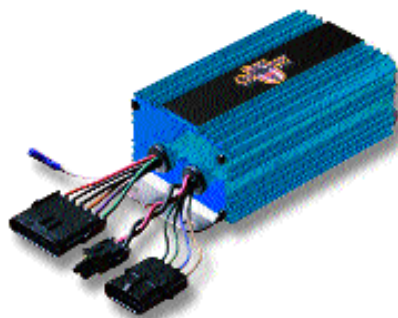


ANNIHILATOR

... Designed for Drag Racing By Drag Racers



The STRIP ANNIHILATOR consists of:



Digital Control Module

Contains the microprocessor, capacitor and transformer. Generates 135 mJ of output energy and 525 volts. Can be mounted in the engine compartment or passenger compartment and controls rev limits, RPM switches and retard during start-up.



QUICKSHOT Programmer

Adjust all settings of the system through this detachable handheld programmer with LED readout and five foot cable. Handy reference chart is located on back panel. See pages 56 and 57 for more information.

SYSTEM SPECIFICATION

Input voltage	10-24 volts DC (negative chassis)
Ave. current draw	6 amps @ 6000 RPM
Max. current draw	40 amps peak
Max. RPM	16,000 RPM @ 13.8 volts
Primary voltage output	525 volts
Max. energy output	135 millijoules per spark
Tach output	12 volt DC square wave
Switch power	12-24 volt DC
Engine compatibility	2 or 4 cycle
Cylinder compatibility	3, 4, 6 or 8 cylinders
Input signals	points, HEI, magnetic
Multiple sparks	Up to 3,000 RPM and 22-1/2° of crankshaft rotation

PHYSICAL DIMENSIONS

Mounting bracket holes (center line to center line):	
Digital control module	L 8.00" x W 2.35"
Housing:	
Digital control module	L 6.60" x W 4.20" x H 2.55"
QUICKSHOT Programmer	L 4.60" x W 2.75" x H 0.90"
Weight:	
Digital control module	4.55 lbs.
QUICKSHOT Programmer	0.75 lbs.

REPLACEMENT PARTS

PART#	DESCRIPTION
850-100	Main wiring harness (6 wire)
850-150	Power wiring harness (2 wire)
850-200	Accessory wiring harness (4 wire)
810-210	Digital control module
810-320	QUICKSHOT Programmer

CARBURETORS

FUEL INJECTION

FUEL PUMPS REGULATORS

INTAKE MANIFOLDS

SUPERCHARGERS

FLAME ARRESTORS THROTTLE BODIES

IGNITION SYSTEMS & COMPONENTS

CRANKSHAFTS

BEARERS

WATER COMPARTMENTS

VALVE COVERS

TECHNICAL INFORMATION

INDEX



QUICKSHOT™ PROGRAMMER

Part# 810-320



The **QUICKSHOT Programmer** is a high tech approach to setting-up and adjusting all ignition system features. The **QUICKSHOT Programmer** is included with every **Annihilator Ignition System** except the **HP**. There are no RPM "chips" to fumble with. All adjustments

can be made while you are strapped into the driver's seat and wearing a pair of racing gloves. You don't even need a flashlight to see what you are doing. The **QUICKSHOT Programmer** conveniently fits in the palm of your hand, has a big two digit LED display, soft-touch keypad and extra long five foot cord. Adjustments made with the **QUICKSHOT Programmer** are instantaneous. Changes can even be made without the engine running. This avoids unnecessarily heating up the engine during qualifying or elimination rounds. Once adjustments are made, the **QUICKSHOT Programmer** can be left connected to take advantage of the built-in digital tachometer. A handy quick reference menu, which adheres to the back panel, is included for your convenience.

How To Use The QUICKSHOT™ Programmer...

Connecting the **QUICKSHOT Programmer** to the digital control module is easy. Just plug the cord into the 15 pin D-sub connector port located in the end panel. Turn the ignition switch "on" and you are ready to start making adjustments. *Note: Adjustments can be made with or without the engine running.* The first item on the two digit LED display is the engine RPM. This handy built-in tachometer will be the first item displayed every time you turn the ignition switch "on". *Note: When the engine is not running "00" is displayed.* The RPM displayed is the engine RPM divided by 100. For example, "08" equals 800 RPM. All RPMs are rounded to the nearest 100. RPMs above 9,900 are indicated with a flashing display (flashing "05" equals 10,500 RPM). The tachometer will display RPMs up to 16,000.

The **QUICKSHOT Programmer** is controlled by the software program of the ignition system. Each ignition system feature and variable (rev limiters, RPM switches, number of cylinders, type of pick-up, etc.) is a selection on the software menu. Use the **QUICKSHOT Programmer** to scroll through the menu, view the default setting and change the setting. Each system feature and variable has its own unique two character code. See below for a complete listing of codes and default settings. All codes are listed on the quick reference function menu located on the back panel of the **QUICKSHOT Programmer**.



FUNCTION CODE	DESCRIPTION	VALUE RANGE	VALUE DEFAULT
CH	taCH	N/A	N/A
OU	burnOUt rev limit	0-16000	5000
SA	StAge rev limit	0-16000	5000
OE	main Over-rEv rev limit	0-16000	5000
AU	AUxiliary rev limit	0-16000	5000
R1	RPM Switch 1 (on)	0-16000	5000
R1	RPM Switch 1 (off)	0-16000	5000
R2	RPM Switch 2 (on)	0-16000	5000
R2	RPM Switch 2 (off)	0-16000	5000
R3	RPM Switch 3 (on)	0-16000	5000
R3	RPM Switch 3 (off)	0-16000	5000
R4	RPM Switch 4 (on)	0-16000	5000
R4	RPM Switch 4 (off)	0-16000	5000
R1	Retard 1	0-20°	0°
R2	Retard 2	0-20°	0°
R3	Retard 3	0-20°	0°
R4	Retard 4	0-20°	0°
OO	bOOst retard	01 (on) 00 (off)	00
PP	Pickup Point	N/A	N/A
05 - 95	500-9500 rpm	0-50° span of 34°	10°
00 - 60	10000-16000 rpm	0-50° span of 34°	10°
(FLASHING)			
CL	CyLinders	3, 4, 6, 8	8
CC	CyCles	SP, 2, 4	4
PU	PickUp used	SP(spare) PO (points) HE (hall effect) IC (magnetic)	IC
LC	pickup LoCation	CA (cam) CS (crank shaft)	CA
OP	main Over-rev Pattern	00 (random) 02-11 (sequential)	00
BP	Burnout rev Pattern	00 (random) 02-11 (sequential)	00
SP	Stage rev Pattern	00 (random) 02-11 (sequential)	00
AP	Auxiliary rev Pattern	00 (random) 02-11 (sequential)	00

To change the default value for any of the system functions, just press and hold the green function key until the "CH" tachometer code appears on the LED display. Then press and hold the yellow "up" arrow key to scroll through the menu of function codes. When you are at the desired function, press and hold the red value key until the default value is displayed. Next, increase or decrease the default value to the value you want with the yellow up and down arrow keys. As you are pressing the yellow arrow keys, the system is immediately making the change. To save the change into permanent memory, press and hold the green function key until the two character function code reappears.

For example, here is how to change the main over-rev (OE) rev limiter from the default value of 5,000 RPM to a new value of 7,200 RPM. Press and hold the green function key until the "CH" tachometer code appears (the green light above the function key will be lit) as shown in figure 2.

Next, using the yellow up arrow key, scroll through the function menu until the "OE" code appears, as shown in figure 3 ("OE" is the two character code for the main over-rev rev limiter). Now, press and hold the red value key until the LED display shows "50" (the default value of the main over-rev rev limit is 5,000 RPM). The red light above the function key will also be lit. See figure 4. Now, press and hold the yellow up arrow key to increase the RPM in 100 RPM increments (displayed as 51, 52, 53, etc.) stopping when you are at "72", as shown in figure 5. Next, press and hold the green function key to store the new rev limit value (7,200 RPM) into memory as shown in figure 6. Since **ANNIHILATOR** ignition systems use a EEPROM microprocessor, the systems will always remember this new rev limiter setting. Even if the battery is disconnected, the microprocessor will remember all of your system settings.



Figure 2



Figure 3



Figure 4

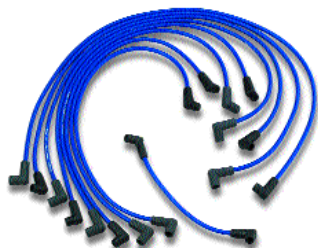


Figure 5



Figure 6

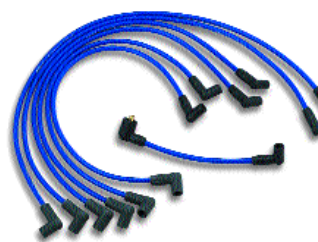
CHARGERS
FUEL INJECTION
FUEL PUMPS REGULATORS
MIXTURE ADJUSTERS
SPEEDCHANGERS
FLAME ARRESTORS THROTTLE BODIES
IGNITION SYSTEMS & COMPONENTS
CRANKSHAFTS
HEADERS
WATER COMPONENTS
VALVE COVERS
TECHNICAL INFORMATION
INDEX



750-8126



750-8102



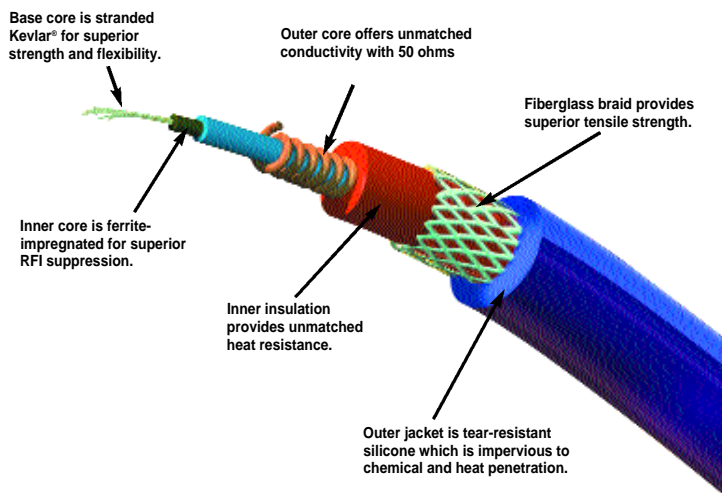
750-8111



750-8113

LASERSHOT 250 CUSTOM MARINE IGNITION WIRE SETS

250 Ohms resistance per foot of wire. This is the lowest resistance wire that also provides RFI suppression. Couple that with premium quality materials and super performance features and you've got the best ignition wire on the market today. Period. The Holley ANNIHILATOR Ignition Wires feature the following:



Ignition Wire Sets

- 250 Ohms resistance per foot of wire.
- Available for these popular marine engines:
 - Crusader
 - Ford
 - Mercury
 - OMC
 - Pleasure Craft
 - Volvo

Spark Plug Boots

- Walls are .20" thick for high tear and dielectric strength and long life
- Resists tearing even if cut or otherwise damaged

Spark Plug Terminals

- Solid stainless steel construction
- Double-crimped to wire
- Spark plug snap-lock clips are specially hardened for long service life

ANNIHILATOR LASERSHOT 250 CUSTOM MARINE WIRE SETS

APPLICATION	DISTRIBUTOR	PART NUMBER
Mercury 454, 502, 540, 572 (1982-96)	Thunderbolt	750-8102
Mercury 304 (5.0L), 350 (5.7L) (1982-96)	Thunderbolt	750-8103
Mercury, OMC 3.0L6 Cyl. (1990-97)	Delco	750-8104
Mercury, Volvo 262 (4.3L) 6 Cyl. (1985-96)	Thunderbolt	750-8111
Mercury, Ford 351, 460 (1970-88)	All	750-8112
OMC 350 (5.7L) (1988-94)	All	750-8112
OMC 305 (5.0L) (1988)	Prestolite	750-8112
OMC, PCM 351, 460 (1972-94)	Prestolite	750-8112
Mercury All with 180 degree boots (1982-96)	Thunderbolt	750-8113
Crusader 262 (4.3L) 6 Cyl. (1983-88)	7018, 7021	750-8117
OMC 262 (4.3L) 6 Cyl. (1985-94)	Prestolite	750-8117
PCM 229 (3.8L), 262 (4.3L) (1981-86)	IBM-7014A	750-8117
Mercury, Crusader 305 (5.0L), 350 (5.7L) (1985-97)	Delco H.E.I.	750-8126
Mercury, Crusader 454, 502, 572 (1991-97)	Delco H.E.I.	750-8203

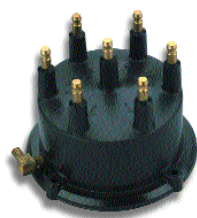


- CABLES
- FUEL INJECTION
- FUEL PUMPS REGULATORS
- IGNITE MODULES
- SPEEDSENSORS
- FLAME ARRESTORS THROTTLE BODIES
- IGNITION SYSTEMS & COMPONENTS
- CHASSIS
- HEADERS
- WATER COMPONENTS
- VALVE COVERS
- TECHNICAL INFORMATION
- INDEX

Tech Line: 270-781-9741



799-100



799-101



799-102



799-200



799-201



799-202

MARINE REPLACEMENT DISTRIBUTOR CAPS AND ROTORS

- MerCruiser and OMC original equipment applications
- Distributor caps have copper or brass terminals to prevent corrosion
- Meet or exceed U.S. Coast Guard test specifications
- Caps and rotors meet or exceed O.E.M. specifications

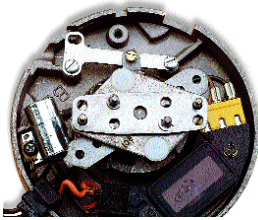
APPLICATION	DESCRIPTION	PART NUMBER
4 cylinder	distributor cap	799-100
6 cylinder	distributor cap	799-101
8 cylinder	distributor cap	799-102
4 cylinder	rotor	799-200
6 cylinder	rotor	799-201
8 cylinder	rotor	799-202

DISTRIBUTOR PHASING & LOCK OUT KITS

Now locking out and phasing a distributor is easier than ever. These kits not only lock out the centrifugal advance mechanism but also set up the proper relationship between the cap and the rotor and the pick-up sensor and the reluctor. Correct distributor phasing is a must to insure maximum ignition performance. Kits are made from tough durable stainless steel and include easy-to-follow instructions.

- GM 8 Cyl. Small Cap w/Vacuum Advance (points style)
- GM 8 Cyl. Large Cap w/Vacuum Advance (HEI style)
- Ford 8 Cyl. Small & Large Cap w/Vacuum Advance

Part#
881-100
881-105
881-120



881-100



881-105



881-120

BATTERY CHARGERS

An **ANNIHILATOR** battery charger should be another great addition to your inventory of tools. **ANNIHILATOR** battery chargers will keep any battery up to snuff, without snuffing it out. All **ANNIHILATOR** battery chargers have special circuitry that features a special three-step charging process with bulk charge, absorption mode and float charge capability. Available for standard lead acid and AGM -style batteries.



Features

- Built in circuit protection
- Automatically switches from full charge to float charge
- Charge indicator LED signals whether it's charging or in stand-by mode
- Ring terminals and alligator clips are included

Charger Capacity	Part#	Standard Lead Acid Battery	Holley/AGM* Battery
.750 Amp	880-200	Yes	No
1.25 Amp	880-201	Yes	Yes
6.0 Amp	880-202	Yes	No
6.0 Amp	880-203	No	Yes
20 Amp	880-204	No	Yes

* Absorbed Glass Mat

COMPONENTS

FUEL INJECTION

FUEL PUMPS REGULATORS

INTAKE MANIFOLDS

SUPERCHARGERS

FLAME ARRESTORS THROTTLE BODIES

IGNITION SYSTEMS & COMPONENTS

CRANKSHAFTS

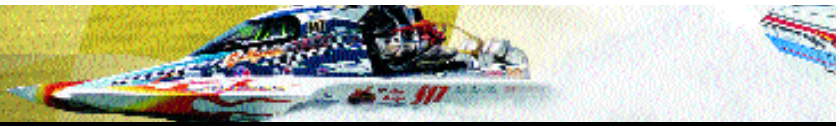
HEADERS

WATER COMPONENTS

VALVE COVERS

TECHNICAL INFORMATION

INDEX



ANNIHILATOR RACE CELL BATTERY

Part # **880-100**



Featuring AGM (absorbed glass mat) technology the **ANNIHILATOR** Race Battery contains a dense filling of absorbent micro fibrous silica glass matting that's packed tightly between the battery's positive and negative plates. The battery plates are saturated with acid electrolyte in the factory. Sealed, positive pressure-relief valves within the battery redirect excessive hydrogen and oxygen vapors in the micro fibrous glass mat. The vapors are reclaimed as liquid there and re-utilized, making it unnecessary to ever have to replenish the cells' electrolyte level.

The dense mat filling provides superior plate support and greater shock and vibration protection than conventional batteries. This dense packing also offers a lower internal resistance, allowing the **ANNIHILATOR** Race Battery to recharge faster, discharge longer and generate greater starting power than other batteries.

Talk about something that's "stone reliable"! There's no better battery that you can buy!

Features

- DC 12-volt design
- 800 cold cranking amps (CCA) of power
- 1500 amp peak discharge for a full 8 seconds
- Weighs just 31 lbs.
- Height: 6-13/16"
Length: 9-3/4"
Width: 5-3/16"
- Completely sealed
- Completely safe because there's no gas release
- No corrosion because there's no electrolyte to spill
- No maintenance
- Can be mounted in any position
- Can be deep cycled hundreds of times
- Silver-plated connectors will accept ring terminals
- Can last 3 – 5 times longer than a conventional battery

ANNIHILATOR RACE CELL BATTERY HOLD DOWN

Part # **880-101**



A premium quality, high tech battery like the **ANNIHILATOR** demands an equally capable battery hold-down fixture to keep everything in place. Look no further than the new **ANNIHILATOR** Battery Hold-Down. Crafted from 6061-T6 aircraft-quality aluminum, the whole kit weighs just 3.7 lbs. It's designed to look good while doing a good job.

Features

- Weighs just 3.7 lbs.
- Made from aircraft-quality aluminum
- Base plate measures 10" x 6-7/8"



INTERNAL ENGINE COMPONENTS

Holley, The Heart & Soul of Performance.

This slogan also fits the philosophy of Lunati, too! It's just one of the many reasons that we at Holley are so proud that the Lunati team is part of the Holley family. Joe Lunati led his company, Lunati Cams, for almost three decades. During that time Joe achieved for his company an admirable record of consistent growth and product development that was the envy of the industry.

The history of Lunati is nothing short of astounding. In 1969, Lunati was all about cams and what it took to make a drag racer go faster. There were other racer needs to fill, however, and Lunati stepped up to fill them. Crankshafts soon became a big part of what Lunati did for the racers, and oval track racers began to see how Lunati could make their cars run better and out-perform the competition.

The mid-seventies found Lunati becoming a major sponsor of NHRA, IHRA and others. The rate-of-lift camshaft for stock class cars was taking the nation by storm, and Lunati was in the limelight doing what they did best! Pistons and remanufactured connecting rods were being sought by racers everywhere so, once again, Lunati met the challenge with a line of pistons and some of the finest remanufactured connecting rods available.

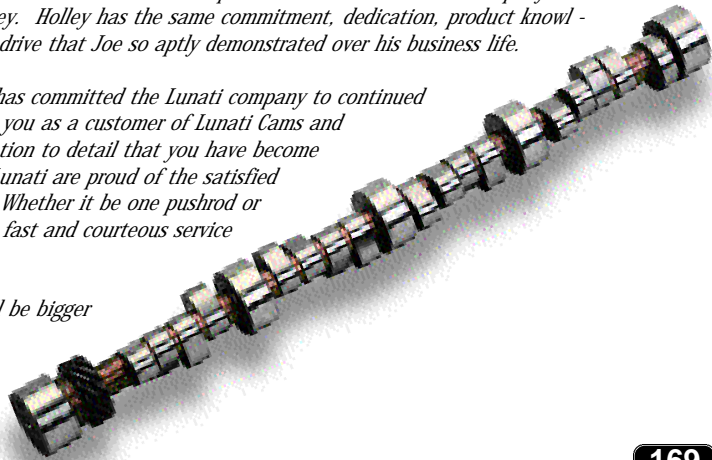
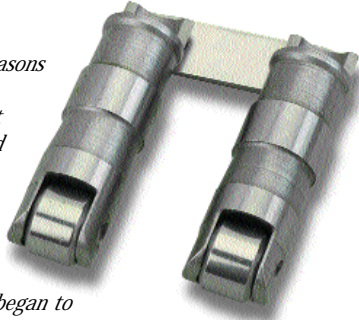
The eighties began. The growth of the performance market resulted in unprecedented demand for new products. Joe Lunati once again pledged to give racers what they wanted, the best parts and the best prices, anywhere. And he did. The non-twist crank and the finest roller cams in the country kept them going at a frantic pace. The Pro Mod rod was on of the outstanding developments, and it soon became the standard for performance connecting rods.

In the nineties, the focus for Lunati was providing the best pistons in the industry. No small feat but this, too, was accomplished.

A few years back Joe Lunati thought that it was time to enjoy the fruits of his labor. Who better to pass the torch on to than a company like Holley. Holley has the same commitment, dedication, product knowledge and drive that Joe so aptly demonstrated over his business life.

It's with this heritage in mind that Holley has committed the Lunati company to continued growth and development. Holley welcomes you as a customer of Lunati Cams and pledges the same friendly service and attention to detail that you have become accustomed to. The people of Holley and Lunati are proud of the satisfied customers they have made over the years. Whether it be one pushrod or a complete cam and kit, the same friendly, fast and courteous service will prevail.

There's no doubt that the Lunati dream will be bigger and better in the years to come.



CARBURETORS
FUEL INJECTION
FUEL PUMPS & REGULATORS
INTAKE MANIFOLDS
SUPERCHARGERS
FLAME ARRESTORS & THROTTLE BODIES
IGNITION SYSTEMS & COMPONENTS
CRANKSHAFTS
HEADERS
WATER COMPONENTS
VALVE COVERS
TECHNICAL INFORMATION
INDEX

INTERNAL ENGINE



Marine Camshafts – Standard Rotation Engines (*)

PART #	CAM FOLLOWER TYPE	DURATION @ .050"		ADVERTISED DURATION		GROSS VALVE LIFT		LOBE SEPARATION
		INTAKE	EXHAUST	INTAKE	EXHAUST	INTAKE	EXHAUST	
CHEVROLET 4.3L V-6								
06352	hydraulic flat	205°	215°	427°	453°	.427"	.453"	112°
33504	hydraulic flat	218°	218°	268°	268°	.457"	.457"	112°
SMALL BLOCK CHEVROLET V-8 ENGINES — NATURALLY ASPIRATED (#)								
00016	hydraulic flat	218°	218°	284°	284°	.458"	.458"	110°
06101	hydraulic flat	201°	201°	262°	262°	.393"	.393"	112°
06103	hydraulic flat	204°	214°	270°	280°	.420"	.442"	112°
06106	hydraulic flat	210°	215°	260°	265°	.441"	.453"	112°
06108	hydraulic flat	218°	218°	268°	268°	.457"	.457"	110°
01004 ¹	hydraulic flat	220°	231°	287°	304°	.468"	.480"	110°
30111	hydraulic flat	220°	230°	270°	280°	.465"	.490"	110°
30112	hydraulic flat	225°	235°	275°	285°	.477"	.507"	112°
30114	hydraulic flat	235°	245°	285°	295°	.507"	.534"	112°
30109	hydraulic flat	244°	254°	304°	312°	.510"	.528"	112°
40111LUN	mechanical flat	240°	249°	290°	296°	.504"	.508"	110°
40113	mechanical flat	249°	259°	296°	306°	.507"	.519"	110°
54743LUN	hydraulic roller	219°	227°	287°	298°	.471"	.480"	112°
54760LUN	hydraulic roller	213°	219°	279°	287°	.447"	.471"	112°
54761LUN	hydraulic roller	227°	234°	298°	286°	.478"	.480"	112°
SMALL BLOCK CHEVROLET V-8 ENGINES – SUPERCHARGED								
01005LK	hydraulic flat	223°	223°	290°	290°	.447"	.447"	114°
01006LSK	hydraulic flat	234°	244°	303°	313°	.488"	.509"	112°
01007LSK	hydraulic flat	244°	254°	313°	328°	.509"	.533"	112°

(*) Camshafts for reverse rotation engines must be so specified. Reverse rotation engines require special grinds.

(#) Camshafts for supercharged engines must be so specified. Lobe separation will be changed to 114 degrees.

(<) Installation kits include lifters, springs, retainers and locks.

170

(1) Can be purchased as a kit by adding LSK

www.holley.com



INSTALLATION KIT (←)	ENGINE APPLICATIONS/COMMENTS
CHEVROLET 4.3L V-6	
65278LUN	Stock, low compression engine. Cam has smooth idle. Power range is 1200 – 4500 RPM.
65278LUN	Modified motor with higher compression. Cam has good idle. Power range is 1300 – 5500 RPM.
SMALL BLOCK CHEVROLET V-8 ENGINES — NATURALLY ASPIRATED (#)	
65002LUN	Enhances low- and mid-range torque. Cam has good idle. Power range is 1500 – 5000 RPM.
65002LUN	305 CID engine with low compression and no modifications. Cam has smooth idle. Power range is 1000 – 4800 RPM.
65002LUN	350 CID engine with low compression and no modifications. Cam has smooth idle. Power range is 1000 – 4800 RPM.
65002LUN	350 CID modified engine with higher compression. Cam has fair idle. Power range is 1400 – 5200 RPM.
65002LUN	383 – 400 CID engines with higher compression, aftermarket intake and carb. Cam has fair idle. Power range is 1500 – 5500 RPM.
Includes lifters, valve springs, range retainers, locks	Small block engines up to 400 CID. Cam has lopey idle and develops strong mid-torque. Has very good top-end power. Power range is 2000 – 6400 RPM.
65002LUN	Excellent choice for pleasure or ski boat. Cam has good idle and mid-range power. Power range is 2000 – 5500 RPM.
65002LUN	Great low- and mid-range RPM power. Cam has fair idle. Power range is 2000 – 5000 RPM.
65002LUN	Excellent mid-range power. Cam has fair idle. Power range is 2500 – 6000 RPM.
65002LUN	Modified motor with high compression. Very good top-end power. Cam has rough idle. Power range is 3400 – 6800 RPM.
65075LUN	350 CID with performance modifications. Cam has fair idle. Power range is 2000 – 6500 RPM.
65075LUN	Very good upper-RPM power. Cam has rough idle. Power range is 2600 – 7200 RPM.
65400	Good performance cam for 350 Vortec performance motor using a competition computer chip. Cam has good idle and develops superior power throughout its RPM range. Power range is 1800 – 6000 RPM.
65400	Good all around performance cam for stock 350 Vortec motor. Cam has good idle and improved power and torque throughout RPM range. Power range is 1500 – 5300 RPM.
65400	High performance cam for performance-modified 350 Vortec motor. Cam has fair idle. Power range is 2000 – 6400 RPM.
Includes lifters	350 CID stock engine using 142–144 superchargers with 2-4 lbs boost. Cam has good idle. Power range is idle – 4800 RPM.
Includes lifters, valve springs, retainers, locks	350 CID engine with mild performance modifications using 142–177 superchargers with 4-6 lbs. boost. Cam has fair idle and features good low-end and mid-range power. Power range is 1000 – 5000 RPM.

- CHARACTERISTICS
- FUEL INJECTION
- FUEL PUMPS REGULATORS
- INTAKE MANIFOLDS
- SUPERCHARGERS
- FLAME ARRESTORS THROTTLE BODIES
- IGNITION SYSTEMS & COMPONENTS
- CAMSHAFTS
- HEADS
- WATER COMPONENTS
- VALVE COVERS
- TECHNICAL INFORMATION
- INDEX

NOTE: A hydraulic flat tappet camshaft can be used on late model production engines that originally were equipped with a hydraulic roller camshaft. However, non-roller camshaft pushrods and a non-roller camshaft timing chain and gear set must be used.

Tech Line: 270-781-9741

INTERNAL ENGINE



PART #	CAM FOLLOWER TYPE	DURATION @ .050"		ADVERTISED DURATION		GROSS VALVE LIFT		LOBE SEPARATION
		INTAKE	EXHAUST	INTAKE	EXHAUST	INTAKE	EXHAUST	
BIG BLOCK CHEVROLET V-8 ENGINES (EXCEPT MARK VI) – NATURALLY ASPIRATED (#)								
00020	hydraulic flat	214°	224°	280°	290°	.501"	.527"	112°
00024	hydraulic flat	230°	230°	292°	292°	.544"	.544"	109°
02003LSK	hydraulic flat	230°	230°	309°	309°	.519"	.519"	110°
02002LSK	hydraulic flat	214°	224°	292°	302°	.509"	.535"	112°
30206	hydraulic flat	230°	235°	285°	300°	.525"	.525"	110°
30204	hydraulic flat	241°	241°	310°	310°	.525"	.525"	110°
30207	hydraulic flat	244°	244°	308°	308°	.572"	.572"	110°
50247LUN	hydraulic roller	218°	226°	284°	292°	.534"	.544"	112°
50248LUN	hydraulic roller	220°	230°	287°	298°	.535"	.545"	110°
50249LUN	hydraulic roller	232°	242°	290°	300°	.578"	.595"	112°
50275	hydraulic roller	240°	245°	299°	304°	.612"	.612"	112°
50250LUN	hydraulic roller	242°	252°	300°	310°	.595"	.612"	110°
50274LUN	hydraulic roller	245°	250°	304°	309°	.612"	.612"	112°
50273LUN	hydraulic roller	250°	255°	309°	314°	.629"	.629"	112°
50272	hydraulic roller	255°	260°	314°	319°	.629"	.629"	112°
50204	mechanical roller	269°	276°	314°	320°	.685"	.692"	110°
50222	mechanical roller	276°	284°	312°	320°	.722"	.722"	110°
50211	mechanical roller	283°	293°	348°	350°	.737"	.715"	110°
BIG BLOCK CHEVROLET V-8 ENGINES (EXCEPT MARK VI) – SUPERCHARGED								
02004LSK	hydraulic flat	222°	235°	310°	325°	.505"	.510"	115°
02005LSK	hydraulic flat	224°	234°	302°	308°	.534"	.559"	114°
50229	mechanical roller	288°	310°	324°	348°	.816"	.785"	114°

(*) Camshafts for reverse rotation engines must be so specified. Reverse rotation engines require special grinds.

(#) Camshafts for supercharged engines must be so specified. Lobe separation will be changed to 114 degrees.

(<) Installation kits include lifters, springs, retainers and locks.

NOTE: A hydraulic flat tappet camshaft can be used on late model production engines that originally were equipped with a hydraulic roller camshaft. However, non-roller camshaft pushrods and a non-roller camshaft timing chain and gear set must be used.



INSTALLATION KIT (<)	ENGINE APPLICATIONS/COMMENTS	CAMSHAFTS
Includes lifters, valve springs, retainers, locks	350 or larger CID engine using 174–177 or larger superchargers with 7 lbs. or greater boost. Cam has lopey idle and features good mid-range and upper RPM power.	FUEL INJECTION
65001LUN	Stock 454 engine. Cam has fair idle. Power range is 1400 – 5000 RPM.	FUEL PUMPS REGULATORS
65001LUN	Modified 454 engine with higher compression. Cam has decent idle. Power range 2000 – 5500 RPM.	MIDRANGE CAMSHAFTS
Includes lifters, valve springs, retainers, locks	Big block rectangular port engines up to 502 CID. Cam has lopey idle and develops strong mid- and upper-RPM torque and horsepower. Power range is 2000 – 6600 RPM.	SUPERCHARGERS
Includes lifters, valve springs, retainers, locks	Big block oval port engines up to 502 CID. Cam has good idle and develops very strong low-end torque. Power range is 1500 – 6000 RPM.	FLAME ARRESTERS THROTTLE BODIES
65001LUN	High performance 454 engine. Cam has rough idle with a great mid range and top end. Power range is 2200 – 5500 RPM.	IGNITION SYSTEMS & COMPONENTS
65001LUN	Modified/Performance 472+ CID engine with above-water exhaust system. Cam has rough idle. Power range is 2500 – 6000 RPM.	CAMSHAFTS
65001LUN	502+ CID engine with above-water exhaust system. Cam has rough idle. Power range is 2800 – 6300 RPM.	HEADERS
65406LUN	Stock or mildly modified 454 CID engine. Cam has good idle. Power range is 1500 – 5000 RPM.	WATER COMPONENTS
65406LUN	454+ CID engine with above-water exhaust system. Cam has good idle with great all around power and torque. Power range is 1800 – 5200 RPM.	VALVE COVERS
65406LUN	500+ CID modified engine with increased compression and dry exhaust system. Cam has decent idle. Power range is 2400 – 6000 RPM.	TECHNICAL INFORMATION
65408LUN	500+ CID modified engine with increased compression and dry exhaust system. Cam has rough idle. Power range is 2800 – 6200 RPM.	INDEX
65406LUN	500+ CID modified engine with increased compression and dry exhaust system. Cam has rough idle. Power range is 2800 – 6400 RPM.	
65408LUN	500+ CID rectangular port engine with increased compression and dry exhaust system. Cam has rough idle. Power range is 3500 – 6500 RPM.	
65408LUN	500+ CID rectangular port engine with increased compression and dry exhaust system. Cam has rough idle. Power range is 3800 – 7000 RPM.	
65408LUN	500+ CID rectangular port engine with increased compression and dry exhaust system. Cam has rough idle. Power range is 4000 – 7200 RPM.	
65516	427+ CID motor built for bracket jet or flat bottom boat. Cam makes a lot of mid range torque. Power range is 3500 – 7400 RPM.	
65517LUN	454+ CID motor built for competition jet boat. Cam has broad power range with excellent mid range torque. Power range is 4000 – 7600 RPM.	
65517LUN	470+ CID motor built for competition flat bottom or 500+ CID motor built for pro flat bottom. Power range is 4500 – 8200 RPM.	
Includes lifters, valve springs, retainers, locks	454 CID stock engine or with mild performance modifications. 174–256 superchargers with 2-4 lbs. boost. Cam has good idle and a 1000 – 5000 RPM power range.	
Includes lifters, valve springs, retainers, locks	454 CID or larger engine with performance modifications. 174–256 superchargers with 4-6 lbs. boost. Cam has fair idle and a 2500 – 6500 RPM power range.	

INTERNAL ENGINE



PART #	CAM FOLLOWER TYPE	DURATION @ .050"		ADVERTISED DURATION		GROSS VALVE LIFT		LOBE SEPARATION
		INTAKE	EXHAUST	INTAKE	EXHAUST	INTAKE	EXHAUST	
BIG BLOCK CHEVROLET V-8 ENGINES (MARK VI) – NATURALLY ASPIRATED (#)								
54847	hydraulic roller	218°	226°	284°	292°	.534"	.544"	112°
54848	hydraulic roller	220°	230°	287°	298°	.535"	.545"	110°
54849	hydraulic roller	232°	242°	290°	300°	.578"	.595"	112°
54875LUN	hydraulic roller	240°	245°	299°	304°	.612"	.612"	112°
54850	hydraulic roller	242°	252°	300°	310°	.595"	.612"	110°
54874LUN	hydraulic roller	245°	250°	304°	309°	.612"	.612"	112°
54873	hydraulic roller	250°	255°	309°	314°	.629"	.629"	112°
54872	hydraulic roller	255°	260°	314°	319°	.629"	.629"	112°
289 – 302 FORD V-8 (1962–84)								
06605	hydraulic flat	210°	210°	260°	260°	.470"	.470"	110°
06001LK	hydraulic flat	208°	208°	282°	282°	.448"	.448"	111°
06002LK	hydraulic flat	214°	224°	288°	300°	.474"	.498"	112°
351W & 302 H.O. FORD V-8 (1982–95)								
06662	hydraulic flat	205°	215°	255°	265°	.455"	.483"	112°
31002	hydraulic flat	228°	235°	285°	300°	.493"	.493"	110°
51014LUN	hydraulic roller	218°	226°	284°	292°	.500"	.510"	112°
55114LUN**								
51025LUN	hydraulic roller	224°	232°	284°	290°	.535"	.544"	112°
55125LUN**								
51018LUN	hydraulic roller	242°	252°	300°	310°	.560"	.576"	110°
55118LUN**								
429 & 460 FORD V-8								
00096	hydraulic flat	214°	224°	280°	290°	.516"	.543"	112°
31606	hydraulic flat	235°	245°	285°	310°	.560"	.540"	110°
51608LUN	mechanical roller	269°	276°	303°	313°	.697"	.709"	108°
51609LUN	mechanical roller	276°	284°	326°	334°	.796"	.803"	114°

(*) Camshafts for reverse rotation engines must be so specified. Reverse rotation engines require special grinds.

(#) Camshafts for supercharged engines must be so specified. Lobe separation will be changed to 114 degrees.

(<) Installation kits include lifters, springs, retainers and locks.

(**) Hydraulic roller cams for 351W and pre-302 engines are not equipped with roller from factory. (Must use retro fit lit P/N# 86140)



INSTALLATION KIT (-)	ENGINE APPLICATIONS/COMMENTS
65521	500+ CID supercharged engine built for a pro hydro boat. Power range is 5000 – 8500 RPM.
65406	Stock or mildly modified 454 CID engine. Cam has good idle. Power range is 1500 – 5000 RPM.
65406	454+ CID engine with above-water exhaust system. Cam has good idle with great all around power and torque. Power range is 1800 – 5200 RPM.
65406	500+ CID modified engine with increased compression and dry exhaust system. Cam has decent idle. Power range is 2400 – 6000 RPM.
65408	500+ CID modified engine with increased compression and dry exhaust system. Cam has rough idle. Power range is 2800 – 6200 RPM.
65406	500+ CID modified engine with increased compression and dry exhaust system. Cam has rough idle. Power range is 2800 – 6400 RPM.
65408	500+ CID rectangular port engine with increased compression and dry exhaust system. Cam has rough idle. Power range is 3500 – 6500 RPM.
65408	500+ CID rectangular port engine with increased compression and dry exhaust system. Cam has rough idle. Power range is 3800 – 7000 RPM.
65408	500+ CID rectangular port engine with increased compression and dry exhaust system. Cam has rough idle. Power range is 4000 – 7200 RPM.
65006LUN	Stock engine. Improved low-end torque and mid-range power. Power range is from idle – 4500 RPM.
Includes lifters	Stock engine with low compression. Cam has good idle and will improve helm response and low-end torque. Power range is idle – 4500 RPM.
Includes lifters	Stock engine with low compression. Cam has good idle and will improve Low and mid-range torque. Power range is idle – 4500 RPM.
65506LUN	Stock engine with low compression. Improved low-end torque and mid-range power. Power range is from idle – 4500 RPM.
65006LUN	351 CID modified engine with higher compression. Cam has fair idle and good mid to upper RPM power. Power range is from 2500 – 6500 RPM.
66000LUN (No Lifters)*	Factory H.O. motor. Cam has good idle and offers excellent low- to mid-range power. Power range is 2200 – 6000 RPM.
66000LUN (No Lifters)*	Factory H.O. motor. Cam has lopey idle and offers excellent mid- to upper-RPM power. Power range is 2500 – 6500 RPM.
66000LUN (No Lifters)*	Works on larger cubic inch motors. Cam has lopey idle and provides excellent all around power. Power range is 2800 – 6800 RPM.
65014LUN	Stock engine. Cam has smooth idle and offers improved low to mid-range power. Power range is idle – 4500 RPM.
65100LUN	500+ CID engine with performance modifications. Cam has fair idle and offers great mid-range power. Power range is 2500 – 6500 RPM.
65568LUN	Engine built with increased compression and other performance modifications.

CAMSHAFTS
FUEL INJECTION
FUEL PUMPS REGULATORS
INTAKE MANIFOLDS
SUPERCHARGERS
FLAME ARRESTORS THROTTLE BODIES
BURNIN SYSTEMS & COMPONENTS
CAMSHAFTS
HEADERS
WATER COMPONENTS
VALVE COVERS
TECHNICAL INFORMATION
INDEX

(*) Re-use factory roller lifters or P/N# 72915

NOTE: A hydraulic flat tappet camshaft can be used on late model production engines that originally were equipped with a hydraulic roller camshaft. However, non-roller camshaft pushrods and a non-roller camshaft timing chain and gear set must be used.

Tech Line: 270-781-9741

INTERNAL ENGINE



PART #	CAM FOLLOWER TYPE	DURATION @ .050"		ADVERTISED DURATION		GROSS VALVE LIFT		LOBE SEPARATION
		INTAKE	EXHAUST	INTAKE	EXHAUST	INTAKE	EXHAUST	
273, 318 (LATE), 360 CHRYSLER V-8								
06408LUN	hydraulic flat	210°	218°	260°	268°	.441"	.457"	112°
04001LK	hydraulic flat	204°	214°	278°	288°	.422"	.444"	112°
04002LK	hydraulic flat	214°	224°	288°	298°	.444"	.467"	112°
30402	hydraulic flat	228°	235°	285°	300°	.465"	.465"	110°
361 - 440 CHRYSLER V-8 (EXC. HEMI)								
06305	hydraulic flat	210°	210°	260°	260°	.441"	.441"	110°
10305LUN	hydraulic flat	216°	226°	278°	288°	.455"	.470"	112°
03001LK	hydraulic flat	204°	214°	278°	288°	.422"	.444"	112°
CHRYSLER HEMI V-8 - SUPERCHARGED								
50822	mechanical roller	296°	302°	330°	338°	.785"	.774"	116°
OLDSMOBILE V-8 (FROM 1968)								
00080	hydraulic flat	214°	224°	280°	290°	.472"	.496"	112°

(*) Camshafts for reverse rotation engines must be so specified. Reverse rotation engines require special grinds.

(#) Camshafts for supercharged engines must be so specified. Lobe separation will be changed to 114 degrees.

(<) Installation kits include lifters, springs, retainers and locks.

NOTE: A hydraulic flat tappet camshaft can be used on late model production engines that originally were equipped with a hydraulic roller camshaft. However, non-roller camshaft pushrods and a non-roller camshaft timing chain and gear set must be used.

