

| SUPERIOR LOBES |

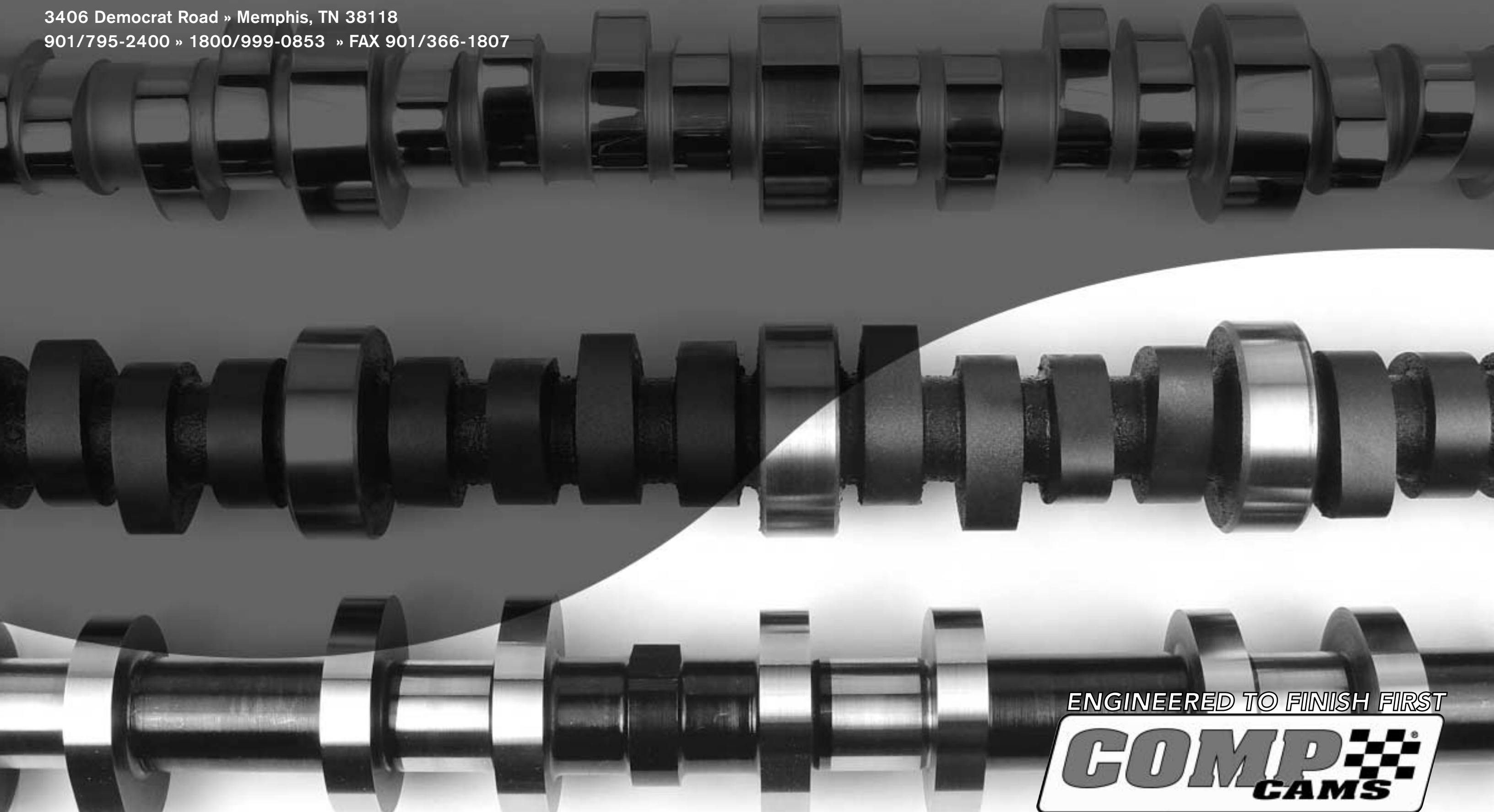
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COMP CAMS®

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MASTER CAM LOBE PROFILE CATALOG



ENGINEERED TO FINISH FIRST



Part#LC2005

| SUPERIOR LOBES |

For over 25 years, the COMP Cams® philosophy has never changed: Make the highest performing products possible, provide customers with great service, and lead the industry in technological development. Today, the COMP Cams® family has grown to multiple companies and hundreds of employees, yet our vision remains the same. It's this competitive spirit that has positioned COMP Cams® as the leading company in its field.

Performance

One thing COMP Cams® has never forgotten is that performance is defined by what happens out on the race track and on the street. No matter what happens on a dyno or in a computer model, if that theoretical performance doesn't translate into real-life results, then the mission isn't complete. COMP Cams® knows real-life performance. We spend thousands of hours working with individuals, teams, and companies to make sure our products provide unmatched performance and reliability. One day it's out at Daytona working with a Nextel Cup team, another day at Pomona with a Pro Stock car, another it's at a dyno all night long. And still others it's on the street driving from state to state, or just down the block. The bottom line is we test our products the same place you do. That's why we know with every COMP Cams® product you get the highest performance standards.

Technology

COMP Cams® is driven by technology. We employ some of the most sophisticated manufacturing processes and test equipment in the world to make sure we are at the pinnacle of engineering performance. That's an important part of COMP Cams®' success because it takes a substantial effort to continually employ all the world's latest technological innovations. We consider our engineers the most advanced and highly trained in camshaft and valve train development. And because of our wide scope of applications, engineers who are working at the highest levels of NASCAR and NHRA might also be helping to design components for a street machine. The tight integration of research, engineering, and manufacturing talent at COMP Cams® is what we call our "Systems Technology" and it ultimately proves itself by out-performing the competition.

Service

Choosing the right camshaft and valve train products isn't like buying a new shirt, stereo or motor oil. Camshafts, lifters, push rods, rockers, springs - everything in the valve train system is part of a complex science of mechanical engineering. That's why we provide first-class service to our customers. Our engineers and service staff are part of your performance solution. We'll help make sure you have the right parts for your application. COMP Cams® service focuses on achieving the maximum in performance and reliability. With hundreds of different engines and applications, it takes good information to maximize results. Our expert staff not only has the knowledge and experience required to provide horsepower solutions, but also the enormous COMP Cams® inventory of precision engineered components.

Engineering

Superior engineering, in both theory and practice, is always the basis for COMP Cams® success and winning ways. Cam and valve train technology is highly sophisticated, requiring brilliant engineering minds with thorough training in mathematics, physics, chemistry, computer science, metallurgy and other technical fields. COMP Cams® seeks out the best engineering minds and puts them together with advanced testing and measuring equipment. COMP Cams® engineers must excel at presenting artificial and real life problems and pursue answers based on theory, experimentation, empirical research and finally, in real life use. COMP Cams® engineers must go beyond the lab and realize engineering success, at the track and on the street. That is the final goal, to achieve the end result of producing more power, higher torque, greater consistency and greater reliability. Whatever defines a products' performance success, COMP Cams® engineers are on a one track course to achieve those goals. The final ingredient to COMP Cams® engineering success is the drive and ambition put forth by each individual engineer. Their relentless motivation is to achieve performance success at a level which is continually increasing. That pursuit of excellence defines the COMP Cams® philosophy and it begins at the fundamental engineering level. It is what COMP Cams® engineering is all about.

COMP Cams® leads the industry in camshaft lobe offerings. With over 3000 active lobes in its library the combinations are infinite for a given engine. That means that you can have a cam ground to your specific needs and you have at your command the broadest selection of lobes available anywhere.

Arriving at a cam for your special requirements is a four-step process:

1. Select a core
2. Select the lobes
3. Select a lobe separation angle
4. Determine the part-number, grind number, and order the cam

Camshaft lobes are broken into families, each family of lobes has been developed to fit the performance requirements for a certain performance applications. So it is in that context that lobe selection should begin.

1. Selecting a Core:

Within the parameters of core applications, we have eleven cores that cover many engine applications. They are designated as follows:

- 0 Race roller-steel billet (round)
- 5 Flat tappet (either hydraulic or solid lifter)
- 5RR Reverse rotation cam
- 7 Special flat tappet cam
- 8 Street roller (either hydraulic or solid roller) special material-bronze distributor gear not required on most applications
- 9 Race roller-steel billet or special street billets
- 9L OHC Roller left cam
- 9R OHC Roller right cam
- 9W Welded steel billet and flat tappet
- 10 Race roller-steel billet, extreme duty, or special processing
- 11 Race roller-steel billet, special material, special processing or gun drilled, etc.

Special Note: The -0 core is a round lobe core that is not heat treated. These cores must be roughed and then heat treated before finish lobe grinding takes place.

The complete core list follows on pages 3 - 5. The list is separated into the different cam core types. The part number in front of each core is used in ordering a custom ground cam for a particular engine type. It consists of a two-digit prefix designating the engine type, followed by a dash (-) and three consecutive zeros. The zeros indicate a custom ground cam. Next comes a dash and number from the core designations previously listed.

Example:

Engine Prefix	Part Number	Core Type
12-	000	9

The number 12- indicates Small Block Chevy (found on the core listing on pages 3 - 5).

The number 000 indicates a custom grind.

The -9 indicates race roller-street billet core.

2. Selecting Lobes

The lobes are listed on pages 6-56 and represents the most current library of lobes offered by COMP Cams®. They are arranged in groups, each of which is unique in its application. Prior to each group is a description of each type, which is intended to help clarify each family of lobes so you may accurately select lobes for your application.

Some lobes specifically designated to be intake or exhaust lobes do not necessarily have to be run on the valve for which they were designed. If an exhaust lobe has the desired spec for intake (or visa versa) they may be used in that manner.

Keep in mind while viewing the listings that certain flat tappet lobes are designed to be used only with the correct diameter lifters.

3. Choosing Lobe Separation Angle

Lobe separation angles (the angle in cam degrees between the intake and exhaust lobe also referred to as "lobe centers") are very engine combination dependant. In general a tighter separation (ex. 104° - 116°) results in a "peakier" torque curve more suited to stick-shift cars with multiple gear ratios to change between. Wider lobe separation (ex. 110°- 112°) result in a broader flatter torque curve that is more suited to automatic transmission cars with fewer gears from which to choose. Therefore, engines have to be more powerful over a broader RPM range. Also as lobe get larger and larger at .50" duration (275 degrees and up), it is necessary to begin widening separation angles to lessen the amount of overlap that accumulated from the larger lobes.

One final note about lobe separation angles. The cam cores that are available for each application are designed for nominal, standard lobe separation angles. Straying from this nominal angle too far one direction or another can result in the heat treated surface of the core being ground through to the soft material underneath as the lobes are ground. Soft lobes will fail in an engine if allowed to run for very long. Whether or not the heat treated surface is ground through also is obviously dependent on the lobe being ground on the core.

The bottom line is that not all grinds can go on every core that is available. More popular engines like the Small Block Chevy, have a variety of cores available with varying lobe separation angles that can accommodate almost any grind. Less popular applications, like the Flathead Ford V8, only have one core available. Therefore they are somewhat limited in terms of what grind will fit on the single existing core.

4. Determining a Part Number, Grind Number and Ordering

With the part number determined in the core selection process, now the grind number is the final step prior to ordering the cam. This process is simple and is accomplished by picking up the "lobe number" that appears in the right column of lobe selection chart.

The intake lobe will be first and the exhaust lobe will be second followed by the lobe separation angle.

For example if lobe 5201 is selected as the intake and 5203 is selected as the exhaust, with a 106° lobe separation angle and this configuration is to be ground on a Small Block Chevy core the full number for ordering that cam would be:

Part number 12-000-5

Grind Number 5201/5203-106

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Roller Cam Lobe Suffix Codes

When it comes to ordering a roller cam, there are two things that need to be considered, that being base journal diameter and roller rocker wheel diameter.

That’s because base journal diameter size and roller rocker wheel diameter is important in making sure the lobe is performing to the specifications you require.

For example, if lobes were selected for a small block standard bearing journal which is 1.868 and then those same lobes were used on a big block, the specifications would grow along the line of 2degrees per thousandths of lift. That would mean that the specifications originally intended for this example would not be what the cam provides.

This same principle applies to various roller rocker diameter sizes, so it follows that when lobes are selected for roller cams, the cam base journal diameter and the roller rocker wheel diameter have to be taken into consideration as a cam is created.

COMP Cams® has done the math for you so all you need to do is make sure you order your cam with the right suffix for both the base journal diameter and roller wheel diameter.

Base Journal Diameter

The journal bearing prefix designation below is used in the process of matching journal bearing diameters to lobe selection.

Master Suffix Codes for Various Roller Cam Journal Diameters

- T – 1.750” (tiny – V6 Buick, etc.)
- N – 0.900” Base Circle Diameter (any journal)
- S – 1.868” Small Block Chevrolet
- B – 1.948” or 1.968” CB or 50mm
- F – 2.036”, 2.051” or 2.081” FW, FS, FC
- R – 2.1653” or 2.1234” 55mm, LS1, or FB
- M – 2.3622” 60mm

Roller Rocker Wheel Diameter

The Roller wheel prefix designation below is used in the process of matching rocker roller wheels to lobe selection.

Master Suffix Codes for Roller Rocker Wheel Diameters

- E – 0.792” to 0.832” (0.812” typical)
- G – 0.830” to 0.870” (0.850” typical)
- H – 0.930” to 0.970” (0.950” typical)
- U – 2.00” (1.00” radius sliding tappet)
- No wheel suffix - .750” to 7.90”

Here are two examples of how the prefix codes might be used in ordering a cam when the journal diameter and wheel diameter suffix codes are used.

Example 1. 304R-5 for a 50 mm base journal diameter would be 4024B. (The 4024 is the lobe designation from page ??? for a ??? lobe specification. The B is the suffix code form the list above for a 50 mm core)

Example 2. 304R-5 for a 55mm base journal diameter with a 0.800 roller rocker wheel diameter would be 4024RE (The 4024 is the lobe designation from page 3-5 for a 4024 lobe specification. The R is the core suffix code from the list above for a 55mm core. The E is the suffix code from the list above for a roller rocker wheel with a diameter of 0.800).

Make sure you consult with a COMP technical representative to verify the correct code is selected for your application.

Core Listings Non Standard Journal Size

CHEVROLET SMALL BLOCK

1.868”	Stock Chevy bearing size
1.875”	Stock block with roller bearings
1.948”	Stock size Rocket Block or Big Block
1.968” or 50mm	Rocket Block with roller bearing
2.1653” or 55mm	Large roller bearing

CHEVROLET BIG BLOCK

1.948”	Stock chevy bearing size
1.968”	Stock block with roller bearings
2.124”	Pro Stock roller bearing (same size as big block Ford)
2.1653” or 55mm	Large roller bearing “Jesol Core”
2.3622 or 60mm	Large roller bearing

FORD SMALL BLOCK, 351 Windsor & SVO Block

Journal #1 – 2.080”	Stock Ford bearing size
Journal #2 – 2.065”	Stock Ford bearing size
Journal #3 – 2.050”	Stock Ford bearing size
Journal #4 – 2.035”	Stock Ford bearing size
Journal #5 – 2.020”	Stock Ford bearing size
Journal # 1,2,3,4 – 2.1650”	Roller Bearing – “Large Roller Bearing” or “Rough Roller Bearing”
Journal #5 – 1.968”	Roller Bearing – “Large Roller Bearing” or “Rough Roller Bearing”
All Journals 2.051”	Roller Bearing – “Ford Motorsports” or “SVO design roller bearing”
All Journals 2.081”	Roller Bearing – New design Ford SVO

CHRYSLER SMALL BLOCK

Journal #1 – 1.9987”	Stock Chrysler bearing size
Journal #2 – 1.9822”	Stock Chrysler bearing size
Journal #3 – 1.9675”	Stock Chrysler bearing size
Journal #4 – 1.9511”	Stock Chrysler bearing size
Journal #5 – 1.561”	Stock Chrysler bearing size
Journals #1,2,3,4 – 1.969”	Joey Arrinton style Roller bearing
Journal #5 – 1.575”	Joey Arrington style Roller bearing
All Journals – 1.968”	Mopar Performance Roller Bearing
2.3622 or 60mm	Roller Bearing

Not legal for sale or use on pollution-controlled motor vehicles.

Footnotes:
* - Denotes cam core not found elsewhere in catalog.
A - Several different cam bearing sizes available.

PART	MAKE	MODEL
FLAT TAPPET CAM CORES - (HYDRAULIC OR SOLID)		
10-000-5	AMC	290-401 V8 (1966-91)
68-000-5	AMC	199-258 L6 (1964-95)
63-000-5	BUICK	198-225 V6 Odd Fire (1962-67)
67-000-5	BUICK	231 V6 Odd Fire (1975-77)
69-000-5	BUICK	3.0L-4.1L V6 (1978-87)
90-000-5*	BUICK	215 Aluminum V8
91-000-5*	BUICK	364-401-425 V8
92-000-5	BUICK	350 V8 (1968-80)
96-000-5	BUICK	400,430,455 V8 (1967-76)
94-000-5*	CADILLAC	368-425-472-500 V8
11-000-5	CHEVROLET	396-454 V8 (1967-96)
11-000-5RR	CHEVROLET	396-454 V8 reverse rotation (marine applications)
12-000-5^	CHEVROLET	262-400 V8 (1957-98)
12-000-5RR	CHEVROLET	262-400 V8 reverse rotation (marine applications)
13-000-5*	CHEVROLET	Corvair (1964-1969)
15-000-5	CHEVROLET	200-229 V6 (1978-84)
16-000-5	CHEVROLET	2.8L, 3.1L and 3.4L (1980-95)
18-000-5	CHEVROLET	4.3L V6 (1983-97)
48-000-5*	CHEVROLET	348-409 V8 (1958-65)
60-000-5*	CHEVROLET	235 L6 Blue Flame (1952-62)
61-000-5	CHEVROLET	195-250 L6 (1962-85)
62-000-5*	CHEVROLET	292 L6 (1963-90)
NEW 77-000-5	CHEVROLET	Chevette 1400cc (1976-77) / 1600cc (1976-87)
89-000-5	CHEVROLET	Vega L4 140ci (1971-77)
20-000-5^	CHRYSLER	273-360 V8 (1968-99)
21-000-5	CHRYSLER	383-440 V8 Single Bolt (1958-78)
22-000-5	CHRYSLER	2.2L, 2.5L L4 OHC (1981-93)
23-000-5	CHRYSLER	383-440 V8 Three Bolt (1958-78)
24-000-5	CHRYSLER	426 Hemi V8 (1966-71)
26-000-5	CHRYSLER	392 Hemi V8
64-000-5	CHRYSLER	225 L6 (1960-85)
31-000-5	FORD	289-302 V8 (1962-99)
32-000-5	FORD	351C, 351M-400M V8 (1970-82)
33-000-5	FORD	352-428 V8 FE (1963-95)
34-000-5	FORD	429-460 V8 (1968-99)
35-000-5	FORD	302 HO (1985-95) 351W V8 (1969-95)
35-000-5RR	FORD	351W reverse rotation (marine applications)
36-000-5	FORD	2600, 2800 V6
37-000-5*	FORD	272-292-312 V8 Y-Block (1955-62)
38-000-5	FORD	2800 V6 (1983-85)
41-000-7	FORD	Flathead V8 (1949-53)
44-000-5*	FORD	3.8L (1984-87) Only
65-000-5	FORD	144-250 (1960-83)
66-000-5	FORD	240-300 L6 (1965-95)
70-000-0	FORD	2000,2300 OHC L4 (1983-87)
71-000-5*	FORD	1600 L4 OHC (1965-85)
72-000-5*	FORD	2000 L4 OHC (1970-77) 3-Bearing Journal
NEW 104-000-5	FORD	V-8 "FE" (1958-62)
NEW 81-000-5	HOLDEN	6 Cyl flat tappet 186”
NEW 82-000-5	HOLDEN	252-308 V-8 (1970-88)
83-000-5	INTERNATIONAL	304-392 V8 (1970-78)
95-000-5*	MITSUBISHI	2000, 26000 L4 RWD & FWD (1979-87)
NEW 79-000-5	NISSAN	1600,1800 L4 (1969-84)
NEW 80-000-5	NISSAN	6 Cyl SOHC flat tappet

84-000-5	NISSAN	2200,2800 L6 (1970-84)
NEW 84-000-5	NISSAN	2200,2600 L4 (1970-84)
88-000-5	NISSAN	NAP Z L4 (1981-89)
42-000-5	OLDSMOBILE	260-455 V8 (1967-84)
NEW 103-000-5	OLDSMOBILE	V-8 45° degree bank angle. (1964-68)
53-000-5I	OLDSMOBILE	2.3 Quad 4 Intake
53-000-5E	OLDSMOBILE	2.3 Quad 4 Exhaust
14-000-5	PONTIAC	151 L4 (1977-78)
51-000-5	PONTIAC	265-455 V8 (1955-81)
52-000-5	PONTIAC	151 L4 Iron Duke (1978-89)
74-000-5*	TOYOTA	2TC-3TC L4 OHV 1588-1700 cc (1970-82)
87-000-5	TOYOTA	20R, 22R L4 (1975-89)
73-000-5	VOLKSWAGEN	1200, 1600 4 Cylinder
85-000-5	VOLKSWAGEN	1457, 1788 SOHC 4 Cylinder (1974-89)

SPECIAL FLAT TAPPET CAM CORES

12-000-7^A	CHEVROLET	262-400 V8 Special Pro Core
12-000-9W^A	CHEVROLET	262-400 V8 Welded steel
03-000-9W^A	CHEVROLET	Standard Chevy block with SB2 heads
04-000-9W^A	CHEVROLET	SB2 block with SB2 heads
NEW 100-000-9W	GM R99	R 99 Prototype
20-000-7^A	CHRYSLER	"R" Block with 48° Lifter Bore
21-000-7	CHRYSLER	383-440 V8 Single Bolt (1958-78)
55-000-9W	CHRYSLER	Dodge R5 Block with P7 Head
32-000-7	FORD	351C, 351M-400M V8 (1970-82)
35-000-7^A	FORD	SVO V8
35-000-9W	FORD	SVO V8 Welded steel
39-000-7	FORD	SVO V6 Odd Fire
41-000-7	FORD	Flathead V8

STREET ROLLER CAM CORES (HYDRAULIC OR SOLID ROLLER)

(special material - works with most standard distributor gears)

01-000-8	CHEVROLET	454-502 Generation VI Big Block
07-000-8	CHEVROLET	LT1 Engine
08-000-8	CHEVROLET	262-400 V8 with roller cam (1987-98)
09-000-8	CHEVROLET	4.3L V6 with roller cam (1987-98)
11-000-8	CHEVROLET	396-454 V8 (1967-96)
12-000-8	CHEVROLET	262-400 V8 (1957-98)
18-000-8	CHEVROLET	4.3L V6 (1985-99)
56-000-8	CHEVROLET	4.3L V6 (1992-99) with balance shaft
97-000-10	CHRYSLER	V-10 VIPER
98-000-10	CHRYSLER	V-10 Truck
NEW 107-000-8	DODGE	Neon SOHC 2.0L (1995-01)
31-000-8	FORD	289-302 V8 (1962-99)
32-000-8	FORD	351C, 351M-400M V8 (1970-82)
35-000-8	FORD	302 HO (1985-95), 351W V8 (1969-99)

RACE ROLLER CAM CORES - STEEL BILLET

10-000-9*	AMC	390-401 V8 (1966-79)
NEW 75-000-9	BUICK	V-6 Even fire, No distributor gear
93-000-9	BUICK	Stage II Even Fire
02-000-9*	CHEVROLET	200-229 V6 Odd Fire with splayed valve head
08-000-9	CHEVROLET	262-400 V8 (1987-98)
07-000-9	CHEVROLET	LT1 Engine (1992-98)
11-000-9^A	CHEVROLET	396-454 V8 (1967-96)
01-000-9	CHEVROLET	454-502 Generation VI big block
12-000-9^A	CHEVROLET	262-400 V8 (1957-98)
03-000-9^A	CHEVROLET	Standard Chevy block with SB2 heads

04-000-10^A	CHEVROLET	SB2 block with SB2 heads
54-000-11	CHEVROLET	LS1 Engine (1997-99)
14-000-9	CHEVROLET	153 L4 (1962-1972)
15-000-9*	CHEVROLET	200-229 V6 Even Fire
17-000-9^A	CHEVROLET	V6 Odd Fire Race
19-000-9^A	CHEVROLET	262-400 V8 with splayed valve or Buick head
28-000-9*	CHEVROLET	Gaerte L4
29-000-9*	CHEVROLET	Gaerte L4 with splayed valve head
48-000-9*	CHEVROLET	348-409 V8 (1958-65)
20-000-9^A	CHRYSLER	273-360 V8 (1968-99)
23-000-9	CHRYSLER	383-440 V8 Three Bolt (1958-78)
24-000-9^A	CHRYSLER	426 Hemi V8 (1966-71)
26-000-9*	CHRYSLER	392 Hemi V8
31-000-9	FORD	289-302 V8 (1962-95)
32-000-9	FORD	351C, 351M-400M V8 (1970-82)
33-000-9	FORD	352-428 V8 FE (1963-76)
34-000-9	FORD	429-460 V8 (1968-99)
35-000-9^A	FORD	302 HO (1985-95), 351W V8 (1969-99)
39-000-9	FORD	SVO V6 Odd Fire
40-000-9	FORD	SVO V6 Even Fire
49-000-8	FORD	4.0 Litre V6 (1990-97)
NEW 102-000-9R	FORD	4.6 liter, SOHC Left side and Right side cam set
102-000-9L		
82-000-9	HOLDEN	252-308 V-8 (1970-88)
42-000-9*	OLDSMOBILE	260-455 V8 (1965-1990)
51-000-9	PONTIAC	265-455 V8 (1955-81)
52-000-9*	PONTIAC	151 L4 Iron Duke
NEW 101-000-8E	MITSUBISHI	Intake and Exhaust cam set for 4G63
101-000-8I		

RACE ROLLER CAM CORES - STEEL BILLET (ROUND)

10-000-0	AMC	390-401 V8 (1966-79)
92-000-0*	BUICK	350 V8
96-000-0	BUICK	400,430,455 V8 (1967-76)
61-000-0*	CHEVROLET	194-230-250-292-L6 (1962-84)
03-000-0	CHEVROLET	Standard Chevy block with SB2 heads
07-000-0	CHEVROLET	LT1 Engine (1992-98)
11-000-0	CHEVROLET	396-454 V8 (1967-96)
12-000-0	CHEVROLET	262-400 V8 (1957-98)
54-000-0	CHEVROLET	LS1 Engine (1997-99)
14-000-0	CHEVROLET	153 L4 (1962-1972)
15-000-0	CHEVROLET	200-229 V6 Even Fire
20-000-0	CHRYSLER	273-360 V8 (1968-99)
21-000-0	CHRYSLER	383-440 V8 Single Bolt (1958-78)
24-000-0	CHRYSLER	426 Hemi V8 (1966-71)
26-000-0	CHRYSLER	Chrysler Donovan block
72-000-0	FORD	2000 L4 OHC (1970-77)
66-000-0*	FORD	240-300 L6 (1965-UP)
31-000-0	FORD	289-302 V8 (1962-95) and SVO V8
05-000-0	FORD	SVO V8 with Mirror Image heads
32-000-0	FORD	351C, 351M-400M V8 (1970-82)
34-000-0	FORD	429-460 V8 (1968-99)
30-000-0*	HARLEY-DAVIDSON®	80" Evolution
42-000-0	OLDSMOBILE	260-455 V8 (1965-1990)
51-000-0	PONTIAC	265-455 V8 (1955-81)
52-000-0	PONTIAC	151 L4 Iron Duke
67-000-0	BUICK	231 V6 Odd Fire (1975-77)

Footnotes:
 * - Denotes cam core not found elsewhere in catalog.
 A - Several different cam bearing sizes available.

Hydraulic Flat Tappet Section

HIGH ENERGY™ HYDRAULICS

These lobes are to be used in applications where torque, mileage and vacuum are primary considerations. High Energy™ Hydraulics can be used as intake or exhaust lobes. They are simple street performance stock improvement lobes. This group must use a minimum tappet diameter of .842" (Chevrolet) or larger.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			High Energy™							
Rated Duration @ .006" Tappet Lift .842" Min. Dia.										
	5224	240-4	192	96	.2600	.024	.017	.390	.416	.422
	5225	244-1	196	97	.2567	.028	.020	.385	.411	.436
	5223	244-2	196	101	.2666	.028	.020	.400	.427	.453
	5226	248-2	200	102	.2600	.034	.025	.390	.416	.442
	5206	252-5	206	109	.2706	.041	.031	.406	.433	.460
	5200	252-4	206	113	.2835	.041	.031	.425	.454	.482
	5211	260-7	212	119	.2933	.049	.038	.440	.469	.499
	5205	260-8	212	117	.2795	.049	.038	.419	.447	.475
	5207	260-9	212	122	.2960	.050	.039	.444	.474	.503
	5212	268-4	222	130	.3090	.064	.052	.464	.494	.525
	5232	268-5	218	124	.2853	.059	.047	.428	.456	.485
	5222	268-6	218	128	.3026	.060	.048	.454	.484	.514
	5215	268-9	218	128	.2960	.059	.047	.444	.474	.503

MAGNUM™ HYDRAULICS

Magnum™ Hydraulics are to be used in high performance applications with a minimum tappet diameter of .842" (Chevrolet) or larger. These lobes are more aggressive in their design characteristics and can be used as intake or exhaust lobes. They are a bigger brother to the High Energy™ family and are frequently used by the budget minded Saturday night racer. They also provide a very "throaty" sound.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			Magnum™							
Rated Duration @ .006" Tappet Lift .842" Min. Dia.										
	5201	270-4	224	135	.3130	.069	.057	.470	.501	.532
	5202	270-5	224	132	.3000	.068	.056	.450	.480	.510
	5239	276-3	228	140	.3160	.077	.064	.474	.506	.537
	5213	276-4	226	136	.3090	.072	.060	.464	.494	.525
	5216	280-3	230	137	.3063	.077	.064	.459	.490	.521
	5203	280-4	230	140	.3200	.079	.066	.480	.512	.544
	5240	280-9	232	142	.3220	.080	.067	.483	.515	.547
	5241	284-3	236	146	.3160	.091	.078	.474	.506	.537
	5208	286-3	236	148	.3270	.089	.075	.491	.523	.556
	5229	288-9	237	148	.3220	.090	.076	.483	.515	.547
	5214	292-2	244	153	.3340	.101	.087	.501	.534	.568
	5204	292-3	244	151	.3235	.101	.087	.485	.518	.550
	5209	296-3	246	158	.3400	.106	.092	.510	.544	.578
	5210	305-3	253	163	.3500	.118	.104	.525	.560	.595
	5217	305-4	253	162	.3380	.118	.104	.507	.541	.575

DUAL ENERGY™ HYDRAULICS

Designed for the Dual Energy™ cam series, these lobes are good for every day driving where a broad torque curve is necessary. Very easy on related components. Designed as Intake and Exhaust lobes but could be used either way. Minimum tappet diameter of .842" is necessary. These lobes produce good power for a daily driver or a weekend toy used as an occasional bracket race car.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			Dual Energy™							
Rated Duration @ .006" Tappet Lift .842" Min. Dia.										
	5110A	255	203	110	.281	.036	.028	.422	.450	.478
	5146	255	203	110	.281	.036	.028	.422	.450	.478
	5310	254	204	109	.271	.037	.027	.407	.434	.461
	5128	265	211	117	.295	.049	.039	.443	.472	.502
	5312	265	211	112	.280	.049	.039	.420	.448	.476
	5128	273	211	117	.295	.049	.039	.443	.472	.502
	5166	265	211	117	.295	.049	.039	.443	.472	.502
	5120A	261	212	121	.301	.049	.039	.452	.482	.512
	5311	261	213	120	.286	.046	.039	.429	.458	.486
	5000	263	216	123	.292	.052	.042	.438	.467	.496
	5126A	275	219	125	.308	.057	.047	.462	.493	.524
	5326	275	219	123	.298	.057	.048	.447	.477	.507
	5326	283	219	123	.298	.084	.048	.447	.477	.507
	5163	275	219	125	.308	.057	.047	.462	.493	.524
	5130	275	219	125	.308	.057	.047	.462	.493	.524
	5127	269	221	129	.310	.062	.051	.465	.496	.527
	5315	272	221	124	.298	.062	.051	.447	.477	.507
	5006	275	223	128	.304	.057	.050	.456	.486	.517
	5129	276	227	134	.308	.074	.062	.462	.493	.524
	5136A	277	229	137	.321	.074	.062	.482	.514	.546
	5327	283	229	136	.313	.074	.062	.470	.501	.532
	5002	283	233	146	.320	.074	.070	.480	.512	.544
	5135	284	235	139	.321	.082	.070	.482	.514	.546

NEW NOSTALGIA PLUS HYDRAULICS

Designed to mimic the sound of the great engines of the past while improving performance by applying today's design techniques, these profiles are used in our New Nostalgia Plus series to capture the essence of the Factory Muscle Cars of the '60s and '70s. These profiles are slightly slower off the seat than the Xtreme Energy™ profiles, but have excellent area under the curve for outstanding power.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			New Nostalgia+							
Rated Duration @ .006" Tappet Lift .842" Min. Dia.										
	5066	258	211	120	.284	.048	.036	.426	.454	.483
	5067	265	218	124	.280	.057	.045	.420	.448	.476
	5068	276	229	140	.312	.078	.064	.468	.499	.530
	5069	283	236	147	.308	.088	.074	.462	.493	.524
	5070	286	239	151	.322	.095	.081	.483	.515	.547
	5071	293	246	157	.318	.105	.091	.477	.509	.541

XTREME ENERGY™ HYDRAULICS

Designed to maximize torque, acceleration, and throttle response while providing excellent high RPM horsepower. A faster intake valve opening increases engine vacuum and enhances throttle response. Special intake closing ramps close the valve sooner providing more cylinder pressure and torque without resulting in excessive valve train noise. Faster ramps achieve maximum velocity sooner, increasing the area under the lift curve and providing maximum horsepower. Smoother exhaust designs allow for a more effective purge of spent gasses from the combustion chamber to further increase horsepower.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
Xtreme Energy™ Intake Lobes	5437	240	196	106	.275	.026	.018	.413	.440	.468
	5440	250	206	117	.288	.041	.030	.432	.461	.490
Rated Duration @ .006" Tappet Lift .842" Min. Dia.	5430	250	206	114	.277	.041	.030	.416	.443	.471
	5441	256	212	124	.298	.050	.038	.447	.477	.507
	5431	256	212	120	.283	.050	.038	.425	.453	.481
	5442	262	218	130	.308	.060	.047	.462	.493	.524
	5432	262	218	128	.297	.060	.047	.446	.475	.505
	5443	268	224	137	.318	.070	.056	.477	.509	.541
	5433	268	224	134	.303	.070	.056	.455	.485	.515
	5444	270	226	139	.321	.073	.060	.482	.514	.546
	5414	270	226	136	.303	.073	.060	.455	.485	.515
	5445	274	230	143	.325	.080	.066	.488	.520	.553
	5435	274	230	140	.303	.080	.066	.455	.485	.515
	5446	278	234	147	.332	.087	.073	.498	.531	.564
	5447	284	240	153	.338	.097	.084	.507	.541	.575
	5418	288	244	157	.335	.104	.091	.503	.536	.570
	5448	290	246	159	.344	.108	.094	.516	.550	.585
	5438	294	250	163	.360	.115	.101	.540	.576	.612
	5449	294	250	163	.346	.115	.101	.519	.554	.588
	5439	298	254	167	.360	.122	.108	.540	.576	.612
	5419	298	254	166	.338	.122	.108	.507	.541	.575
Xtreme Energy™ Exhaust Lobes	5207	260	212	121	.296	.050	.040	.444	.474	.503
Rated Duration @ .006" Tappet Lift .842" Min. Dia.	5205	260	212	117	.280	.050	.040	.420	.448	.476
	5230	268	218	128	.303	.059	.048	.455	.485	.515
	5232	268	218	124	.285	.059	.047	.428	.456	.485
	5212	268	222	130	.309	.064	.052	.464	.494	.525
	5201	270	224	133	.313	.067	.056	.470	.501	.532
	5202	270	224	132	.300	.068	.056	.450	.480	.510
	5203	280	230	140	.320	.078	.065	.480	.512	.544
	5216	280	230	138	.306	.078	.066	.459	.490	.520
	5208	286	236	144	.327	.085	.072	.491	.523	.556
	5238	286	236	143	.306	.086	.073	.459	.490	.520
	5214	292	244	154	.334	.100	.087	.501	.534	.568
	5209	296	246	154	.340	.101	.088	.510	.544	.578
	5210	305	253	160	.350	.111	.098	.525	.560	.595
	5231	306	256	165	.349	.120	.106	.524	.558	.593
	5238	286	236	143	.306	.086	.073	.459	.490	.520
	5231	308	256	165	.350	.120	.106	.525	.560	.595
	5234	316	264	170	.285	.132	.118	.428	.456	.485
	5233	316	264	173	.353	.133	.120	.530	.565	.600

XTREME ENERGY™ XFI™ HYDRAULICS

The Xtreme Energy™ XFI™ Series is designed for use with modern induction systems, heads, springs and rockers. The XFI™ intake lobes have more lift than the base Xtreme series, and the XFI™ exhaust lobes have more area under the curve, for better exhaust flow, than the base exhaust series. These are the first hydraulic flat tappet profiles designed for use with COMP Cams® Beehive Ovate valve springs such as the #26915, #26918 & #26120. The combination of these profiles, the new springs, and our very stiff Pro Magnum™ rocker arms in higher ratios, makes for the most revolutionary improvement in hydraulic flat tappet design to date by bringing the latest race winning technology to the street.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
Xtreme XFI™ Intake Lobes	5082	252	208	121	.298	.044	.032	.447	.477	.507
	5083	256	212	125	.305	.050	.038	.458	.488	.519
Rated Duration @ .006" Tappet Lift .842" Min. Dia.	5084	260	216	129	.312	.056	.044	.468	.499	.530
	5085	262	218	131	.315	.060	.047	.473	.504	.536
	5086	268	224	138	.325	.070	.057	.488	.520	.553
	5087	274	230	143	.336	.081	.067	.504	.538	.571
	5088	280	236	150	.345	.091	.077	.518	.552	.587
	5089	286	242	156	.355	.102	.088	.533	.568	.604
	5090	292	248	162	.365	.112	.098	.548	.584	.621
Xtreme XFI™ Exhaust Lobes	5101	266	217	127	.295	.059	.047	.443	.472	.502
Rated Duration @ .006" Tappet Lift .842" Min. Dia.	5103	272	223	134	.308	.068	.056	.462	.493	.524
	5105	280	231	143	.322	.082	.068	.483	.515	.547
	5107	290	241	154	.342	.099	.085	.513	.547	.581
	5109	302	253	166	.362	.120	.106	.543	.579	.615

RACE HYDRAULICS

These are the largest hydraulic designs COMP Cams® offers. With a minimum tappet diameter of .842" or larger needed, these designs are intended for all out racing only. The larger lobes (268 degrees - 270 degrees - 276 degrees @ .050" duration) were designed with large cubic inch motors in mind in a high rpm environment. These lobes have smooth ramps making it easier for the spring to control the valve.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
Race Hydraulics	5195	312-5	260	169	.3600	.128	.114	.540	.576	.612
Rated Duration @ .006" Tappet Lift .842" Min. Dia.	5221	312-6	260	171	.3530	.131	.117	.530	.565	.600
	5196	320-5	268	178	.3600	.143	.129	.540	.576	.612
	5197	320-9	268	175	.3530	.141	.128	.530	.565	.600
	5198	320-10	270	180	.3675	.147	.133	.551	.588	.625
	5199	328-8	276	185	.3675	.156	.142	.551	.588	.625

PURPLE PLUS HYDRAULICS (0.904" MIN TAPPET)

These use the same ramps as our New Nostalgia Plus lobes, but have more velocity for use with Chrysler \ Mopar 0.904" minimum tappet diameters.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
Purple Plus	6882	280	233	148	.316	.086	.071	.474	.506	.537
Rated Duration @ .006" Tappet Lift .904" Min. Dia.	6883	287	240	153	.316	.096	.082	.474	.506	.537
	6884	284	239	154	.323	.097	.082	.485	.517	.549
	6885	291	246	159	.323	.107	.092	.485	.517	.549
	6886	292	247	163	.339	.111	.097	.509	.542	.576
	6887	299	254	169	.339	.123	.108	.509	.542	.576

XTREME MOPAR HYDRAULICS (0.904" MIN TAPPET)

Xtreme Energy™ designs optimized for use with 0.904" minimum tappet diameters. The additional velocity allowed with the Chrysler \ Mopar 0.904" tappet results in more area and more lift than any of our other comparable hydraulic designs. These are the best large tappet hydraulics ever.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
Xtreme Mopar Intake Lobes	5964	275	231	149	.350	.083	.069	.525	.560	.595
Rated Duration @	5965	285	241	159	.363	.101	.087	.545	.581	.617
.006" Tappet Lift	5960	289	245	163	.356	.109	.094	.534	.570	.605
.904" Min. Dia.	5961	295	251	169	.356	.120	.105	.534	.570	.605
	5966	295	251	169	.376	.120	.105	.564	.602	.639
Xtreme Mopar Exhaust Lobes	5984	287	237	151	.350	.090	.076	.525	.560	.595
Rated Duration @	5985	297	247	161	.363	.107	.093	.545	.581	.617
.006" Tappet Lift	5980	301	251	166	.360	.115	.101	.540	.576	.612
.904" Min. Dia.	5981	307	257	171	.360	.126	.111	.540	.576	.612
	5986	307	257	171	.376	.126	.111	.564	.602	.639

Hydraulic Roller Section

HIGH ENERGY™ AND MAGNUM™ HYDRAULIC ROLLERS - LOW & HIGH LIFT

The low lift profiles were designed for street and marine use. The low lift adds dependability and reliability for extended use applications. The high lift versions of the hydraulic rollers are designed for all out applications where high lift is desired because of cylinder head or engine modifications. They function well for street, strip. These lobes run well in big cubic inch marine engines.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
Hydraulic Roller	3100	230	178	93	.2700	.014	.009	.405	.432	.459
Rated Duration @	3101	240	188	103	.2850	.022	.015	.428	.456	.485
.006" Tappet Lift	3102	242	191	97	.2600	.024	.017	.390	.416	.442
Low Lift	3103	246	192	110	.3000	.024	.017	.450	.480	.510
	3104	254	199	116	.3000	.032	.024	.450	.480	.510
	3105	256	200	118	.3100	.035	.026	.465	.496	.527
	3106	262	206	116	.3000	.041	.032	.450	.480	.510
	3160	266	210	116	.2853	.047	.037	.428	.456	.485
	3050	264	210	127	.3200	.047	.037	.480	.512	.544
	3168	273	215	119	.2853	.052	.041	.428	.456	.485
	3161	276	220	123	.2853	.060	.049	.428	.456	.485
	3051	274	220	134	.3200	.061	.050	.480	.512	.544
	3162	292	230	128	.2853	.075	.064	.428	.456	.485
	3052	284	230	142	.3200	.077	.064	.480	.512	.544
	3163	302	240	135	.2853	.090	.078	.428	.456	.485
	3053	296	240	148	.3200	.091	.078	.480	.512	.544
	3164	312	250	142	.2853	.104	.092	.428	.456	.485
Hydraulic Roller	3118	260	206	126	.3330	.041	.032	.500	.533	.566
Rated Duration @	3107	266	210	130	.3330	.047	.037	.500	.533	.566
.006" Tappet Lift	3108	270	215	133	.3330	.055	.044	.500	.533	.566
High Lift	3114	281	220	134	.3200	.060	.048	.480	.512	.544
	3109	276	220	138	.3400	.060	.049	.510	.544	.578
	3110	284	224	136	.3330	.066	.054	.500	.533	.566
	3119	280	224	144	.3500	.066	.054	.525	.560	.595
	3112	290	230	143	.3400	.075	.063	.510	.544	.578
	3111	286	230	152	.3735	.078	.065	.560	.598	.635
	3122	290	236	160	.3800	.091	.076	.570	.608	.646
	3113	304	242	158	.3670	.101	.087	.551	.587	.624
	3150	307	244	158	.3600	.100	.087	.540	.576	.612
	3120	304	244	161	.3830	.101	.087	.575	.613	.651
	3115	304	244	164	.4000	.104	.090	.600	.640	.680
	3170	315	248	161	.3600	.105	.091	.540	.576	.612
	3151	318	252	164	.3600	.111	.097	.540	.576	.612
	3116	314	252	169	.4000	.115	.100	.600	.640	.680
	3171	325	258	169	.3600	.122	.108	.540	.576	.612
	3152	329	262	172	.3600	.127	.113	.540	.576	.612
	3117	324	262	177	.4200	.130	.115	.630	.672	.714

XTREME ENERGY™ HYDRAULIC ROLLERS

These designs share all of the characteristics of the flat tappet lobes but we have added the new technology of CRC (Constant Radius of Curvature) inverted radius of curvature ramp designs. COMP Cams® has enhanced this technique to ensure durability with these most aggressive hydraulic roller designs. The high lift versions that have lobe numbers in the 3100's are more aggressive over the nose and will require more spring or less RPM. These lobes run well in street, strip and marine applications. With more aggressive and faster ramps, they also provide good vacuum.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
Xtreme Energy™	3322	244	192	89	.245	.026	.018	.368	.392	.417
Rated Duration @	3323	249	198	104	.265	.032	.024	.398	.424	.451
.006" Tappet Lift	3304	252	200	113	.285	.034	.026	.428	.456	.485
Small Block Journal	3310	252	200	122	.315	.034	.026	.473	.504	.536
	3305	256	204	116	.285	.039	.030	.428	.456	.485
	3302	258	206	124	.305	.041	.032	.458	.488	.519
	3311	258	206	128	.320	.041	.032	.480	.512	.544
	3188	258	206	132	.336	.042	.032	.504	.538	.571
	3300	262	210	126	.305	.046	.036	.458	.488	.519
	3312	264	212	133	.325	.049	.039	.488	.520	.553
	3301	266	214	129	.305	.052	.041	.458	.488	.519
	3190	266	214	141	.353	.053	.042	.530	.565	.600
	3313	270	218	139	.330	.058	.046	.495	.528	.561
	3314	276	224	145	.335	.068	.055	.503	.536	.570
	3192	276	224	152	.378	.069	.056	.567	.605	.643
	3315	282	230	151	.340	.078	.064	.510	.544	.578
	3194	282	230	157	.389	.078	.064	.584	.622	.661
	3316	288	236	157	.347	.089	.075	.521	.555	.590
	3196	288	236	162	.390	.090	.075	.585	.624	.663
	3317	294	242	164	.360	.101	.086	.540	.576	.612
	3318	300	248	171	.375	.114	.097	.563	.600	.638
	3319	306	254	178	.387	.127	.110	.581	.619	.658
Big Block Journal	3340	252	200	118	.300	.034	.026	.450	.480	.510
	3341	258	234	123	.300	.042	.032	.450	.480	.510
	3342	264	212	127	.300	.050	.039	.450	.480	.510
	3343	270	218	131	.300	.058	.047	.450	.480	.510
	3344	276	224	136	.300	.068	.055	.450	.480	.510
	3345	282	230	141	.300	.078	.065	.450	.480	.510
	3346	288	236	147	.306	.089	.075	.4		

XTREME 4X4™ HYDRAULIC ROLLERS

Due to the allowances of lower engine speed, these designs are slightly faster than the original Xtreme Energy™ Hydraulic Rollers. Great low and midrange torque. They are our most aggressive hydraulic roller lobes and run well in street, off road and four-wheeling.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
Xtreme 4X4™	3324	259	210	131	.316	.047	.036	.474	.506	.537
Rated Duration @ .006" Tappet Lift	3326	263	214	134	.316	.052	.041	.474	.506	.537
Small Block Journal	3303	265	216	136	.316	.056	.044	.474	.506	.537
	3306	269	220	138	.316	.062	.049	.474	.506	.537
	3307	273	224	141	.316	.069	.056	.474	.506	.537
	3308	279	230	145	.316	.079	.065	.474	.506	.537
	3309	283	234	148	.316	.087	.072	.474	.506	.537

XTREME ENERGY™ XFI™ HYDRAULIC ROLLERS

The Xtreme Energy™ XFI™ Series is designed for use with modern induction systems, heads, springs and rockers. The XFI™ intake lobes have more lift than the base Xtreme series, and the XFI™ exhaust lobes have more area under the curve, for better exhaust flow, than the base exhaust series.

These are the first hydraulic flat tappet profiles designed for use with COMP Cams® Beehive Ovate valve springs such as the #26915, #26918 & #26120. The combination of these profiles, the new springs, and our very stiff Pro Magnum™ rocker arms in higher ratios, makes for the most revolutionary improvement in hydraulic roller design to date by bringing the latest race winning technology to the street.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
Xtreme XFI™ Intake Lobes	3010	252	202	128	.344	.036	.027	.516	.550	.585
Rated Duration @ .006" Tappet Lift Hydraulic Roller	3011	256	206	132	.347	.041	.032	.521	.555	.590
	3012	260	210	136	.350	.047	.036	.525	.560	.595
	3013	264	214	139	.353	.052	.041	.530	.565	.600
	3014	268	218	143	.356	.058	.047	.534	.570	.605
	3015	274	224	149	.358	.068	.055	.537	.573	.609
	3016	280	230	154	.360	.079	.065	.540	.576	.612
	3017	286	236	159	.362	.090	.075	.543	.579	.615
	3018	292	242	165	.365	.102	.087	.548	.584	.621
Xtreme XFI™ Exhaust Lobes	3033	264	212	135	.341	.050	.040	.512	.546	.580
Rated Duration @ .006" Tappet Lift Hydraulic Roller	3034	270	218	141	.347	.059	.048	.521	.555	.590
	3035	276	224	147	.353	.069	.056	.530	.565	.600
	3036	282	230	152	.355	.080	.066	.533	.568	.604
	3037	288	236	158	.357	.091	.076	.536	.571	.607
	3038	294	242	163	.360	.102	.087	.540	.576	.612
	3039	300	248	169	.362	.114	.098	.543	.579	.615

XTREME MARINE HYDRAULIC ROLLERS

These profiles use the same design techniques of the base Xtreme Energy™ Hydraulic Rollers, but have been optimized to increase power and durability when run at steady RPM for extended periods of time. Specifically designed for Big Blocks with heavier valve train components.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
Xtreme Marine	3354	286	230	142	.322	.074	.062	.483	.515	.547
Rated Duration @ .006" Tappet Lift	3355	292	236	146	.322	.085	.071	.483	.515	.547
Big Block Journal	3356	298	242	153	.333	.095	.081	.500	.533	.566
	3357	304	248	159	.333	.106	.092	.500	.533	.566
	3358	310	254	163	.338	.116	.101	.507	.541	.575
	3359	316	260	169	.338	.126	.112	.507	.541	.575
	3362	322	266	174	.342	.136	.122	.513	.547	.581
	3363	328	272	179	.347	.146	.132	.521	.555	.590
	3364	334	278	185	.353	.155	.142	.530	.565	.600

XTREME MARINE HYDRAULIC ROLLERS - HIGH LIFT

These have the same ramp designs as the lower lift Xtreme Marine designs, but have higher lift to enhance power output with cylinder head and engine modifications.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
Xtreme Marine	3473	290	234	152	.360	.081	.068	.540	.576	.612
Hi Lift	3474	292	236	154	.360	.085	.071	.540	.576	.612
Rated Duration @ .006" Tappet Lift	3410	294	238	154	.350	.088	.075	.525	.560	.595
Big Block Journal	3475	294	238	156	.360	.088	.075	.540	.576	.612
	3376	296	240	157	.360	.092	.078	.540	.576	.612
	3411	300	244	159	.350	.099	.085	.525	.560	.595
	3370	304	248	167	.380	.107	.092	.570	.608	.646
	3377	306	250	166	.360	.111	.096	.540	.576	.612
	3371	308	254	171	.380	.119	.103	.570	.608	.646
	3372	314	258	175	.380	.126	.111	.570	.608	.646
	3373	318	262	179	.380	.134	.118	.570	.608	.646
	3374	322	266	182	.380	.142	.126	.570	.608	.646
	3375	326	270	186	.380	.149	.134	.570	.608	.646
	3447	330	274	190	.380	.157	.141	.570	.608	.646

XTREME RPM FOR LS1

Designed with Xtreme Energy™ Technology to provide excellent power with the LS1's enhanced cylinder head design and high RPM performance.

These provide outstanding low RPM torque with increased stability when coupled with the LS1's larger base circle and 1.7:1+ rocker ratios. High Lift versions are excellent for use with improved heads, manifolds and the new COMP #26915 and #26918 valve springs.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
Xtreme RPM for LS1	3750	260	206	121	.302	.043	.034	.453	.483	.513
Rated Duration @ .006" Tappet Lift	3751	266	212	126	.306	.051	.040	.459	.490	.520
LS1 55mm Journal	3766	270	216	130	.308	.056	.045	.462	.493	.524
	3752	272	218	132	.310	.059	.048	.465	.496	.527
	3767	274	220	134	.312	.062	.051	.468	.499	.530
	3753	278	224	137	.314	.069	.056	.471	.502	.534
	3755	282	228	141	.317	.075	.062	.476	.507	.539
	3756	286	232	144	.318	.082	.069	.477	.509	.541
	3757	290	236	147	.320	.088	.075	.480	.512	.544
	3659	309	256	166	.325	.123	.109	.488	.520	.553
Xtreme RPM for LS1 High Lift	3707	261	208	128	.326	.045	.036	.489	.522	.554
Rated Duration @ .006" Tappet Lift	3708	263	210	129	.327	.048	.039	.491	.523	.556
LS1 55mm Journal	3709	265	212	131	.328	.051	.041	.492	.525	.558
	3710	267	214	133	.329	.054	.043	.494	.526	.559
	3711	269	216	135	.330	.056	.045	.495	.528	.561
	3712	271	218	136	.331	.059	.048	.497	.530	.563
	3713	273	220	138	.332	.062	.051	.498	.531	.564
	3714	275	222	140	.333	.066	.054	.500	.533	.566
	3715	277	224	142	.334	.069	.056	.501	.534	.568
	3716	279	226	143	.335	.072	.059	.503	.536	.570
	3717	281	228	145	.336	.075	.062	.504	.538	.571
	3718	283	230	147	.337	.079	.066	.506	.539	.573
	3719	285	232	148	.338	.082	.069	.507	.541	.575
	3706	287	234	150	.339	.086	.072	.509	.	

XTREME ENERGY™ XE-R FOR LS1

The XE-R designs are our most aggressive hydraulic roller ramps to date. They are quicker off and on the seat than the original Xtreme Energy™ Series, yet they are still stable with rigid valve train and optimized spring selection. These profiles provide even more area than the comparable Small Block Chevrolet designs that are often used by other companies to “grow” a more aggressive lobe for LS-1 applications.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
XE-R for LS1	3720	269	220	143	0.342	.062	.049	.513	.547	.581
Rated Duration @ .006" Tappet Lift	3721	271	222	144	0.342	.065	.052	.513	.547	.581
LS1 55mm Journal	3722	273	224	146	0.342	.069	.055	.513	.547	.581
	3723	275	223	147	0.344	.073	.059	.516	.550	.585
	3724	277	228	149	0.346	.076	.062	.519	.554	.588
	3725	279	230	151	0.348	.080	.065	.522	.557	.592
	3726	281	232	153	0.350	.083	.069	.525	.560	.595
	3727	283	234	155	0.352	.087	.072	.528	.563	.598
	3728	285	236	157	0.354	.091	.076	.531	.566	.602
	3729	287	238	159	0.356	.095	.079	.534	.570	.605
	3730	289	240	161	0.358	.099	.083	.537	.573	.609
	3731	291	242	163	0.359	.102	.087	.539	.574	.610
	3732	293	244	165	0.360	.106	.091	.540	.576	.612
	3733	295	246	167	0.361	.110	.095	.542	.578	.614
	3734	297	248	169	0.362	.114	.098	.543	.579	.615

CHEATER HR LIFT RULE COMPETITION HYDRAULIC ROLLERS

The Cheater HR lift rule profiles can be run with either hydraulic roller lifters or with solid roller lifters and tight (0.010" to 0.016") lash settings. These are very popular in Mustang lift rule class racing. These lobes are very aggressive and are “race only” designed lobes.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
Cheater HR Rollers	3390	289	236	148	.312	.085	.072	.468	.499	.530
Rated Duration @ .006" Tappet Lift	3391	291	238	150	.312	.088	.075	.468	.499	.530
	3392	293	240	152	.312	.091	.078	.468	.499	.530
	3393	295	242	154	.312	.095	.081	.468	.499	.530
RACE ONLY!	3394	297	244	156	.312	.098	.085	.468	.499	.530
	3395	299	246	158	.312	.102	.088	.468	.499	.530
	3396	301	248	160	.312	.105	.091	.468	.499	.530
	3397	303	250	162	.312	.109	.095	.468	.499	.530
	3335	321	268	180	.312	.142	.127	.468	.499	.530
	3336	307	254	166	.316	.116	.102	.474	.506	.537
	3338	311	258	170	.316	.123	.109	.474	.506	.537
	3337	319	266	178	.316	.138	.123	.474	.506	.537
	3339	329	270	182	.316	.146	.139	.474	.506	.537
	3284	307	254	167	.323	.116	.102	.485	.517	.549
	3282	311	258	171	.323	.124	.109	.485	.517	.549
	3285	319	266	179	.323	.139	.124	.485	.517	.549
	3283	323	270	183	.323	.146	.131	.485	.517	.549
	3299	289	236	150	.329	.085	.072	.494	.526	.559
	3297	297	244	158	.329	.098	.085	.494	.526	.559
	3298	305	252	166	.329	.113	.098	.494	.526	.559
	3295	297	244	159	.334	.099	.085	.501	.534	.568
	3296	301	248	163	.334	.106	.092	.501	.534	.568
	3404	285	232	147	.341	.078	.065	.512	.546	.580
	3400	289	236	151	.341	.085	.072	.512	.546	.580
	3398	293	240	155	.341	.091	.078	.512	.546	.580
	3384	297	244	159	.341	.098	.085	.512	.546	.580
	3399	301	248	163	.341	.106	.091	.512	.546	.580
	3385	305	252	167	.341	.113	.098	.512	.546	.580
	3386	309	256	171	.341	.120	.106	.512	.546	.580
	3387	313	260	175	.341	.128	.113	.512	.546	.580
	3388	317	264	179	.341	.136	.120	.512	.546	.580
	3389	321	268	183	.341	.143	.128	.512	.546	.580
	3405	325	272	187	.341	.151	.136	.512	.546	.580
	3288	307	254	171	.365	.118	.103	.548	.584	.621
	3286	311	258	175	.365	.125	.110	.548	.584	.621
	3289	319	266	183	.365	.141	.125	.548	.584	.621
	3287	323	270	187	.365	.149	.133	.548	.584	.621

NEED HELP?



MUSTANG R LIFT RULE COMPETITION HYDRAULIC ROLLERS

These are very similar to the Cheater HR series but more aggressive off the seat and provide more area.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
Mustang R Rollers	3329	273	224	140	0.312	.069	.056	.468	.499	.530
Rated Duration @ .006" Tappet Lift	3330	279	230	145	0.312	.079	.065	.468	.499	.530
	3331	285	236	149	0.312	.090	.076	.468	.499	.530
	3332	291	242	153	0.312	.101	.086	.468	.499	.530
RACE ONLY!	3333	297	248	158	0.312	.111	.097	.468	.499	.530
	3334	303	254	162	0.312	.121	.107	.468	.499	.530

XTREME HARLEY HYDRAULIC ROLLERS

Designed to maximize torque, acceleration, and throttle response for V-twins while providing excellent high RPM horsepower. A faster valve opening increases engine vacuum and enhances throttle response, providing improved roll on power. Special closing ramps close the valve sooner providing more cylinder pressure and torque without resulting in excessive valve train noise. The faster Xtreme Energy™ ramps achieve maximum velocity sooner, increasing the area under the lift curve and providing maximum airflow and horsepower.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC			THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO	
			@ .053	@ .200		98°	102°	106°	1.625	1.65
Xtreme Energy™	3822	228	148	.360	.103	.089	.076	.585	.594	.594
Rated Duration @ .053" Tappet Lift	3809	230	147	.346	.106	.091	.079	.562	.571	.571
	3810	236	153	.350	.117	.102	.088	.569	.578	.578
	3823	236	155	.360	.118	.103	.089	.585	.594	.594
	3832	244	160	.350	.134	.118	.103	.569	.578	.578
	3824	244	162	.360	.134	.118	.103	.585	.594	.594
	3833	252	167	.350	.149	.132	.118	.569	.578	.578
	3825	252	169	.360	.149	.132	.118	.585	.594	.594
	3834	260	174	.350	.161	.146	.131	.569	.578	.578
	3826	260	176	.360	.163	.147	.133	.585	.594	.594
	3816	264	180	.370	.170	.156	.140	.601	.611	.611
	3835	268	181	.350	.174	.160	.146	.569	.578	.578
	3827	268	183	.360	.176	.162	.147	.585	.594	.594
	3817	268	183	.370	.177	.162	.147	.601	.611	.611
	3818	272	187	.370	.184	.170	.155	.601	.611	.611
	3819	276	191	.370	.191	.176	.162	.601	.611	.611

HIGH ENERGY™ & MAGNUM™ SOLIDS

The High Energy™ Solid is the mechanical version of the High Energy™ Hydraulic. Because these designs incorporate a mechanical (solid) lifter, the valve actuation is quicker than the High Energy™ Hydraulics, thus producing slightly more power than its hydraulic counterpart. The Magnum™ Solid Lifter series is designed to allow the valve lash to be varied from .015" to .030". This tuning tool can be used to fine tune any high performance application to a razor sharp edge.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
High Energy™ Solids	5190	240-3	190	104	.2660	.031	.023	.399	.426	.452
Rated Duration @ .015" Tappet Lift	6114	244-3	200	108	.2660	.031	.023	.399	.426	.452
.842" Min. Dia.	6038	264-1	220	130	.2933	.062	.050	.440	.469	.499
Magnum™ Solids	6017	270-3	224	135	.3120	.064	.054	.468	.499	.530
Rated Duration @ .015" Tappet Lift	6002	282-2	236	145	.3300	.082	.069	.495	.528	.561
.842" Min. Dia.	6007	294-3	248	154	.3500	.096	.084	.525	.560	.595
	6003	306-5	260	164	.3700	.119	.100	.555	.592	.629

NEW NOSTALGIA PLUS SOLIDS

Like the New Nostalgia Plus Hydraulics, these lobes are designed to mimic the sound of the great engines of the past while improving performance by applying today's design techniques. The solid lifter design allows more precise valve control and allows further tuning through lash adjustment. When lashed at 0.015" these designs provide that distinct metallic, mechanical sound made famous by the most powerful of the great factory muscle cars.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
New Nostalgia+	6068	276	239	149	.320	.094	.080	.480	.512	.544
Rated Duration @ .015" Tappet Lift	6069	283	246	155	.317	.104	.090	.476	.507	.539
.842" Min. Dia.	6070	284	247	158	.336	.108	.094	.504	.538	.571
	6071	291	254	164	.332	.118	.104	.498	.531	.564

XTREME ENERGY™ SOLIDS

The Xtreme Energy™ Solids are designed with similar characteristics to the Xtreme Energy™ Hydraulics to maximize torque, acceleration, and throttle response while providing even more high RPM horsepower by taking advantage of the increased stability of a solid design. The Xtreme Energy™ Solids have ramps that provide shorter seat timing than all but the most aggressive race solids, but feature a special closing section to eliminate excessive noise.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
Xtreme Energy™ Solid	6052	256	218	129	.311	.057	.046	.467	.498	.529
Rated Duration @ .015" Tappet Lift	6083	262	224	135	.313	.067	.054	.470	.501	.532
.842" Min. Dia.	6053	262	224	135	.319	.067	.054	.479	.510	.542
	6084	268	230	140	.313	.077	.064	.470	.501	.532
	6054	268	230	141	.326	.077	.064	.489	.522	.554
	6055	274	236	147	.335	.087	.073	.503	.536	.570
	6056	280	242	153	.341	.097	.083	.512	.546	.580
	6057	282	244	156	.347	.101	.087	.521	.555	.590
	6089	290	252	164	.352	.115	.101	.528	.563	.598
	6059	290	252	164	.361	.115	.101	.542	.578	.614
	6091	298	260	171	.352	.129	.155	.528	.563	.598
	6061	298	260	172	.373	.129	.155	.560	.597	.634

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HIGH TORQUE SOLIDS

The High Torque Solid is designed to be used on .842” or larger tappet diameters. These are our winningest all-around solid designs. Tappet acceleration rates are high to produce maximum torque vs. horsepower in an all-out racing engine. Works well as exhaust when coupled with TL or XTQ intake designs.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			High Torque Solids	6015		270-1	235	144	.330	.082
Rated Duration @ .020" Tappet Lift	6001	280-1	242	152	.338	.094	.080	.507	.541	.575
.842" Min. Dia.	6014	285-1	250	156	.355	.104	.092	.533	.568	.604
.018" Lash	6016	290-1	255	160	.360	.111	.098	.540	.576	.612
	6009	295-1	260	164	.370	.119	.100	.555	.592	.629
	6018	300-1	265	169	.375	.126	.113	.563	.600	.638
	6000	305-1	270	175	.385	.136	.123	.578	.616	.655
	6010	310-1	275	177	.390	.142	.129	.585	.624	.663
	6004	310-2	270	175	.375	.143	.129	.563	.600	.638
	6011	320-1	283	184	.392	.163	.149	.588	.627	.666
	6005	320-2	280	182	.375	.156	.142	.563	.600	.638

HIGH RPM SOLIDS

These designs are to be used primarily on motors with 1.7 or greater rocker ratios. Design rates have been carefully chosen to allow these designs to run higher engine speeds than their high torque counterparts.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			High RPM Solids	6019		284-1	246	152	.326	.097
Rated Duration @ .020" Tappet Lift	6012	294-1	256	162	.341	.114	.100	.512	.546	.580
.842" Min. Dia.	6013	304-1	266	172	.356	.131	.117	.534	.570	.605
.018" Lash	6006	314-1	276	182	.371	.148	.134	.557	.594	.631
	6027	324-1	286	191	.386	.165	.151	.579	.618	.656
	6028	328-3	290	184	.400	.168	.154	.600	.640	.680
	6029	334-2	296	200	.400	.182	.168	.600	.640	.680

HI-TECH SOLIDS

These designs represent an excellent mix of horsepower, torque, RPM and durability. They work with .842” or larger diameter tappet producing very good result. These have been used successfully in everything from Nextel Cup and endurance applications to Drag Racing and Hobby Stocks.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			High Tech Solids	6030		300-4	262	166	.365	.121
Rated Duration @ .020" Tappet Lift	6031	304-4	266	170	.370	.128	.114	.555	.592	.629
.842" Min. Dia.	6032	308-4	270	174	.375	.134	.120	.563	.600	.638
.018" Lash	6033	312-4	274	177	.380	.140	.127	.570	.608	.646
	6034	316-4	278	181	.385	.147	.133	.578	.616	.655
	6035	320-4	282	186	.390	.154	.140	.585	.624	.663
	6036	324-4	286	192	.400	.163	.149	.600	.640	.680

TIGHT LASH SOLIDS

The designs for the Tight Lash Solid .842” Diameter Lifters feature shorter seat timing and more area than similar designs. Good in restricted or open rules circle track racing. The larger designs perform very well in drag racing.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			Tight Lash Solids	6312		TL264	234	143	.3300	.083
Rated Duration @ .020" Tappet Lift	6313	TL268	238	147	.3350	.089	.077	.503	.536	.570
.842" Min. Dia.	6314	TL272	242	151	.3400	.096	.083	.510	.544	.578
.018" Lash	6301	TL276	246	154	.3476	.102	.089	.521	.556	.591
	6302	TL280	250	158	.3534	.109	.095	.530	.565	.601
	6303	TL284	254	162	.3600	.114	.101	.540	.576	.612
	6304	TL288	259	166	.3667	.121	.108	.550	.587	.623
	6305	TL292	262	169	.3734	.127	.113	.560	.597	.635
	6306	TL296	266	173	.3800	.133	.119	.570	.608	.646
	6307	TL300	270	177	.3867	.139	.125	.580	.619	.657
	6308	TL304	274	181	.3934	.143	.130	.590	.629	.669
	6310	TL312	282	191	.4067	.162	.148	.610	.651	.691

HIGH RPM SERIES II SOLIDS

High RPM Series II solids are more aggressive than the original High RPM and Hi Tech Solid Profiles. They are designed for use in applications that need the area of an XTQ style lobe, but can are required to operate at higher engine speeds than that fast of a ramp will allow. HTL Lifters are highly recommended with these profiles. Note: Cams using these lobes should have provisions for increased oiling. Please consult with our tech representative.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			High RPM II Solids	6330		287	256	167	.367	.121
Rated Duration @ .020" Tappet Lift	6331	291	260	171	.371	.128	.114	.557	.594	.631
.842" Min. Dia.	6332	295	264	175	.376	.135	.121	.564	.602	.639
.018" Lash	6333	299	268	179	.380	.142	.128	.570	.608	.646
	6334	303	272	183	.384	.149	.135	.576	.614	.653
	6335	307	276	187	.389	.156	.142	.584	.622	.661
	6336	311	280	191	.393	.163	.149	.590	.629	.668

XTQ SOLIDS

The XTQ Solid design sets the new standard for aggressive 0.842" lifter designs. With seat timing as low as our original tight lash series and more area than our famous "XX" 0.875" series, these designs give their racers a clear edge over the competition. Smaller designs are intended for restricted applications; larger designs can be used in open applications with an optimized valve spring selection and lighter valve train. Note: Cams using these lobes should have provisions for increased oiling. Please consult with our tech representative.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			XTQ Solid Lifter	6275		248XTQ	218	129	.310	.057
Rated Duration @ .020" Tappet Lift .842" Min. Dia. .018" Lash	6276	254XTQ	224	135	.318	.067	.054	.477	.509	.541
	6277	260XTQ	230	141	.325	.077	.064	.488	.520	.553
	6258	266XTQ	236	147	.334	.087	.073	.501	.534	.568
	6259	270XTQ	240	152	.340	.094	.080	.510	.544	.578
	6260	274XTQ	244	156	.346	.101	.087	.519	.554	.588
	6261	278XTQ	248	160	.354	.108	.094	.531	.566	.602
	6262	282XTQ	252	164	.360	.115	.101	.540	.576	.612
	6263	286XTQ	256	168	.366	.122	.108	.549	.586	.622
	6264	290XTQ	260	172	.372	.129	.115	.558	.595	.632
	6265	294XTQ	264	176	.378	.136	.122	.567	.605	.643
	6266	298XTQ	268	180	.386	.143	.129	.579	.618	.656
	6267	302XTQ	272	184	.392	.150	.136	.588	.627	.666
	6268	306XTQ	276	188	.398	.157	.143	.597	.637	.677
	6269	310XTQ	280	192	.404	.164	.150	.606	.646	.687
	6270	314XTQ	284	196	.410	.171	.157	.615	.656	.697

XTX SOLIDS

The new XTX Solids are an excellent choice for exhaust profiles to be coupled with either the XTQ or MH profiles or can be used for both intake and exhaust in high RPM applications. The closing side is similar to the High Torque profiles, but this design incorporates a faster opening side to increase torque and provide more area. The lifts are slightly less than the High Torque profiles to increase the nose radius and reduce wear. Note: Cams using these lobes should have provisions for increased oiling. Please consult with our tech representative.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			XTX Solid Lifter	6400		272	238	145	.335	.086
Rated Duration @ .020" Tappet Lift .842" Min. Dia. .018" Lash	6402	276	242	149	.341	.092	.080	.512	.546	.580
	6404	280	246	153	.347	.099	.086	.521	.555	.590
	6406	284	250	157	.351	.105	.092	.527	.562	.597
	6408	288	254	161	.355	.112	.098	.533	.568	.604
	6410	292	258	165	.359	.118	.105	.539	.574	.610
	6412	296	262	169	.363	.125	.111	.545	.581	.617
	6414	300	266	173	.367	.132	.118	.551	.587	.624
	6416	304	270	177	.371	.139	.125	.557	.594	.631
	6418	308	274	181	.375	.146	.132	.563	.600	.638
	6420	312	278	185	.379	.153	.139	.569	.606	.644

MAX AREA (MA) SOLIDS

The Max Area Series is designed for 2-barrel and stock intake applications which are airflow limited. This series of lobes utilizes low seat timing with maximum area under the curve. These lobes perform best with a 1.7 or 1.8 rocker ratio and can be used with an .842" lifter. Note: Cams using these lobes should have provisions for increased oiling. Please consult with our tech representative.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			Max Area	6208		MA251-1	225	135	.319	.064
Rated Duration @ .020" Tappet Lift .842" Min. Dia.	6209	MA255-1	229	139	.326	.072	.059	.489	.522	.554
	6210	MA259-1	232	143	.330	.076	.064	.495	.528	.561
	6211	MA263-1	236	147	.331	.090	.077	.497	.530	.563
	6212	MA267-1	240	151	.333	.097	.083	.500	.533	.566
	6213	MA271-1	244	155	.340	.104	.091	.510	.544	.578
	6214	MA275-1	248	159	.340	.109	.096	.510	.544	.578
	6215	MA279-1	252	161	.340	.116	.103	.510	.544	.578
	6216	MA283-1	256	164	.340	.123	.109	.510	.544	.578
	6217	MA287-1	260	168	.340	.129	.116	.510	.544	.578
	6218	MA291-1	264	171	.340	.136	.123	.510	.544	.578
	6219	MA295-1	268	176	.345	.143	.129	.518	.552	.587
	6222	MA299-1	272	179	.345	.149	.136	.518	.552	.587

NEED HELP?



MAX AREA LIFT RULE

The Max Area Lift Rule lobes can be run with solid lifters or Pro Magnum™ style hydraulic lifters. They are more aggressive off the seat than the parent Max Area Series for tighter lash and less rocker. They work excellent in lift rule oval track, road race and high RPM NHRA Stock Eliminator classes. Will check 21 degrees larger at .006" than .020". Specifically designed to optimize dynamic valve motion and produce maximum power, these lobes use the experience gained from racing the MA profile and the new techniques we learn from our Spintron testing to provide the best performance in all lift rule applications. Grouped in lobe lift increments for convenient selection. Note: Cams using these lobes should have provisions for increased oiling. Please consult with our tech representative.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "O" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			Max Area Low Lift	5695		273	246	124	.237	.100
Rated Duration @ .020" Tappet Lift .842" Min. Dia. .010"-.020" Lash	5696	277	250	127	.237	.106	.094	.356	.379	.403
	5704	283	256	142	.242	.117	.105	.363	.387	.411
	5718	275	248	140	.252	.103	.090	.378	.403	.428
	5720	279	252	144	.252	.109	.096	.378	.403	.428
	5719	283	256	148	.252	.115	.103	.378	.403	.428
	5708	293	266	159	.255	.131	.119	.383	.408	.434
	5645	257	230	124	.260	.076	.063	.390	.416	.442
	5744	261	234	129	.260	.083	.070	.390	.416	.442
	5746	265	238	133	.260	.089	.076	.390	.416	.442
	5550	267	240	134	.260	.093	.080	.390	.416	.442
	5553	274	248	142	.260	.107	.093	.390	.416	.442
	5643	281	254	148	.260	.115	.102	.390	.416	.442
	5644	265	238	134	.266	.089	.076	.399	.426	.452
	5649	273	246	143	.266	.103	.090	.399	.426	.452
	5646	275	248	145	.266	.106	.093	.399	.426	.452
	5650	277	250	146	.266	.109	.096	.399	.426	.452
	5651	281	254	150	.266	.115	.102	.399	.426	.452
	5652	285	258	154	.266	.122	.110	.399	.426	.452
	5653	289	262	159	.266	.129	.116	.399	.426	.452
	5647	291	264	161	.266	.132	.120	.399	.426	.452
	5654	293	266	163	.266	.135	.123	.399	.426	.452
	5655	297	270	167	.266	.141	.129	.399	.426	.452
	5657	301	274	170	.266	.147	.135	.399	.426	.452
	5692	283	256	156	.273	.121	.108	.410	.437	.464
	5694	291	264	165	.273	.134	.121	.410	.437	.464
	5697	303	276	176	.275	.152	.140	.413	.440	.468
	5698	297	270	171	.278	.144	.131	.417	.445	.473
	5667	257	230	135	.283	.078	.064	.425	.453	.481
	5668	265	238	142	.283	.091	.077	.425	.453	.481
	5669	269	242	145	.283	.098	.084	.425	.453	.481
	5670	273	246	148	.283	.104	.090	.425	.453	.481
	5656	276	250	152	.283	.110	.097	.425	.453	.481
	5658	283	256	156	.283	.121	.107	.425	.453	.481
	5659	286	260	161	.283	.127	.113	.425	.453	.481
	5666	290	264	165	.283	.136	.123	.425	.453	.481
	5663	295	268	171	.283	.144	.131	.425	.453	.481
	5664	301	274	172	.283	.149	.136	.425	.453	.481
	5665	303	276	174	.283	.151	.139	.425	.453	.481
	5661	287	260	166	.288	.130	.116	.432	.461	.490
	5662	291	264	169	.288	.136	.122	.432	.461	.490

LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "O" Lash ROCKER ARM RATIO		
		@ .050	@ .200		106°	110°	1.5	1.6	1.7
		5678	279		252	152	.290	.113	.100
5680	286	259	158	.294	.121	.108	.441	.470	.500
5679	294	267	167	.296	.134	.121	.444	.474	.503
5676	263	236	143	.300	.088	.074	.450	.480	.510
5677	267	240	147	.300	.095	.081	.450	.480	.510
5681	271	244	151	.300	.102	.088	.450	.480	.510
5682	275	248	155	.300	.109	.095	.450	.480	.510
5683	279	252	158	.300	.116	.102	.450	.480	.510
5684	283	256	162	.300	.123	.109	.450	.480	.510
5685	287	260	166	.300	.130	.116	.450	.480	.510
5686	291	264	170	.300	.136	.123	.450	.480	.510
6174	274	248	158	.304	.109	.095	.456	.486	.517
5713	280	254	158	.306	.116	.103	.459	.490	.520
5714	282	256	160	.306	.119	.106	.459	.490	.520
5715	284	258	162	.306	.123	.109	.459	.490	.520
6192	266	240	150	.312	.095	.081	.468	.499	.530
6193	270	244	154	.312	.102	.088	.468	.499	.530
6194	274	248	158	.312	.109	.095	.468	.499	.530
6195	278	252	162	.312	.116	.102	.468	.499	.530
6196	282	256	166	.312	.123	.109	.468	.499	.530
6197	286	260	170	.312	.130	.116	.468	.499	.530
6198	290	264	174	.312	.137	.123	.468	.499	.530
6199	294	268	178	.312	.144	.130	.468	.499	.530
6200	298	272	182	.312	.151	.137	.468	.499	.530
6231	262	236	148	.322	.088	.075	.483	.515	.547
6232	266	240	152	.322	.095	.081	.483	.515	.547
6234	274	248	160	.322	.109	.095	.483	.515	.547
6235	278	252	164	.322	.116	.102	.483	.515	.547
6237	286	260	172	.322	.131	.116	.483	.515	.547
6238	290	264	176	.322	.138	.124	.483	.515	.547
6239	294	268	180	.324	.145	.131	.486	.518	.551
6246	296	270	182	.320	.148	.134	.480	.512	.544
6240	300	274	186	.324	.155	.141	.486	.518	.551
6249	304	278	190	.324	.162	.148	.486	.518	.551
6241	262	236	149	.330	.088	.075	.495	.528	.561
6242	266	240	152	.330	.095	.081	.495	.528	.561
6243	270	244	156	.330	.102	.088	.495	.528	.561
6244	274	248	160	.330	.109	.095	.495	.528	.561
6245	278	252	164	.330	.116	.102	.495	.528	.561
6247	282	256	167	.330	.124	.109	.495	.528	.561

MH SOLIDS

MH solids are the most aggressive 0.842" solid lifter profiles available. These are best in restricted applications where maximum torque and power are required and valve train rules are open except for requiring 0.842" flat tappets. COMP's new #26094 valve spring, 3/8" min pushrod diameters, High Tech Lite oiling tappets, and shaft mounted rockers are all highly recommended. Please consult with a COMP Cam's® Cam Help® Technician or one of our Engine Builder Sales personnel before using these profiles to reduce the risk from improper component selection. Note: Cams using these lobes should have provisions for increased oiling. Please consult with our tech representative.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			MH Solid Lifter	6252		262	236	149	.345	.088
Rated Duration @ .020" Tappet Lift	6286	264	238	151	.348	.092	.078	.522	.557	.592
.842" Min. Dia.	6253	266	240	153	.350	.095	.081	.525	.560	.595
.018" Lash	6289	268	242	155	.354	.099	.085	.531	.566	.602
	6282	270	244	157	.357	.102	.088	.536	.571	.607
	6251	272	246	159	.360	.106	.092	.540	.576	.612
	6281	274	248	161	.362	.109	.095	.543	.579	.615
	6250	276	250	163	.365	.113	.099	.548	.584	.621
	6280	278	252	165	.367	.116	.102	.551	.587	.624
	6254	280	254	167	.368	.120	.106	.552	.589	.626
	6283	282	256	169	.370	.124	.109	.555	.592	.629
	6284	284	258	171	.372	.127	.113	.558	.595	.632
	6255	286	260	173	.375	.131	.116	.563	.600	.638
	6285	288	262	175	.377	.134	.120	.566	.603	.641
	6256	290	264	177	.380	.138	.124	.570	.608	.646

MHF SOLIDS

MHF solids are similar to the MH series, but have even more velocity and more area to take complete advantage of the larger 0.875" Ford lifter. Please consult with a COMP Cam's® Cam Help® Technician or one of our Engine Builder Sales personnel before using these profiles to reduce the risk of improper component selection. Note: Cams using these lobes should have provisions for increased oiling. Please consult with our tech representative.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			MHF Solid Lifter	7393		260	234	150	.355	.085
Rated Duration @ .020" Tappet Lift	7394	262	236	152	.357	.089	.075	.536	.571	.607
.875" Min. Dia.	7395	264	238	154	.359	.093	.078	.539	.574	.610
.018" Lash"	7404	266	240	156	.361	.096	.082	.542	.578	.614
	7405	268	242	158	.362	.100	.085	.543	.579	.615
	7406	270	244	160	.364	.104	.089	.546	.582	.619
	7408	274	248	164	.369	.111	.096	.554	.590	.627
	7409	278	252	168	.373	.118	.104	.560	.597	.634
	7411	282	256	172	.380	.126	.111	.570	.608	.646
	7412	286	260	176	.385	.133	.118	.578	.616	.655
	7413	290	264	180	.390	.141	.126	.585	.624	.663
	7414	294	268	184	.395	.148	.133	.593	.632	.672
	7415	296	270	186	.397	.152	.137	.596	.635	.675
	7416	298	272	188	.400	.156	.141	.600	.640	.680

FL & SQ SOLIDS

The FL series is designed to provide excellent area under the curve with an .875" tappet. These work great in place of TL's where .875" lifters can be used. Excellent in restricted applications with 1.65:1 to 1.75:1 rocker arms. Increased valve spring loads are recommended for higher RPM. The SQ designs are the larger cousins of the FL series and can be used in higher RPM applications with increased spring loads. Note: Cams using these lobes should have provisions for increased oiling. Please consult with our tech representative.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			FL .875" Solids	7130		FL268	239	153	.356	.091
Rated Duration @ .020" Tappet Lift	7131	FL272	243	157	.361	.098	.084	.542	.578	.614
.875" Min. Dia.	7132	FL276	247	161	.366	.106	.091	.549	.586	.622
	7133	FL280	251	165	.371	.113	.098	.557	.594	.631
	7134	FL284	254	169	.381	.120	.106	.572	.610	.648
SQ .875" Solids	7250	289	260	175	.385	.132	.117	.578	.616	.655
Rated Duration @ .020" Tappet Lift	7262	291	262	177	.385	.135	.120	.578	.616	.655
.875" Min. Dia.	7260	293	264	179	.390	.138	.123	.585	.624	.663
	7263	295	266	181	.390	.142	.127	.585	.624	.663
	7261	297	268	183	.400	.146	.131	.600	.640	.680
	7265	300	270	185	.400	.150	.135	.600	.640	.680
	7266	302	272	187	.400	.154	.139	.600	.640	.680
	7267	304	274	189	.400	.158	.143	.600	.640	.680

HIGH RPM DASH 12 SOLIDS

Designed to turn high engine speed while maintaining control of the valve. Must use .875" diameter lifter. For use with 1.65-1.7+ rocker arms. Easy on valve train components. Intake designs have faster opening ramps and can be used on intake or exhaust. Exhaust designs have symmetric ramps and are smoother. Note: Cams using these lobes should have provisions for increased oiling. Please consult with our tech representative.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			High RPM	7160		292-12	258	168	.375	.120
Dash 12 Solids	7161	296-12	262	171	.380	.128	.113	.570	.608	.646
Rated Duration @ .020" Tappet Lift	7162	300-12	266	176	.390	.130	.116	.585	.624	.663
.875" Min. Dia.	7163	302-12	268	179	.395	.134	.119	.593	.632	.672
	7164	304-12	270	180	.395	.138	.123	.593	.632	.672
Intake Designs	7165	306-12	272	182	.400	.142	.127	.600	.640	.680
	7166	308-12	274	183	.400	.145	.130	.600	.640	.680
	7168	312-12	278	188	.408	.153	.138	.612	.653	.694
	7158	314-12	280	190	.410	.156	.142	.615	.656	.697
	7159	318-12	284	194	.410	.164	.149	.615	.656	.697
Exhaust Designs	7169	312-11	276	184	.400	.148	.134	.600	.640	.680
	7170	316-12	280	188	.408	.155	.141	.612	.653	.694
	7174	318-11	282	190	.410	.159	.145	.615	.656	.697
	7171	320-12	284	192	.410	.163	.148	.615	.656	.697
	7172	322-12	286	194	.410	.167	.152	.615	.656	.697

DASH 13 SOLIDS

Dash 13 Solids are very similar to both the Dash 12 and XX open designs. These provide a more modern, in-between series that can handle more rocker ratio than either of the two earlier families. Note: Cams using these lobes should have provisions for increased oiling.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.6	1.7	1.8
Dash 13	7185	310-13	276	186	.392	.151	.136	.627	.666	.706
Rated Duration @ .020" Tappet Lift .875" Min. Dia.	9185	310	276	186	.402	.151	.136	.643	.683	.724
	7186	312-13	278	188	.394	.155	.140	.630	.670	.709
	9186	312	278	188	.404	.155	.140	.646	.687	.727
	7187	314-13	280	190	.396	.159	.144	.634	.673	.713
	9187	314	280	190	.406	.159	.144	.650	.690	.731
	7188	316-13	282	192	.398	.163	.148	.637	.677	.716
	9188	316	282	192	.408	.163	.148	.653	.694	.734
	7189	318-13	284	194	.400	.166	.151	.640	.680	.720
	9189	318	284	194	.410	.166	.151	.656	.697	.738
	7190	320-13	286	196	.402	.170	.155	.643	.683	.724
	9190	320	286	196	.412	.170	.155	.659	.700	.742
	7191	322-13	288	198	.403	.174	.159	.645	.685	.725
	9191	322	288	198	.414	.174	.159	.662	.704	.745
	7192	324-13	290	200	.404	.178	.163	.646	.687	.727
	9192	324	290	200	.416	.178	.163	.666	.707	.749
	7193	326-13	292	202	.405	.182	.167	.648	.689	.729
	9193	326	292	202	.418	.182	.167	.669	.711	.752
	7194	328-13	294	204	.406	.186	.171	.650	.690	.731
	9194	328	294	204	.420	.186	.171	.672	.714	.756
	7015	330-13	296	206	.407	.189	.174	.651	.692	.733
	9195	330	296	206	.422	.189	.174	.675	.717	.760
	7016	332-13	298	208	.408	.193	.178	.653	.694	.734

F3 EXHAUST SOLIDS

The F3 Exhaust Solids are like the Dash 13 high lift lobes, but they have a faster opening ramp design to help increase torque while increasing opening area to reduce pumping losses. Note: Cams using these lobes should have provisions for increased oiling.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.6	1.7	1.8
F3 EXHAUST	9158	314	283	194	.410	.166	.151	.656	.697	.738
Rated Duration @ .020" Tappet Lift .875" Min. Dia.	9159	316	285	196	.412	.170	.155	.659	.700	.742
	9160	318	287	198	.414	.174	.159	.662	.704	.745
	9161	320	289	200	.416	.178	.163	.666	.707	.749
	9162	322	291	202	.418	.182	.167	.669	.711	.752

D3C SOLIDS

D3C Solids are like the Dash 13 designs but with slightly less velocity for coated tappets.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.6	1.7	1.8
D3C Series	9384	312	278	187	0.390	.154	.140	.624	.663	.702
Rated Duration @ .020" Tappet Lift	9385	314	280	189	0.392	.158	.144	.627	.666	.706
	9386	316	282	191	0.394	.162	.147	.630	.670	.709
	9387	318	284	193	0.396	.166	.151	.634	.673	.713
	9388	320	286	195	0.398	.169	.155	.637	.677	.716
	9389	322	288	197	0.400	.173	.158	.640	.680	.720

XX SERIES SOLIDS

The smaller Restricted Designs are very aggressive. The larger Open Designs are for continuous high RPM, providing stability over 8500 with good related components. Both require proper spring selection and regular maintenance. Very good horsepower curves. Proper break in is very critical with these lobe designs. Best when used with COMP HTL Lifters and 1.6 - 1.7 rocker ratios. Note: Cams using these lobes should have provisions for increased oiling. Please consult with our tech representative.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
XX Series	7110	278XX	246	159	.365	.102	.088	.548	.584	.621
Rated Duration @ .020" Tappet Lift .875" Min. Dia.	7113	280XX	248	160	.365	.103	.090	.548	.584	.621
	7114	282XX	250	162	.370	.106	.092	.555	.592	.629
	7115	284XX	254	166	.366	.114	.100	.549	.586	.622
	7136	286XX	256	168	.378	.118	.104	.567	.605	.643
	7116	288XX	258	170	.380	.120	.107	.570	.608	.646
	7118	294XX	262	175	.390	.129	.115	.585	.624	.663
	7117	298XX	266	180	.400	.137	.122	.600	.640	.680
Open Designs	7068	292XX	260	170	.390	.124	.110	.585	.624	.663
Rated Duration @ .020" Tappet Lift .875" Min. Dia.	7069	296XX	264	174	.395	.133	.119	.593	.632	.672
	7071	300XX	268	178	.400	.139	.122	.600	.640	.680
	7072	302XX	270	180	.403	.141	.124	.605	.645	.685
	7073	304XX	272	182	.406	.145	.126	.609	.650	.690
	7074	306XX	274	184	.408	.148	.131	.612	.653	.694
	7075	308XX	276	186	.410	.153	.133	.615	.656	.697
	7125	310XX	278	190	.415	.158	.139	.623	.664	.706
	7077	312XX	280	191	.415	.161	.143	.623	.664	.706
	7078	314XX	282	193	.418	.165	.150	.627	.669	.711
	7127	316XX	284	196	.420	.169	.146	.630	.672	.714
	7135	320XX	288	200	.420	.177	.154	.630	.672	.714

HIGH ROCKER RATIO SOLIDS

Specially designed for NASCAR Nextel Cup restrictor plate engines. Use with 2.0:1 intake rocker and 1.9:1 exhaust along with a 927-16 spring. Very smooth for 2.0:1 design, and very easy on other valve train parts. Note: Cams using these lobes should have provisions for increased oiling. Please consult with our tech representative.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.9	2.0	2.1
High Ratio Series	7380	261	230	141	.325	.075	.063	.618	.650	.683
Rated Duration @ .020" Tappet Lift .875" Min. Dia.	7381	265	234	144	.325	.081	.069	.618	.650	.683
	7382	270	238	146	.325	.087	.075	.618	.650	.683
	7388	272	240	149	.335	.090	.078	.637	.670	.704
	7383	274	242	152	.335	.094	.081	.637	.670	.704
	7386	276	244	153	.335	.097	.084	.637	.670	.704
	7384	278	246	154	.335	.100	.087	.637	.670	.704
	7387	280	248	157	.340	.104	.090	.646	.680	.714
	7385	282	250	158	.340	.107	.094	.646	.680	.714
	7389	286	254	163	.350	.114	.100	.665	.700	.735
	7396	292	260	169	.355	.125	.111	.675	.710	.746
	7399	298	266	175	.360	.136	.121	.684	.720	.756

HIGH ROCKER RATIO SERIES II SOLIDS

Specially designed for NASCAR Nextel Cup restrictor plate engines. Use with 2.0:1 intake rocker and 1.9:1 exhaust along with a 927-16 spring. More aggressive than earlier 2.0:1 design, but still very easy on valve train parts.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.9	2.0	2.1
High Ratio Series II Rated Duration @ .020" Tappet Lift .875" Min. Dia.	7353	266	236	148	.332	.087	.063	.631	.664	.697
	7354	268	238	150	.335	.090	.076	.637	.670	.704
	7355	270	240	152	.338	.093	.080	.642	.676	.710
	7356	272	242	154	.342	.097	.083	.650	.684	.718
	7357	274	244	157	.345	.101	.087	.656	.690	.725
	7358	276	246	158	.345	.104	.090	.656	.690	.725
	7359	278	248	160	.345	.108	.093	.656	.690	.725
	7362	280	250	162	.345	.111	.097	.656	.690	.725
	7363	282	252	164	.345	.115	.100	.656	.690	.725
	7364	284	254	166	.345	.119	.104	.656	.690	.725
	7365	286	256	167	.345	.122	.108	.656	.690	.725
	7366	288	258	169	.345	.126	.111	.656	.690	.725
	7367	290	260	170	.345	.129	.115	.656	.690	.725
	7368	292	262	172	.345	.133	.118	.656	.690	.725

N SERIES SOLIDS

Our most popular Nextel Cup designs, these provide excellent power and reliability. Very stable at high RPM (8600+) with 927 springs proper valve train selection. Excellent high end power with slightly less low end torque than XX series. Needs .875" HTL tappet and true lifter bores with very careful break-in.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
N Series Rated Duration @ .020" Tappet Lift .875" Min. Dia.	7020	294N-1	262	174	.401	.129	.115	.602	.642	.682
	7021	298N-2	266	176	.410	.134	.120	.615	.656	.697
	7022	300N-1	268	173	.406	.132	.121	.609	.650	.690
	7028	302N-1	270	181	.410	.143	.128	.615	.656	.697
	7023	304N-1	272	183	.412	.147	.132	.618	.659	.700
	7084	306N-1	274	186	.411	.151	.136	.617	.658	.699
	7085	308N-1	276	187	.411	.155	.141	.617	.658	.699
	7086	310N-1	278	189	.411	.158	.143	.617	.658	.699
	7087	312N-1	280	191	.411	.161	.147	.617	.658	.699
	7120	304N-3E	266	174	.390	.128	.114	.585	.624	.663
	7121	308N-1E	270	179	.400	.133	.119	.600	.640	.680
	7122	310N-1E	271	178	.390	.137	.123	.585	.624	.663
	7123	314N-1E	276	183	.400	.145	.131	.600	.640	.680
	7124	318N-1E	280	186	.405	.149	.135	.608	.648	.689

OVAL + SOLIDS

These profiles have their design based on the ever popular N-1 series, but have been optimized for the higher rocker ratios, tighter lash settings and lower compression used in today's Nextel Cup engines. For use with 1.7 to 1.8:1 rockers (or more in qualifying.) Requires the same care as the N-1 for break-in.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.7	1.75	1.8
Oval + Solids Rated Duration @ .020" Tappet Lift .875" Min. Dia.	7037	299	266	177	.399	.136	.122	.678	.698	.718
	7038	301	268	179	.401	.140	.125	.682	.702	.722
	7039	303	270	181	.403	.143	.128	.685	.705	.725
	7040	305	272	183	.405	.147	.132	.689	.709	.729
	7041	307	274	185	.407	.151	.136	.692	.712	.733
	7042	309	276	187	.409	.154	.140	.695	.716	.736
	7043	311	278	189	.411	.158	.143	.699	.719	.740
	7044	313	280	191	.413	.162	.147	.702	.723	.743
	7049	315	282	193	.415	.165	.151	.706	.726	.747

FE .875 SOLIDS

These designs are for use in NASCAR Nextel Cup with high rocker ratios. Typically used with 1.75 to 1.80:1 ratios for race and 1.9 to 2.0:1 ratios for qualifying. These are very comparable to the Oval + Solids, but should be a little better below peak torque and above peak power if the valve train is optimized.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.7	1.75	1.8
FE .875 Rated Duration @ .020" Tappet Lift .875" Min. Dia.	7665	299	267	178	.398	.138	.123	.677	.697	.716
	7666	301	269	180	.400	.141	.127	.680	.700	.720
	7667	303	271	182	.402	.145	.130	.683	.704	.724
	7668	305	273	184	.405	.149	.134	.689	.709	.729
	7669	307	275	186	.408	.153	.137	.694	.714	.734
	7670	309	277	188	.411	.156	.141	.699	.719	.740
	7671	311	279	190	.413	.159	.145	.702	.723	.743

TDLC SOLIDS

The TDLC Solids are a cross between the Oval + and FE designs but with lower velocity for use with coated tappets.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.9	2.0	2.1
TDLC Series Rated Duration @ .020" Tappet Lift	9374	297	266	176	0.384	.134	.120	.730	.768	.806
	9375	299	268	178	0.386	.138	.124	.733	.772	.811
	9376	301	270	180	0.388	.142	.127	.737	.776	.815
	9377	303	272	182	0.390	.145	.131	.741	.780	.819

T1N SERIES - VERY HIGH RPM 0.875" FLAT

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.8	1.9	2.0
T1N Series	9360	303	270	181	0.394	.142	.128	.709	.749	.788
Rated Duration @ .020" Tappet Lift	9361	305	272	183	0.396	.146	.131	.713	.752	.792
	9362	307	274	185	0.398	.150	.135	.716	.756	.796
	9363	309	276	187	0.400	.153	.139	.720	.760	.800
	9364	311	278	189	0.402	.157	.142	.724	.764	.804
	9365	313	280	191	0.404	.161	.146	.727	.768	.808
	9366	315	282	193	0.406	.164	.150	.731	.771	.812
	9367	317	284	195	0.408	.168	.153	.734	.775	.816
	9368	319	286	197	0.410	.172	.157	.738	.779	.820
	9369	321	288	199	0.412	.176	.161	.742	.783	.824
	9370	323	290	201	0.414	.179	.164	.745	.787	.828

NRX SOLIDS

The NRX Solids are designed for use in Nextel Cup engines with 55mm or larger journals. They are designed with higher lobe lifts than the standard journal families to allow either less ratio or higher lift. Use in applications with less than 55mm journals will result in a small nose radius and premature wear.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.7	1.75	1.8
NRX Solids	7203	299	266	179	.414	.139	.124	.704	.725	.745
Rated Duration @ .020" Tappet Lift	7204	301	268	181	.416	.143	.128	.707	.728	.749
.875" Min. Dia.	7205	303	270	183	.418	.147	.132	.711	.732	.752
	7206	305	272	185	.420	.151	.136	.714	.735	.756
	7207	307	274	187	.422	.155	.139	.717	.739	.760
	7208	309	276	189	.424	.158	.143	.721	.742	.763
	9709	311	278	191	.426	.162	.147	.724	.746	.767
	9710	313	280	193	.428	.166	.151	.728	.749	.770
	9711	315	282	195	.430	.170	.155	.731	.753	.774
	9712	317	284	197	.432	.174	.158	.734	.756	.778
	9713	319	286	199	.434	.177	.162	.738	.760	.781
	9714	321	288	201	.436	.181	.166	.741	.763	.785

CHRYSLER SPECIAL SOLIDS

These lobes are for use only in Chrysler Corporation engines with .904" tappet diameter. The "Specials" are to be used in 426 cubic inch or larger engines. Developed for the Top Fuel drag racing program, these designs offer excellent torque and horsepower.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
Chrysler Special	6129	324-7	290	200	.433	.176	.161	.650	.693	.736
Rated Duration @ .020" Tappet Lift	6130	328-10	296	208	.425	.193	.178	.638	.680	.723
.904" Min. Dia.	6132	330-1	290	200	.410	.170	.154	.615	.656	.697
	6133	330-2	292	200	.395	.175	.160	.592	.632	.671
	6131	334-1	296	203	.413	.186	.171	.620	.660	.702
	6134	335-1	300	207	.438	.193	.177	.657	.700	.745

MP SOLIDS

The MP Series uses a design similar to the TL Series except these have more area due to being designed with more velocity for a .904" minimum tappet diameter. They are very good in Late Model Stock applications where rules allow the larger tappet diameter. Note: Cams using these lobes should have provisions for increased oiling. Please consult with our tech representative.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
MP Solids	6610	274	247	162	.345	.108	.093	.518	.552	.587
Rated Duration @ .020" Tappet Lift	6611	284	251	166	.355	.115	.100	.533	.568	.604
.904" Min. Dia.	6612	288	256	171	.365	.123	.108	.548	.584	.621
.018" Lash										

MM SOLIDS

MM solids are similar to the MH and MHF series, but have even more velocity and more area to take complete advantage of the larger 0.904" Chrysler/Mopar lifter. Please consult with a COMP Cam's® Cam Help® Technician or one of our Engine Builder Sales personnel before using these profiles to reduce the risk from improper component selection. Note: Cams using these lobes should have provisions for increased oiling. Please consult with our tech representative.

CAMSHAFT TYPE	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
MM Solids	6580	261	235	153	.350	.089	.075	.525	.560	.595
Rated Duration @ .020" Tappet Lift	6581	265	239	157	.358	.096	.082	.537	.573	.609
.904" Min. Dia.	6582	269	243	161	.366	.104	.089	.549	.586	.622
.018" Lash	6579	271	245	163	.370	.108	.093	.554	.591	.628
	6583	273	247	165	.373	.111	.096	.560	.597	.634
	6584	277	251	169	.380	.119	.104	.570	.608	.646
	6585	281	255	173	.388	.126	.111	.582	.621	.660
	6586	285	259	177	.396	.134	.119	.594	.634	.673
	6587	289	263	181	.404	.142	.126	.606	.646	.687
	6588	293	267	185	.411	.149	.134	.617	.658	.699
	6589	297	271	189	.418	.157	.142	.627	.669	.711
	6590	301	275	193	.426	.164	.149	.639	.682	.724
	6591	305	279	197	.433	.172	.157	.650	.693	.736

Solid Roller Section

HIGH ENERGY™ STREET ROLLER

Designed specifically for street use, these Street Rollers offer unique approach ramps allowing the use of lower seat pressure to assure long life. These lobes are very "soundy or throaty" because of the opening and closing ramp designs.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			Street Roller	1496		268HER-2	224	141	.3500	.068
Rated Duration @	4002	272HER-2	228	144	.3500	.073	.061	.525	.560	.595
.015" Tappet Lift	1498	276HER-2	232	148	.3500	.078	.066	.525	.560	.595
Valve Lash	1474	280HER-2	236	152	.3666	.085	.072	.550	.586	.623
0.020"	1476	288HER-4	244	158	.3666	.098	.084	.550	.586	.623
	4220	300HER-2	255	170	.3833	.119	.104	.575	.613	.651
	4221	308HER-4	262	176	.3833	.130	.115	.575	.613	.651

XTREME ENERGY™ STREET ROLLER

This newest addition to the Xtreme family of lobes delivers the responsiveness, torque, and reliability only available with COMP Cam's® Xtreme designs coupled with the high RPM power of modern race roller designs. Our development test included Spintron® Dynamics Evaluations, Engine Dyno Testing, Chassis Dyno Testing, and three Hot Rod Power Tours. Coupled with COMP's new Endurex Roller Lifters, these profiles bring street roller technology into the new Millennium.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			Xtreme Street Roller	4870		256XSR	218	141	.360	.056
Standard Ratio	4871	262XSR	224	147	.360	.066	.053	.540	.576	.612
Rated Duration @	4872	268XSR	230	153	.368	.076	.062	.552	.589	.626
.015" Tappet Lift	4873	274XSR	236	159	.376	.087	.072	.564	.602	.639
Valve Lash	4874	280XSR	242	164	.380	.098	.083	.570	.608	.646
0.014" - 0.018"	4875	286XSR	248	170	.384	.110	.094	.576	.614	.653
	4876	292XSR	254	176	.388	.122	.106	.582	.621	.660
	4877	298XSR	260	181	.392	.135	.118	.588	.627	.666
	4878	304XSR	266	187	.398	.137	.130	.597	.637	.677
	4879	310XSR	272	193	.404	.159	.143	.606	.646	.687
Xtreme Street Roller	4850	259	219	131	.330	.055	.045	.495	.528	.561
Hi Ratio Designs	4851	265	225	136	.330	.064	.053	.495	.528	.561
Rated Duration @	4855	267	227	138	.330	.067	.055	.495	.528	.561
.015" Tappet Lift	4854	270	230	140	.330	.070	.058	.495	.528	.561
Valve Lash	4852	274	234	144	.330	.076	.064	.495	.528	.561
0.014" - 0.018"	4853	280	240	149	.335	.086	.053	.503	.536	.570
	4856	284	244	152	.335	.092	.079	.503	.536	.570
	4857	288	248	155	.335	.099	.085	.503	.536	.570
	4858	292	252	161	.346	.106	.092	.519	.554	.588
	4859	296	256	164	.346	.112	.099	.519	.554	.588
	4860	300	260	167	.346	.119	.105	.519	.554	.588
	4861	308	268	173	.346	.132	.118	.519	.554	.588

BASE DESIGN ROLLERS

A 20 year culmination of design and research, these lobes range from extra gentle to very aggressive. Included in this group are the High Torque Roller and High Torque Oval Roller series used in the early '80s.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			Base Designs	1460		285-2	252	164	.375	.110
Rated Duration @	1462	286-1	250	162	.392	.112	.096	.588	.627	.666
.020" Tappet Lift	1464	295-2	262	174	.366	.128	.114	.549	.586	.622
	1465	295-3	262	176	.390	.128	.113	.585	.624	.663
	4034	295-5	260	170	.394	.116	.102	.591	.630	.670
	1473	296-1	260	173	.393	.124	.108	.590	.629	.668
	1466	296-2	265	180	.400	.137	.121	.600	.640	.680
	1492	302-1	265	177	.395	.132	.116	.593	.632	.672
	4000	305-2	272	186	.366	.146	.132	.549	.586	.622
	1609	305-3	270	186	.418	.146	.130	.627	.669	.711
	4035	305-4	272	184	.394	.151	.135	.591	.630	.670
	4059	306-1	270	186	.400	.145	.130	.600	.640	.680
	4242	306-2	273	190	.416	.153	.137	.624	.666	.707
	1611	308-2	275	191	.452	.156	.139	.678	.723	.768
	1612	309-2	276	196	.420	.163	.146	.630	.672	.714
	1613	310-2	280	195	.545	.165	.147	.818	.872	.927
	1479	312-2	279	197	.425	.167	.150	.638	.680	.723
	4066	316-1	276	186	.413	.150	.134	.620	.661	.702
	4244	316-2	284	200	.433	.176	.159	.650	.693	.736
	1617	316-3	282	200	.454	.173	.156	.681	.726	.772
	1628	324-4	287	201	.423	.174	.159	.635	.677	.719
	1658	320-1	281	196	.450	.164	.148	.675	.720	.765
	1620	320-2	288	201	.434	.179	.163	.651	.694	.738
	1486	321-4	284	196	.440	.170	.154	.660	.704	.748
	4025	322-1	282	193	.427	.163	.147	.641	.683	.726
	1469	322-2	288	204	.458	.185	.165	.687	.733	.779
	4062	323-5	287	202	.460	.180	.164	.690	.736	.782
	4087	324-2	286	197	.454	.171	.155	.681	.726	.772
	1630	325-4	288	198	.440	.176	.160	.660	.704	.748
	1394	327-5	290	204	.460	.179	.163	.690	.736	.782
	1659	328-1	286	192	.413	.163	.145	.620	.661	.702
	1639	329-5	292	200	.440	.177	.161	.660	.704	.748
	1619	319-2	285	202	.456	.179	.161	.684	.730	.775
	1392	319-3	285	200	.460	.173	.156	.690	.736	.782

HI-TECH ROLLERS

These designs are typically used with high rocker ratios (1.65-1.75) and efficient cylinder heads. The Hi-Tech .400” is great for big block Chevrolet, big block Fords, and Cleveland’s. Due to their lower acceleration rates, these lobe designs are also very well suited for small block high endurance applications.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			Hi -Tech	1461		288-7	251	167	.400	.116
Rated Duration @ .020" Tappet Lift	4210	296-7	259	175	.400	.129	.114	.600	.640	.680
	4211	306-7	269	182	.400	.146	.131	.600	.640	.680
	4058	316-7	279	190	.400	.161	.146	.600	.640	.680

HI-TORQUE .406” ROLLERS

The Hi-Torque .406” , when coupled with higher rocker ratios (1.7 and up), results in very aggressive valve motion. These provide excellent torque curves and great responsiveness. The smaller lobes are great for restricted applications and the larger lobes provide stronger alternatives to the Hi Torque .440” profiles, when coupled with higher rocker ratios to achieve equivalent valve lift.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			Hi -Torque .406”	4600		280-6	248	169	.406	.106
Rated Duration @ .020" Tappet Lift	4601	284-6	252	172	.406	.114	.098	.609	.650	.690
	1477	288-6	256	176	.406	.122	.106	.609	.650	.690
	4209	292-6	260	180	.406	.131	.114	.609	.650	.690
	4206	296-4	264	184	.406	.139	.122	.609	.650	.690
	4207	300-7	268	188	.406	.148	.131	.609	.650	.690
	4208	304-7	272	192	.406	.156	.136	.609	.650	.690
	4205	308-7	276	195	.406	.164	.147	.609	.650	.690
	1481	312-14	280	199	.406	.173	.156	.609	.650	.690

HI-TECH .420” EXHAUST ROLLERS

These designs are used primarily on the exhaust side of the motor. The Hi-Tech .420” offers controlled valve opening which promotes torque over broad ranges. These lobes are great for oval track cams.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			Hi -Tech	4005		294-6	256	171	.420	.117
.420" Exhaust	4007	296-6	258	173	.420	.123	.108	.630	.672	.714
Rated Duration @ .020" Tappet Lift	4003	298-6	260	175	.420	.125	.111	.630	.672	.714
	4027	300-6	262	177	.420	.130	.115	.630	.672	.714
	4029	302-6	264	179	.420	.133	.117	.630	.672	.714
	4023	304-6	266	180	.420	.137	.122	.630	.672	.714
	4046	306-6	268	182	.420	.141	.126	.630	.672	.714
	4045	308-6	270	183	.420	.144	.129	.630	.672	.714
	4047	310-6	272	185	.420	.148	.133	.630	.672	.714
	4019	312-6	274	187	.420	.151	.136	.630	.672	.714
	4049	316-6	278	189	.420	.158	.142	.630	.672	.714

HI-TECH .420” ROLLERS

The Hi-Tech .420” is primarily used in oval track racing with good cylinder heads. The ramp designs are easy on valve springs, yet produce good power. They are great for long rod motors. They are also popular in bracket and marine applications where power with durability are a must. Also available in Ford Small Block and Chevy Big Block or 50mm sizes to prevent “cam growth” in the grinding process, allowing the engine builder to have more control over the tuning process.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			Hi-Tech	4001		284-5	248	165	.420	.108
Rated Duration @ .020" Tappet Lift	4004	286-5	250	167	.420	.112	.098	.630	.672	.714
	4006	288-5	252	169	.420	.116	.101	.630	.672	.714
	4009	290-5	254	171	.420	.119	.105	.630	.672	.714
	4008	292-5	256	173	.420	.123	.108	.630	.672	.714
	4013	294-5	258	175	.420	.127	.112	.630	.672	.714
	4017	296-5	260	177	.420	.131	.116	.630	.672	.714
	4015	298-5	262	179	.420	.136	.120	.630	.672	.714
	4022	300-5	264	181	.420	.140	.124	.630	.672	.714
	4020	302-5	266	183	.420	.143	.127	.630	.672	.714
	4024	304-5	268	184	.420	.146	.130	.630	.672	.714
	4018	306-5	270	186	.420	.150	.134	.630	.672	.714
	4026	308-5	272	188	.420	.154	.138	.630	.672	.714
	4016	310-5	274	189	.420	.157	.141	.630	.672	.714
	4028	312-5	276	190	.420	.160	.144	.630	.672	.714
	4030	314-5	278	192	.420	.163	.148	.630	.672	.714
	4031	316-5	280	193	.420	.166	.151	.630	.672	.714
	4032	318-5	282	195	.420	.170	.154	.630	.672	.714

RT SERIES ROLLERS

The RT series provides shorter seat timing and more area than our Hi-Tech .420” series. This results in great torque and power potential. Available in Ford Small Block and Chevy Big Block or 50mm sizes to prevent “cam growth” in the grinding process, allowing the engine builder to have more control over the tuning process of the cam.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			RT Series	4121		RT274-1	244	167	.410	.101
Rated Duration @ .020" Tappet Lift	4123	RT276-2	246	169	.412	.105	.089	.618	.659	.700
	4124	RT278-3	248	171	.414	.107	.092	.621	.662	.704
	4126	RT280-1	250	173	.416	.113	.097	.624	.666	.707
	4127	RT282-1	252	175	.418	.117	.101	.627	.669	.711
	4130	RT284-1	254	177	.421	.120	.104	.632	.674	.716
	4128	RT286-1	256	179	.423	.125	.109	.635	.677	.719
	4129	RT288-1	258	181	.426	.131	.114	.639	.682	.724
	4131	RT290-1	260	183	.430	.134	.117	.645	.688	.731
	4132	RT292-1	262	185	.430	.140	.123	.645	.688	.731
	4133	RT294-1	264	186	.430	.142	.125	.645	.688	.731
	4134	RT296-1	266	189	.430	.148	.130	.645	.688	.731
	4135	RT298-1	268	190	.435	.150	.132	.653	.696	.740
	4136	RT300-1	270	191	.435	.154	.137	.653	.696	.740
	4137	RT302-1	272	193	.435	.158	.141	.653	.696	.740
	4139	RT304-1	274	195	.435	.162	.144	.653	.696	.740
	4138	RT308-1	278	197	.435	.168	.151	.653	.696	.740

NC SERIES ROLLERS

Designed with aggressive opening side of the RT series lobe and the easier closing rate of the ever popular Hi Tech -5 series, the NC series allows good engine speed, stability and durability. This fast open, slower closing design works very well on the exhaust side of many applications.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			NC Series	4151		284	252	172	.405	.115
Rated Duration @ .020" Tappet Lift	4152	286	254	173	.405	.117	.101	.608	.648	.689
	4150	288	256	177	.415	.123	.107	.623	.664	.706
	4153	290	258	178	.415	.125	.109	.623	.664	.706
	4149	292	260	181	.421	.131	.114	.632	.674	.716
	4145	295	262	183	.421	.138	.122	.632	.674	.716
	4147	296	264	183	.421	.140	.123	.632	.674	.716
	4144	298	266	185	.425	.143	.127	.638	.680	.723
	4146	300	268	187	.430	.146	.130	.645	.688	.731
	4143	302	270	190	.430	.153	.136	.645	.688	.731
	4148	304	272	192	.430	.158	.141	.645	.688	.731

RZ SERIES ROLLERS

The RZ Rollers are designed for high RPM circle track, drag race, and endurance applications that benefit from higher lift while requiring stability and reliability. Designed for 1.6:1 to 1.8:1 rockers, these profiles incorporate the latest developments in high RPM and high rocker ratio developments.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			RZ Series	4260		RZ293	260	174	.428	.122
Rated Duration @ .020" Tappet Lift	4262	RZ297	264	178	.430	.129	.114	.645	.688	.731
	4264	RZ301	268	182	.432	.137	.122	.648	.691	.734
	4265	RZ303	270	184	.433	.141	.125	.650	.693	.736
	4266	RZ305	272	186	.434	.145	.129	.651	.694	.738
	4267	RZ307	274	188	.435	.149	.133	.653	.696	.740
	4268	RZ309	276	190	.436	.153	.137	.654	.698	.741
	4269	RZ311	278	192	.437	.157	.141	.656	.699	.743
	4270	RZ313	280	194	.438	.161	.145	.657	.701	.745
	4271	RZ315	282	196	.439	.164	.148	.659	.702	.746
	4272	RZ317	284	197	.440	.168	.152	.660	.704	.748
	4273	RZ319	286	199	.441	.172	.156	.662	.706	.750
	4274	RZ321	288	201	.442	.176	.160	.663	.707	.751
	4276	RZ325	292	205	.444	.183	.167	.666	.710	.755

RZ LOW LIFT ROLLERS

These lower lift versions of the RZ family work very well in high endurance applications where maximum valve lift needs to be limited to ensure maximum valve spring life.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			RZ Low Lift Series	4294		289	256	167	.390	.113
Rated Duration @ .020" Tappet Lift	4293	291	258	171	.400	.118	.103	.600	.640	.680
	4295	293	260	171	.390	.121	.106	.585	.624	.663
	4283	295	262	171	.370	.124	.110	.555	.592	.629
	4286	295	262	175	.400	.125	.110	.600	.640	.680
	4284	297	264	174	.375	.128	.113	.563	.600	.638
	4285	301	268	178	.380	.135	.121	.570	.608	.646
	4287	301	268	180	.400	.136	.121	.600	.640	.680
	4296	303	270	181	.385	.139	.125	.578	.616	.655

RX SERIES ROLLERS

These are similar to our RT Series, but are designed for a higher RPM operating range. These were developed to allow the performance of RT designs in applications that operate well over 8400 RPM such as the NASCAR Busch, Craftsman Truck Series and ARCA engines. RX profiles were developed using dynamic testing to ensure stability over 9000 RPM even when coupled with a 1.7:1 rocker arm.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			RX Series	4301		286	253	172	.427	.114
Rated Duration @ .020" Tappet Lift	4302	288	255	174	.428	.118	.103	.642	.685	.728
	4303	290	257	176	.429	.122	.107	.644	.686	.729
	4304	292	259	177	.430	.126	.110	.645	.688	.731
	4305	294	261	179	.431	.130	.114	.647	.690	.733
	4308	296	263	181	.432	.134	.118	.648	.691	.734
	4309	298	265	183	.433	.139	.122	.650	.693	.736
	4310	300	267	185	.434	.143	.126	.651	.694	.738
	4311	302	269	187	.435	.147	.130	.653	.696	.740
	4312	304	271	189	.436	.151	.134	.654	.698	.741
	4313	306	273	191	.437	.155	.138	.656	.699	.743
	4314	308	275	193	.438	.160	.143	.657	.701	.745
	4315	310	277	195	.439	.164	.147	.659	.702	.746
	4316	312	279	197	.440	.168	.151	.660	.704	.748
	4317	314	281	199	.440	.172	.155	.660	.704	.748
	4318	316	283	201	.440	.176	.159	.660	.704	.748
	4319	318	285	203	.440	.180	.163	.660	.704	.748

CR SERIES ROLLERS

The CR series profiles are excellent for high RPM, high rocker ratio applications where good valve train components can be used. The smaller profiles work well in restricted applications where extended life is required and the larger profiles are excellent in high RPM open applications.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.7	1.75	1.8
			CR Series Rated Duration @ .020" Tappet Lift	4345		CR281	250	168	.395	.111
	4346	CR283	252	170	.395	.115	.100	.672	.691	.711
	4347	CR285	254	172	.395	.119	.104	.672	.691	.711
	4348	CR287	256	174	.395	.123	.107	.672	.691	.711
	4349	CR289	258	176	.395	.127	.111	.672	.691	.711
	4382	CR291	260	178	.395	.131	.115	.672	.691	.711
	4383	CR293	262	179	.395	.135	.119	.672	.691	.711
	4384	CR295	264	181	.395	.139	.123	.672	.691	.711
	4385	CR297	266	183	.395	.143	.127	.672	.691	.711
	4386	CR299	268	185	.395	.147	.131	.672	.691	.711
	2486	299	268	186	.420	.147	.131	.714	.735	.756
	4387	CR301	270	186	.395	.150	.134	.672	.691	.711
	4388	CR303	272	188	.395	.154	.138	.672	.691	.711
	2488	303	272	190	.420	.156	.139	.714	.735	.756
	4389	CR305	274	190	.395	.158	.142	.672	.691	.711
	4390	CR307	276	192	.395	.161	.146	.672	.691	.711
	2490	307	276	194	.420	.164	.147	.714	.735	.756
	4391	CR309	278	193	.395	.165	.149	.672	.691	.711
	4682	CR311	280	195	.395	.169	.153	.672	.691	.711
	2492	311	280	198	.420	.172	.155	.714	.735	.756
	4683	CR313	282	197	.395	.172	.157	.672	.691	.711
	4684	CR315	284	199	.395	.176	.161	.672	.691	.711
	2494	315	284	201	.420	.180	.163	.714	.735	.756
	4685	CR317	286	200	.395	.180	.165	.672	.691	.711
	4686	CR319	288	202	.395	.183	.168	.672	.691	.711
	4687	CR321	290	204	.395	.187	.172	.672	.691	.711

CR LIFT RULE ROLLERS

These low lift designs are based on the CR series rollers and are specifically designed for lift rule application such as Hooters Cup. Typically they will be used with either 1.65:1 or 1.7:1 rocker ratios, but would be stable with up to 1.8:1 ratios.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.6	1.65	1.7
			CR Lift Rule .367" Rated Duration @ .020" Tappet Lift	4428		283	252	168	.367	.115
	4429	287	256	172	.367	.123	.107	.587	.606	.624
	4430	291	260	175	.367	.130	.115	.587	.606	.624
	4431	295	264	179	.367	.138	.122	.587	.606	.624
	4432	299	268	182	.367	.146	.130	.587	.606	.624
CR Lift Rule .378" Rated Duration @ .020" Tappet Lift	4445	283	252	168	.378	.115	.100	.605	.624	.643
	4447	287	256	172	.378	.123	.107	.605	.624	.643
	4449	291	260	175	.378	.131	.115	.605	.624	.643
	4451	295	264	179	.378	.138	.123	.605	.624	.643

ZT SERIES ROLLERS

The ZT rollers are a new High Rocker Ratio, High RPM series designed to take advantage of new valve spring developments that allow valve lifts up to and above .750" in endurance applications. These are designed for NASCAR Busch, Craftsman Truck, ARCA, and other endurance applications that have similar RPM and lift requirements. Recommended for use with either COMP's new #26099 or #26091 springs.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.7	1.75	1.8
			ZT Series Rated Duration @ .020" Tappet Lift	4814		290	258	175	.406	.124
	4815	292	260	177	.407	.128	.114	.692	.712	.733
	4816	294	262	179	.408	.133	.117	.694	.714	.734
	4817	296	264	181	.409	.137	.121	.695	.716	.736
	4818	298	266	182	.410	.141	.125	.697	.718	.738
	4819	300	268	184	.411	.145	.129	.699	.719	.740
	4820	302	270	186	.412	.149	.133	.700	.721	.742
	4821	304	272	188	.413	.153	.137	.702	.723	.743
	4822	306	274	190	.412	.157	.141	.700	.721	.742
	4823	308	276	192	.416	.161	.144	.707	.728	.749
	4824	310	278	194	.418	.165	.149	.711	.732	.752
	4826	312	280	196	.418	.169	.152	.711	.732	.752
	4827	314	282	198	.420	.173	.157	.714	.735	.756

ZS SERIES ROLLERS

The ZS Rollers are a High Ratio roller series for restricted applications limited to below 8400 RPM. These are very good for applications that benefit from higher lift than the HRR series. These profiles work well with the new generation valve springs such as COMP's #26099 and #26091. The ZS Series II are the same as the .413" lobe lift versions except these have increasing lobe lift as the duration increases.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.7	1.75	1.8
			ZS Series .413" Lift Rated Duration @ .020" Tappet Lift	4402		284	254	175	.413	.122
	4404	288	258	179	.413	.130	.114	.702	.723	.743
	4405	290	260	181	.413	.134	.118	.702	.723	.743
	4406	292	262	183	.413	.139	.122	.702	.723	.743
	4407	294	264	184	.413	.143	.126	.702	.723	.743
	4408	296	266	186	.413	.147	.130	.702	.723	.743
	4409	298	268	188	.413	.151	.134	.702	.723	.743
	4416	302	272	192	.413	.159	.142	.702	.723	.743
	4418	306	276	195	.413	.167	.150	.702	.723	.743
ZS Series II Rated Duration @ .020" Tappet Lift	2950	280	250	175	.420	.114	.098	.714	.735	.756
	2952	284	254	179	.424	.122	.106	.721	.742	.763
	2953	286	256	181	.426	.126	.110	.724	.746	.767
	2954	288	258	183	.428	.131	.114	.728	.749	.770
	2958	296	266	184	.434	.147	.130	.738	.760	.781

TD, TJ & TJS SERIES ROLLERS

These TD designs are excellent for high ratio, four gauge 390 carb rules such as NASCAR Busch and Craftsman Truck Series applications. The TJ's have slightly more lift but are a little smoother. The TJS's are basically the same as the TJ's except for a slightly softer closing ramp.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.7	1.75	1.8
			TD Series	2978		288	258	176	.411	.127
Rated Duration @ .020" Tappet Lift	2979	290	260	178	.412	.131	.116	.700	.721	.742
	2980	292	262	180	.413	.135	.119	.702	.723	.743
	2981	294	264	182	.414	.139	.123	.704	.725	.745
	2982	296	266	184	.415	.143	.127	.706	.726	.747
	4321	298	268	186	.416	.147	.131	.707	.728	.749
	2983	300	270	188	.418	.151	.135	.711	.732	.752
	2984	302	272	190	.420	.156	.139	.714	.735	.756
	2985	304	274	192	.421	.159	.143	.716	.737	.758
	4327	306	276	193	.424	.163	.147	.721	.742	.763
	4328	308	278	195	.426	.167	.151	.724	.746	.767
4329	310	280	197	.428	.171	.155	.728	.749	.770	
2989	312	282	199	.430	.175	.159	.731	.753	.774	
TJ Series	2962	296	266	184	.420	.143	.127	.714	.735	.756
Rated Duration @ .020" Tappet Lift	2963	298	268	185	.422	.147	.131	.717	.739	.760
	2964	300	270	187	.424	.151	.135	.721	.742	.763
	2965	302	272	189	.426	.156	.139	.724	.746	.767
TJS Series	2881	297	266	183	.419	.412	.126	.712	.733	.754
Rated Duration @ .020" Tappet Lift	2882	299	268	185	.421	.146	.130	.716	.737	.758
	2885	305	274	191	.427	.158	.142	.726	.747	.769

TS SERIES ROLLERS

These are an additional series of high rocker ratio profiles that are similar to both the ZT and ZS series, but these are designed for slightly less rocker ratio.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.7	1.75	1.8
			TS Series	4837		295	264	183	.422	.141
Rated Duration @ .020" Tappet Lift	4838	297	266	185	.423	.145	.129	.719	.740	.761
	4839	299	268	187	.425	.149	.133	.723	.744	.765
	4840	301	270	189	.426	.153	.137	.724	.746	.767
	4841	303	272	191	.427	.157	.141	.726	.747	.769
	4842	305	274	192	.428	.161	.145	.728	.749	.770

HI RATIO RESTRICTED ROLLERS

The HRR designs, when coupled with high rocker ratios, result in extremely quick valve action. 8100 RPM maximum with light valve train. Very good in restricted applications.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.7	1.75	1.8
			High Ratio Rest.	4358		HRR260	230	152	.374	.078
Rated Duration @ .020" Tappet Lift	4359	HRR262	232	154	.377	.082	.068	.641	.660	.679
	4361	HRR264	234	156	.380	.085	.071	.646	.665	.684
	4362	HRR266	236	158	.383	.089	.075	.651	.670	.689
	4363	HRR268	238	160	.386	.093	.078	.656	.676	.695
	4364	HRR270	240	162	.389	.097	.082	.661	.681	.700
	4198	272	242	163	.380	.101	.085	.646	.665	.684
	4365	HRR272	242	164	.392	.101	.085	.666	.686	.706
	4366	HRR274	244	166	.396	.105	.089	.673	.693	.713
	4199	276	246	167	.380	.109	.093	.646	.665	.684
	4367	HRR276	246	168	.396	.109	.093	.673	.693	.713
	4196	278	248	169	.380	.113	.097	.646	.665	.684
	4368	HRR278	248	170	.396	.113	.097	.673	.693	.713
	4370	HRR282	252	173	.396	.121	.104	.673	.693	.713
	4371	HRR284	254	175	.396	.125	.108	.673	.693	.713
	4372	HRR286	256	177	.396	.129	.112	.673	.693	.713
	4373	HRR288	258	179	.396	.133	.116	.673	.693	.713
	4374	HRR290	260	180	.396	.137	.120	.673	.693	.713
	4375	HRR292	262	182	.396	.141	.124	.673	.693	.713
	4376	HRR294	264	184	.396	.145	.128	.673	.693	.713
	4377	HRR296	266	186	.396	.149	.133	.673	.693	.713
4378	HRR298	268	188	.396	.153	.137	.673	.693	.713	

RP SERIES ROLLERS

The RP Rollers are a High Ratio roller series for restricted applications limited to below 8400 RPM. These are based off our latest flat tappet restrictor plate designs, but have increased area as allowed with roller tappets. For use with 1.8 to 1.95:1 rocker ratios.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.8	1.85	1.9
			RP Series	2507		270	240	159	0.381	.093
Rated Duration @ .020" Tappet Lift	2508	272	242	161	0.381	.097	.083	.686	.705	.724
	2509	274	244	163	0.381	.101	.086	.686	.705	.724
	2510	276	246	165	0.381	.104	.090	.686	.705	.724
	2511	278	248	166	0.381	.108	.093	.686	.705	.724
	2512	280	250	168	0.381	.112	.097	.686	.705	.724
	2513	282	252	170	0.381	.115	.101	.686	.705	.724
	2514	284	254	172	0.381	.119	.104	.686	.705	.724
	2515	286	256	173	0.381	.123	.108	.686	.705	.724
	2516	288	258	175	0.381	.127	.112	.686	.705	.724
	2517	290	260	177	0.381	.131	.115	.686	.705	.724
	2518	292	262	179	0.381	.135	.119	.686	.705	.724

SP SERIES ROLLERS

The SP Rollers are a High Ratio roller series for restricted applications limited to below 8200 RPM. These lobes are more aggressive than the RP series and can be used successfully with lower rocker ratios. For use with 1.7 to 1.9:1 rocker ratios. Also used in some hydraulic roller applications.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.7	1.8	1.9
			SP Series	1514		264	236	158	0.374	.089
Rated Duration @ .020" Tappet Lift	1515	268	240	161	0.374	.096	.081	.636	.673	.711
	4793	273	245	166	0.378	.108	.092	.643	.680	.718
	4784	275	247	168	0.380	.112	.096	.646	.684	.722
	4785	277	249	170	0.382	.116	.100	.649	.688	.726
	4788	279	251	172	0.384	.120	.104	.653	.691	.730
	4789	281	253	174	0.386	.124	.108	.656	.695	.733
	4830	283	255	176	0.388	.128	.112	.660	.698	.737
	4831	285	257	178	0.390	.133	.116	.663	.702	.741

RC SERIES ROLLERS

The RC rollers are designed to be faster off the seat than the RT profiles with more area than the High Torque .440" profiles. These are slightly less aggressive than the new TK profiles. Very good for Sprint Car and Late Model applications.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			RC Series	4176		280	250	175	.425	.118
Rated Duration @ .020" Tappet Lift	4178	284	254	178	.425	.127	.110	.638	.680	.723
	4180	288	258	182	.430	.136	.118	.645	.688	.731
	4181	290	260	184	.430	.140	.122	.645	.688	.731
	4182	292	262	186	.430	.144	.127	.645	.688	.731
	4183	294	264	188	.430	.149	.131	.645	.688	.731
	4184	296	266	190	.435	.153	.135	.653	.696	.740
	4185	298	268	192	.435	.158	.140	.653	.696	.740
	4186	300	270	194	.435	.162	.144	.653	.696	.740

TK SERIES ROLLERS

The TK series is our most aggressive standard rocker ratio series to date. These designs get from 0.020" to 0.050" tappet lift and back from 0.050" to 0.020" tappet lift in only 28 degrees. That quickness makes this series the most intense roller profiles COMP has ever released, providing more duration at 0.200" and more area than comparable profiles. Excellent for all out Sprint Car and Late Model applications. Please consult with a COMP Cam's® Cam Help® Technician or one of our Engine Builder Sales for proper component selection.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			TK Series	4639		TK258	230	156	.405	.078
Rated Duration @ .020" Tappet Lift	4640	TK262	234	160	.410	.085	.071	.615	.656	.697
	4641	TK266	238	164	.415	.093	.078	.623	.664	.706
	4642	TK270	242	168	.420	.101	.085	.630	.672	.714
	4643	TK274	246	172	.425	.109	.093	.638	.680	.723
	4609	TK277	249	175	.430	.118	.101	.645	.688	.731
	4610	TK279	251	177	.430	.122	.105	.645	.688	.731
	4611	TK281	253	179	.430	.127	.109	.645	.688	.731
	4612	TK283	255	180	.430	.131	.114	.645	.688	.731
	4613	TK285	257	182	.430	.135	.118	.645	.688	.731
	4614	TK287	259	184	.430	.140	.122	.645	.688	.731
	4572	TK289-420	261	184	.420	.147	.129	.630	.672	.714
	4615	TK289	261	186	.430	.144	.126	.645	.688	.731
	4573	TK291-420	263	186	.420	.149	.131	.630	.672	.714
	4616	TK291	265	188	.430	.149	.131	.645	.688	.731
	4574	TK293-420	265	188	.420	.151	.134	.630	.672	.714
	4617	TK293	265	190	.430	.153	.135	.645	.688	.731
	4576	TK295-420	267	190	.420	.155	.138	.630	.672	.714
	4618	TK295	267	191	.430	.157	.140	.645	.688	.731
	4577	TK297-420	269	191	.420	.159	.142	.630	.672	.714
	4619	TK297	269	193	.430	.162	.144	.645	.688	.731
	4620	TK299	271	195	.430	.166	.148	.645	.688	.731
	4621	TK301	273	197	.430	.170	.154	.645	.688	.731
	4622	TK303	275	199	.430	.174	.157	.645	.688	.731
	4623	TK305	277	201	.430	.178	.161	.645	.688	.731
	4624	TK307	279	202	.430	.183	.165	.645	.688	.731
	4625	TK309	281	204	.430	.187	.169	.645	.688	.731
	4627	TK311	283	206	.430	.191	.173	.645	.688	.731
	4628	TK313	285	208	.430	.195	.178	.645	.688	.731

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			TK Series - .455"	1528		273	245	172	.455	.109
Rated Duration @ .020" Tappet Lift	1530	277	249	176	.455	.118	.101	.683	.728	.774
1.948" or Larger Journals Only	1532	281	253	179	.455	.127	.109	.683	.728	.774
	1534	285	257	183	.455	.135	.118	.683	.728	.774
	1536	289	261	187	.455	.144	.126	.683	.728	.774
	1538	293	265	190	.455	.153	.135	.683	.728	.774
	1540	297	269	194	.455	.162	.144	.683	.728	.774
	1542	301	273	198	.455	.170	.154	.683	.728	.774

SP-TK HI LIFT ROLLERS

These higher lift designs are based on the TK .455” series rollers, but have faster opening side velocities and more lobe lift. For use with 1.948” or larger journals only.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			SP-TK Series	1519		276	248	175	.470	.114
Rated Duration @	1520	280	252	179	.470	.123	.105	.705	.752	.799
.020" Tappet Lift	1521	284	256	183	.470	.131	.113	.705	.752	.799
1.948" or Larger Journals Only	1522	288	260	187	.470	.140	.122	.705	.752	.799
	1523	292	264	190	.470	.149	.131	.705	.752	.799
	1524	296	268	194	.470	.158	.140	.705	.752	.799

TK LIFT RULE ROLLERS

These low lift designs are based on the TK series rollers and are specifically designed for lift rule application such as Hooters Cup. Typically they will be used with 1.8:1 ratios.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.75	1.8	1.85
			TK Lift Rule .347"	1416		263	235	154	.347	.089
Rated Duration @	1417	267	239	158	.347	.096	.081	.607	.625	.642
.020" Tappet Lift	1418	271	243	161	.347	.104	.089	.607	.625	.642
	1419	275	247	165	.347	.111	.096	.607	.625	.642
	4421	279	251	168	.347	.119	.104	.607	.625	.642
	4422	283	255	171	.347	.126	.111	.607	.625	.642
	4423	287	259	174	.347	.134	.118	.607	.625	.642
	4424	291	263	177	.347	.141	.126	.607	.625	.642

HI-TECH .440" INTAKE ROLLERS

These lobes are to be used in medium to large cubic inch engines. The Hi-Tech .440" are designed with ported cylinder heads in mind and are easy on springs. These designs are very stable at high engine speeds.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			Hi-Tech .440" Intake	3207		296-16	260	178	.440	.132
Rated Duration @	4076	301-6	264	181	.440	.141	.125	.660	.704	.748
.020" Tappet Lift	4119	303-6	266	183	.440	.144	.129	.660	.704	.748
	4077	305-6	268	184	.440	.147	.132	.660	.704	.748
	4078	309-6	272	187	.440	.153	.137	.660	.704	.748
	4079	313-6	276	189	.440	.157	.142	.660	.704	.748
	4080	317-6	280	192	.440	.161	.146	.660	.704	.748
	4081	321-6	284	195	.440	.168	.153	.660	.704	.748
	4082	325-6	287	198	.440	.173	.158	.660	.704	.748

HIGH-TORQUE .440

These designs are very aggressive and can be used with a variety of rocker ratios. Smaller designs work well in oval track motors and larger designs work in drag racing applications. The High Torque .440" designs are stable to 8200+ RPM.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			Hi-Torque .440"	4217		278-8	250	174	.440	.115
Rated Duration @	4216	280-8	252	176	.440	.119	.102	.660	.704	.748
.020" Tappet Lift	4240	284-8	256	178	.440	.122	.105	.660	.704	.748
	4241	288-8	260	182	.440	.131	.114	.660	.704	.748
	4243	292-8	264	186	.440	.140	.123	.660	.704	.748
	4245	296-8	268	190	.440	.149	.131	.660	.704	.748
	4252	300-8	272	194	.440	.157	.139	.660	.704	.748
	4253	304-8	276	197	.440	.177	.160	.660	.704	.748
	4213	308-8	280	201	.440	.185	.167	.660	.704	.748
	4214	312-8	284	205	.440	.191	.174	.660	.704	.748
	4254	316-8	288	210	.440	.198	.180	.660	.704	.748

HI-TORQUE .460" ROLLERS

The High Torque .460" is primarily used in drag racing applications with or without ported heads. They are less aggressive than the High Torque .440" designs.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			Hi-Torque .460"	1393		319-7	285	200	.460	.180
Rated Duration @	4075	323-7	287	202	.460	.185	.169	.690	.736	.782
.020" Tappet Lift	1395	327-7	290	205	.460	.192	.176	.690	.736	.782

HI-TORQUE .420" EXHAUST ROLLERS

The High Torque .420" Exhaust is primarily used in drag racing applications with or without ported heads and can be used with a variety of rocker ratios.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			Hi-Torque .420" Exhaust	1660		307-4	275	192	.420	.165
Rated Duration @	1480	311-4	279	194	.420	.173	.156	.630	.672	.714
.020" Tappet Lift	4070	317-2	283	197	.420	.172	.156	.630	.672	.714
	4065	323-6	288	200	.420	.177	.161	.630	.672	.714

HIGH RATIO - HIGH RPM SUPER STOCK ROLLERS

These profiles are designed to increase high RPM performance in NHRA Super Stock applications when coupled with a 1.8:1 to 2.0:1 rocker arm. Optimized for the higher RPM capability of the latest Super Stock cylinder heads.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.8	1.9	2.0
			High Ratio-High RPM Super Stock Rollers	4480		298	266	182	.414	.136
Rated Duration @	4482	302	270	186	.414	.143	.127	.745	.787	.828
.020" Tappet Lift	4483	304	272	188	.414	.147	.131	.745	.787	.828
	4484	306	274	189	.414	.151	.135	.745	.787	.828
	4485	308	276	191	.416	.155	.139	.749	.790	.832
	4486	310	278	193	.418	.160	.143	.752	.794	.836

HXL SERIES ROLLERS

The HXL series rollers are intended for high lift applications that require maximum torque and extended RPM. These fall somewhere in between the RX and TK series in terms of aggressiveness, but provide more lobe lift. They are closest to the High Torque 0.440" lobes, but have incorporated our latest profile advancements that should allow higher engine speeds and improved dynamics.

HXL Series Rated Duration @ .020" Tappet Lift	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.6	1.7	1.8
			2224	285		256	179	.438	.126	.110
2225	287	258	181	.440	.130	.114	.704	.748	.792	
2226	289	260	183	.442	.135	.118	.707	.751	.796	
2227	291	262	185	.444	.139	.122	.710	.755	.799	
2228	293	264	187	.446	.144	.126	.714	.758	.803	
2229	295	266	189	.448	.148	.130	.717	.762	.806	
2230	297	268	191	.450	.152	.135	.720	.765	.810	
2231	299	270	193	.452	.157	.139	.723	.768	.814	
2232	301	272	195	.454	.161	.143	.726	.772	.817	
2233	303	274	197	.454	.166	.148	.726	.772	.817	
2234	305	276	199	.454	.170	.152	.726	.772	.817	
2235	307	278	201	.454	.174	.156	.726	.772	.817	
2236	309	280	202	.454	.178	.161	.726	.772	.817	
2237	311	282	204	.454	.183	.165	.726	.772	.817	
2208	313	284	206	.454	.187	.169	.726	.772	.817	
2209	315	286	208	.454	.191	.173	.726	.772	.817	
2210	317	288	210	.454	.195	.177	.726	.772	.817	

HIGH RPM INTAKE ROLLERS

The High RPM Intake Roller is used on highly modified - high RPM drag race motors. They are used primarily with ported heads that incorporate light weight valves and high spring loads.

High RPM Intake Rated Duration @ .020" Tappet Lift	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			1301	318-6		278	195	.465	.161	.144
1309	324-7	284	198	.456	.171	.154	.684	.730	.775	
1302	324-6	284	200	.471	.172	.155	.706	.753	.800	
1030	324-30	288	207	.510	.188	.171	.765	.816	.867	
1046	326-30	293	211	.510	.198	.180	.765	.816	.867	
4107	328-6	288	201	.456	.177	.161	.684	.730	.775	
4068	328-5	288	203	.476	.180	.163	.714	.761	.810	
4085	328-11	288	203	.483	.179	.162	.724	.773	.821	
4091	330-10	287	203	.480	.180	.163	.720	.768	.816	
4063	332-7	292	204	.456	.184	.167	.684	.730	.775	
1490	332-6	292	206	.476	.188	.171	.714	.761	.810	
4118	336-4	296	209	.476	.195	.178	.714	.761	.810	

REV DRAG RACE INTAKE ROLLERS

The REV Drag Race Rollers use some of the latest ramp designs to provide excellent torque, power and high speed stability for high RPM competition drag race applications. When coupled with high rocker ratios, these profiles provide more area than comparable standard ratio designs.

REV Drag Race Rated Duration @ .020" Tappet Lift	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.6	1.7	1.8
			1840	307		274	194	.460	.160	.143
1842	311	278	198	.460	.169	.151	.736	.782	.828	
1844	315	282	201	.460	.177	.160	.736	.782	.828	
1846	319	286	205	.460	.186	.168	.736	.782	.828	

RX DRAG RACE INTAKE ROLLERS

The RX Drag Race Rollers are similar to the REV designs, except they have more lift and use sections of our popular RX ramp. These designs have proven to provide an outstanding combination of high RPM power and stability while not sacrificing torque. Excellent in applications from high end bracket engines to Comp Eliminator and Pro Stock.

RX Drag Race .470" Lobe Lift Rated Duration @ .020" Tappet Lift	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.6	1.7	1.8
			1806	294		261	181	.470	.131	.114
1808	298	265	185	.470	.139	.122	.752	.799	.846	
1810	302	269	189	.470	.148	.131	.752	.799	.846	
1812	306	273	193	.470	.156	.139	.752	.799	.846	
1814	310	277	196	.470	.165	.147	.752	.799	.846	
1816	314	281	200	.470	.174	.156	.752	.799	.846	
1817	316	283	202	.470	.178	.160	.752	.799	.846	
1718	318	285	204	.470	.183	.165	.752	.799	.846	
1820	322	289	208	.470	.191	.173	.752	.799	.846	
1826	310	277	197	.484	.165	.148	.774	.823	.871	
1828	314	281	201	.484	.174	.156	.774	.823	.871	
1829	316	283	203	.484	.179	.161	.774	.823	.871	
1719	318	285	204	.484	.183	.165	.774	.823	.871	
1832	322	289	208	.484	.191	.174	.774	.823	.871	

RX PRO DRAG RACE INTAKE ROLLERS

These use the same ramps as the RX Drag Race .484" lobes, but have more lift for all out applications.

RX Pro Drag Race Rated Duration @ .020" Tappet Lift	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.6	1.7	1.8
			1722	308		275	195	.488	.161	.143
1724	310	277	197	.491	.165	.148	.786	.835	.884	
1726	312	279	199	.492	.170	.152	.787	.836	.886	
1727	314	281	201	.493	.175	.156	.789	.838	.887	
1728	316	283	203	.496	.180	.160	.794	.843	.893	
1729	318	285	205	.497	.184	.165	.795	.845	.895	
1742	310	277	197	.515	.166	.148	.824	.876	.927	
1743	312	279	199	.515	.170	.152	.824	.876	.927	
1744	314	281	201	.515	.175	.157	.824	.876	.927	
1736	316	283	203	.515	.180	.161	.824	.876	.927	
1745	318	285	205	.515	.184	.166	.824	.876	.927	
1737	320	287	207	.515	.189	.170	.824	.876	.927	
1746	322	289	209	.515	.193	.175	.824	.876	.927	
1747	326	293	213	.515	.202	.184	.824	.876	.927	
1748	330	297	217	.515	.211	.192	.824	.876	.927	
1749	334	301	220	.515	.220	.201	.824	.876	.927	

DR PRO DRAG RACE INTAKE ROLLERS

The DR Pro Drag lobes are more aggressive than the RX Pro Drag lobes. They are use in Professional Class Drag racing or simmlar applications and are not recommended for use above 10,000 RPM. These use our latest design techniques to provide excellent area and improved dynamicis over sim-lar profiles.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.7	1.8	1.9
			DR Pro Drag Race	1912		301	270	193	.507	.155
Rated Duration @	1914	305	274	197	.509	.164	.146	.865	.916	.967
.020" Tappet Lift	1924	307	276	199	.520	.169	.150	.884	.936	.988
	1925	309	278	201	.521	.173	.155	.886	.938	.990
	1926	311	280	203	.521	.178	.159	.886	.938	.990
	1927	313	282	205	.522	.183	.164	.887	.940	.992
	1928	315	284	207	.523	.188	.169	.889	.941	.994
	1929	317	286	209	.524	.193	.173	.891	.943	.996
	1930	319	288	211	.525	.198	.178	.893	.945	.998
	1931	321	290	213	.526	.202	.183	.894	.947	.999
	1932	323	292	215	.527	.207	.188	.896	.949	1.001
	1933	325	294	217	.528	.212	.192	.898	.950	1.003
	1934	327	296	219	.529	.217	.197	.899	.952	1.005

TS PRO SERIES ROLLERS

The TS PRO series is our most aggressive Pro Stock series to date, with faster ramps than the DR Drag Series. These designs get from 0.020" to 0.050" tappet lift and back in only 30 degrees, resulting in the quickest drag race rollers COMP has released. Excellent for Pro Stock style drag racing applica-tions.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.7	1.8	1.9
			TS PRO Series	1372		TS309	278	202	.535	.176
Rated Duration @	1373	TS311	280	204	.537	.181	.162	.913	.967	1.020
.020" Tappet Lift	1374	TS313	282	206	.539	.186	.167	.916	.970	1.024
	1375	TS315	284	208	.541	.191	.172	.920	.974	1.028
	1376	TS317	286	210	.543	.196	.176	.923	.977	1.032
	1377	TS319	288	212	.545	.201	.181	.927	.981	1.036

CE DRAG RACE INTAKE ROLLERS

The CE Drag Race Intake Profiles are intended for very large port, high flow cylinder head applications. They work well in the high RPM range where Comp Eliminator and similar high RPM small displacement engines operate.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.6	1.7	1.8
			CE Drag Race	1286		310	274	189	.484	.154
Rated Duration @	1288	314	278	192	.484	.162	.146	.774	.823	.871
.020" Tappet Lift	1295	316	280	194	.484	.166	.150	.774	.823	.871
	1260	318	282	194	.474	.160	.144	.758	.806	.853
	1278	318	282	196	.484	.170	.153	.774	.823	.871
	1268	320	284	196	.476	.165	.148	.762	.809	.857
	1271	320	284	198	.484	.174	.157	.774	.823	.871
	1272	322	286	198	.478	.169	.152	.765	.813	.860

DASH 31 ROLLERS

The Dash 31 rollers are a more aggressive cousin of the original -30 lobes popular in Pro Stock it the early '90s. These have been used successfully in Pro Stock, but are preferred for use in applications operating below 9000 RPM. These profiles result in excellent torque and make very good power up to the limiting speed of the valve train.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.6	1.7	1.8
			Dash 31 Rollers	1186		306-31	275	198	.520	.166
Rated Duration @	1188	308-31	277	200	.520	.171	.152	.832	.884	.936
.020" Tappet Lift	1176	310-31	279	202	.520	.176	.157	.832	.884	.936
	1180	312-31	281	204	.520	.181	.162	.832	.884	.936

MOUNTAIN MOTOR ROLLERS

These are assorted intake profiles that have been developed for large cubic inch, blown, and/or nitrous applications that respond favorably to more area and are not required to run over 9000 RPM. These have been used with high rocker ratios to result in over 1.000" valve lift in lower RPM applica-tions.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.7	1.8	1.9
			Mountain Motor	1027		322	292	214	.517	.206
Rated Duration @	1028	326	296	218	.525	.216	.197	.893	.945	.998
.020" Tappet Lift	1240	324	294	214	.520	.201	.182	.884	.936	.988

HIGH RPM EXHAUST ROLLERS

These lobes are used on the exhaust side of highly modified - high RPM race engines. The cylinder head efficiency directly determines the design used.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			High RPM Exhaust	4050		319-1	280	185	.400	.152
Rated Duration @	4067	322-3	284	190	.420	.160	.145	.630	.672	.714
.020" Tappet Lift	4074	326-4	288	194	.420	.166	.151	.630	.672	.714
	1495	328-2	291	222	.427	.181	.165	.640	.683	.725
	4055	330-1	292	196	.420	.168	.152	.630	.672	.714
	1484	330-5	292	196	.420	.173	.158	.630	.672	.714
	1320	332-2	292	203	.440	.182	.166	.660	.704	.748
	1485	334-3	296	200	.420	.179	.165	.630	.672	.714
	4247	336-5	296	205	.440	.188	.172	.660	.704	.748
	1487	338-2	300	204	.420	.185	.171	.630	.672	.714
	1306	340-3	300	208	.440	.193	.177	.660	.704	.748
	1489	342-2	302	207	.420	.192	.177	.630	.672	.714
	4051	342-3	302	210	.460	.198	.182	.690	.736	.782
	4064	344-3	304	214	.470	.207	.190	.705	.752	.799
	1494	344-4	304	211	.440	.201	.185	.660	.704	.748
	4052	344-5	304	214	.460	.207	.190	.690	.736	.782
	4053	348-1	308	217	.460	.212	.195	.690	.736	.782
	1152	352-1	312	222	.477	.222	.205	.715	.765	.810
	4056	356-5	316	227	.480	.231	.214	.720	.768	.816
	4057	360-5	320	230	.480	.238	.221	.720	.768	.816

JX DRAG RACE EXHAUST ROLLERS

The JX Drag Race Exhaust Profiles are good complements to either the CE, REV or RX intake designs. They are intended for very large port, high flow cylinder head applications and work well in the high RPM range where Comp Eliminator and similar high RPM small displacement engines operate.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.6	1.7	1.8
			JX Drag Race	1285		333	292	196	.460	.167
	1261	335	294	198	.446	.171	.156	.714	.758	.803
Rated Duration @ .020" Tappet Lift	1287	335	294	198	.460	.171	.156	.736	.782	.828
	1291	337	296	200	.460	.175	.160	.736	.782	.828
	1263	339	298	201	.446	.179	.163	.714	.758	.803
	1289	339	298	202	.460	.179	.163	.736	.782	.828
	1269	341	300	203	.448	.183	.167	.717	.762	.806
	1293	341	300	203	.460	.183	.167	.736	.782	.828
	1273	343	302	205	.450	.187	.171	.720	.765	.810

XCX DRAG RACE EXHAUST ROLLERS

The XCX series rollers provide state of the art ramp designs with the ramp characteristics required to decrease pumping losses and allow exhaust gasses from overlap to provide signal to accelerate the intake charge into the cylinder in large port, drag race applications. These modern designs are very stable and respond well to rocker ratio increases.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.6	1.7	1.8
			XCX Drag Race	1850		320	282	194	.460	.162
Rated Duration @ .020" Tappet Lift	1960	324	286	198	.450	.170	.154	.720	.765	.810
	1860	326	288	200	.470	.175	.158	.752	.799	.846
	1962	328	290	202	.450	.179	.162	.720	.765	.810
	1862	330	292	204	.470	.183	.166	.752	.799	.846
	1964	332	294	206	.450	.187	.170	.720	.765	.810
	1864	334	296	208	.470	.192	.175	.752	.799	.846
	1966	336	298	210	.450	.195	.178	.720	.765	.810
	1866	338	300	212	.470	.200	.183	.752	.799	.846
	1968	340	302	214	.450	.203	.186	.720	.765	.810
	1868	342	304	216	.470	.209	.191	.752	.799	.846
XCX Pro Drag Race	1871	330	292	205	.500	.184	.167	.800	.850	.900
Rated Duration @ .020" Tappet Lift	1872	332	294	207	.502	.188	.171	.803	.853	.904
	1873	334	296	209	.504	.193	.175	.806	.857	.907
	1874	336	298	211	.506	.197	.180	.810	.860	.911
	1875	338	300	213	.508	.202	.184	.813	.864	.914
	1876	340	302	215	.510	.206	.188	.816	.867	.918
	1877	342	304	217	.512	.211	.193	.819	.870	.922
	1878	344	306	219	.514	.215	.197	.822	.874	.925
	1879	346	308	221	.516	.220	.202	.826	.877	.929

XJX EXHAUST DRAG RACE ROLLERS

The XJX Drag Race lobes are like the XCX but with higher acceleration rates, more lift, and more area under the curve. The assymmetric design with higher opening acceleration helps move more exhaust gas at bottom dead center, reducing losses as the piston comes up, driving the remaining exhaust from the cylinder. These profile are designed for very stiff valvetrain systems with 60mm journals and larger, 0.850" diameter roller lifter wheels.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.6	1.7	1.8
			XJX Pro Drag	1680		334	296	214	.538	.204
Rated Duration @ .020" Tappet Lift	1681	336	298	216	.540	.209	.189	.864	.918	.972
	1682	338	300	218	.542	.214	.194	.867	.921	.976
	1683	340	302	220	.544	.219	.199	.870	.925	.979
	1684	342	304	222	.546	.224	.204	.874	.928	.983
	1685	344	306	224	.548	.229	.209	.877	.932	.986
	1686	346	308	226	.550	.234	.214	.880	.935	.990

PRO MOD EXHAUST ROLLERS

The Pro Mod Exhaust Series is very similar to the original High RPM Exhaust series, but with higher lifts and larger durations. These are excellent for either Mountain Motors or Pro Mod applications where more time and more area is required to scavenge the cylinder.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.6	1.7	1.8
			Pro Mod Exhaust	1181		352	312	226	.510	.231
Rated Duration @ .020" Tappet Lift	1183	356	316	228	.510	.235	.217	.816	.867	.918
	1185	360	320	232	.510	.244	.226	.816	.867	.918
	1187	364	324	235	.510	.250	.233	.816	.867	.918
	1189	368	328	240	.510	.259	.242	.816	.867	.918

CHRYSLER SPECIAL RACE ROLLER

These designs are for Chryslers only. The "Special Roller" offers a variety of lobes used primarily on 383-426W-426 Hemis and 440 motors in Super Street, Super Stock, Pro Stock, and Alcohol burning Hemis.

	LOBE NUMBER	RATED DURATION	DURATION IN DEGREES		LOBE LIFT	TAPPET LIFT @ TDC		THEORETICAL VALVE LIFT @ "0" Lash ROCKER ARM RATIO		
			@ .050	@ .200		106°	110°	1.5	1.6	1.7
			Chrysler Specials	1661		314-1	274	190	.480	.148
Rated Duration @ .020" Tappet Lift	1625	320-8	282	202	.500	.179	.161	.750	.800	.850
	1634	327-2	286	198	.500	.175	.159	.750	.800	.850
	4248	324-8	286	204	.500	.186	.167	.750	.800	.850
	4083	333-1	292	202	.500	.174	.168	.750	.800	.850
	1642	330-9	292	208	.500	.193	.176	.750	.800	.850
	1635	327-3	290	206	.485	.186	.169	.728	.776	.825
	1491	331-3	294	208	.485	.191	.174	.728	.776	.825
	1649	335-4	294	212	.485	.199	.183	.728	.776	.825
	1650	336-3	298	214	.500	.204	.186	.750	.800	.850
	1662	342-4	304	217	.500	.214	.197	.750	.800	.850

Overhead Cam Section (Pivoting Follower)

FORD MODULAR XTREME ENERGY™ 4.6 & 5.4L - SOHC OR DOHC

These profiles are developed for use in Ford Modular engines. The 0.550" versions are more aggressive off the seat and have more area. The .500" lift versions will work in '98 and earlier SOHC engines without cylinder head modifications. They also work very well in DOHC applications that have been modified to accept 0.500" valve lift. The 0.425" versions are best suited DOHC applications with '99 or later PI cylinder heads and can be used with stock valvetrain. Valve durations and lift given for stock valve, lifter and rocker geometry.

CAMSHAFT TYPE
XE F4.6
 Rated Duration @
 .006" Valve Lift
 Valve Lift Given
 w/ Stock Geometry

DESIGN NUMBER	RATED DURATION	VALVE DURATION AT		LOBE LIFT	VALVE LIFT
		@ .050	@ .200		
9240	254	218	164	.236	.425
9241	258	222	171	.236	.425
9242	262	226	177	.236	.425
9243	266	230	179	.236	.425
9244	270	234	182	.236	.425
9245	274	238	186	.236	.425
9320	256	220	165	.250	.450
9321	260	224	168	.250	.450
9322	264	228	172	.250	.450
9323	268	232	176	.250	.450
9324	272	236	179	.250	.450
9325	276	240	183	.250	.450
9341	258	222	169	.263	.475
9342	262	226	172	.263	.475
9343	266	230	176	.263	.475
9344	270	234	180	.263	.475
9345	274	238	183	.263	.475
9346	278	242	186	.263	.475
9254	254	216	164	.274	.500
9256	262	224	171	.274	.500
9257	268	230	177	.274	.500
9258	270	232	179	.274	.500
9259	274	236	182	.274	.500
9260	278	240	186	.274	.500
9266	262	226	177	.300	.550
9267	266	230	181	.300	.550
9268	270	234	185	.300	.550
9269	274	238	189	.300	.550
9270	278	242	192	.300	.550
9271	282	246	196	.300	.550

Ford 2000-2300 OHC street

These profiles are designed for use in Ford 2000-2300 OHC (Pinto) applications with factory style sliding followers. Cams must be nitrided after grind and will require extra time. Valve durations and lift given for stock valve, lifter and rocker geometry.

Street Profiles
 Hydraulic
 Valve Lift Given
 w/ Stock Geometry

DESIGN NUMBER	Valve Duration at		Lobe Lift	Valve Lift
	0.010"	0.050"		
8022	240	200	0.240	0.400
8023	252	210	0.246	0.406
8024	260	218	0.252	0.420
8025	268	226	0.264	0.440
8026	280	236	0.277	0.460

Street Profiles
 Solid Lifter
 0.010" Lash

DESIGN NUMBER	Valve Duration at		Lobe Lift	Valve Lift
	0.010"	0.050"		
8006	272	242	0.282	0.445
8007	294	264	0.292	0.463
8008	300	278	0.350	0.580

Ford 2000-2300 OHC RACE

These profiles are designed for use in Ford 2000-2300 OHC (Pinto) applications with factory style sliding followers. Cams must be nitrided after grind and will require extra time. Valve durations and lift given for stock valve, lifter and rocker geometry.

Race Profiles
 Base Designs
 Solid Lifter
 0.010" Lash"
 Valve Lift Given
 w/ Stock Geometry

DESIGN NUMBER	Valve Duration at		Lobe Lift	Valve Lift
	0.010"	0.050"		
8064	270	238	0.280	0.460
8066	280	248	0.300	0.500
8098	280	248	0.270	0.460
8096	288	256	0.300	0.500
8090	300	268	0.345	0.575

Race Profiles
 .480" Lift Rule
 Solid Lifter
 0.010" Lash

DESIGN NUMBER	Valve Duration at		Lobe Lift	Valve Lift
	0.010"	0.050"		
8312	288	260	0.284	0.480
8314	292	264	0.284	0.480
8316	296	268	0.284	0.480

Race Profiles
 Base Designs
 Solid Lifter
 0.010" Lash

DESIGN NUMBER	Valve Duration at		Lobe Lift	Valve Lift
	0.010"	0.050"		
8304	294	272	0.297	0.516
8306	300	278	0.297	0.516
8325	314	282	0.297	0.516
8327	320	288	0.297	0.516

Ford 2000-2300 OHC RACE ROLLER FOLLOWER

These profiles are designed for use in Ford 2000-2300 OHC (Pinto) applications with roller followers.

Race Profiles
 High Tech Designs
 Roller Lifter
 0.010" Lash

DESIGN NUMBER	Valve Duration at		Lobe Lift	Valve Lift
	Int/Exh	0.010"		
8374-8375	279	246	0.344	0.620
8376-8377	283	250	0.344	0.620
8380-8381	291	258	0.344	0.620
8382-8383	295	262	0.344	0.620
8384-8385	299	266	0.344	0.620
8386-8387	303	270	0.344	0.620

Race Profiles
 RT Style Designs
 Roller Lifter
 0.010" Lash

DESIGN NUMBER	Valve Duration at		Lobe Lift	Valve Lift
	Int	0.010"		
8360	286	258	0.355	0.645
8362	290	262	0.360	0.655
8364	294	266	0.363	0.660
8366	298	270	0.363	0.660

GM ECOTECH - XTREME ENERGY™ HYDRAULIC ROLLER OHC

These profile are designed for use in GM ECOTECH applications. Valve durations and lift given for stock valve, lifter and rocker geometry.

	DESIGN NUMBER	RATED DURATION		VALVE DURATION AT		LOBE LIFT	DESIGN VALVE LIFT
		@ .006"	@ .050"	@ .200"			
INTAKE	8754	240	198	141	.251	.423	
Street Hydraulic	8756	246	204	146	.251	.423	
Rated Duration @	8758	252	210	151	.251	.423	
.006" Valve Lift	8760	258	216	157	.260	.440	
	8762	264	222	164	.270	.456	
EXHAUST	8755	244	200	140	.248	.419	
Street Hydraulic	8757	250	206	145	.248	.419	
Rated Duration @	8759	256	212	150	.248	.419	
.006" Valve Lift	8761	262	218	156	.258	.436	
	8763	268	224	163	.268	.453	
INTAKE	8766	292	247	186	.294	.499	
Race Designs	8770	303	259	198	.300	.511	
Rated Duration @	8780	310	267	207	.350	.591	
.006" Valve Lift							
EXHAUST	8767	294	249	187	.294	.499	
Race Designs	8771	306	261	199	.300	.512	
Rated Duration @	8781	314	268	208	.350	.591	
.006" Valve Lift							

MITSUBISHI 4G63 - XTREME ENERGY™ HYDRAULIC ROLLER OHC

These profile are designed for use in Mitsubishi 4G63 applications. Valve durations and lift given for stock valve, lifter and rocker geometry.

	DESIGN ID	VALVE DURATION AT		LOBE LIFT	VALVE LIFT	IN/EX
		0.004"	0.050"			
Mitsubishi 4G63	8735	251	204	0.237	0.407	INT
Street Hydraulic	8736	250	204	0.229	0.391	EXH
Rated Duration @	8737	259	212	0.239	0.411	INT
.004" Valve Lift	8738	258	212	0.232	0.395	EXH
	8739	259	212	0.239	0.411	INT
	8740	258	212	0.232	0.395	EXH
	8741	266	220	0.242	0.415	INT
	8742	266	220	0.234	0.399	EXH
	8745	256	210	0.255	0.434	INT
	8746	257	210	0.239	0.411	EXH

NISSAN L16, 18, 20B

These profile are designed for use in Nissan L16, 18, 20B applications. Valve durations and lift given for stock valve and rocker geometry.

Street Profiles	DESIGN NUMBER	VALVE DURATION AT		LOBE LIFT	VALVE LIFT
		0.010"	0.050"		
	8250	240	194	0.285	0.400
	8255	252	204	0.293	0.410
	8251	260	214	0.301	0.420
	8252	268	222	0.308	0.430
	8253	280	236	0.330	0.460
	8254	292	246	0.344	0.480

Race Profiles	DESIGN NUMBER	VALVE DURATION AT		LOBE LIFT	VALVE LIFT
		0.010"	0.050"		
	8260	294	258	0.395	0.573
	8261	300	264	0.400	0.580
	8262	306	270	0.405	0.587

Toyota 20R-22RE

These profile are designed for use in Toyota 20R-22RE applications. Valve durations and lift given for stock valve and rocker geometry.

Street Profiles	DESIGN NUMBER	VALVE DURATION AT		Lobe Lift	Valve Lift
		0.010"	0.050"		
	8216-8217	247	206	0.282	0.419
	8218-8219	255	214	0.288	0.429
	8202-8203	263	222	0.295	0.440
	8204-8205	271	230	0.301	0.450
	8206-8207	279	238	0.321	0.484

Race Profiles	DESIGN NUMBER	VALVE DURATION AT		Lobe Lift	Valve Lift
		0.010"	0.050"		
	8232-8233	317	275	0.308	0.460
	8234-8235	321	279	0.305	0.457
	8236-8237	325	283	0.305	0.457
	8240-8241	321	279	0.328	0.505
	8242-8243	325	283	0.328	0.505

Overhead Cam Section (Direct Acting)

VW or Direct 1" Tappet

CAMSHAFT TYPE	DESIGN NUMBER	RATED DURATION		VALVE DURATION AT		LOBE LIFT	MIN LIFTER OD	MIN BCR
		@ .010"	@ .050"	@ .200"				
VW or Direct	6800	216	180	95	.260	1.000	0.640	
1" Tappet	6801	226	190	109	.280	1.000	0.620	
Direct - Bucket	6802	236	200	122	.300	1.000	0.600	
	6803	246	210	134	.320	1.000	0.580	
	6804	256	220	145	.340	1.000	0.560	
	6805	266	230	153	.360	1.000	0.540	
	6806	276	240	162	.380	1.000	0.520	
	6807	286	250	169	.400	1.000	0.500	
	6808	296	260	179	.420	1.000	0.480	

OHC - Multipurpose Bucket designs

CAMSHAFT TYPE	DESIGN NUMBER	RATED DURATION		VALVE DURATION AT		LOBE LIFT	MIN LIFTER OD	MIN BCR
		@ .010"	@ .050"	@ .200"				
OHC	9048	248	215	146	.365	1.080	0.550	
Direct - Bucket	9042	256	222	150	.360	1.020	0.550	
	9045	274	228	144	.320	0.900	0.500	
	9044	264	230	158	.360	1.000	0.500	
	9046	273	238	162	.360	0.980	0.500	

QUAD 4 - Bucket designs

CAMSHAFT TYPE	DESIGN NUMBER	RATED DURATION	VALVE DURATION AT		LOBE LIFT	MIN LIFTER OD	MIN BCR
		@ .010"	@ .050"	@ .200"			
Quad 4	9013	260	226	160	.410	1.100	0.650
Direct - Bucket	9014	266	232	166	.420	1.100	0.650
	9015	272	238	172	.430	1.100	0.650

OHZ - street/strip bucket designs

CAMSHAFT TYPE	DESIGN NUMBER	RATED DURATION	VALVE DURATION AT		LOBE LIFT	MIN LIFTER OD	MIN BCR
		@ .006"	@ .050"	@ .200"			
OHZ	9090	258	214	149	.400	1.180	0.680
Direct - Bucket	9091	262	218	153	.400	1.180	0.660
	9092	268	224	158	.400	1.180	0.640
	9093	274	230	163	.400	1.180	0.620
	9086	280	236	168	.400	1.180	0.600
	9087	286	242	173	.400	1.180	0.600

CAMSHAFT TYPE	DESIGN NUMBER	RATED DURATION	VALVE DURATION AT		LOBE LIFT	MIN LIFTER OD	MIN BCR
		@ .010"	@ .050"	@ .200"			
OHZ	9094	264	220	153	.380	1.180	0.650
Direct - Bucket	9095	272	228	160	.380	1.180	0.630
	9109	280	235	150	.320	1.025	0.500
	9096	280	236	166	.380	1.180	0.610
	9108	284	239	163	.360	1.025	0.500

OHRX - High RPM Bucket design

CAMSHAFT TYPE	DESIGN NUMBER	RATED DURATION	VALVE DURATION AT		LOBE LIFT	MIN LIFTER OD	MIN BCR
		@ .010"	@ .050"	@ .200"			
OHRX	9072	281	260	199	.480	1.200	0.550
Direct - Bucket	9073	287	266	204	.490	1.200	0.550
	9074	293	272	210	.500	1.200	0.550

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