Our Camshafts Deliver More Horsepower, More Torque and Better Fuel Economy

Engine Pro Diesel Performance Cams are designed to maximize the performance of these engines within the OEM rpm limits. The opening and closing valve events and lobe ramp design are changed resulting in more power and better fuel economy. Other benefits include reduced turbo lag, faster spooling and more efficient boost.

For Ford Powerstroke, GM Duramax and Dodge Cummins Engines

- Average horsepower increase of 50 hp confirmed in dyno tests
- Average torque increase of 100 ft lbs confirmed in dyno tests
- Reduced turbo lag confirmed in dyno tests
- Faster spooling
- Fuel economy increase of up to 22%
- Exhaust gas temperature reduced an average of 300 degrees F.
- No piston change or valve relief machining necessary
- May be used with stock or ported heads
- 100% USA made

NOTE:
It is illegal to use Engine Pro Performance Camshafts in vehicles that are operated on the public streets and highways of California. Various other state laws may limit the use of these camshafts to “off highway” applications only. Check current state and federal laws to be sure. (This statement applies to all Engine Pro Performance Cams and it appears on Page 3 of this catalog.)
**ENGINE PRO PERFORMANCE CAMS FOR AUTOS AND LIGHT TRUCKS**

**CAMSHAFT RANGE & SELECTION CHART**

SEE INDIVIDUAL LISTINGS FOR MORE INFORMATION

<table>
<thead>
<tr>
<th>STAGE 1</th>
<th>CHARACTERISTICS</th>
<th>RECOMMENDATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>IDLE QUALITY: SMOOTH STOCK</td>
<td>TOWING: GOOD FOR PULLING HEAVY LOADS</td>
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<tr>
<td>TORQUE: IMPROVED LOW END, 1600-2000 RPM</td>
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<tr>
<td>FUEL ECONOMY: VERY GOOD</td>
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<td>COMPRESSION RATIO: 9.0:1 OR LESS</td>
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<tr>
<td>DURATION @ .050&quot;: UP TO 200 HYDRAULIC</td>
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<td>IDLE QUALITY: SMOOTH</td>
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<tr>
<td>TORQUE: GOOD LOW AND MID-RANGES 1800-2000 RPM</td>
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<td>FUEL ECONOMY: GOOD</td>
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<td>TRANSMISSION: STOCK AUTOMATIC OR MANUAL</td>
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<td>DURATION @ .050&quot;: 200-215 HYDRAULIC</td>
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<td>TORQUE: MID-RANGE 2400-3200 RPM</td>
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<tr>
<td>TRANSMISSION: STOCK AUTOMATIC OR MANUAL</td>
<td>COMPRESSION RATIO: 10.3:1 OR LESS. CHECK VALVE TO PISTON CLEARANCE</td>
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<tr>
<td>DURATION @ .050&quot;: 210-225 HYDRAULIC</td>
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<tr>
<td>IDLE QUALITY: ROUGH, MANIFOLD VACUUM WILL NOT OPERATE POWER BRAKES</td>
<td>TOWING: NOT RECOMMENDED</td>
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<tr>
<td>TORQUE: MID-RANGE 3000-4000 RPM</td>
<td>RACING: BRACKET DRAG RACING, LIMITED OVAL TRACK</td>
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<tr>
<td>FUEL ECONOMY: POOR</td>
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<tr>
<td>TRANSMISSION: AUTOMATIC WITH HIGH STALL CONVERTER OR MANUAL</td>
<td>COMPRESSION RATIO: 10.5:1 TO 11.0:1. CHECK VALVE TO PISTON CLEARANCE</td>
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<tr>
<td>DURATION @ .050&quot;: 225-240 HYDRAULIC</td>
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<td>IDLE QUALITY: ROUGH WITH HEAVY LOPE, WILL NOT OPERATE POWER BRAKES</td>
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<td>TORQUE: MID TO HIGH RANGES 3800-5000 RPM</td>
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<td>TRANSMISSION: AUTOMATIC WITH HIGH STALL CONVERTER OR HEAVY DUTY MANUAL</td>
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<tr>
<td>DURATION @ .050&quot;: 240-255 HYDRAULIC 250-265 MECHANICAL</td>
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THESE ARE GENERAL GUIDELINES. TO ACHIEVE BEST PERFORMANCE, MATCH CARBURETION, INTAKE MANIFOLD, IGNITION AND HEADERS TO THE CAMSHAFT.

**NEW NUMBERS SHOWN IN BOLD FACE TYPE**
## PERFORMANCE CAMSHAFTS

Street or strip, Engine Pro Performance Camshafts simply out perform the competition. Our manufacturing accuracy promotes improved valve train stability resulting in improved power gain. Our “controlled ramp” lobe profiles offer acceleration rates extending valve train life while delivering maximum horsepower.

- Ground in the U.S.A. 100% American Made Castings and Billets
- Computer Designed Lobe Profiles for Maximum Power
- Journal Roundness Maintained to Within .0002”

### Manganese Phosphate Coated, Flame Hardened Castings or Induction Hardened Billets
- Profiles are Adcole Verified for the Ultimate in Accuracy

### CAMSHAFT APPLICATION CHART

| PART #  | MECH/DUR STAGE | DUR @ .050” INT | ADV. DUR. INT | VALVE LIFT INT | LOBE SEP INT | POWER RANGE | IDLE | LIFTER | PART # | NOTES, COMMENTS | BELOW
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<tr>
<td>AMERICAN MOTORS V8, 1966-92 - Flat Tappet Cam / 290, 304, 343, 360, 390, 401 C.I.</td>
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<tr>
<td>MC1786</td>
<td>HYD 2 204 214 280 290 .448 .472 105 105 1000-5000 SMOOTH 2011 B, D</td>
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<td></td>
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<td>GOOD AND LOW MID RANGE TORQUE AND PULLING POWER</td>
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<td>B - REQUIRES COMPUTER MODIFICATIONS</td>
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<td>D - MAY REQUIRE CONVERSION TO AN ADJUSTABLE VALVE TRAIN</td>
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<tr>
<td>N - NOT COMPUTER COMPATIBLE</td>
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| BUICK V6, 1978-88 - Flat Tappet Cam / 181, 196, 231, 252 C.I. (EVEN FIRE W/INTEGRAL DIST. DRIVE GEAR) | | | | | | | | | |
| MC1731  | HYD 1 194 204 272 280 .424 .449 114 114 1000-5000 SMOOTH 969 B | | | | | | | | | | GOOD MILEAGE AND TORQUE |
| MC2731  | HYD 2 204 214 280 290 .448 .472 112 112 1200-4700 SMOOTH 969 N | | | | | | | | | | GOOD LOW AND MID-RANGE TORQUE |

| CHEVROLET V6 400, 455 C.I. | | | | | | | | | |
| MC11650 | HYD 3 214 224 290 300 .469 .493 112 Centerline 1500-4500 SMOOTH 2095 B | | | | | | | | | | GOOD MILEAGE AND LOW END TORQUE |

| CHEVROLET V6 1985-03 262 c.i. (4.3L) | | | | | | | | | |
| MC2113  | HYD 1 194 204 270 278 .398 .420 104 104 Idle-5000 STOCK 817 N | | | | | | | | | | GOOD LOW AND MID-RANGE TORQUE AND PULLING POWER |

| ROLLER CAM FOR ENGINES ORIGINALLY EQUIPPED WITH ROLLER CAM TORQUE CAM | | | | | | | | | |
| MC22128 | HYD 2 210 214 273 277 .487 .478 107 117 1500-4000 SMOOTH 2148 B, N | | | | | | | | | | GOOD TORQUE AND MILEAGE |

| CHEVROLET - GM LS V8 GEN III & IV, 3 BOLT, 1997 - Present, 1.7-1 Rocker Ratio | | | | | | | | | |
| MC315271 | HYD 2 204 218 - - .551 .548 120 115 800-5500 SMOOTH 2148 A | | | | | | | | | | SIMILAR TO 2002-2004 LS6 CAM |
| MC315944 | HYD 3 218 227 - - .523 .524 109 115 1500-6000 FAIR 2148 A | | | | | | | | | | SIMILAR TO LS “HOT CAM” |
| MC315945 | HYD 4 225 236 - - .525 .525 107 113 2000-6500 ROUGH 2148 A | | | | | | | | | | SIMILAR TO ASA CAM |

| CHEVROLET Small Block V8 1955-95 - Flat Tappet Cam / 262, 265, 267, 302, 305, 307, 327, 350, 400 C.I. | | | | | | | | | |
| MC2199  | HYD 1 184 194 260 270 .368 .398 104 104 1000-3500 STOCK 817 | | | | | | | | | | GOOD LOW END TORQUE AND MILEAGE |
| MC2200  | HYD 2 194 204 270 278 .398 .420 104 104 1500-4000 SMOOTH 817 C | | | | | | | | | | GOOD FOR COMPUTER CONTROLLED ENGINES |
| MC2201  | HYD 2 204 214 278 288 .420 .443 110 110 1500-4000 SMOOTH 817 C | | | | | | | | | | GOOD FOR COMPUTER CONTROLLED ENGINES |

| MC1738  | HYD 2 204 214 278 288 .420 .433 107 117 1500-4000 SMOOTH 817 | | | | | | | | | | SIMILAR TO AS4 CAM |

| MC1738  | HYD 2 204 214 278 288 .420 .433 107 117 1500-4000 SMOOTH 817 | | | | | | | | | | SIMILAR TO AS4 CAM |
| MC1988  | HYD 3 214 224 288 298 .433 .465 107 117 2000-4500 FAIR 817 | | | | | | | | | | GOOD LOW TO MID TORQUE |
| MC1989  | HYD 3 218 218 292 292 .458 .458 105 115 2000-4000 FAIR 817 | | | | | | | | | | GOOD LOW TO MID TORQUE |

NEW NUMBERS SHOWN IN BOLD FACE TYPE
# CAMSHAFT APPLICATION CHART (cont.)

<table>
<thead>
<tr>
<th>PART #</th>
<th>MECH/ HYD</th>
<th>STAGE</th>
<th>DUR @ .050&quot; INT EXH</th>
<th>ADV. DUR. INT EXH</th>
<th>VALVE LIFT INT EXH</th>
<th>LOBE SEP INT EXH</th>
<th>POWER RANGE</th>
<th>IDLE</th>
<th>LIFTER</th>
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## ROLLER CAMS FOR ENGINES ORIGINALLY EQUIPPED WITH ROLLER CAMS

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<th>STAGE</th>
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<th>ADV. DUR. INT EXH</th>
<th>VALVE LIFT INT EXH</th>
<th>LOBE SEP INT EXH</th>
<th>POWER RANGE</th>
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<td>198 210</td>
<td>273 288</td>
<td>.434</td>
<td>108 116</td>
<td>Idle-4500</td>
<td>SMOOTH</td>
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<td>COMMENT: GOOD LOW END TORQUE AND GAS MILEAGE</td>
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## RETRO-FIT HYDRAULIC ROLLER CAMS

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## MECHANICAL ROLLER CAMS

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N - NOT COMPUTER COMPATIBLE
# CAMSHAFT APPLICATION CHART (cont.)

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**MECHANICAL FLAT TAPPET CAMS**

**ROLLER CAMSHAFTS FOR ENGINES ORIGINALLY EQUIPPED WITH ROLLER CAMS**

**RETO-FIT HYDRAULIC ROLLER CAMS**

**MECHANICAL ROLLER CAMS**

**NOTES:**

- **D** - MAY REQUIRE CONVERSION TO AN ADJUSTABLE VALVE TRAIN.
- **N** - NOT COMPUTER COMPATIBLE

**COMMENTS**

- **MECH/ DUR @ .050" ADV. DUR. VALVE LIFT LOBE SEP POWER LIFTER BELOW PART #**
- **PART # HYD STAGE INT EXH INT EXH INT EXH INT EXH RANGE IDLE PART #**

**PART #**

- **MC22117**
- **MC2004**
- **MC2006**
- **MC1737**
- **MC1636**
- **MC1958**
- **MC2395**
- **MC22471**
- **MC22396**
- **MC11090**
- **MC22485**
- **MC22490**
- **MC22141**
- **MC22236**
- **MC11370**
- **MC11350**
CAMSHAFT APPLICATION CHART (cont.)

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FORD V8 1962-91
221, 225, 260, 289, 302 C.I. (EXCEPT HYD ROLLER LIFTERS) FIRING ORDER 1-5-4-2-6-3-7-8 Hydraulic Flat Tappet Cams

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CHRYSLER V8 1958-78
350, 361, 383, 400, 413, 426 (EXC HEMI), 440 C.I. / "B" ENGINE - USE WITH SINGLE BOLT GEAR Hydraulic Flat Tappet Cams

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CHRYSLER V8 1964-89

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CHRYSLER V8 1958-78
350, 361, 383, 400, 413, 426 (EXC HEMI), 440 C.I. / "B" ENGINE - USE WITH SINGLE BOLT GEAR Hydraulic Flat Tappet Cams

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<td>.510</td>
<td>.534</td>
<td>107</td>
<td>117</td>
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ROLLERS CAMSHAFTS FOR ENGINES ORIGINALLY EQUIPPED WITH ROLLER CAMS

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<tr>
<th>PART #</th>
<th>MCHW/ HYD</th>
<th>STAGE</th>
<th>DUR @ .050˝ INT EXH</th>
<th>ADV. DUR. INT EXH</th>
<th>VALVE LIFT INT EXH</th>
<th>LOBE SEP INT EXH</th>
<th>POWER RANGE</th>
<th>IDLE</th>
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<td>.472</td>
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<td>116</td>
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<td>COMMENT:</td>
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CHRYSLER PERFORMANCE TIMING TENSIONER
The Engine Pro Tensioner replaces the "cam thrust plate" and works with all roller timing chains. It interchanges with Chrysler performance part # P5007709.

<table>
<thead>
<tr>
<th>PART #</th>
<th>APPLICATION</th>
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<tbody>
<tr>
<td>08-9428</td>
<td>CHRYSLER V8 318, 340, 360 V6, 236 V6</td>
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CAMSHAFT THRUST PLATE
INCLUDES: COUNTERSUNK THRUST PLATE WITH 2 SCREWS

<table>
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<tr>
<td>08-720TPK</td>
<td>FORD SMALL BLOCK - WORKS WITH PART # 08-2003T-9, 08-2023T-9 AND 08-4751</td>
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NEW NUMBERS SHOWN IN BOLD FACE TYPE
# Camshaft Application Chart (cont.)

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<th>MECH/ STAGE</th>
<th>DUR @ .050” INT &amp; EXH</th>
<th>ADV. DUR. INT</th>
<th>EXH</th>
<th>VALVE LIFT INT</th>
<th>LOBE SEPARATION EXH</th>
<th>POWER RANGE</th>
<th>IDLE</th>
<th>LIFTER PART #</th>
<th>NOTES / COMMENTS BELOW PART #</th>
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<tr>
<td><strong>FORD V8 351W 1969-91</strong>&lt;br&gt;302 C.I. &amp; 351W H.O. 1982-85 (EXCEPT ROLLER LIFTERS). FIRING ORDER 1-3-7-2-6-5-4-8</td>
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<td><strong>TURBO-CAM</strong> GOOD LOW AND MID RANGE TORQUE FOR TRUCKS AND TOWING.</td>
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<td><strong>TURBO-CAM</strong> GOOD LOW AND MID RANGE TORQUE. GOOD FOR TOWING.</td>
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<td>SMOOTH</td>
<td>951</td>
<td>D</td>
<td><strong>TURBO-CAM</strong> GOOD LOW END TORQUE AND PULLING POWER. THESE CAMSHAFTS HAVE BASE CIRCLES 100° TO 150° SMALLER THAN THE STOCK CAMSHAFT. SINCE THESE ENGINES HAVE NON-ADJUSTABLE ROCKER ARMS, IT MAY BE NECESSARY TO USE LONGER PUSH RODS OR ADJUSTABLE PUSH RODS.</td>
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<td><strong>MECHANICAL FLAT TAPPET CAMS</strong>&lt;br&gt;PONTIAC V8 1955-81&lt;br&gt;265, 287, 301, 316, 326, 347, 350, 370, 389, 400, 421, 428, 455 C.I.</td>
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<td><strong>TURBO-CAM</strong> GOOD LOW AND MID RANGE TORQUE. GOOD MILEAGE. STRONG PULLING POWER.</td>
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N - NOT COMPUTER COMPATIBLE