273	203	Hyd.	111	Cast Iron	Chain	R.H.	R.H.	HL-1817
	Exh	.273	214		115					14095859
E-1033-P	Int	.269	202	RLR	108	5150 Steel	Chain	R.H.	R.H.	HL-2148
	Exh	.273	213		116					14096233
E-1573-S	Int	.269	202	RLR	108	5150 Steel	Gear	L.H.	R.H.	HL-2148
	Exh	.273	213		116					14096234

Chevrolet: 6 Cyl. 292 Eng.

Cam #		Cam Lift	Dur. @ .050	Type	Lobe Center	Material	Drive Type	Crank Rot.	Cam Rot.	Lifter #/ OEM #
E-551-S	Int	.232	188	Hyd.	113	Cast Iron	Gear	R.H.	L.H.	HL-1817
	Exh	.232	188		110					3789544 3847998

Chevrolet: 8 Cyl. 283, 305, 307, 327, 350 Eng. (Excl. HO & Magnum w/Roller Lifters)

Timing Chain Set: SS-3100 True-Roller Type Set (3 Keyway Crank Sprocket)

Timing Cam Gear: C-2534; Crank Gear: C-2535

Cam #		Cam Lift	Dur. @ .050	Type	Lobe Center	Material	Drive Type	Crank Rot.	Cam Rot.	Lifter #/ OEM #
E-1575-S	Int	.267	202	Hyd.	108	Cast Iron	Chain	R.H.	R.H.	HL-1817
	Exh	.273	213		112					6262944
E-1576-S	Int	.267	202	Hyd.	108	Cast Iron	Gear	L.H.	R.H.	HL-1817
	Exh	.273	213		112					6272972

Use Elgin Remedy ZDDP-4 with your cams

Chevrolet: 8 Cyl. 327 HO Eng., 350 HO Eng. (Excl. Magnum w/Roller Lifters)

Timing Chain Set: SS-3100 True-Roller Type Set (3 Keyway Crank Sprocket)
Timing Cam Gear: C-2534; Crank Gear: C-2535

Cam #		Cam Lift	Dur. @ .050	Type	Lobe Center	Material	Drive Type	Crank Rot.	Cam Rot.	Lifter #/ OEM #
E-921-P	Int	.300	224	Hyd.	114	Cast Iron	Chain	R.H.	R.H.	HL-1817
	Exh	.307	224		114					3896962
										431-5952

Chevrolet: 8 Cyl. 427, 454 Magnum Eng.

Timing Chain Set: SS-3100 True-Roller Type Set (3 Keyway Crank Sprocket)
Timing Cam Gear: C-2530; Crank Gear: C-2531; Timing Gear Set: C-2532S

Cam #		Cam Lift	Dur. @ .050	Type	Lobe Center	Material	Drive Type	Crank Rot.	Cam Rot.	Lifter #/ OEM #
*E-1589-S	Int	.270	214	Hyd.	110	Cast Iron	Chain	R.H.	R.H.	HL-1817
	Exh	.282	218		120					3883986
*E-1571-S	Int	.270	214	Hyd.	110	Cast Iron	Gear	L.H.	R.H.	HL-1817
	Exh	.282	218		120					3906688

* - When using E-1571-S & E-1589-S in 1965-66 applications, a 3/16" wide x 7/32" deep groove must be machined in the center of the rear cam journal.

Chevrolet: 8 Cyl. 454 HO (Excl. Hi-Perf.) 350 Eng. w/310-430 HP

Timing Chain Set: SS-3110 True-Roller Type Set (3 Keyway Crank Sprocket)
Timing Gear Set: C-2532S

Cam #		Cam Lift	Dur. @ .050	Type	Lobe Center	Material	Drive Type	Crank Rot.	Cam Rot.	Lifter #/ OEM #
E-1116-P	Int	.312	229	Hyd.	109	Cast Iron	Chain	R.H.	R.H.	HL-1817
	Exh	.324	236		119					451-7892

Chevrolet: 8 Cyl. 502 Magnum Eng.

Cam #		Cam Lift	Dur. @ .050	Type	Lobe Center	Material	Drive Type	Crank Rot.	Cam Rot.	Lifter #/ OEM #
E-1064-P	Int	.300	224	Hyd.	114	Cast Iron	Chain	R.H.	R.H.	HL-1817
	Exh	.300	224		117					14096209
E-1584-S	Int	.300	224	Hyd.	114	Cast Iron	Gear	L.H.	R.H.	HL-1817
	Exh	.300	224		117					14096458

Chevrolet: 8 Cyl. 540 Eng. (Excl. Hi-Perf.) w/525 HP

Cam #		Cam Lift	Dur. @ .050	Type	Lobe Center	Material	Drive Type	Crank Rot.	Cam Rot.	Lifter #/ OEM #
E-1116-P	Int	.312	229	Hyd.	109	Cast Iron	Chain	R.H.	R.H.	HL-1817
	Exh	.324	236		119					451-7892



Use Elgin Remedy ZDDP-4 with your cams

Chrysler: 6 Cyl. 170, 225 Eng.

Cam #		Cam Lift	Dur. @ .050	Type	Lobe Center	Material	Drive Type	Crank Rot.	Cam Rot.	Lifter #/ OEM #
E-380-S	Int	.270	198	Mech	107	Cast Iron	Chain	R.H.	R.H.	VT-2084
	Exh	.276	202		111					2128644 2264105 2465852 2843563 3512639 4104437

Chrysler: 8 Cyl. 273 Eng. & 1967 & Up 318 Eng.

Timing Chain Set: SS-3103 True-Roller Type Set (3 Keyway Crank Sprocket)

Cam #		Cam Lift	Dur. @ .050	Type	Lobe Center	Material	Drive Type	Crank Rot.	Cam Rot.	Lifter #/ OEM #
E-1585-S	Int	.273	198	Hyd.	114	Cast Iron	Chain	R.H.	R.H.	HL-2011
	Exh	.274	199		108					2806283

Chrysler: 8 Cyl. 340, 360 Eng.

Timing Chain Set: SS-3103 True-Roller Type Set (3 Keyway Crank Sprocket)

Cam #		Cam Lift	Dur. @ .050	Type	Lobe Center	Material	Drive Type	Crank Rot.	Cam Rot.	Lifter #/ OEM #
E-1579-S	Int	.286	210	Hyd.	118	Cast Iron	Chain	R.H.	R.H.	HL-2011
	Exh	.296	221		110					3675869

Ford: 8 Cyl. 260, 289, 302, 351W Eng.

Timing Chain Set: SS-3135 True-Roller Type Set (3 Keyway Crank Sprocket)

Cam #		Cam Lift	Dur. @ .050	Type	Lobe Center	Material	Drive Type	Crank Rot.	Cam Rot.	Lifter #/ OEM #
^E-870-S	Int	.278	206	Hyd.	117	Cast Iron	Chain	R.H.	R.H.	HL-1900
	Exh	.283	221		113					D2JE-6250BA E0AZ-6250A

^ - Rewire the distributor to the 351W Firing order 1-3-7-2-6-5-4-8

Ford: 8 Cyl. 429, 460 Eng.

Timing Chain Set: SS-3130 True-Roller Type Set (3 Keyway Crank Sprocket)

Cam #		Cam Lift	Dur. @ .050	Type	Lobe Center	Material	Drive Type	Crank Rot.	Cam Rot.	Lifter #/ OEM #
E-1586-S	Int	.285	216	Hyd.	109	Cast Iron	Chain	R.H.	R.H.	HL-1900
	Exh	.290	220		120					D3JE-6250AA

Mercury Marine: 4 Cyl. 224 Eng.

Cam #		Cam Lift	Dur. @ .050	Type	Lobe Center	Material	Drive Type	Crank Rot.	Cam Rot.	Lifter #/ OEM #
E-1583-S	Int	.287	208	Hyd.	111	Cast Iron	Chain	R.H.	R.H.	HL-1900
	Exh	.290	220		117					4669410

Use Elgin Remedy ZDDP-4 with your cams

Cam Bolt Lock Plate Kit

Chevrolet: 8 Cyl. Small Block / Big Block

Bendable Locking Tabs to secure bolts at any RPM. Grade 8 Bolts.

Kit Number	Kit Includes
839030	Lock Plate with Bolts



Elgin® Cam Buttons: For Roller Cams

Cam buttons are required to hold roller cams at the rear of the engine.

The cam button is positioned between the timing gear and front cover and is commonly shimmed for precise cam end play. Elgin offers both solid nylon type and high performance roller cam buttons.

Mfg.	Part Number	Description	Length
Chevy Small Block	SS-202	Nylon Thrust Button	.810"
Chevy Big Block	SS-205	Nylon Thrust Button	.945"
	SS-207	Roller Button	.945"



Chemicals

Elgin Engine Pre-Lube (EPL-4) is a scientifically blended oil with premium thickeners and additives designed to help ensure maximum lubrication when assembling an engine. It protects against scoring, scuffing, and coking of cams and metallic surfaces and is also recommended for use on bearings, gears, cam lobes, valve stems, lifters and all mating parts with close tolerances.

Elgin Remedy with ZDDP (ZDDP-4) is an exclusive, powerful blend of ZDDP (15,000 ppm per ounce), moly and other proven wear additives that restore oils to pre-OBD quality and performance. This industry leading formula is compatible with all engine oils and ideal for any on- or off-road racing engine.

Elgin Remedy Anti-Seize-(CAS-8) features an exclusive professional-grade formula that provides maximum resistance to corrosion and resists temperatures up to 2000° F.

Elgin Remedy White Lithium Grease (WLG-8) is a perfect way to prevent premature component wear caused by friction and/or corrosion.



EPL-4
(4 oz.)



ZDDP-4
(4 oz.)



CAS-8
(8 oz.)



WLG-8
(8 oz.)

Elgin has a complete line of “standard” hydraulic lifters, high performance “anti pump-up” lifters, solid/mechanical lifters, Retro-Fit Tie Bar hydraulic and mechanical lifters and stock hydraulic roller lifters.

Elgin Pro Stock lifters are engineered and manufactured by the OEM suppliers to give you the peace of mind that when you purchase an Elgin lifter it is an exceptionally designed product that is held to the highest quality standards demanded by the original equipment manufacturers. Oil metering valves are tailored to the specific engine application to deliver precise lubrication of the overhead valve train components. The ball design check valve provides outstanding response and reliability. Plunger and check ball springs are precisely balanced to allow uniform operation at high speeds.

A few common sense tips that should be noted:

NEVER, EVER re-use old lifters when replacing the camshaft!! This is a recipe for disaster and will wipe out a cam very quickly. Use a reputable pre-lube and apply generously to all mating surfaces to prevent wear and tear on break-in. Elgin EPL-4 is recommended for use on all lifters and cams. Adhere to original equipment specifications for lifter pre-load for hydraulic lifters and the camshaft manufacturers recommendation for valve lash on solid lifter applications. Make certain that the lifter bores are “true” and the lifter spins evenly during and after break in period. A sticking lifter in a worn bore is a leading cause of camshaft failure. These tips will help ensure the lifters performance, reliability and durability.



Hydraulic lifters require proper pre-load. Correct pre-load should be set at .020”-.060”. On an adjustable valve train, first, tighten the adjusting nut while spinning the pushrod. When you feel a slight drag on the push rod, this is “zero-lash”. Next, turn the nut one-half to one full turn to achieve correct pre-load, which will vary depending on the lifter manufacturer and the thread pitch of the stud. Using a dial indicator is the best way to check proper pre-load. On a non-adjustable valve train, use an adjustable push rod and tighten the nut to zero lash. Check the length at zero lash and use push rods that are .020”-.060” longer to get to proper pre-load. Following these procedures will help to avoid excessive valve train noise due to insufficient pre-load and many other performance issues caused by too much pre-load.

Solid lifters require a lash setting that is determined by the camshaft manufacturer. Always use the manufacturers recommended settings. Most camshaft manufacturers will use a “hot lash” setting. When setting lash, tighten the nut until there is a slight drag on the feeler gauge to determine the correct lash setting. After the engine is hot, repeat this step as the measurement will change depending on the material of the head and block.



Elgin Pro Stock Lifters

Mfg.	Engines	Years	Stock	High Performance
AMC/Jeep	150-401 CID	1961-04	HL-2011	HL-2011HP
Buick	181-455 CID	1970-88	HL-1969	HL-1969HP
Chevrolet	122 (2.0L), 134 (2.2L)	1983-93	HL-1969	HL-1969HP
	112-454 CID	1955-86	HL-1817	HL-1817HP
Chrysler	150-440 CID	1968-89	HL-2011	HL-2011HP
	225 (3.7L)	1981-87	HL-2089	
	221-426 CID	1953-67	HL-1812	HL-1812HP
	361-440 CID	1958-79	HL-1976	HL-1976HP
Ford	140-460 CID	1962-93	HL-1900	HL-1900HP
	144-462 CID	1952-92	HL-2083	HL-2083HP
Oldsmobile	260-455 CID Exc. 400, 425, F85, 442, Toronado	1964-84	HL-1951	HL-1951HP
Pontiac	151, 265, 301 CID	1956-79	HL-1969	HL-1969HP
	195-455 CID		HL-1951	HL-1951HP

Elgin Pro Stock High Performance lifters feature Premium grade/ high strength material and an ultra strong steel retainer to precisely limit plunger travel and allow the valve train to perform as a mechanical system for high RPM performance and stability.

High Performance lifters require adjustable rocker arms.

Mechanical Tappets

Mfg.	Engines	Years	Part Number
Chevrolet	140, 145, 153, 164, 194, 200, 229, 230, 250, 262, 265, 267, 283, 302, 305, 307, 327, 348, 350, 396, 400, 402, 409, 427, 454	1955-93	VT-1992
	140, 145, 153, 164, 194, 200, 229, 230, 250, 262, 265, 267, 283, 302, 305, 307, 327, 348, 350, 396, 400, 402, 409, 427, 454 For use on steel or hardfaced cams (Chilled Iron)	1955-93	VT-1883
Chrysler	170, 198, 225, 273, 277, 301, 303, 318, 361, 413, 426 Std., 440	1955-93	VT-2084
Ford	144, 159, 170, 171, 177, 325, 390, 406, 427, 428	1960-79	VT-1872
	289, 302	1963-69	VT-2000
Pontiac	301, 316, 326, 347, 370, 389, 400, 421, 455	1956-81	VT-1992

Add an **S** to ALL Lifter numbers for a boxed set of 4



Stock Hydraulic Roller Lifters

Elgin Stock Hydraulic Roller Lifters are designed to meet all OEM specifications and manufactured to OEM design and quality standards.

Mfg.	Engines	Years	Part Number
Chrysler	202, 230, 239, 318, 360, 488	1990-02	HL-2269
	5.7L, 6.1L Hemi w/o MDS	2005 & up	HL-7013K
	4 Lifter Assembly w/Cradle		
	5.7L, 6.1L Hemi w/MDS	2005 & up	HL-7014K
	4 Lifter Assembly w/Cradle - Front		
	5.7L, 6.1L Hemi w/MDS	2005 & up	HL-7015K
	4 Lifter Assembly w/Cradle - Rear		
Ford	5.7L, 6.1L Hemi w/o MDS	2005 & up	HL-7016
	Individual Lifter w/o Cradle		
	116, 122	1987-04	HL-2269
	183 (Exc. SHO), 230, 232, 256, 302, 351W	1985-07	HL-2205
	363, 421, 445 Diesel Trucks	1983-09	HL-2201
	406 (6.7L) Diesel	2011-20	HL-2010
General Motors	134 (2.2L), 189 (3.1L), 207 (3.4L), 213 (3.5L)	1990-05	HL-2270
	151, 204N, 231, 252, 262, 273, 300, 305, 350L	1984-03	HL-2148
	262 Diesel, 307 Gas, 350N Diesel	1981-90	HL-2201
	294 (4.8L), 323 (5.3L), 350 (5.7L) LS1, 364 (6.0L)	1997 & up	HL-2148
	323 (5.3L) w/Active Fuel Management	2005 & up	HL-7011
	454, 496	1996-05	HL-7003

Add an S to ALL Lifter numbers for a boxed set of 4

Lifter Guides

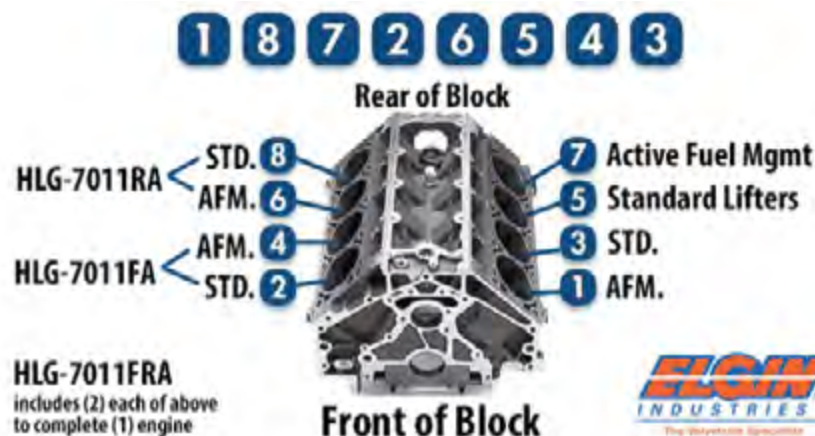
Application	Part Number	Qty. Per Engine
LS Engines – Non-Active Fuel Management	HLG-2148	4
LS Engines – Active Fuel Management, Front	HLG-7011F	2
LS Engines – Active Fuel Management, Rear	HLG-7011R	2



Hydraulic Roller Lifter/Lifter Guide Assembly for GM LS Engines with Active Fuel Management

HLG-7011FRA

- Complete Set for Entire Engine
- Pre-Assembled for Easy Drop-In Installation
- No Guess Work – Lifters are all Oriented in the Guide to Install the AFM and Non-AFM Lifters in the Correct Cylinders



Retro Fit Roller Lifters

Elgin Retro-Fit Lifters are the perfect choice for street performance engines and offer reduced friction, increased horsepower and performance. Manufactured in the USA, the outside diameters are to O.E specs for proper oil control.

To set the preload, tighten the rocker nut to zero lash and then turn the nut to the following recommendations:

- Cast Iron Head/Cast Iron Block - .025"
- Aluminum Head/ Cast Iron Block - .035"
- Aluminum Head/ Aluminum Block - .045"

This is based on the engine temperature of 70 degrees F.

Elgin Retro-Fit Lifters are recommended for use on spring pressures of less than 140 lbs. on seat and 380 lbs. open.

Application	Hydraulic	Mechanical
Buick 401, 425, 455	HL-4018S	HL-4019S
Chevy Small Block	HL-4001S	HL-4002S
Chevy Big Block	HL-4003S	HL-4005S
Chevy 348, 409	HL-4022S	HL-4023S
Chrysler Small Block	HL-4012S	
Chrysler Big Block	HL-4014S	
Ford Small Block	HL-4008S	HL-4009S
Ford Big Block	HL-4010S	HL-4011S
GM LS Engines	HL-4006S	HL-4007S
GM LS Engines Non Tie Bar - Individual Lifter	HL-5000S	
Holden V-8	HL-4020S	HL-4021S





PUSH RODS

For over 50 years Elgin Industries has been perfecting the process of producing the finest push rods in the industry. From the very beginning our engineers have worked tirelessly with OEM engineers to improve product reliability and longevity and have created a partnership with the OEM's to assume the position of the preferred Tier One supplier of push rods for many of the most demanding engines in the world.

Elgin Industries utilizes the same principles in our aftermarket push rods. Our relentless pursuit of the best materials, engineering and design, manufacturing process and commitment to excellence and customer satisfaction makes us the company to look to for your push rod needs. Elgin's push rods are all manufactured in Elgin, Illinois. Our investment in the highest quality equipment including our state-of-the-art tube mill, welding equipment, in-house heat treat including cryogenic capabilities, grinding and finishing machines ensures that every push rod adheres to the tightest tolerances and hardness requirements.

Our high performance push rods have evolved over the years. Beginning with our 500 series welded ball design to the chrome-moly 700 series to our One-Piece thick wall push rods. Due to the overwhelming demand for these superior push rods, Elgin has added nearly 100 part numbers and lengths to our One-Piece push rod line. Offering you the greatest range of lengths you need for virtually any application. Elgin Industries is also committed to and constantly updating our manufacturing processes to adhere to the most up to date industry quality certifications (ISO 9001, IATF 16949) and is committed to the environment with our certifications (ISO 14001) as well.

Elgin Industries...
THE push rod manufacturer!!!!



Elgin Industries Manufacturing

Elgin Industries engineers have developed a very sophisticated manufacturing process that allows us to produce multiple types of push rods simultaneously. We have several dedicated production lines specific to our OE customers and aftermarket products. We have production lines dedicated to welded end push rods and pressed end push rods and even a hybrid line for combination of pressed and welded ends. Because of all these dedicated production lines, Elgin has the capability to produce over 150,000 push rods every day. Elgin employees are highly skilled and trained in our manufacturing processes and perform periodic product inspections to ensure all push rods meet tolerances.

We have developed a unique welding system designed to hold lengths of our push rods to +/- .13mm. We can manufacture lengths ranging from 5-1/2" to 12" using either standard 1010 steel or 4130 chrome-moly. Our wall thicknesses range from a stock .060" tube to .137" in our 3/8" One Piece Push Rods. We utilize a centerless grinder and hard turning for our One Piece Thick Wall Push Rods to achieve a 210 degree radius on the ends for extreme lift and high performance camshaft profiles and will hold up to virtually any valve spring load.

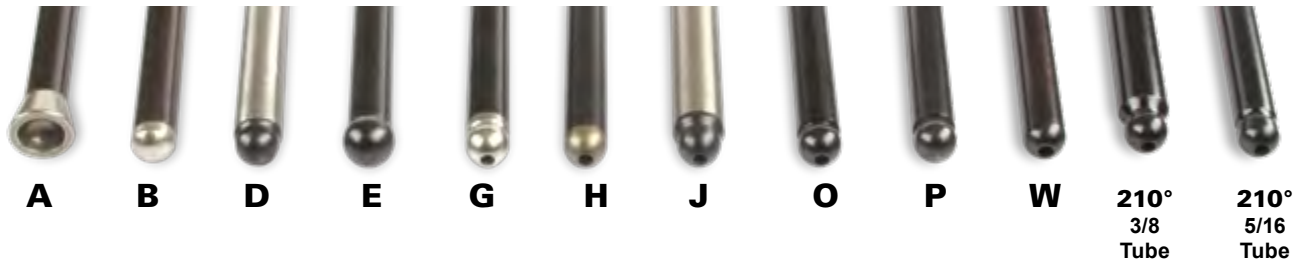
Cryogenic Capabilities



State of the Art Tube Mill



Tip Configuration Guide



A = 5/16 Cup - No Oil Hole
B = 3/8 Pressed - No Oil Hole
D = 5/16 Pressed - No Oil Hole - 3/8 Tube
E = 3/8 Welded - No Oil Hole

G = 5/16 Pressed - Oil Hole 210°
H = 5/16 Pressed - Oil Hole
J = 5/16 Pressed - Oil Hole - 3/8 Tube
O = 5/16 Welded - Oil Hole

P = 5/16 Welded - No Oil Hole
W = 5/16 One-Piece - Oil Hole
210° = 5/16 One-Piece - Oil Hole - 3/8 Tube
210° = 5/16 One-Piece - Oil Hole - 5/16 Tube



500 Series

- All 500 Series push rods feature 5/16" diameter and .075" wall thickness giving you 20% greater column strength than stock push rods.
- Manufactured from heavy wall 1010 carbonitrited steel tube for exceptional wear. Greater than 55 RC hardness. Deep case carburized 1018 steel ball ends with greater than 60 RC hardness. Rated for spring pressures up to 400 lbs.

Part Number	Length	Ends	Guide Plate
PR-581	6.887	O-O	Yes
PR-573	7.195	O-O	Yes
PR-514	7.393	O-O	Yes
ICE300514 (Black Ice)	7.393	O-O	Yes
PR-559	7.513	P-P	Yes
PR-503	7.642	O-O	Yes
PR-515	7.450	O-O	Yes
PR-554	7.650	O-O	Yes
PR-539	7.700	O-O	Yes
PR-538	7.750	O-O	Yes
ICE300538 (Black Ice)	7.750	O-O	Yes
PR-537	7.800	O-O	Yes
ICE300537 (Black Ice)	7.800	O-O	Yes

Part Number	Length	Ends	Guide Plate
PR-580	7.850	O-O	Yes
PR-577	7.900	O-O	Yes
ICE300577 (Black Ice)	7.900	O-O	Yes
PR-582	7.950	O-O	Yes
PR-560	8.177	O-O	Yes
PR-579	8.255	O-O	Yes
PR-540	8.555	P-P	Yes
PR-502	8.595	O-O	Yes
PR-561	9.164	O-O	Yes
PR-592	9.200	O-O	Yes
PR-541	9.295	P-P	Yes
PR-562	9.682	O-O	Yes

See front pages for details on Black Ice products.

PUSH RODS



700 Series

- Manufactured from 4130 seamless chrome moly nitrocarburized to greater than 60 RC hardness and feature .065" wall thickness. Available in 5/16", 3/8" and 11/32" diameters. Ideal for spring pressures greater than 300 lbs.

Part Number	Length	Diameter	Ends	Guide Plate
PR-763	6.804	5/16	H-H	Yes
PR-748	6.886	5/16	H-H	Yes
PR-700	7.199	5/16	H-H	Yes
PR-720	7.497	5/16	A-B	No
PR-759	7.513	5/16	B-B	Yes
PR-749	7.605	5/16	H-H	Yes
PR-754	7.645	5/16	H-H	Yes
PR-739	7.700	5/16	H-H	Yes
PR-751	7.794	3/8	J-J	Yes
PR-737	7.800	5/16	H-H	Yes
PR-780	7.850	5/16	H-H	Yes
PR-777	7.900	5/16	H-H	Yes
PR-792	7.944	3/8	J-J	Yes
PR-782	7.950	5/16	H-H	Yes
PR-783	8.000	5/16	H-H	Yes
PR-787	8.050	5/16	H-H	Yes
PR-747	8.150	5/16	H-H	Yes
PR-776	8.182	5/16	H-H	Yes
PR-795	8.200	5/16	H-H	Yes
PR-713	8.280	3/8	J-J	Yes
PR-731	8.280	7/16	J-J	Yes
PR-746A	8.291	3/8	A-D	No
PR-750	8.408	5/16	H-H	Yes
PR-753	8.492	5/16	H-H	Yes
PR-778	8.550	5/16	H-H	Yes
PR-740	8.555	5/16	B-B	Yes
PR-746	8.567	3/8	A-D	No

Part Number	Length	Diameter	Ends	Guide Plate
PR-765	8.680	3/8	J-J	Yes
PR-764	8.693	5/16	H-H	Yes
PR-742	8.710	3/8	A-D	No
PR-717B	8.905	3/8	A-D	No
PR-726	9.130	5/16	H-H	Yes
PR-730	9.130	11/32	D-D	No
PR-717A	9.180	3/8	A-B	No
PR-732	9.250	7/16	J-J	Yes
PR-714	9.252	3/8	J-J	Yes
PR-741	9.295	5/16	B-B	Yes
PR-705	9.339	11/32	A-E	No
PR-717	9.357	3/8	A-D	No
PR-743	9.450	3/8	A-D	No
PR-779	9.504	5/16	H-H	Yes
PR-758	9.547	5/16	H-H	Yes
PR-707	9.588	5/16	E-E	No
PR-708	9.618	5/16	E-E	No
PR-766	9.652	3/8	J-J	Yes
PR-762	9.682	5/16	H-H	Yes
PR-767	10.140	5/16	H-H	No
PR-744	10.645	3/8	A-D	No
PR-705A	10.680	11/32	A-E	No
PR-715	10.812	3/8	A-D	No
PR-755	11.382	5/16	H-H	Yes
PR-745	11.612	3/8	A-D	No
PR-716	11.740	3/8	A-D	No





PUSH RODS

One Piece Thick Wall Push Rods

- Manufactured from 4130 aircraft quality seamless chrome moly.
- Centerless ground and fully hard turned 210° radius ends.
- Through hardened and carburized tube with greater than 58 RC hardness and held to .005" maximum runout.
- Up to 40% greater column strength for superior strength and durability and increased stiffness to virtually eliminate compression and deflection which could lead to valve float and possibly catastrophic failure.
- Black oxide coated.



**Premium Quality Parts
Made in the USA!!!!**



One Piece Thick Wall Push Rods

5/16" x .106"					
Part Number	Length	Part Number	Length	Part Number	Length
PR-15615	6.150	PR-15752	7.525	PR-15890	8.900
PR-15620	6.200	PR-15755	7.550	PR-15895	8.950
PR-15625	6.250	PR-15760	7.600	PR-15900	9.000
PR-15630	6.300	PR-15765	7.650	PR-15905	9.050
PR-15635	6.350	PR-15770	7.700	PR-15910	9.100
PR-15640	6.400	PR-15752	7.525	PR-15915	9.150
PR-15645	6.450	PR-15775	7.750	PR-15920	9.200
PR-15650	6.500	PR-15780	7.800	PR-15925	9.250
PR-15655	6.550	PR-15785	7.850	PR-15930	9.300
PR-15660	6.600	PR-15790	7.900	PR-15935	9.350
PR-15665	6.650	PR-15795	7.950	PR-15940	9.400
PR-15670	6.700	PR-15800	8.000	PR-15945	9.450
PR-15675	6.750	PR-15805	8.050	PR-15950	9.500
PR-15680	6.800	PR-15810	8.100	PR-15955	9.550
PR-15685	6.850	PR-15815	8.150	PR-15960	9.600
PR-15690	6.900	PR-15820	8.200	PR-15965	9.650
PR-15695	6.950	PR-15825	8.250	PR-15970	9.700
PR-15700	7.000	PR-15830	8.300	PR-15975	9.750
PR-15702	7.025	PR-15835	8.350	PR-15980	9.800
PR-15705	7.050	PR-15840	8.400	PR-15985	9.850
PR-15710	7.100	PR-15845	8.450	PR-151045	10.450
PR-15715	7.150	PR-15850	8.500	PR-151050	10.500
PR-15720	7.200	PR-15855	8.550	PR-151055	10.550
PR-15725	7.250	PR-15845	8.450	PR-151060	10.600
PR-15730	7.300	PR-15850	8.500	PR-151065	10.650
PR-15732	7.325	PR-15855	8.550	PR-151070	10.700
PR-15735	7.350	PR-15860	8.600	PR-151075	10.750
PR-15737	7.375	PR-15865	8.650	PR-151080	10.800
PR-15740	7.400	PR-15870	8.700	PR-151085	10.850
PR-15742	7.425	PR-15875	8.750	PR-151090	10.900
PR-15745	7.450	PR-15880	8.800	PR-151095	10.950
PR-15750	7.500	PR-15885	8.850		

3/8" x .137"					
Part Number	Length	Part Number	Length	Part Number	Length
PR-13630	6.300	PR-13810	8.100	PR-13900	9.000
PR-13650	6.500	PR-13815	8.150	PR-13905	9.050
PR-13700	7.000	PR-13820	8.200	PR-13910	9.100
PR-13710	7.100	PR-13825	8.250	PR-13915	9.150
PR-13725	7.250	PR-13830	8.300	PR-13920	9.200
PR-13732	7.325	PR-13835	8.350	PR-13925	9.250
PR-13737	7.375	PR-13840	8.400	PR-13930	9.300
PR-13750	7.500	PR-13841	8.414	PR-13935	9.350
PR-13755	7.550	PR-13845	8.450	PR-13940	9.400
PR-13760	7.600	PR-13850	8.500	PR-13945	9.450
PR-13765	7.650	PR-13855	8.550	PR-13950	9.500
PR-13770	7.700	PR-13860	8.600	PR-13955	9.550
PR-13775	7.750	PR-13865	8.650	PR-13960	9.600
PR-13780	7.800	PR-13870	8.700	PR-13965	9.650
PR-13785	7.850	PR-13875	8.750	PR-13975	9.750
PR-13790	7.900	PR-13880	8.800	PR-13980	9.800
PR-13795	7.950	PR-13885	8.850	PR-13990	9.900
PR-13800	8.000	PR-13890	8.900	PR-13995	9.950
PR-13805	8.050	PR-13895	8.950		



PUSH ROD IDENTIFICATION CHART

Listed By Progressive Length

Manufacturer	Part Number	Measured Length	Ends		Material	Tube	Guide Plate Use OK?
Universal	PR-15615	6.150	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-15620	6.200	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-15625	6.250	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13630	6.300	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15630	6.300	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-15635	6.350	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-15640	6.400	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-15645	6.450	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-15655	6.550	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-15665	6.650	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13650	6.500	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15650	6.500	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-15660	6.600	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-15670	6.700	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-15675	6.750	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-15680	6.800	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Ford	PR-763	6.804	Pressed	H-H	4130	5/16 x .065	Yes
Universal	PR-15685	6.850	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Ford	PR-748	6.886	Pressed	H-H	4130	5/16 x .065	Yes
Ford	PR-581	6.887	Welded	O-O	C1010	5/16 x .075	Yes
Universal	PR-15690	6.900	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-15695	6.950	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13700	7.000	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15700	7.000	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-15702	7.025	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-15705	7.050	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13710	7.100	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15710	7.100	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-15715	7.150	One-Piece	210 Deg.	4130	5/16 x .106	Yes
GM	PR-700	7.200	Pressed	H-H	4130	5/16 x .065	Yes
Universal	PR-15720	7.200	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13725	7.250	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15725	7.250	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-15730	7.300	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13732	7.325	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15732	7.325	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-15735	7.350	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13737	7.375	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15737	7.375	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-15740	7.400	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-15742	7.425	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-15752	7.525	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13755	7.550	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15755	7.550	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13760	7.600	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15760	7.600	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Ford	PR-749	7.605	Pressed	H-H	4130	5/16 x .065	Yes
Ford, GM	PR-515	7.450	Welded	O-O	C1010	5/16 x .075	Yes
Ford, GM	PR-554	7.645	Welded	O-O	C1010	5/16 x .075	Yes
Ford, GM	PR-754	7.645	Pressed	H-H	4130	5/16 x .065	Yes
Universal	PR-13765	7.650	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15765	7.650	One-Piece	210 Deg.	4130	5/16 x .106	Yes

PUSH ROD IDENTIFICATION CHART



Listed By Progressive Length (Continued)

Manufacturer	Part Number	Measured Length	Ends		Material	Tube	Guide Plate Use OK?
GM	PR-539	7.700	Welded	O-O	C1010	5/16 x .075	Yes
GM	PR-739	7.700	Pressed	H-H	4130	5/16 x .065	Yes
Universal	PR-13770	7.700	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15770	7.700	One Piece	210 Deg.	4130	5/16 x .106	Yes
GM	PR-538	7.750	Welded	O-O	C1010	5/16 x .075	Yes
Universal	PR-13775	7.750	One Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15775	7.750	One-Piece	210 Deg.	4130	5/16 x .106	Yes
GM	PR-751	7.794	Pressed	J-J	4130	3/8 x .065	Yes
GM	PR-537	7.800	Welded	O-O	C1010	5/16 x .075	Yes
GM	PR-737	7.800	Pressed	H-H	4130	5/16 x .065	Yes
Universal	PR-13780	7.800	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15780	7.800	One-Piece	210 Deg.	4130	5/16 x .106	Yes
GM	PR-580	7.850	Welded	O-O	C1010	5/16 x .075	Yes
GM	PR-780	7.850	Pressed	H-H	4130	5/16 x .065	Yes
Universal	PR-13785	7.850	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15785	7.850	One-Piece	210 Deg.	4130	5/16 x .106	Yes
GM	PR-577	7.900	Welded	O-O	C1010	5/16 x .075	Yes
GM	PR-777	7.900	Pressed	H-H	4130	5/16 x .065	Yes
Universal	PR-13790	7.900	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15790	7.900	One-Piece	210 Deg.	4130	5/16 x .106	Yes
GM	PR-792	7.944	Pressed	J-J	4130	3/8 x .065	Yes
GM	PR-582	7.950	Welded	O-O	C1010	5/16 x .075	Yes
GM	PR-782	7.950	Pressed	H-H	4130	5/16 x .065	Yes
Universal	PR-13795	7.950	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15795	7.950	One-Piece	210 Deg.	4130	5/16 x .106	Yes
GM	PR-783	8.000	Pressed	H-H	4130	5/16 x .065	Yes
Universal	PR-13800	8.000	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15800	8.000	One-Piece	210 Deg.	4130	5/16 x .106	Yes
GM	PR-787	8.050	Pressed	H-H	4130	5/16 x .065	Yes
Universal	PR-13805	8.050	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15805	8.050	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13810	8.100	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15810	8.100	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Ford	PR-747	8.150	Pressed	H-H	4130	5/16 x .065	Yes
Universal	PR-13815	8.150	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15815	8.150	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Ford	PR-776	8.182	Pressed	H-H	4130	5/16 x .065	Yes
GM	PR-795	8.200	Pressed	H-H	4130	5/16 x .065	Yes
Universal	PR-13820	8.200	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15820	8.200	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13825	8.250	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15825	8.250	One-Piece	210 Deg.	4130	5/16 x .106	Yes
GM	PR-713	8.280	Pressed	J-J	4130	3/8 x .065	Yes
GM	PR-731	8.280	Pressed	J-J	4130	7/16 x .065	Yes
Chrysler	PR-746A	8.291	Pressed	A-D	4130	3/8 x .065	No
Universal	PR-13830	8.300	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15830	8.300	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13835	8.350	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15835	8.350	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13840	8.400	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15840	8.400	One-Piece	210 Deg.	4130	5/16 x .106	Yes





IDENTIFICATION CHART

Listed By Progressive Length (Continued)

Manufacturer	Part Number	Measured Length	Ends		Material	Tube	Guide Plate Use OK?
Ford	PR-750	8.408	Pressed	H-H	4130	5/16 x .065	Yes
Universal	PR-13841	8.414	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-13845	8.450	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15845	8.450	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Ford	PR-753	8.492	Pressed	H-H	4130	5/16 x .065	Yes
Universal	PR-13850	8.500	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15850	8.500	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Ford	PR-778	8.550	Pressed	H-H	4130	5/16 x .065	Yes
Universal	PR-13855	8.550	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15855	8.550	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Chrysler, Ford	PR-540	8.555	Welded	P-P	C1010	5/16 x .075	Yes
Chrysler	PR-740	8.555	Pressed	B-B	4130	5/16 x .065	Yes
Chrysler	PR-746	8.567	Pressed	A-D	4130	3/8 x .065	No
Universal	PR-13860	8.600	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15860	8.600	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13865	8.650	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15865	8.650	One-Piece	210 Deg.	4130	5/16 x .106	Yes
GM	PR-765	8.680	Pressed	J-J	4130	3/8 x .065	Yes
Ford, GM	PR-764	8.693	Pressed	H-H	4130	5/16 x .065	Yes
Universal	PR-13870	8.700	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15870	8.700	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Chrysler	PR-742	8.710	Pressed	A-D	4130	3/8 x .065	No
Universal	PR-13875	8.750	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15875	8.750	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13880	8.800	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15880	8.800	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13885	8.850	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15885	8.850	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13890	8.900	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15890	8.900	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Chrysler	PR-717B	8.905	Pressed	A-D	4130	3/8 x .065	No
Universal	PR-13895	8.950	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15895	8.950	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13900	9.000	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15900	9.000	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13905	9.050	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15905	9.050	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13910	9.100	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15910	9.100	One-Piece	210 Deg.	4130	5/16 x .106	Yes
GM	PR-726	9.130	Pressed	H-H	4130	5/16 x .065	Yes
GM	PR-730	9.130	Pressed	D-D	4130	11/32 x .065	No
Universal	PR-13915	9.150	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15915	9.150	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Chrysler	PR-717A	9.180	Pressed	A-B	4130	3/8 x .065	No
Universal	PR-13920	9.200	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15920	9.200	One-Piece	210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13925	9.250	One-Piece	210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15925	9.250	One-Piece	210 Deg.	4130	5/16 x .106	Yes
GM	PR-714	9.252	Pressed	J-J	4130	3/8 x .065	Yes
GM	PR-732	9.252	Pressed	J-J	4130	7/16 x .065	Yes
Chrysler	PR-541	9.295	Welded	P-P	C1010	5/16 x .075	Yes
Chrysler	PR-741	9.295	Pressed	B-B	4130	5/16 x .065	Yes

PUSH ROD IDENTIFICATION CHART



Listed By Progressive Length (Continued)

Manufacturer	Part Number	Measured Length	Ends	Material	Tube	Guide Plate Use OK?
Universal	PR-13930	9.300	One-Piece 210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15930	9.300	One-Piece 210 Deg.	4130	5/16 x .106	Yes
Ford	PR-705	9.339	Pressed A-E	4130	11/32 x .065	No
Universal	PR-13935	9.350	One-Piece 210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15935	9.350	One-Piece 210 Deg.	4130	5/16 x .106	Yes
Chrysler	PR-717	9.357	Pressed A-D	4130	3/8 x .065	No
Universal	PR-13940	9.400	One-Piece 210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15940	9.400	One-Piece 210 Deg.	4130	5/16 x .106	Yes
Chrysler	PR-743	9.450	Pressed A-D	4130	3/8 x .065	No
Universal	PR-13945	9.450	One-Piece 210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15945	9.450	One-Piece 210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13950	9.500	One-Piece 210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15950	9.500	One-Piece 210 Deg.	4130	5/16 x .106	Yes
Ford	PR-779	9.504	Pressed H-H	4130	5/16 x .065	Yes
GM	PR-758	9.547	Pressed H-H	4130	5/16 x .065	Yes
Universal	PR-13955	9.550	One-Piece 210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15955	9.550	One-Piece 210 Deg.	4130	5/16 x .106	Yes
Ford	PR-707	9.588	Pressed E-E	4130	5/16 x .065	No
Universal	PR-13960	9.600	One-Piece 210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15960	9.600	One-Piece 210 Deg.	4130	5/16 x .106	Yes
Ford	PR-708	9.618	Pressed E-E	4130	5/16 x .065	No
Universal	PR-13965	9.650	One-Piece 210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15965	9.650	One-Piece 210 Deg.	4130	5/16 x .106	Yes
GM	PR-766	9.652	Pressed J-J	4130	3/8 x .065	Yes
GM	PR-562	9.682	Welded O-O	C1010	5/16 x .075	Yes
GM	PR-762	9.682	Pressed H-H	4130	5/16 x .065	Yes
Universal	PR-15970	9.700	One-Piece 210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13975	9.750	One-Piece 210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15975	9.750	One-Piece 210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13980	9.800	One-Piece 210 Deg.	4130	3/8 x .137	Yes
Universal	PR-15980	9.800	One-Piece 210 Deg.	4130	5/16 x .106	Yes
Universal	PR-15985	9.850	One-Piece 210 Deg.	4130	5/16 x .106	Yes
Universal	PR-13990	9.900	One-Piece 210 Deg.	4130	3/8 x .137	Yes
Universal	PR-13995	9.950	One-Piece 210 Deg.	4130	3/8 x .137	Yes
Ford	PR-767	10.140	Pressed H-H	4130	5/16 x .065	No
Universal	PR-151045	10.450	One-Piece 210 Deg.	4130	5/16 x .106	Yes
Universal	PR-151050	10.500	One-Piece 210 Deg.	4130	5/16 x .106	Yes
Universal	PR-151065	10.650	One-Piece 210 Deg.	4130	5/16 x .106	Yes
Chrysler	PR-744	10.645	Pressed A-D	4130	3/8 x .065	No
Chrysler	PR-715	10.657	Pressed A-D	4130	3/8 x .065	No
Ford	PR-705A	10.680	Pressed A-E	4130	11/32 x .065	No
Universal	PR-151070	10.700	One-Piece 210 Deg.	4130	5/16 x .106	Yes
Universal	PR-151075	10.750	One-Piece 210 Deg.	4130	5/16 x .106	Yes
Universal	PR-151080	10.800	One-Piece 210 Deg.	4130	5/16 x .106	Yes
Universal	PR-151085	10.850	One-Piece 210 Deg.	4130	5/16 x .106	Yes
Universal	PR-151090	10.900	One-Piece 210 Deg.	4130	5/16 x .106	Yes
Universal	PR-151095	10.950	One-Piece 210 Deg.	4130	5/16 x .106	Yes
GM	PR-755	11.382	Pressed H-H	4130	5/16 x .065	Yes
Chrysler	PR-716	11.585	Pressed A-D	4130	3/8 x .065	No
Chrysler	PR-745	11.612	Pressed A-D	4130	3/8 x .065	No





Length Checkers

Part Number	Length	Description	Application
PRC-100		Master Kit - 1 ea. PRC-101 thru PRC-105	Ford & GM
PRC-101	7.500" - 8.700"	5/16 Diameter & 5/16 Ball Ends	Ford & GM
PRC-102	8.500" - 9.800"	5/16 Diameter & 5/16 Ball Ends	Ford & GM
PRC-103	9.700" - 11.000"	5/16 Diameter & 5/16 Ball Ends	Ford & GM
PRC-104	10.200" - 11.500"	5/16 Diameter & 5/16 Ball Ends	Ford & GM
PRC-105	6.125" - 7.500"	5/16 Diameter & 5/16 Ball Ends	Ford & GM
PRC-110	8.350" - 9.800"	5/16 Diameter & 3/8 Ball & 5/16 Cup	Chrysler Big Block
PRC-111	10.300" - 11.700"	5/16 Diameter & 3/8 Ball & 5/16 Cup	Chrysler Hemi
PRC-112	6.900" - 8.350"	5/16 Diameter & 5/16 Ball & 5/16 Cup	Chrysler Small Block

Guide Plates

Mfg.	Part Number	Type
Chevy Small Block	GP100	Flat 5/16"
	GP101	Flat 3/8"
	GP102	Raised 3/8"
	GP103	Raised 5/16"
Chevy Big Block	GP106	Raised 7/16"
	GP107	Raised 3/8"
Chevy Big Block – Gen V & Gen VI	GP115	Raised 3/8" - 10mm
Chevy Big Block – OEM #3860038	GP114	Raised 3/8"
Ford 289, 302W, 351W	GP108	Flat 5/16"
	GP109	Flat 3/8"
Ford 302 Boss, 351C & 351M	GP110	Raised 3/8"
	GP111	Raised 5/16"
Ford 429, 460	GP112	Raised 3/8"
	GP113	Raised 5/16"



No Part Number Suffix = Package of 50
 Add a S to part number = Box of 8
 Add a K to part number = Skin Pack of 8



ROCKER ARMS



Selecting the correct rocker arm for your specific application and performance expectations is a critical decision to achieve your goals.

If you are doing a stock rebuild, a stock rocker arm is the best choice. Choosing a rocker arm with a long slot and increased ratio can be detrimental and possibly cause engine damage due to excessive valve lift. Valve to piston contact, valve spring coil bind, retainer to valve stem seal or guide and retainer to rocker arm contact are also other common issues that will lead to premature failure and engine damage.

In a performance build with a higher lift camshaft, there are several options available. A rocker arm with a long slot is recommended to avoid stud to arm contact. To reduce wear and fatigue on the valve stem, a roller tip rocker arm is the correct choice. For increased horsepower and faster response while simultaneously reducing valve tip wear and deflection, a full roller rocker arm is recommended.



PERFORMANCE THROUGH CRYOGENICS



Whatever your goals are, Elgin has a rocker arm to fit your needs. We manufacture stamped steel stock or long slot rocker arms with stock or higher ratios. Guide rail options are available for Small Block Chevy applications and roller tip versions as well. In-house heat treat operations allow us to offer these in a hardened “Nitro” version. For the best in durability and wear resistance, “Black Ice” cryogenically frozen rockers are the choice for most racers. Both offer the “stock appearance” in classes where rules dictate.

Elgin’s stainless steel full roller rockers with upgraded roller trunnions have proven themselves to be the preferred option for high performance engines that demand extreme reliability.



LS Engine Stock Rocker Arms

Applications	Part Number	Description	Qty Per Vehicle
LS1, LS2, LS6	R-907	Exh. & Int.	16
LS3, L92	R-907	Exh. - Straight	8
	R-908	Int. - Offset	8
LS7	R-912	Exh.	8
	R-919	Int.	8
LV3, L83, L86	R-913	Exh. & Int.	12, 16



LS Engine Stainless Steel Drop-In Roller Rocker Arms

Applications	Part Number	Description
LS1, LS2, LS6	SSR-1907RS	Kit Includes 16 Straight Rocker Arms and 16 Premium Fasteners
LS3, L92	SSR-1915RS	Kit Includes 8 Straight Rocker Arms, 8 Offset Rocker Arms and 16 Premium Fasteners



Easily upgrade your stock rocker arms to a full roller rocker system with these drop-in style kits.

These rocker arms are manufactured from 17-4ph polished stainless steel and a heat treated Cr40 roller tip to reduce wear on the valve tip. Rated up to 400 lbs. open spring pressures.

The extra large full needle bearing trunnion is designed with a clip on the outside to keep the needle bearings in place and performing at peak efficiency.

Stainless Steel Roller Rocker Arms

Applications	Part Number	Ratio	Stud Dia.
Chevy Small Block	SSR-840RS	1.5	3/8
	SSR-840SPRS	1.6	3/8
	SSR-1840RS	1.5	7/16
	SSR-1840SPRS	1.6	7/16
Chevy Big Block	SSR-868RS	1.72	7/16
Chrysler Small Block	SSR-756RS	1.65	3/8
Ford Small Block	SSR-2889RS	1.6	3/8
	SSR-889RS	1.6	7/16
Ford Big Block	SSR-888RS	1.6	7/16
	SSR-888SPRS	1.73	7/16
	SSR-2888RS	1.8	7/16
GM LS1, LS2, LS6	SSR-907RS	1.7	3/8
	SSR-907SPRS	1.8	3/8
Holden	SSR-2848RS	1.65	7/16
Pontiac	SSR-846RS	1.5	7/16
	SSR-848RS	1.65	7/16

Elgin Pro Stock Stainless Steel Full Roller Rockers Arms Feature an Extra Large Full Needle Bearing Trunnion designed to increase horsepower, provide quicker response, increase durability and allow high RPM stability with no deflection.

The large roller tip provides less friction and a smooth path over the valve tip which reduces wear on the valve to rocker contact area.

The upgraded trunnion has a clip on the outside to keep all the needle bearings in place and operating at peak performance.

The kits are conveniently clamshell packaged and include 16 rocker arms and Posi-Locks.

Hardened Steel Reinforced Push Rod Seat to reduce wear and fatigue.



Stamped Steel Roller Tip Rocker Arm Kits

- All rocker arms feature long-slot design
- H-11 tool steel roller and pin
- Precision ground roller (3 RA finish)
- Chevrolet Small Block 7/16" rocker arm kits feature ultra low friction dicronite coating on pivot ball
- Increase horsepower
- Reduce tip-rocker friction
- Reduced stud flex and failure
- Ensures smooth valve train operation

Application	Part Number	Ratio	Stud Dia.	Kit Contents
Chevy Small Block	RK-840RK	1.5	3/8	8 ea. Roller Tip Rocker Arms, RM-1786 Nuts, RM-1792 Grooved Balls - Skin Packed
	ICE410840R (Black Ice)			
	RK-840RS	1.5	3/8	16 ea. Roller Tip Rocker Arms, RM-1786 Nuts, RM-1792 Grooved Balls - Boxed
	RK-840SPRK	1.6	3/8	8 ea. Roller Tip Rocker Arms, RM-1786 Nuts, RM-1792 Grooved Balls - Skin Packed
	ICE410840SPR (Black Ice)			
	RK-840SPRS	1.6	3/8	16 ea. Roller Tip Rocker Arms, RM-1786 Nuts, RM-1792 Grooved Balls - Boxed
	RK-1840RK	1.5	7/16	8 ea. Roller Tip Rocker Arms, RM-1793 Nuts, RM-1000 Dicronite Coated Grooved Balls - Skin Packed
	RK-1840RS	1.5	7/16	16 ea. Roller Tip Rocker Arms, RM-1793 Nuts, RM-1000 Dicronite Coated Grooved Balls - Boxed
	RK-1840SPRK	1.6	7/16	8 ea. Roller Tip Rocker Arms, RM-1793 Nuts, RM-1000 Dicronite Coated Grooved Balls - Skin Packed
	RK-1840SPRS	1.6	7/16	16 ea. Roller Tip Rocker Arms, RM-1793 Nuts, RM-1000 Dicronite Coated Grooved Balls - Boxed
Ford 302 & 351W	RK-889RK	1.6	N/A	8 ea. Roller Tip Rocker Arms, RM-1776 Fulcrum, RM-1741 Bolts and Washers - Skin Packed
	RK-889RS	1.6	N/A	16 ea. Roller Tip Rocker Arms, RM-1776 Fulcrum, RM-1741 Bolts and Washers - Boxed



Elgin “Nitro”™ Stock-Appearing Rocker Arm Kits

- All Chevrolet rockers feature long-slot design
- Chevrolet Small Block 7/16” kits feature ultra low friction dicronite coating on pivot ball
- Advanced surface hardening provides increased resistance to wear
- Ideally suited for racers in classes where stock appearing parts are required

Application	Part Number	Ratio	Stud Dia.	Kit Contents
Chevy Small Block	RK-840NK	1.5	3/8	8 ea. Nitro Rocker Arms, RM-1786 Nuts, RM-1792 Grooved Balls - Skin Packed
	RK-840NS	1.5	3/8	16 ea. Nitro Rocker Arms, RM-1786 Nuts, RM-1792 Grooved Balls - Boxed
	RK-840SPNK	1.6	3/8	8 ea. Nitro Rocker Arms, RM-1786 Nuts, RM-1792 Grooved Balls - Skin Packed
	RK-840SPNS	1.6	3/8	16 ea. Nitro Rocker Arms, RM-1786 Nuts, RM-1792 Grooved Balls - Boxed
	RK-1840NK	1.5	7/16	8 ea. Nitro Rocker Arms, RM-1793 Nuts, RM-1000 Grooved Balls - Skin Packed
	RK-1840NS	1.5	7/16	16 ea. Nitro Rocker Arms, RM-1793 Nuts, RM-1000 Grooved Balls - Boxed
	RK-1840SPNK	1.6	7/16	8 ea. Nitro Rocker Arms, RM-1793 Nuts, RM-1000 Grooved Balls - Skin Packed
	RK-1840SPNS	1.6	7/16	16 ea. Nitro Rocker Arms, RM-1793 Nuts, RM-1000 Grooved Balls - Boxed
Chevy Big Block	RK-868NK	1.72	7/16	8 ea. Nitro Rocker Arms, RM-1793 Nuts, RM-1797 Grooved Balls - Skin Packed
	RK-868NS	1.72	7/16	16 ea. Nitro Rocker Arms, RM-1793 Nuts, RM-1797 Grooved Balls - Boxed



Stamped Steel Rocker Arms

Application	Part Number	Ratio	Stud Dia.	Slot	Kit Number	Kit Contents
Chevy Small Block	R-736 w/Guide Rails	1.5	3/8	Stock	RK-1736	1 ea. Rocker Arm, Nut, Smooth Ball
					RK-2736	1 ea. Rocker Arm, Nut, Grooved Ball
	ICE400736 (Black Ice)				ICE410736 (Black Ice)	
	R-842	1.5	3/8	Stock	RK-401	1 ea. Rocker Arm, Nut, Smooth Ball
					RK-501	1 ea. Rocker Arm, Nut, Grooved Ball
	ICE400842 (Black Ice)				ICE410842 (Black Ice)	
	R-737 w/Guide Rails	1.5	3/8	Long	RK-1737	1 ea. Rocker Arm, Nut, Smooth Ball
					RK-2737	1 ea. Rocker Arm, Nut, Grooved Ball
	ICE400737 (Black Ice)				ICE410737 (Black Ice)	
	R-840	1.5	3/8	Long	RK-508	1 ea. Rocker Arm, Nut, Grooved Ball
	ICE400840 (Black Ice)				ICE410840 (Black Ice)	
	R-738 w/Guide Rails	1.6	3/8	Long	RK-738	1 ea. Rocker Arm, Nut, Grooved Ball
	ICE400738 (Black Ice)				ICE410738 (Black Ice)	
Chevy Big Block	R-840SP	1.6	3/8	Long	RK-508SP	1 ea. Rocker Arm, Nut, Grooved Ball
	R-1840	1.5	7/16	Long	RK-1508	1 ea. Rocker Arm, Nut, Grooved Ball
	ICE401840 (Black Ice)				ICE411840 (Black Ice)	
	R-1840SP	1.6	7/16	Long	RK-1508SP	1 ea. Rocker Arm, Nut, Grooved Ball
Ford 302	R-867	1.72	7/16	Stock	RK-504	1 ea. Rocker Arm, Nut, Grooved Ball
	R-868	1.72	7/16	Long	RK-507	1 ea. Rocker Arm, Nut, Grooved Ball
	ICE400868 (Black Ice)				ICE410868 (Black Ice)	
Ford 302 Boss, 351, 429	R-886 Cast w/Guide Rails	1.6		Stock	RK-610	1 Rocker Arm, 2 Nuts, 1 Grooved Ball
					RK-610B	1 Rocker Arm, 2 Nuts, 1 Smooth Ball
	R-889 Stamped	1.6	N/A	Stock	RK-548	1 ea. Rocker Arm, Fulcrum, Bolt
Pontiac	R-888 Stamped	1.7	N/A	Stock	RK-547	1 ea. Rocker Arm, Fulcrum, Bolt
	R-846	1.5	3/8	Stock	RK-536	1 ea. Rocker Arm, Nut, Grooved Ball
	ICE400846 (Black Ice)					
	R-848	1.65	3/8	Stock	RK-532	1 ea. Rocker Arm, Nut, Grooved Ball
	ICE400848 (Black Ice)					



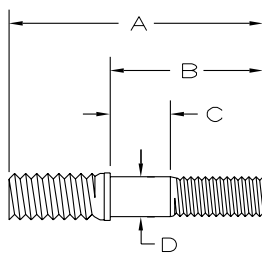
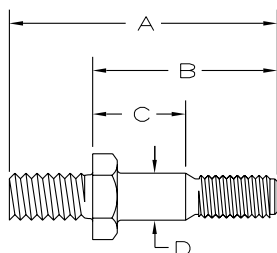
Elgin "Black Ice" Rocker Arm Kits are available!

See front pages for details.

ROCKER ARMS



Rocker Arm Studs



Part Number	A	B	C	D	Bottom / Top Thread Sizes	Hex Nut
RDS-1920	2.325	1.600	.750	3/8	7/16-14 / 3/8-24	No
RDS-2920	2.325	1.725	.850	3/8	7/16-14 / 3/8-24	Yes
ICE102920 (Black Ice)	2.325	1.725	.850	3/8	7/16-14 / 3/8-24	Yes
RDS-920	2.500	Press-In	.800	3/8	3/8-24	No
RDS-934	2.600	Press-In	.862	3/8	3/8-24	No
RDS-940	2.670	1.910	.810	7/16	7/16-14 / 7/16-20	Yes
ICE100940 (Black Ice)	2.670	1.910	.810	7/16	7/16-14 / 7/16-20	Yes
RDS-941	2.560	1.765	.875	7/16	7/16-14 / 7/16-20	Yes
ICE100941 (Black Ice)	2.560	1.765	.875	7/16	7/16-14 / 7/16-20	Yes
RDS-942	61mm	41mm	19mm	8mm	10mm-1.50 / 8mm-1.25	No
RDS-945	2.250	1.490	.770	3/8	7/16-14 / 3/8-24	Yes
RDS-948	57mm	40mm	22mm	10mm	10mm-1.00 / 10mm-1.50	Yes
RDS-950	2.177	1.357	.720	3/8	8mm / 3/8	No
ICE100950 (Black Ice)	2.177	1.357	.720	3/8	8mm / 3/8	No

See front pages for details on Black Ice products.

Rocker Arm Accessories



Part Number	Description	Dia.	Construction
RM-1731	Ball, Smooth	3/8	Powdered Metal
RM-1786	Nut	3/8-24	Steel
RM-1792	Ball, Grooved	3/8	Powdered Metal
RM-1793	Nut	7/16-20	Steel
RM-1797	Ball, Grooved	7/16	Powdered Metal
RM-1000	Ball, Grooved	7/16	Dicronite Coated
RM-1740	Bolt	5/16-18	Steel
RM-1741	Bolt & Washer	5/16-18	Steel
RM-1776	Fulcrum		Powdered Metal

Adjustable Rocker Arm Nuts (Posi-Locks)



Part Number	Description
RM-8823S	3/8 - 24 Thread. Use with Stamped Steel Rocker Arms
RM-8822S	7/16 - 20 Thread. Use with Stamped Steel Rocker Arms
RM-8828S	3/8 - 24 Thread. Low Profile for LS Stainless Steel Rocker Arms
RM-8829S	7/16 - 20 Thread. 600 O.D. w/.550 Undercut for Stainless Steel Rocker Arms

Choosing the correct valve spring is a critical component of every engine rebuild. Springs with too much open pressures will cause excessive wear on the cam lobes and “wipe” out a new camshaft quickly. Springs with too little pressures will lead to coil bind and cause catastrophic failure to any of the valve train components. Always refer to the camshaft manufacturers recommended spring pressures and **never re-use worn out valve springs. Even though they may look good to the eye, worn springs can severely affect the performance of your engine. Replace any spring that is more than 1/32 inch out of square, has experienced pressure loss of 10% or more or show signs of coil bind and/or worn ends.**

Other important factors to consider include the max lift of the camshaft, rocker arm ratio, installed height, retainer to oil seal clearance and rocker arm to retainer clearance. After all this has been determined, now it's time to choose the type of spring for your application. For stock or slightly modified engines, a single spring may work fine, but for more aggressive street performance engines, using a spring with a damper is a better choice for reducing harmonics and stability. For high performance and/or oval track use, a dual or dual with a damper is the best choice for handling the loads and high RPM's produced. A conical or “beehive” style spring can also be used for more aggressive cam profiles and with the ovate wire design and reduced O.D. from bottom to top, reduces resonance and has a dampening effect.



IMPORTANT:

Once the valve spring is installed, measure the distance between the bottom of the retainer and the top of the valve stem seal. This distance must be greater than the valve lift or contact will occur and produce failure to one or more of the components. Check for coil bind!!! There must be a minimum of .060” clearance between the coils of the springs. If that clearance does not exist, change to a spring that can handle more lift.

Whatever your needs, Elgin has a valve spring for you. Our wide range of styles, O.D.'s and pressure ratings give you the options for the correct spring for your application.

Single Springs

Part Number	Damper	O.D.	Closed Load	Open Load	Coil Bind	Max. Lift	Spring / Retainer Kit
RV-9926	No	1.000	35 @ 1.560	73 @ 1.060	.910	.590	RVK-943X
RV-9925	No	1.015	52 @ 1.812	139 @ 1.250	1.060	.692	
RV-9931	No	1.080	60 @ 1.500	122 @ 1.000	.875	.565	
RV-9933	No	1.080	75 @ 1.680	154 @ 1.087	1.000	.627	
RV-9930	No	1.133	73 @ 1.620	148 @ 1.125	1.015	.440	
RV-9913X	Yes	1.235	90 @ 1.700	255 @ 1.200	1.150	.490	
RV-880X	Yes	1.250	80 @ 1.700	200 @ 1.250	1.150	.490	
RV-943X	Yes	1.250	110 @ 1.700	285 @ 1.210	1.160	.490	
ICE600943X (Black Ice)	Yes	1.250	110 @ 1.700	285 @ 1.210	1.160	.490	
RV-1943X	Yes	1.250	125 @ 1.750	325 @ 1.200	1.160	.550	
ICE601943X (Black Ice)	Yes	1.250	125 @ 1.750	325 @ 1.200	1.160	.550	RVK-9905
RV-9943X	Yes	1.255	114 @ 1.700	340 @ 1.200	1.153	.487	
RV-9914X	Yes	1.260	125 @ 1.750	325 @ 1.200	1.160	.530	
RV-9915X	Yes	1.260	130 @ 1.800	350 @ 1.200	1.160	.580	
RV-9910X	Yes	1.435	110 @ 1.700	300 @ 1.150	1.100	.540	
RV-9934	No	1.437	107 @ 1.531	235 @ 1.031	.920	.551	
RV-9905X	Yes	1.440	100 @ 1.530	250 @ 1.030	.925	.500	
RV-9928X	Yes	1.440	105 @ 1.750	205 @ 1.250	1.090	.600	
RV-9932X	Yes	1.440	82 @ 1.880	154 @ 1.480	1.090	.730	
RV-9939	No	1.440	95 @ 1.703	260 @ 1.200	1.080	.560	
ICE609939 (Black Ice)	No	1.440	95 @ 1.703	260 @ 1.200	1.080	.560	RVK-9912
RV-9912X	Yes	1.460	115 @ 1.820	245 @ 1.320	1.150	.610	
ICE609912X (Black Ice)	Yes	1.460	115 @ 1.820	245 @ 1.320	1.150	.610	
RV-9942X	Yes	1.460	110 @ 1.550	303 @ 1.110	.935	.605	
RV-9947X	Yes	1.475	110 @ 1.800	260 @ 1.300	1.200	.540	
RV-9908X	Yes	1.494	95 @ 1.650	270 @ 1.200	1.085	.505	
RV-9940X	Yes	1.500	95 @ 1.625	280 @ 1.150	1.000	.565	
RV-9941X	Yes	1.500	121 @ 1.800	298 @ 1.300	1.130	.660	
RV-9907X	Yes	1.504	90 @ 1.880	265 @ 1.380	1.265	.555	
RV-9935	No	1.514	131 @ 1.750	240 @ 1.250	1.175	.515	
RV-9959X	Yes	1.522	109 @ 1.820	323 @ 1.320	1.270	.490	
RV-9911X	Yes	1.539	135 @ 1.875	305 @ 1.350	1.160	.655	
RV-9929X	Yes	1.539	132 @ 1.937	289 @ 1.375	1.165	.712	

See front pages for details on Black Ice products.

Conical Springs

Part Number	Damper	O.D.	Closed Load	Open Load	Coil Bind	Max. Lift	Spring / Retainer Kit
RV-9954	No	1.061	93 @ 1.570	198 @ 1.020	.952	.550	RVK-9951 RVK-9937
RV-9955	No	1.105	90 @ 1.470	252 @ .970	.900	.500	
RV-9951	No	1.290	105 @ 1.800	265 @ 1.200	1.130	.600	
RV-9937	No	1.290	130 @ 1.800	318 @ 1.200	1.120	.600	
ICE609937 (Black Ice)	No	1.290	130 @ 1.800	318 @ 1.200	1.120	.600	

See front pages for details on Black Ice products.

Dual Springs

Part Number	Damper	O.D.	Closed Load	Open Load	Coil Bind	Max. Lift	Spring / Retainer Kit
RV-9953Y	No	1.298	148 @ 1.800	413 @ 1.150	1.060	.650	
RV-9961Y	No	1.374	135 @ 1.750	304 @ 1.200	1.097	.593	
RV-9919Y	No	1.384	115 @ 1.625	220 @ 1.150	.950	.615	
RV-9963Y	No	1.385	161 @ 1.850	430 @ 1.250	1.195	.595	
RV-9958Y	No	1.432	115 @ 1.750	310 @ 1.264	1.224	.485	
RV-9902Z	Yes	1.437	120 @ 1.800	325 @ 1.250	1.100	.600	RVK-9902 RVK-9903
RV-9903Z	Yes	1.437	135 @ 1.800	360 @ 1.250	1.100	.660	
RV-9921Y	No	1.437	165 @ 1.800	315 @ 1.300	1.100	.640	
RV-9960Z	Yes	1.446	117 @ 1.880	335 @ 1.320	1.220	.600	
RV-9922Y	No	1.460	120 @ 1.875	395 @ 1.175	1.080	.735	
RV-9944Y	No	1.460	130 @ 1.850	402 @ 1.150	1.080	.710	
RV-9923Y	No	1.470	110 @ 1.880	350 @ 1.330	1.250	.570	
RV-1009Y	No	1.501	105 @ 1.880	330 @ 1.380	1.280	.540	
RV-9917Y	No	1.515	140 @ 1.940	360 @ 1.300	1.200	.680	
RV-9957Z	Yes	1.532	148 @ 1.900	414 @ 1.250	1.150	.690	
RV-9924Z	Yes	1.540	190 @ 1.940	450 @ 1.375	1.200	.680	
RV-9904Z	Yes	1.550	145 @ 1.850	405 @ 1.200	1.120	.650	RVK-9904



VALVE RETAINERS



Valve Spring Retainers

Part Number	A	B	C	Angle	Material	Use with Valve Springs
ER-3994	.781	N/A	.541	7	Stock	RV-3567
ER-3991	.912	.620	.496	7	Stock	RV-3561
ER-3992	.982	.588	.526	7	Stock	
ER-3990	1.030	.640	N/A	7	4140	RV-9937, RV-9951
ICE103990 (Black Ice)	1.030	.640	N/A	7	4140	RV-9937, RV-9951
ER-3993	1.039	.609	N/A	7	4140	RV-3504
ER-3988	1.125	.855	.640	7	4140	RV-9914X, RV-9915X
ER-3974	1.200	.800	.650	7	1008	RV-880X, RV-943X
ICE103974 (Black Ice)	1.200	.800	.650	7	1008	
ER-3975	1.200	.870	.690	7	4140	RV-943X, RV-1943X*
ICE103975 (Black Ice)	1.200	.870	.690	7	4140	
ER-3976	1.200	.870	.690	7	4140	RV-1943X**
ER-3981	1.203	.867	.607	7	4140	RV-9906X, RV-9909X, RV-9913X
ER-3979	1.225	.850	.650	7	4140	RV-9906X, RV-9909X, RV-9913X, RV-9914X
ER-3980	1.375	1.075	.792	7	4140	RV-9912X, RV-9916Y
ER-3982	1.375	1.060	.675	7	4140	RV-9905X, RV-9912X, RV-9916Y***
ICE103982 (Black Ice)	1.375	1.060	.675	7	4140	
ER-3983	1.375	1.060	.675	7	4140	RV-9908X, RV-9910X
ER-3985	1.375	1.075	.792	7	4140	RV-9918Y
ER-3989	1.400	1.060	.690	10	4140	RV-9921Y
ER-3977	1.405	1.045	.705	7	4140	RV-9901Z, RV-9902Z, RV-9903Z
ICE103977 (Black Ice)	1.405	1.045	.705	7	4140	
ER-3978	1.405	1.125	.740	7	4140	RV-9904Z
ER-3986	1.500	1.135	.635	7	4140	RV-9911X
ER-3987	1.500	1.135	.725	7	4140	RV-9917Y, RV-9924Z

* - Must Use +.100" long valves to use RV-1943X with ER-3975

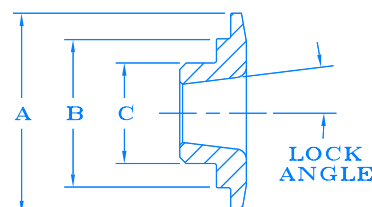
** - Must use stock length valves to use RV-1943X with ER-3976

*** - With +.040" installed height

Add 'K' to part number for a Skin Pack of 16

Add 'S' to part number for a Poly-Bag of 16

See front pages for details on Black Ice products.



Valve Spring/Retainer Kits



Boxed Kit of 16	Skin Pack of 8	Components
RVK-943XS	RVK-943K	RV-943X, ER-3974
RVK-9900S	RVK-9900K	RV-943X, ER-3975
RVK-9902S	RVK-9902K	RV-9902Z, ER-3977
RVK-9903S	RVK-9903K	RV-9903Z, ER-3977
RVK-9904S	RVK-9904K	RV-9904Z, ER-3978
RVK-9905XS	RVK-9905XK	RV-9905X, ER-3982
RVK-9912XS	RVK-9912XK	RV-9912X, ER-3982
RVK-9937S	RVK-9937K	RV-9937, ER-3990
RVK-9951S	RVK-9951K	RV-9951, ER-3990

Stamped 7° Valve Locks



Part Number	Stem Dia.	Grooves
EHC-206	7mm Ford	3
EHC-555	11/32"	1
EHC-613	3/8"	1
EHC-746	3/8" Int.	2
EHC-766	3/8" Exh.	4
EHC-2783	8mm LS1	1
EHC-2795	6mm Ford	3
EHC-2799	5/16" Hemi	3
EHC-2822	6mm GM/Audi/VW	3

Variable Height Valve Locks



Part Number	Stem Dia.	Grooves	Installed Height
EHC-1030	11/32"	1	- .030"
EHC-1060	11/32"	1	- .060"
EHC-1050	11/32"	1	+ .050"
EHC-2060	3/8"	1	- .060"

Elgin Industries proudly supports and is a long-standing member of these industry associations:



VALVE SPRING INSERTS



Listed By Outside Diameter

Part Number	O.D.	I.D.	Thickness
VSC106HP	1.100	.719	.015
VSA105HP	1.218	.875	.060
VS105HP	1.218	.875	.030
VSC105HP	1.218	.875	.015
VS107HP	1.250	.625	.030
VSC107HP	1.250	.625	.015
VSA203HP	1.250	.812	.060
VS203HP	1.250	.812	.030
VSC203HP	1.250	.812	.015
VSA201HP	1.250	.875	.060
VS201HP	1.250	.875	.030
VSC201HP	1.250	.875	.015
VSA102HP	1.360	1.000	.060
VSA502HP*	1.360	1.000	.060
VS102HP	1.360	1.000	.030
VSC102HP	1.360	1.000	.015
VSC301HP	1.375	.765	.015
VSA306HP	1.437	.645	.060
VS306HP	1.437	.645	.030
VSC306HP	1.437	.645	.015
VSA305HP	1.437	.765	.060
VS305HP	1.437	.765	.030
VSC305HP	1.437	.765	.015
VSA303HP	1.480	.703	.060
VS303HP	1.480	.703	.030
VSC303HP	1.480	.703	.015
VSC602HP	1.480	.765	.015
VSA506HP*	1.500	.645	.060
VSA103HP	1.500	1.031	.060
VS103HP	1.500	1.031	.030
VSC103HP	1.500	1.031	.015
VSC601HP	1.640	.635	.015

Elgin VSI's correct assembled valve pressure and height.

Serrated to retard heat transfer.

Manufactured from the finest quality shim stock.

Available in three different thicknesses to achieve correct spring height.



* 500 series come in .060" thickness only and have a lip on outer edge to prevent spring walk.



VALVES

Elgin Pro Stock high performance valves forged from 21-4N stainless steel and feature hardened tips (55 RC min.) to eliminate the need for lash caps. The chrome plated valves provide excellent resistance to wear and corrosion and reducing friction. Undercut stems to improve airflow or straight stems for an OEM look. Some are available with $\pm .100$ " lengths.

Elgin high performance valves are a perfect choice for street performance upgrades and mild race applications at a great value.



Chevrolet Small Block 1 Piece Valves

Part Number	Head Dia.	Stem Dia.	Overall Length	Install Height	Type	Stem Type	Chrome Stem	Seal Groove
HPV-1	1.500	11/32	4.910	Stock	Exh	Straight	Yes	No
HPV-2	1.500	11/32	4.910	Stock	Exh	Straight	Yes	Yes
HPV-35	1.500	11/32	4.910	Stock	Exh	Undercut	Yes	No
ICE700035 (Black Ice)	1.500	11/32	4.910	Stock	Exh	Undercut	Yes	No
HPV-44	1.500	11/32	4.910	Stock	Exh	Straight	No	Yes
HPV-3	1.600	11/32	4.910	Stock	Exh	Not Fully Mach.	Yes	Yes
HPV-4	1.600	11/32	4.910	Stock	Exh	Undercut	Yes	Yes
HPV-5	1.600	11/32	4.910	Stock	Exh	Undercut	Yes	No
ICE700005 (Black Ice)	1.600	11/32	4.910	Stock	Exh	Undercut	Yes	No
HPV-43	1.600	11/32	4.910	Stock	Exh	Straight	No	Yes
HPV-45	1.600	11/32	4.910	Stock	Exh	Straight	Yes	No
ICE700045 (Black Ice)	1.600	11/32	4.910	Stock	Exh	Straight	Yes	No
HPV-6	1.600	11/32	5.025	$\pm .100$ "	Exh	Undercut	Yes	No
ICE700006 (Black Ice)	1.600	11/32	5.025	$\pm .100$ "	Exh	Undercut	Yes	No
HPV-7	1.625	11/32	4.910	Stock	Exh	Undercut	Yes	No
HPV-8	1.625	11/32	5.025	$\pm .100$ "	Exh	Undercut	Yes	No
HPV-9	1.940	11/32	4.910	Stock	Int	Straight	Yes	No
ICE700009 (Black Ice)	1.940	11/32	4.910	Stock	Int	Straight	Yes	No
HPV-10	1.940	11/32	4.910	Stock	Int	Straight	Yes	Yes
HPV-34	1.940	11/32	4.910	Stock	Int	Undercut	Yes	No
ICE700034 (Black Ice)	1.940	11/32	4.910	Stock	Int	Undercut	Yes	No
HPV-41	1.940	11/32	4.910	Stock	Int	Straight	No	Yes
HPV-11	2.020	11/32	4.910	Stock	Int	Not Fully Mach.	Yes	Yes
HPV-12	2.020	11/32	4.910	Stock	Int	Undercut	Yes	Yes
HPV-13	2.020	11/32	4.910	Stock	Int	Undercut	Yes	No
ICE700013 (Black Ice)	2.020	11/32	4.910	Stock	Int	Undercut	Yes	No
HPV-40	2.020	11/32	4.910	Stock	Int	Straight	No	Yes
HPV-46	2.020	11/32	4.910	Stock	Int	Straight	Yes	No
ICE700046 (Black Ice)	2.020	11/32	4.910	Stock	Int	Straight	Yes	No
HPV-14	2.020	11/32	5.025	$\pm .100$ "	Int	Undercut	Yes	No
ICE700014 (Black Ice)	2.020	11/32	5.025	$\pm .100$ "	Int	Undercut	Yes	No
HPV-15	2.055	11/32	4.910	Stock	Int	Undercut	Yes	No
HPV-36	2.055	11/32	5.025	$\pm .100$ "	Int	Undercut	Yes	No
HPV-37	2.080	11/32	5.025	$\pm .100$ "	Int	Undercut	Yes	No
HPV-38	2.125	11/32	5.025	$\pm .100$ "	Int	Undercut	Yes	No

See front pages for details on Black Ice products.

Chevrolet Small Block 2 Piece Valves

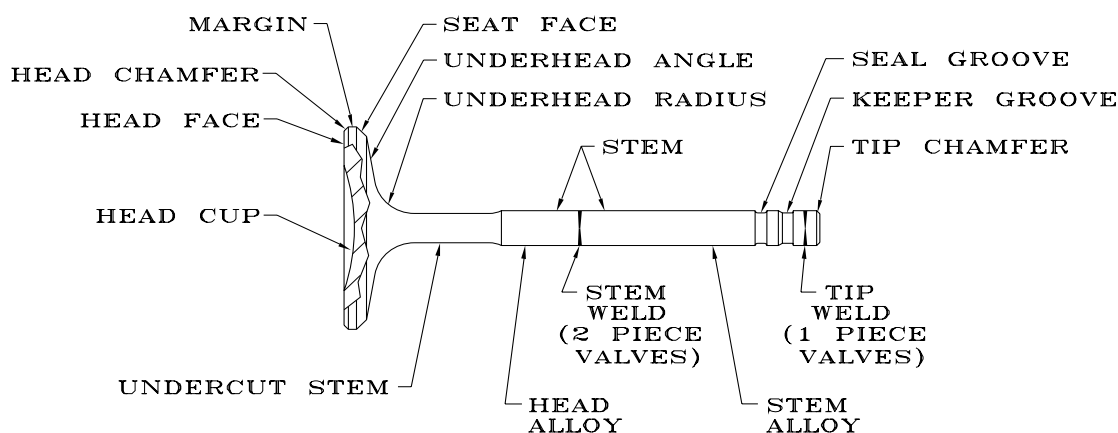
Part Number	Head Dia.	Stem Dia.	Overall Length	Install Height	Type	Stem Type	Chrome Stem	Seal Groove
HPV-32	1.500	11/32	4.910	Stock	Exh	Straight	Yes	Yes
HPV-28	1.600	11/32	4.910	Stock	Exh	Undercut	Yes	Yes
HPV-29	1.600	11/32	4.910	Stock	Exh	Straight	Yes	Yes
HPV-33	1.940	11/32	4.910	Stock	Int	Straight	Yes	Yes
HPV-30	2.020	11/32	4.910	Stock	Int	Undercut	Yes	Yes
HPV-31	2.020	11/32	4.910	Stock	Int	Straight	Yes	Yes

Chevrolet Big Block 1 Piece Valves

Part Number	Head Dia.	Stem Dia.	Overall Length	Install Height	Type	Stem Type	Chrome Stem	Seal Groove
HPV-16	1.725	3/8	5.375	Stock	Exh	Straight	Yes	No
HPV-17	1.725	3/8	5.375	Stock	Exh	Undercut	Yes	No
HPV-18	1.880	3/8	5.375	Stock	Exh	Straight	Yes	No
HPV-19	1.880	3/8	5.375	Stock	Exh	Undercut	Yes	No
HPV-20	1.880	11/32	5.520	+100"	Exh	Undercut	Yes	No
HPV-21	1.940	11/32	5.520	+100"	Exh	Undercut	Yes	No
HPV-22	2.065	3/8	5.220	Stock	Int	Undercut	Yes	No
HPV-23	2.190	3/8	5.220	Stock	Int	Straight	Yes	No
HPV-24	2.190	3/8	5.220	Stock	Int	Undercut	Yes	No
HPV-25	2.190	11/32	5.345	+100"	Int	Undercut	Yes	No
HPV-26	2.250	3/8	5.220	Stock	Int	Undercut	Yes	No
HPV-27	2.250	11/32	5.345	+100"	Int	Undercut	Yes	No

General Motors LS1 1 Piece Valves

Part Number	Head Dia.	Stem Dia.	Overall Length	Install Height	Type	Stem Type	Chrome Stem	Seal Groove
HPV-76	1.570	8 mm	4.890	Stock	Exh	Undercut	Yes	No
HPV-78	1.600	8 mm	4.910	Stock	Exh	Undercut	Yes	No
ICE700076 (Black Ice)	1.570	8 mm	4.890	Stock	Exh	Undercut	Yes	No
HPV-74	2.020	8 mm	4.880	Stock	Int	Undercut	Yes	No
ICE700074 (Black Ice)	2.020	8 mm	4.880	Stock	Int	Undercut	Yes	No
HPV-75	2.080	8 mm	4.880	Stock	Int	Undercut	Yes	No
HPV-83	2.165	8 mm	4.890	Stock	Int	Undercut	Yes	No



Cast Iron Valve Guides

Part Number	I.D.	O.D.	Length	Spiral Grooved
55118	.343	.502	2.250	No
57118	.343	.502	2.250	Yes
55031	.343	.502	2.375	No
57108	.343	.502	2.375	Yes
55027	.344	.502	2.125	No
57027G	.344	.502	2.125	Yes
55005	.344	.502	2.250	No
57005	.344	.502	2.250	Yes
55006	.344	.502	2.375	No
57006	.344	.502	2.375	Yes
55017	.374	.502	2.375	No
57017	.374	.502	2.375	Yes
55016	.374	.502	2.625	No
55021	.375	.502	2.500	No
57021	.375	.502	2.500	Yes

Bronze Valve Guides

Part Number	I.D.	O.D.	Length	Spiral Grooved
51032-B	.342	.502	3.063	No
51034-B	.343	.502	2.125	No
55005-B	.343	.502	2.250	No
51029-B	.343	.502	2.500	No
55017-B	.373	.502	2.375	No

Hardened Valve Guides

Part Number	I.D.	O.D.	Length	Spiral Grooved
556896	.312	.439	2.875	Yes
559977	.312	.502	2.281	Yes
559460	.343	.502	2.500	Yes
559607	.344	.502	2.250	Yes
559523	.344	.502	3.063	Yes
559964	.373	.502	2.625	Yes
559458	.374	.502	3.063	Yes



Metal Clad Seals

Part Number	Stem Dia.	Guide Dia.	Seal O.D.	Material
*EOS-4902	6 mm	.476	.571	Viton
EOS-4910	7 mm	.432	.565	Viton
EOS-4914	7 mm	.455	.550	Viton
EOS-4912	7 mm	.474	.574	Viton
*EOS-4921	5/16	.476	.562	Viton
*EOS-4925	5/16	.500	.546	Viton
EOS-4923	5/16	.502	.623	Viton
EOS-2100	5/16	.531	.677	Viton
EOS-4934	5/16	.472	.582	Viton
EOS-2101	11/32	.500	.620	Viton
*EOS-4930	11/32	.500	.546	Viton
EOS-4932	11/32	.531	.674	Viton
EOS-806	11/32	.562	.660	Viton
EOS-4941	3/8	.500	.623	Viton
EOS-4942	3/8	.531	.677	Viton
EOS-4943	3/8	.562	.661	Viton
EOS-9021	3/8	.625	.741	Viton

* = Plain metal skirt I.D.

Ring and Band Seals

Part Number	Stem Dia.	Guide Dia.	Seal O.D.	Material
EOS-821	5/16	.480	.614	Viton
EOS-830VT	5/16	.500	.633	Viton
EOS-4356	5/16	.530	.663	Viton
EOS-810	11/32	.500	.628	Viton
EOS-938	11/32	.562	.692	Viton
EOS-9124	11/32	.531	.711	Viton
EOS-4368	3/8	.640	.740	Viton



Elgin ProStock offers a comprehensive line of high performance timing sets with coverage of all the leading high performance engines. Each set features the highest quality and workmanship to ensure the ultimate in performance, durability and value.

Elgin's 2100 and 3100 series sets are available with a chrome-moly 9 keyway crankshaft gear and cast camshaft gear. A 3 keyway steel crankshaft gear with a cast camshaft gear is also available. The 3100 series also has an option for all steel gears with a Torrington-type bearing. All sets feature a pre-stressed, .250" seamless roller chain to reduce stretching after installation and delivering smooth performance and exceptional durability.

Elgin recommends installing your timing set "straight up", with the dot on the cam gear in the 6 o'clock position and the dot on the crank gear in the 12 o'clock position. Precise alignment of the gears is crucial to get the most out of the camshafts performance.



Advancing the timing will result in more low-end power and retarding the cam will achieve more top-end power and higher RPM's. Many of Elgin's camshafts have some degree of advance built into them so it is recommended to check the cam specifications so you don't rob the camshaft of power and performance. To determine if the camshaft has advance built in, simply subtract the intake centerline from the lobe separation angle. If the cam does have advance built in, you should install it straight up (dot-to-dot).



Advancing or retarding of the timing of the camshaft can be achieved by installing the crank gear to the specific keyways cut in the gear. Generally by 4 degrees in a 3 keyway crank gear or in increments of 2 degree in a 9 keyway gear. Carefully follow the instructions included with the timing set.

9 Keyway Timing Sets

All Elgin PRO STOCK 9 Keyway Crank Sprockets are cut from 4140 Chrome Moly aircraft quality steel and hardened to 55 RC to maximize resistance to premature wear, offering the finest performance available. The 9 keyways represent two degree increments (in crankshaft degrees) to accurately time your performance engine as shown below.

0 = Standard Keyway
 R2 = 2 Retard A2 = 2 Advanced
 R4 = 4 Retard A4 = 4 Advanced
 R6 = 6 Retard A6 = 6 Advanced
 R8 = 8 Retard A8 = 8 Advanced



Mfg.	Application	Years	Speed Set Part Number	Crank Gear	Cam Gear	Type
Chevrolet	Small Block (Excl. Roller Cam)	55-96	SS-2100-9	Steel	Cast	Roller
	Small Block (Excl. Roller Cam)	55-96	SS-3100-9	Steel	Cast	True-Roller
	Big Block Gen VI	96-00	SS-3537STA-9	Steel	Steel	True-Roller
Chrysler	Hemi (5.7L) w/Torrington Bearing	02-12	SS-3505ST-9	Steel	Steel	True-Roller
General Motors	LS1 (5.7L)	99-04	SS-3533STA-9	Steel	Steel	True-Roller
	LS1 (5.7L) 1 Sensor, 3 Bolt Cam	05	SS-3534STA-9	Steel	Steel	True-Roller
	LS2 (6.0L) 1 Sensor, 3 Bolt Cam	05	SS-3534STA-9	Steel	Steel	True-Roller
	LS2 (6.0L) 4 Sensor, 3 Bolt Cam	06-07	SS-3536STA-9	Steel	Steel	True-Roller
	LS2 (6.0L) 4 Sensor, 1 Bolt Cam	07-10	SS-3673STA-9	Steel	Steel	True-Roller
	LS3 (6.2L) w/Torrington Bearing	08-10	SS-3673STA-9	Steel	Steel	True-Roller
	LS7 (7.0L) w/Torrington Bearing	06-10	SS-3667STA-9	Steel	Steel	True-Roller

All Steel Roller Sets

Chevrolet

- 3 Keyway Steel Crank Gear
- Steel Cam Gear
- Roller Chain True-Type

Application	Years	Part Number
V8: Small Block 262 - 400 3 Keyway w/Torrington Bearing	1955-96	SS-3100STA*

* - Use with Cam Button

Add a **K** for a Skin Packaged Roller Speed Set

2100 Series

- 3 Keyway Steel Crank Gear
- Cast Iron Cam Gear
- Solid Roller Chain

Mfg.	Application	Years	Part Number
Chevrolet	V6: 200, 229, 262 (4.3Z)	1978-96	SS-2100
	V8: 262, 265, 267, 283, 302, 305G, H, 307, 327, 350L, 400 w/2BC (Excl. Roller Cam)	1955-96	SS-2100
	V8: 396, 400 w/4BC, 402, 427, 454	1965-98	SS-2110

3100 Series

- 3 Keyway Steel Crank Gear
- Cast Iron Cam Gear
- Roller Chain True-Type

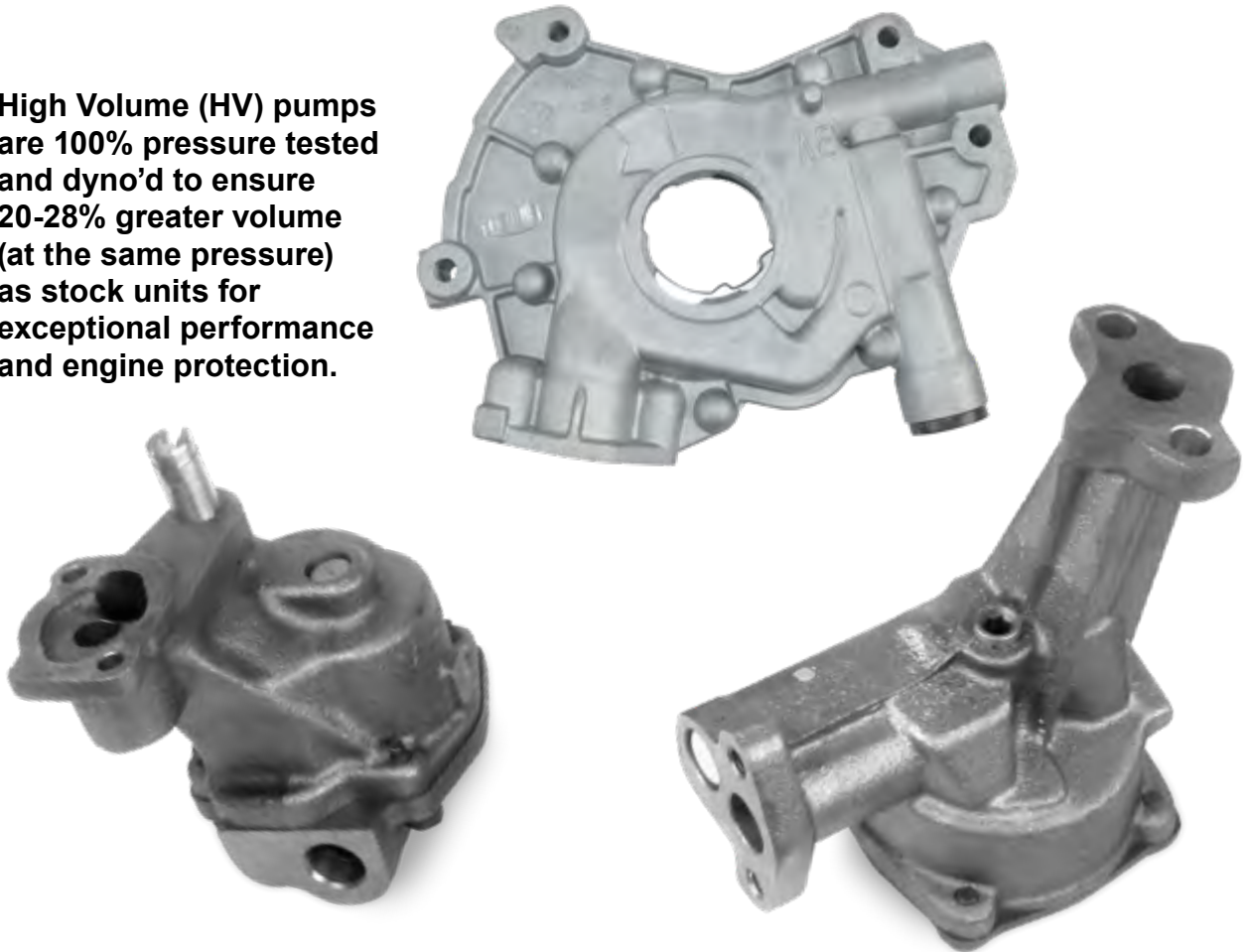
Mfg.	Application	Years	Part Number
AMC	V8: 290, 304, 343, 360, 390, 401	1967-79	SS-3118
Buick	V6: 181, 196, 231, 231A, 252 Turbo w/Int. Dist. Dr. (RWD only)	1975-88	SS-3134
	V6: 198, 225, 231 w/o Int. Dist. Dr.	1962-82	SS-3132
	V8: 215, 300, 340, 350H, J, X	1962-82	SS-3132
	V8: 400, 435, 455	1967-76	SS-3144ST
Chevrolet	V6: 173 (2.8-S, X, Z), (3.1T Camaro)	1980-91	SS-3137
	V6: 200, 229, 262 (4.3Z)	1978-96	SS-3100
	V6: Truck (4.3L-W, X) w/Balance Shaft	1992-98	SS-3154
	V8: 262, 265, 267, 283, 302, 305G, H, 307, 327, 350L, 400 w/2BC (Excl. Roller Cam)	1955-96	SS-3100
	V8: 305 (5.0-E,F), 350 (5.7-7, 5.7-8) w/Factory Roller Cam	1985-02	SS-3145
	V8: Small Block "Rocket" Raised Cam & S/B Crank Snout	All	SS-3146
	V8: Chevy S/B "Vortec" 350 (5.7L) ½" Pitch Single Roller Chain	1996-02	SS-3157
	V8: LT1/LT4 (Vented Opti-Spark) (4.3L, 5.7L-P, 5) ½" Pitch Single Roller Chain	1994-97	SS-3151
Chrysler	V8: 396, 400 w/4BC, 402, 427, 454 Non-Factory Roller Cam	1965-98	SS-3110
	V8: 273, 315, 318, 325, 326, 340, 354, 360, 392	1956-91	SS-3103
	V8: 361, 383, 400, 426W, 426 Hemi, 440 w/Single Bolt Cam	1956-78	SS-3104
	V8: 361, 383, 400, 426W, 426 Hemi, 440 w/Three Bolt Cam	1956-78	SS-3125
Ford	V8: 255, 289 Std, 302 Std, 302 Boss, 351W Std, 351W HO (to 3/21/84)	1965-84	SS-3135
	V8: 302, 351W (from 3/21/84) (w/ 2 pc. fuel ecc)	1984-01	SS-3138
	V8: 351C, 351M, 400	1970-82	SS-3121
	V8: 352, 390, 410, 427, 428	1964-74	SS-3108
	V8: 429, 460 Std	1972-87	SS-3130
Oldsmobile	V8: 260F, 307, 330, 350R, 400, 403, 425, 455	1965-87	SS-3113
Pontiac	V8: 287, 316, 326, 347, 350P, 370, 389, 400, 421, 428, 455	1955-79	SS-3112

Add a K for a Skin Packaged Roller Speed Set



Elgin PRO STOCK oil pumps are 100% new and proven to protect the integrity of the lubrication system. Elgin PRO STOCK offers both High Volume (HV) or High Pressure (HP) pumps to satisfy the demands of your engines' requirements.

High Volume (HV) pumps are 100% pressure tested and dyno'd to ensure 20-28% greater volume (at the same pressure) as stock units for exceptional performance and engine protection.



High Pressure (HP) pumps are the best choice for ultra-high performance applications requiring consistent pump pressure. These pumps are fully pressure tested and hand turned before they earn their way into an Elgin PRO STOCK box. (When using an HP pump, carefully match the oil viscosity to the needs of the engine).

High Pressure Oil Pumps

Mfg.	Application	Part Number
Chrysler	318, 350, 361, 383, 400, 413, 426, 440	EM-63HP
Ford	260, 289, 302	EM-68A
	Repair Kit for EM-68A	EK-68A
	332, 352, 360, 361, 383, 390, 406, 427, 428, 430, 462	EM-57HP
General Motors	LS Engines, Standard Volume. Use w/ 7/8" Bolt-on Screen	EM-1295
Pontiac	400 Ram Air ('69-70), 455 (More Pressure than EM-54D-S)	EM-54F

High Volume Oil Pumps

Mfg.	Application	Part Number
AMC/Jeep	199, 232, 258 AMC	EM-81AHV-S4*
	232, 258 Jeep	EM-81AHV-S3*
Chevrolet	153,194, 215, 230, 250, 292	EM-62HV
	173, 189 (1st Design w/15.9mm oil pickup tube)	EM-95HV
	173, 189, 207 (2nd Design w/19.0 mm oil pickup tube), 213	EM-134HV
	1993-96 262, 1993-02 305, 350 Small Block (Must use IS-55E Intermediate Shaft w/Steel Guide) 3/4" dia. pickup tube.	EM-155HV
	302, 350 w/HP & SHP; 409 w/Dual 4BC HP	EM-55A
	Small Block (Excl. Chevy II's & '93 Truck w/305 Eng. C & K 1,2,3) Must use IS-55E Intermediate Shaft w/Steel Guide w/5/8" dia. pickup tubes.	EM-55HV
	Small Block: More Volume & Pressure than EM-55HV Must use IS-55E Intermediate Shaft w/ Steel Guide. May require cutting pan baffles.	EM-99HV-S*
Chrysler	Big Block (Must use IS-77 Intermediate Shaft w/Steel Guide) (May require minor modification on 4 bolt main, Gen IV Block in 1988-94 application)	EM-77HV
	EM-95HV w/Screen	EM-95HV-S3*
	135 (Must use 118-S screen), 153	EM-118
	170, 198, 225	EM-66HV
	239, 273, 318, 340, 360	EM-72HV
Ford	318, 350, 361, 383, 400, 413, 426, 440 (Excl. W-300)	EM-63HV
	122-140 Do not use with alum. pan.	EM-86CHV
	221, 255, 260, 289, 302	EM-68HV
	240, 300	EM-74HV
	330 (5.4L) 3 Valve	EM-360HV
	330 MD-330 HD w/Velocity Governor-332, 352, 360, 361, 383, 390, 410, 427, 428 (Excl. Police, Cobra/Super Cobra Jet), 430, 462	EM-57HV
	351W	EM-83HV
	351C, 351M, 400	EM-84AHV
	370, 429, 460 Trucks	EM-84DHV
	429, 460 (Excl. Police, Cobra Jet/Super Cobra Jet) (Use w/oil pan depth of 8-1/4". May require minor modification of oil pan. Pump has bolt on pickup screen assembly)	EM-84BHV-S*
General Motors	429, 460 (Police, Cobra Jet/Super Cobra Jet) (Use w/oil pan depth of 8-5/8". May require minor modification of oil pan. Pump has bolt on pickup screen assembly)	EM-84EHV-S*
	LS Engines, Standard Pressure. Use w/7/8" Bolt-on Screen	EM-1296
Oldsmobile	260, 307, 330, 350, 350N, 394, 400, 403, 425, 455 (Pump is manufactured with a bolt on type flange & a chamfered hole. Either a bolt on or press in screen can be used. Can be used in either FWD or RWD depending upon the screen used.)	EM-22FHV
Pontiac	151 '77-78	EM-62BHV
	151 '79-93	EM-62CHV
	194, 265, 301, 326, 350, 389, 400, 421, 428, 455	EM-54D-S*

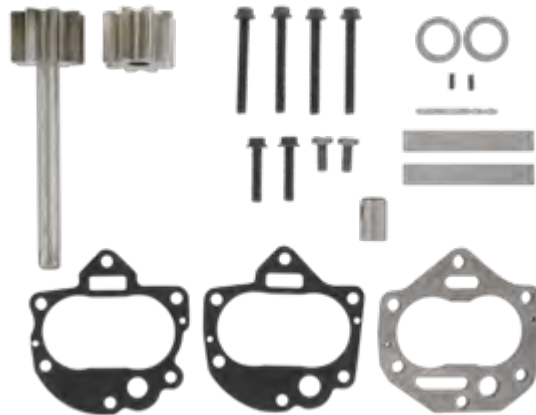
* - Includes Screen

High Volume Oil Pump Repair Kits

Mfg.	Application	Part Number
Buick	196, 225, 231, 252, 300, 340, 350B, H, J, X Kit includes longer gears, spacer, gaskets, springs, and instructions. May require timing cover removal for installation. Requires hand tools & drill (drill bit is included) to install.	EK-20IHV
	EK-20IHV Kit +EP-20I Thrust Plate Kit	EK-20IPHV
	400, 430, 455 Kit includes longer gears, spacer, gaskets, springs, and instructions. May require timing cover removal for installation. Requires hand tools & drill (drill bit is included) to install.	EK-20JHV
	EK-20JHV Kit +EP-20I Thrust Plate Kit	EK-20JPHV

Gear Thrust Plate Kits

Mfg.	Application	Part Number
Buick	Provides new wearing surface for EK-20I, EK-20J, EK-20IHV, & EK-20 Kit includes cast iron thrust plate, mounting gasket, proper length screws & instruction sheet.	EP-20I
	Provides new wearing surface for EK-20L & EK-20LHV Kit includes cast iron thrust plate, mounting gasket, proper length screws & instruction sheet.	EP-20L



High Volume Repair Kits



Gear Thrust Plate Kits

HEAD BOLT KITS



Over the past few years, Elgin has partnered with several OE Tier-One head bolt suppliers to offer the OEM approved head bolts, for many late model engines, to the aftermarket. These partnerships ensure that when you purchase an Elgin head bolt set, you will receive an OE quality replacement part, MADE IN THE USA.



Torque-to yield bolts:

Most engines these days use these types of bolts right from the factory. Torque-to-yield means that after torquing to manufacturer specs, the bolts are stretched to their maximum limit and the bolt becomes permanently stretched, losing it's clamping force.

*****Do NOT re-use torque-to-yield bolts!!!! 100% replacement is required to avoid failure and costly repairs.*****

Mfg.	Application	Boxed Complete Eng.	Skin Pack One Head	Boxed One Head
Chevrolet	Small Block w/O.E. Cast Iron/Aluminum Heads	EHC-99S	EHC-99K	EHC-99S-1
	Big Block w/O.E. Cast Iron/Aluminum Heads & Early Bowtie Heads	EHC-201S	EHC-201K	EHC-201S-1
Chrysler/Dodge/Jeep	2.2L Turbo '85-94	EHC-106S	EHC-106K*	
	3.6L Pentastar	EHC-141S		EHC-141S-1
	4.7L '98-10	EHC-126S		EHC-126S-1
	5.7L Hemi '03-12	EHC-120S		EHC-120S-1
	5.9L, 6.7L Diesel '98-09	EHC-125S		EHC-125S-1
Ford	2.7L, 3.0L Ecoboost	EHC-144S		EHC-144S-1
	3.5L, 3.7L Duratec '09-13	EHC-133S		EHC-133S-1
	4.6L SOHC '91-14	EHC-114S	EHC-114K	EHC-114S-1
	5.0L '92-01	EHC-116S	EHC-116K	EHC-116S-1
	5.0L '11-16 w/11mm Bolts	EHC-138S		EHC-138S-1
	5.0L '11-16 w/12mm Bolts	EHC-137S		EHC-137S-1
	5.4L 24 Valve	EHC-129S		EHC-129S-1
	6.0L, Power-Stroke Diesel	EHC-128S		EHC-128S-1
	6.2L	EHC-139S		EHC-139S-1
	6.4L Diesel	EHC-143S		EHC-143S-1
General Motors	3.5L, 3.9L '06-11 (Does not include bolt w/small head)	EHC-127S		EHC-127S-1
	4.2L '02-10	EHC-135S	EHC-135K*	
	4.3L '85-14	EHC-136S		EHC-136S-1
	4.3L Gen V '14 and up	EHC-142S		
	4.8L, 5.3L, 6.0L Vortec '99-04 1st Design	EHC-118S	EHC-118K	EHC-118S-1
	4.8L, 5.3L, 6.0L Vortec '05 and up 2nd Design	EHC-131S		EHC-131S-1
	5.7L LS1 '97-04 1st Design	EHC-118S	EHC-118K	EHC-118S-1
	5.7L LS1 '04-05 2nd Design	EHC-131S		EHC-131S-1
		EHC-140S		EHC-140S-1
	8.1L			

* Skin Packed Kit For Complete Eng.



MAIN BEARING CAP BOLTS

Elgin continues to expand coverage to our most recent product line additions. These bolts are a direct OE replacement, manufactured in the USA and held to the same manufacturing processes and quality as the original equipment manufacturers demand.

Main Bearing Cap Bolts

Mfg.	Application	Part Number	OE Number
GM	2.0L, 2.2L, 2.4L Ecotec Engs.	EHC-1001	11571239
	2.8L, 2.9L, 3.5L, 3.7L, 4.2L, Atlas Engs.	EHC-1000	11569841
	LS Engs., Gen III & IV, Inner Bolt	EHC-1002	12560272
	LS Engs., Gen III & IV, Outer Bolt w/Stud	EHC-1006	12560273
	LS Engs., Gen III & IV, Side Bolt	EHC-1003	12556127
	LS Engs., Gen III & IV, Set of 10 ea. Inner, Outer and Side Bolts	EHC-1007S	
	LS Engs., Gen V	EHC-1004	11548075
	LS Engs., Gen V	EHC-1005	11548076
	LS Engs., Gen V	EHC-1010	11546565
Ford	11-19 3.5L	FPS-139	HL3Z-6345A
	11-19 3.5L	FPS-140	HL3Z-6345B



Connecting Rod Bolts

Mfg.	Application	Part Number	OE Number
GM	LS Engs., '07-19	EHC-1008	11570662
Ford	Ford 3.5L	EHC-1009	5G5Z-6214A



EXPANSION PLUG KITS



Each Elgin PRO STOCK expansion plug kit includes every plug needed for the corresponding engine block. Elgin brass plugs expand faster than the engine block to resist fallout, making them the perfect choice for performance applications.



Mfg.	Application	Year	Part # Skin Pack	Part # Poly Bag
AMC/Jeep	151	80-83	EP163B	EP163BR
	173	84-86	EP165B	EP165BR
	196, 199, 232, 258	59-90	EP116B	EP116BR
	242 (4.0L)	87-02	EP256B	EP256BR
	285, 287 (4.7L)	99-03	EP836	EP836R
	290, 304, 343, 360, 390, 401	66-98	EP117B	EP117BR
Buick	181, 196, 231, 252	75-95	EP137B	EP137BR
	250	65-84	EP104B	EP104BR
	260 (V6), 307, 350R, N, 403	75-90	EP124B	EP124BR
	267, 305, 307, 350L	77-02	EP100B	EP100BR
	340, 350	66-80	EP118B	EP118BR
	425, 430, 455	63-76	EP119B	EP119BR
Chevrolet	150	79-92	EP163B	EP163BR
	153, 194, 230, 250, 262, 292	62-85	EP104B	EP104BR
	173	80-93	EP165B	EP165BR
	181, 196, 231, 231A, 252	76-95	EP137B	EP137BR
	232, 258	80-82	EP116B	EP116BR
	260 Diesel, 307Y, 350N	80-90	EP124B	EP124BR
	262Z	85-04	EP185B	EP185BR
	267, 283, 302, 305, 307, 327, 350	57-02	EP100B	EP100BR
	366, 396, 400BB, 402, 427, 454	65-00	EP102B	EP102BR
	379, 395 Diesel	82-93	EP180B	EP180BR
Chrysler	400SB	70-80	EP101B	EP101BR
	135, 153	81-02	EP176B	EP176BR
	170, 198, 225	60-87	EP112B	EP112BR
	201 (3.3L)	90-94	EP253B	EP253BR
	239 (3.9L)	87-97	EP258B	EP258BR
	273, 318, 340, 359, 360	57-03	EP113B	EP113BR
	285, 287 (4.7L)	00-03	EP836	EP836R
Ford	383, 400, 413, 426, 440	59-79	EP114B	EP114BR
	122, 140 (Exc HSC)	74-97	EP128B	EP128BR
	170, 200, 250	61-83	EP105B	EP105BR
	171	74-86	EP129B	EP129BR
	182 (3.0L)	86-97	EP252B	EP252BR
	221, 255, 260, 289, 302, 351W	62-01	EP108B	EP108BR



Mfg.	Application	Year	Part # Skin Pack	Part # Poly Bag
Ford	223, 262	54-64	EP106B	EP106BR
	232	82-03	EP177B	EP177BR
	240, 300	65-96	EP107B	EP107BR
	245 (4.0L)	90-03	EP278B	EP278BR
	281 (4.6L) VIN W	92-02	EP280	EP280R
	330, 352, 360, 361, 389, 390, 427, 428, SCJ	57-78	EP110B	EP110BR
	330 (5.4L) DOHC 32 Valve Mustang	05-07	EP610	EP610R
	351C, 351M, 400	70-82	EP109B	EP109BR
	370, 429, 460	68-99	EP125B	EP125BR
	445 (7.3L) Diesel	88-96	EP229B	EP229BR
GMC Truck	262N, Z	85-04	EP185B	EP185BR
	305, 351, 401M	60-75	EP121B	EP121BR
	379 Diesel	82-93	EP180B	EP180BR
Oldsmobile	151	77-93	EP163B	EP163BR
	173	80-93	EP165B	EP165BR
	181, 196, 231, 252	76-95	EP137B	EP137BR
	250	66-84	EP104B	EP104BR
	260 Diesel, 260F, 8, 307Y, 330, 350N, 350R, 400, 403, 425, 455	64-90	EP124B	EP124BR
	267J, 305	77-02	EP100B	EP100BR
Pontiac	151	77-93	EP163B	EP163BR
	173	80-93	EP165B	EP165BR
	181, 196, 231, 252	76-95	EP137B	EP137BR
	230, 250	63-84	EP104B	EP104BR
	260, 350N, 350R, 403	77-85	EP124B	EP124BR
	262Z	85-96	EP185B	EP185BR
	267, 305, 307, 350L	71-02	EP100B	EP100BR
	326, 350P, 389, 400, 421, 428, 455	59-79	EP115B	EP115BR
	350B, J, X	68-81	EP118B	EP118BR

HARMONIC BALANCERS



Elgin® Harmonic Balancers provide true OE-style designs and materials that match the unique needs of each engine. Our harmonic balancers are new – never reconditioned – which ensures the best performance and value for every application. Our bolt kits feature Grade 8 bolts and washers and an extra thick parallel ground washer.



Application	Year	Part Number	OEM Number
Buick, Oldsmobile, Pontiac - 3.3L (204)	93	EDA-2323	24503067
Buick, Cadillac, Oldsmobile, Pontiac - 307, 350, 403, 455	68-86	EDA-4552	417142
Chevrolet - 2.8L (173)	88-93	EDA-1890	14100630
Chevrolet/GMC Truck/Oldsmobile - 4.3L (262)	85-95	EDA-2621	10172764
Chevrolet - 305, 350 7.00" O.D.	72-94	EDA-3071	12551537
Chevrolet - 305, 350 7.00" O.D. (Heavy Duty)	72-94	EDA-3071HD	12551537
Chevrolet/GMC Truck - 5.0L (307)	69-75	EDA-3270	6272223
Chevrolet/GMC Truck - 5.7L (350) 8.00" O.D. Internal Balance	69-95	EDA-3502	6272222
Chevrolet/GMC Truck - 5.7L (350)	77-86	EDA-3504	458652
Chevrolet/GMC Truck - 5.7L (350)	96-02	EDA-3506	10243271
Chevrolet - 396, 402, 427 7.00" O.D.	65-69	EDA-396	386008
Chevrolet - 396, 402, 427 8.00" O.D. Internal Balance	65-70	EDA-427	
Chevrolet/GMC Truck - 6.6L (400) 8.00" O.D. External Balance	70-80	EDA-400	6272225
Chevrolet - Big Block 454 8.00" O.D. External Balance	70-89	EDA-4541	10141212
Chevrolet/GMC Truck - 7.4L (454)	91-93	EDA-4542	10101160
Ford - 5.0L (302)	70-80	EDA-3022	D8TZ6316B
Ford - 5.0L (302)	84-95	EDA-3021	E4TZ6316A
Ford - 351W w/3 Bolt Raised Pulley	68-73	EDA-2008	C8AZ6316A
Ford - 351W w/3 Bolt Countersunk Pulley (Heavy Duty)	69-73	EDA-2009HD	C9OZ6316A
Ford - 5.8L (351W)	88-97	EDA-3513	E8TZ6316B
Ford - 7.3L Diesel	88-94	EDA-4451	E8TZ6316A
Pontiac - All 301-455 V8 Engines (Heavy Duty)	68-77	EDA-4551HD	477682
Toyota - 3SFE, 3SF Camry, Celica	87-92	EDA-20	1340874020

Harmonic Balancer Bolt Kits

Application	Kit Number
Chevrolet Small Block	HB12S
Chevrolet Big Block	HB13S

Look for these common signs that the harmonic balancer must be replaced:

- Front main seal leak
- Excessive engine vibration
- Inability to set ignition timing
- Deterioration of rubber between outer ring and hub
- Squealing or slipping belt drives
- Polished areas on pulley grooves



FLEXPLATES/FLYWHEELS

Elgin® Flexplates are manufactured from high quality .140" thick high strength steel plate and are engineered to exceed OE specifications. Our double-welded ring gears, dual bolt pattern and durable dichromate finish all combine for superior performance and reliability.



Chevrolet Flexplates (OEM Type)

Application	Year	Part Number	OEM Number	Outside Diameter	# of Teeth	Weight
4.3L 90° V6 Small Block V8 External Balance	86-Present	FP-5	10128414, 14088761	14.13"	168	with Weight
Small Block V8, Exc. 400	67-85	FP-1	471598, 340296	14.13"	168	w/o Weight
Small Block V8, Exc. 400	69-85	FP-4	471529	12.85"	153	w/o Weight
400 External Balance	70-76	FP-2	340298	14.13"	168	with Weight
Big Block, Exc. 454	90 & Earlier	FP-1	471598, 340296	14.13"	168	w/o Weight
454 External Balance	70-90	FP-3	343738	14.13"	168	with Weight

Flywheel / Flexplate Bolts

Application	Year	Set Number	Size	Set Includes Boxed
Flexplate Chevy 90° V6, V8	Prior to 86	FP-22S	7/16-20 x .680"	6 Bolts with lock washers
Flywheel Chevy 90° V6, V8 Ford V8	Prior to 86	FP-26S	7/16-20 x 1.000"	6 Bolts with lock washers
Flexplate Chevy 90° V6, V8 1 piece rear seal	86-93	FP-29S	7/16-20 x .680"	6 Bolts
Flywheel Chevy 90° V6, V8 1 piece rear seal	86-93	FP-30S	7/16-20 x 1.000"	6 Bolts

Elgin has a complete line of stock replacement Coil Springs for virtually every classic car and truck rebuild.

Elgin coil springs are manufactured from U.S.-grade steel wire and coated for exceptional protection from corrosion and road debris. Available designs range in free height from 9" to 21" and load height from 6" to 16". Available load ratings range from 175 to 6,000 pounds.



For specific application fitment, click on the Coil Spring Catalog tab at www.elginind.com



Elgin Pro Stock not only keeps your engine running at peak performance but also has your steering and suspension needs covered as well. Elgin Pro Stock has a complete line of chassis parts from classic muscle cars, modern muscle cars, vintage vehicles, current models and everything in between.

Complete your restoration with Elgin Pro Stock Front End Rebuild Kits



***Our kits come with everything you need to restore your
classic vehicle and keep it running straight and smooth***

Complete Kits

Part Number	Applications
FEK-1000	67-69 Camaro, Firebird
FEK-1001	68-70 Chevelle, Malibu, Monte Carlo, El Camino, Cutlass, 442
FEK-1002	66-69 Charger
FEK-1003	71-72 Chevelle, Malibu, Monte Carlo, El Camino, Cutlass, 442
FEK-1004	70-72 Charger; 70-74 Challenger



FEK-1000



FEK-1001



FEK-1002



FEK-1003



FEK-1004

Steering Kits

Part Number	Applications
FEK-6870A Kit Includes	68-70 Chevelle, Malibu, Monte Carlo, El Camino, Cutlass, 442 Center Link, Tie Rod Ends, Sleeves and Idler Arm
FEK-7172A Kit Includes	71-72 Chevelle, Malibu, Monte Carlo, El Camino, Cutlass, 442 Center Link, Tie Rod Ends, Sleeves and Idler Arm
FEK-6874X Kit Includes	68-69 Camaro, Firebird; 68-74 Chevy II, Nova Tie Rod Ends, Sleeves and Idler Arm
FEK-7888G Kit Includes	78-88 Century, Regal, Chevelle, Malibu, Cutlass, Bonneville, Grand Prix Center Link, Tie Rod Ends, Sleeves and Idler Arm
FEK-7382PU Kit Includes	73-82 C10/C15 Pickup and Suburban Tie Rod Ends, Sleeves and Idler Arm
FEK-6769M Kit Includes	67-69 Mustang w/Power Steering (Exc. Boss 302, Boss 429) Tie Rod Ends, Sleeves and Idler Arm
FEK-6769M-1 Kit Includes	67-69 Mustang w/Manual Steering (Exc. Boss 302, Boss 429) Tie Rod Ends, Sleeves and Idler Arm
FEK-6970M Kit Includes	69 Mustang Boss 302, Boss 429 w/Power Steering; 70 All w/Power Steering Tie Rod Ends, Sleeves and Idler Arm
FEK-6970M-1 Kit Includes	69 Mustang Boss 302, Boss 429 w/Manual Steering; 70 All w/Manual Steering Tie Rod Ends, Sleeves and Idler Arm

Part Number Suffixes: A = GM "A" Body, G = GM "G" Body, M = Ford Mustang, PU = GM Pickups
X = GM "X" Body



Bushing Kits

Part Number	Applications
FEK-6872A-1 Kit Includes	68-72 Chevelle, Malibu, Monte Carlo, El Camino, Cutlass, 442 Upper and Lower (Oval) Control Arm Bushings, Sway Bar Bushings and Links
FEK-6872A-2 Kit Includes	68-72 Chevelle, Malibu, Monte Carlo, El Camino, Cutlass, 442 Upper and Lower (Round) Control Arm Bushings, Sway Bar Bushings and Links
FEK-6769F Kit Includes	67-69 Camaro, Firebird Upper and Lower Control Arm Bushings, Sway Bar Bushings and Links
FEK-6869X Kit Includes	68-69 Chevy II, Nova Upper and Lower Control Arm Bushings, Sway Bar Bushings and Links
FEK-7074X Kit Includes	70-74 Chevy II, Nova Upper and Lower Control Arm Bushings, Sway Bar Bushings and Links

Part Number Suffixes: A = GM "A" Body, F = GM "F" Body, X = GM "X" Body



LIMITED LIFETIME WARRANTY

All engine and valve-train components are warranted to be free from defects in workmanship and materials for as long as the purchaser owns the vehicle into which said merchandise is installed. This limited warranty applies to the first retail purchaser only and exceeds normal wear. The warranty is void if the product is not installed correctly or normal recommended established precautions and installation procedures and testing are not followed.

Liability is limited to the repair or replacement of the defective part. The manufacturer retains sole discretion in determining defective merchandise and assumes no responsibility for diagnosis, removal, and/or installation labor, inconvenience or any other damages or expenses. Except to the extent applicable state law expressly mandates to the contrary, there are no other warranties of merchantability, fitness for a particular purpose or use, and all other obligations or liabilities whether for consequential or other damages (including damages to related parts) arising out of the items' sale, use, or operation. Neither the vendor of the item, its agent or sales representative or any other person is authorized to waive or alter any form or condition of this warranty.

To request repair or replacement of a defective item, please return merchandise in its original carton to the selling dealer. A copy of the dealer's invoice must accompany the defective item.

IMPORTANT! PLEASE READ

The use of O.E.M. part numbers or other terminology is solely for the purpose of assisting in selecting the correct replacement part. In compiling this catalog, reliable sources of information have been used; however, we cannot assume responsibility for errors. Listing of parts in this catalog does not guarantee their availability, as items are added and subtracted according to market needs and demands. There is no intent to represent any parts herein as being that of the original equipment manufacturer.

There is absolutely no warranty on any parts used in racing applications. There is no warranty on products that have been physically altered, improperly installed or maintained, used in improper applications, abused or not used in conjunction with the proper parts.

Please note: Elgin Industries is not responsible for camshaft compatibility with computer-controlled engines.

EMISSIONS WARNING! PLEASE NOTE

Local, state and federal law prohibit the removal or modification of any type of factory-installed emission device or system, or the use of any parts that could increase emissions in vehicles designed for use on public streets or highways. In some states the sale or installation on emission controlled vehicles of any device which alters or modifies the original design or performance of such vehicle's emission system is prohibited. Many of the parts listed in this catalog are intended for use on vehicles competing in competitive events or on other types of vehicles, which are exempt from the applicable emission control laws. Elgin recommends that the applicable emission control laws be reviewed prior to installation of any non-standard part.

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