



2010 **NEW**

PRODUCTS



MASTER CATALOG REFERENCE GUIDE



COMP Cams® Catalog

For over three decades, COMP Cams® has been the leading manufacturer of high-quality, high performance valve train components for both street and racing engines. By selecting COMP® products you can have confidence knowing that we spend thousands of hours and millions of dollars in engineering the best product innovations in the performance aftermarket. Get your copy of the 2010 COMP master catalog to find products for your application.

Part #	Description
106-10	COMP Cams® Master Catalog



RHS® Catalog

RHS® cylinder heads and engine blocks are the product of winning performance and unmatched quality. With advanced engineering technology and more standard features than any competing product, every RHS® product is designed, engineered and manufactured to deliver Power By Design™. RHS® is the answer to your need for superior quality and better performing aftermarket cylinder heads and engine blocks. See the RHS® product catalog for a complete application listing.

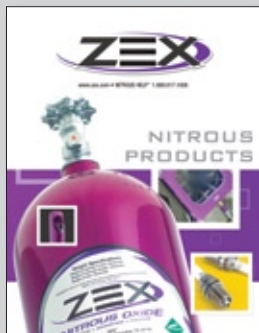
Part #	Description
RHS5-2009	RHS® Catalog



FAST™ Catalog

No matter if your application is street, race or marine, FAST™ has the products and technical assistance to put the latest in fuel injection engineering and technology into your engine compartment. With a complete line of easy-to-use products, FAST™ is committed to bringing the best EFI experience to both racers and street enthusiast everywhere with superior fuel injection systems, intake manifolds, throttle bodies and other EFI components. Order your copy of the FAST™ catalog today.

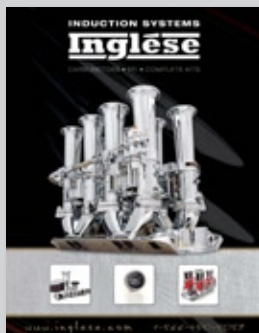
Part #	Description
F2009-1	FAST™ Catalog



ZEX™ Catalog

ZEX™ nitrous systems incorporate the most technically advanced features available to make gaining horsepower safe and easy. The innovative designs and direct fit kits provide quick installations and optimized performance. There's not a more cost effective performance upgrade in existence, and with nitrous accessories as well as kits, ZEX™ is sure to have everything you need. See the ZEX™ catalog with its easy-to-use quick reference guide to select the perfect nitrous system and accessories for your vehicle.

Part #	Description
ZEX101-2008	ZEX™ Catalog



INGLESE™ Catalog

Capturing and assembling your imagination into a superb performing and visually stunning induction system is what Inglese™ has been doing for over 30 years. As the market's foremost induction jeweler, Inglese™ is the first choice when it comes to affordable, exotic carbureted and EFI induction systems. Far from stopping at offering complete systems, Inglese™ is also your one-stop source for Weber parts and accessories. The Inglese™ catalog has a complete listing of systems or individual components so that you can order your custom system today.

Part #	Description
NG1815	INGLESE™ Catalog

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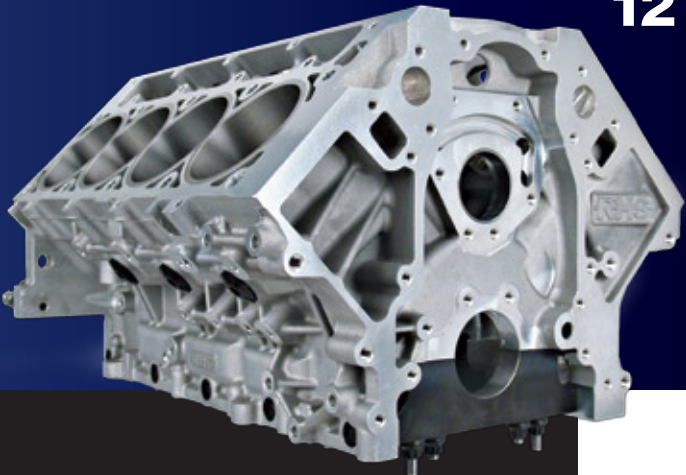
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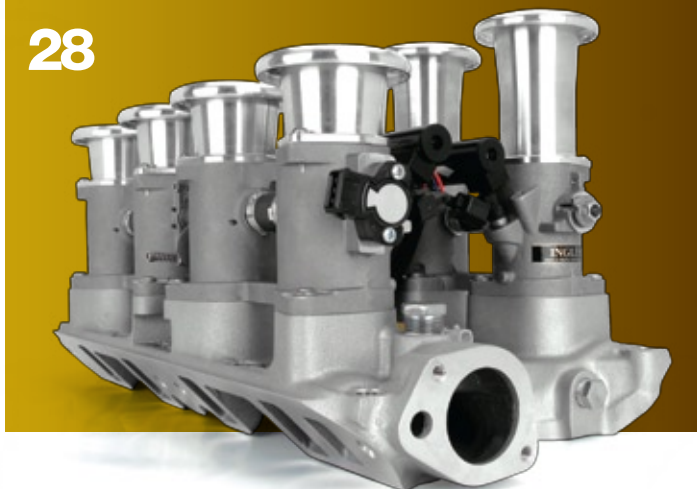
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THUMPR™ CAMS

Thumpr™ Cams deliver incredible exhaust lope and impressive performance and are now back with even more new applications. The wildly popular Thumpr™ Cams feature three unique designs for each application, and even the mildest Thumpr™ profiles produce significant horsepower and torque increases. Log onto www.compcams.com/thumpr to hear them for yourself, or refer to the new Thumpr™ Cams brochure for cam listings and matching component charts.

- Early intake opening with long exhaust duration and a generous amount of intake and exhaust overlap create an aggressive, hard-hitting exhaust sound that delivers a bigger thump to the exhaust note
- 3 unique cam designs for each application: Thumpr™, Mutha' Thumpr™, Big Mutha' Thumpr™
- Impressive hp gains and broad torque curve, making this camshaft series ideal for performance street rods and muscle cars that crave a deep, throaty idle

Hydraulic Flat Tappet	Retro-Fit Hydraulic Roller	Hydraulic Roller
AMC 290-401c.i. 8 Cyl. 1966-91 Chrysler 273-360c.i. 8 Cyl. 1964-03 Chrysler 383-440c.i. 8 Cyl. 1959-80 Chrysler 426c.i. Hemi 8 Cyl. 1966-71 Ford 221-302c.i. 8 Cyl. 1963-95 Ford 351W 8 Cyl. 1969-96 Ford 351C, 351M, 400M 8 Cyl. 1970-83 Ford 352-428c.i. 8 Cyl. 1963-77 Ford 429, 460c.i. 8 Cyl. 1968-94 Buick 350c.i. 8 Cyl. 1968-80 Buick 400, 430, 455c.i. 8 Cyl. 1967-76 Cadillac 425, 472, 500c.i. 8 Cyl. 1963-79 Chevrolet 262-400c.i. 8 Cyl. 1955-98 Chevrolet 396-454c.i. 8 Cyl. Mark IV 1965-96 Oldsmobile 260-455c.i. 8 Cyl. 1967-90 Pontiac 265-455c.i. 8 Cyl. 1955-81	Chrysler 273-360c.i. 8 Cyl. 1964-03 Chrysler 383-440c.i. 8 Cyl. 1959-80 Chrysler 426c.i. Hemi 8 Cyl. 1966-71 Ford 221-302c.i. 8 Cyl. 1963-95 Ford 351W 8 Cyl. 1969-96 Ford 351C, 351M, 400M 8 Cyl. 1970-83 Ford 352-428c.i. 8 Cyl. 1963-77 Ford 429, 460c.i. 8 Cyl. 1968-95 Chevrolet 262-400c.i. 8 Cyl. 1955-98 Chevrolet 396-454c.i. 8 Cyl. 1965-96 Oldsmobile 260-455c.i. 8 Cyl. 1967-90 Pontiac 265-455c.i. 8 Cyl. 1955-81	Chevrolet 305-350c.i. 8 Cyl. 1987-98 Chevrolet Gen VI 454 & 502c.i. 8 Cyl. 1996-99 GM Gen III/IV 8 Cyl. Three-Bolt 1997-Present Classics Buick Nailhead 364, 401, 425c.i. 8 Cyl. 1957-66 Chevrolet 348-409c.i. 8 Cyl. 1958-65 Chrysler 392c.i. Hemi 8 Cyl. 1957-58 Flathead Ford (2 Gear) 8 Cyl. 1949-53 Ford Y-Block 292, 312c.i. 8 Cyl. 1955-62 Ford 332, 352, 390, 406c.i. 8 Cyl. 1958-62
	NSR Hydraulic Roller Swinging Follower Ford 4.6/5.4L 8 Cyl. SOHC Modular 3 Valve 2004-Present	



See Thumpr™ brochure for part numbers and matching components

CAM CORES

COMP Cams® is introducing several new cam core applications for everything from Ford 4V Modular Race Cams to Small Block Chevy CFE SBX to four different LS cam cores. All COMP Cams® cam cores are engineered from a high strength billet steel alloy and employ the latest technology in camshaft design. For more information and complete part number listings call us at 1-800-999-0853, or visit us online at www.compcams.com.

- **Ford 4V Modular Race Cores** – designed for .450"-.650" lifts with counter balance eccentrics to eliminate out-of-balance vibrations; larger barrel allows for reduced bending, twisting and valve train harmonics
- **GM Drag Race CFE SBX Pro Series Cores** – engineered for aggressive drag race applications (.500"+ lobe lift) used with matching CFE SBX Pro Series cylinder heads; made from super strong 8620 steel alloy
- **World Products Motown LS Cores** – designed specifically for this engine in both hydraulic and solid roller race configurations; feature SBC size, fuel pump lobe and distributor gear with LS profiles
- **GM LS Active Fuel Management (AFM) Cores** – performance replacement cam cores that are 100% compatible with AFM and VVT AFM
- **Wide Lobe Separation LS Cores** – target boosted and emissions sensitive applications and can handle a lobe separation anywhere from 118°-124°
- **60mm Base Circle LS Cores** – feature larger base circles for lower pressure angles (less side loading on lifters), a stiffer core and lower rocker ratio to reduce stress in components, made from super strong 8620 steel alloy for racing



ENGINE BREAK-IN OIL

You've already chosen the best engine components – now you can finally break them in properly. Rather than rely on a mega oil company or a snake oil blend to protect your premium COMP Cams® engine components, our engineers developed the new Engine Break-In Oil to provide critical engine protection needed during initial performance engine break-in.

Tested and proven by the COMP Cams® R&D team, this ZDDP-enhanced formula gives your engine maximum life and increased performance potential. It does this by combining the perfect blend of additives to improve surface mating in all critical areas of your engine.

- Proprietary formula includes ZDDP (Zinc and Phosphorous), Molybdenum and detergents
- Improves surface mating for all critical areas in your engine
- Multi-viscosity mineral base oil compatible with methanol and high octane race fuels
- Ideal for flat and roller tappet valve trains; high performance and all-out race engines

Part #	Description	Size
1590	10W30 Engine Break-In Oil	1 Qt.
1590-12	10W30 Engine Break-In Oil	(12) 1 Qt. Bottles
1590-Pallet	10W30 Engine Break-In Oil	(84) Case Pallet
1591	15W50 Engine Break-In Oil	1 Qt.
1591-12	15W50 Engine Break-In Oil	(12) 1 Qt. Bottles
1591-Pallet	15W50 Engine Break-In Oil	(84) Case Pallet



A product of **Endure**
PERFORMANCE LUBRICANTS

GM GEN IV VVT CAM PHASER LIMITER KITS

Cam phasers are computer-controlled cam gears that automatically optimize camshaft timing based on an engine's current rpm and are currently used in 2007 and newer GM Gen IV VVT (Variable Valve Timing) engines. Engine oil is pressure fed to the cam phasers through a series of passageways in the cylinder heads and camshafts. The engine computers control solenoids that adjust this oil flow into and out of the phaser's control chambers, giving the ability to retard the cams up to 60 crank degrees (52° for 2009-Present).

While this technology provides benefits such as fuel efficiency and the ability to always be in the best position for maximum power, regardless of engine rpm, it does present some limitations when it comes to performance camshafts. With such a wide range of valve timing movement, there is very little piston to valve clearance, which limits you to small cam profiles with little overlap.

The COMP Cams® Cam Phaser Limiter Kits for 2007 and later GM Gen IV VVT engines restrict the range of cam timing movement to only 20 degrees (22° for 2009-Present), thus providing the necessary valve clearance for serious performance cams with tighter lobe separations – all while still utilizing the benefits of VVT technology. The resulting upper-rpm gains are some of the largest we've ever seen from a camshaft swap without sacrificing any bottom end or mid-range performance.

Part #	Description
5456	GM Gen IV 2007-08 VVT Cam Phaser Limiter Kit
5460	GM Gen IV 2009-Present VVT Cam Phaser Limiter Kit

Patent #US 2009/0188452 A1



ELITE RACE™ SOLID ROLLER LIFTERS

If you're looking for the ultimate lifter to withstand even the most demanding racing conditions, look no further. The COMP Cams® new Elite Race™ Solid Roller Lifters feature a host of advantages over competing race lifter designs, including an SAE 8620 stainless steel alloy body that is CNC-machined and REM-finished, SAE 9310 steel alloy wheels that are micro-polished and micro-sized, and needles that are made from 52100 bearing steel and micro-sorted with a controlled contour profile.

These lifters feature an exclusive body design that does not include an oil band, thus maximizing rigidity and reducing lifter bushing wear. While the construction and body design make them incredibly strong, the Elite Race™ Solid Roller Lifters are also lightweight, with each lifter weighing less than 100 grams individually. All lifter bodies are "tall" and will clear both stock and aftermarket .300" tall lifter bores and will properly fit either 5/16" or 3/8" ball pushrods.

Possibly the most critical element of this lifter design is the fact that the oversized (.400") axles are dual-pinned – pins go through the lifter ears at each end and leave a small gap in-between for wear-reducing oiling that actually flows through the center and the top of the axle directly to the needles.

For maximum control and durability in high rpm race applications, these lifters also feature captured link bars and an exclusive modular pushrod design that allows the pushrod insert to be swapped out for centered, left or right offsets. And with patent-pending oil control through the pushrod insert, engine builders can modify the lifter to meter extra oil to the top as desired.

Elite Race™ Solid Roller Lifters are fully heat-treated, machined to high tolerances and are available for a number of Chevy, Ford and Chrysler applications. A complete application listing is on the following page, but look for new applications at www.compcams.com.

Modular Design – Pushrod insert can be changed for centered, left or right offsets. A patent-pending design allowing oil control through the pushrod insert allows builders to modify lifters to meter extra oil to the top.

Tool Steel, Dual-Pinned Axles – .400" Axles (extra large for maximum load support) allow for extra needle bearings (total of 23) for optimum load distribution. Needles are constructed from 52100 bearing steel and are micro-sorted with a controlled contoured profile. Dual-pinned axles are pinned through the lifter ears on both sides to allow oiling between them.

Pressure-Fed Oiling – Center and top axle oil inlets for lubrication through the axle, directly to the needles – exactly where you need it.

Captured Link Bars – Designed specifically for race and high rpm applications, captured link bars offer maximum control and durability.



ER
ELITE RACE



DESIGNED FOR STABILITY

With captured link bars and a COMP® exclusive dual pinned axle to interlock with the lifter body, you get unmatched valve train stability.



INNOVATIVE OILING DESIGN

Interchangeable pushrods seats (offsets available) enable customized oil flow, while the EDM oiling hole feeds oil directly to the needle bearings.



UNMATCHED STRENGTH

With the industry's largest axle (.400") and the highest grade roller bearings in the world, these lifters are second-to-none in load capacity.

Elite Race™ Solid Roller Lifters have set the industry standard with their unique design and oiling capabilities.



ELITE RACE™ SOLID ROLLER LIFTERS CONT.

Part #	Description	Dia.	Set Includes: Lifters	Pushrod Seat Location	Wheel Diameter
Small Block Chevrolet V8 265-400					
98818-16	Elite Race™ Solid Roller Lifters	.842"	(8) 98842C-2	8 Pairs Centered	.750"
98894-16	Elite Race™ .160" Offset Roller Lifters	.842"	(4) 98842CL-2 (4) 98842CR-2	4 Pairs Centered & Left 4 Pairs Centered & Right	.750" .750"
98815-16	Elite Race™ Roller Lifters for applications with enlarged lifter bores (.875")	.875"	(8) 98874C-2	8 Pairs Centered	.785"
98890-16	Elite Race™ .160" Offset Roller Lifters for applications w/ enlarged lifter bores (.875")	.875"	(4) 98874CL-2 (4) 98874CR-2	4 Pairs Centered & Left 4 Pairs Centered & Right	.785" .785"
98891-16	Elite Race™ Roller Lifters for applications with enlarged lifter bores (.904")	.904"	(8) 98904C-2	8 Pairs Centered	.785"
98892-16	Elite Race™ .180" Offset Roller Lifters for applications w/ enlarged lifter bores (.904")	.904"	(4) 98904CL-2 (4) 98904CR-2	4 Pairs Centered & Left 4 Pairs Centered & Right	.820" .820"
98893-16	Elite Race™ .180" Offset Roller Lifters for applications w/ enlarged lifter bores (.904")	.904"	(8) 98904LR-2	8 Pairs Left & Right	.820"

Big Block Chevrolet V8 396-454

98819-16	Elite Race™ Roller Lifters	.842"	(8) 98852C-2	8 Pairs Centered	.750"
98996-16	Elite Race™ .160" Offset Roller Lifters	.842"	(4) 98852CL-2 (4) 98852CR-2	4 Pairs Centered & Left 4 Pairs Centered & Right	.750" .750"
98823-16	Elite Race™ Roller Lifters for applications with enlarged lifter bores (.875")	.875"	(8) 98851C-2	8 Pairs Centered	.785"
98997-16	Elite Race™ .160" Offset Roller Lifters for applications w/ enlarged lifter bores (.875")	.875"	(4) 98851CL-2 (4) 98851CR-2	4 Pairs Centered & Left 4 Pairs Centered & Right	.785" .785"
98995-16	Elite Race™ Roller Lifters for applications with enlarged lifter bores (.904")	.904"	(8) 98850C-2	8 Pairs Centered	.820"
98998-16	Elite Race™ .180" Offset Roller Lifters for applications w/ enlarged lifter bores (.904")	.904"	(4) 98850CL-2 (4) 98850CR-2	4 Pairs Centered & Left 4 Pairs Centered & Right	.820" .820"

LS-Series, GM Gen III/IV

98956-16	Elite Race™ Solid Roller Lifters	.842"	(8) 98956-2	8 Pairs Centered	.750"
98954-16	Elite Race™ Solid Roller Lifters	.875"	(8) 98954-2	8 Pairs Centered	.785"
98952-16	Elite Race™ Solid Roller Lifters	.904"	(8) 98952-2	8 Pairs Centered	.820"
98999-16	Elite Race™ .180" Offset Roller Lifters for applications w/ enlarged lifter bores (.904")	.904"	(8) 98850LR-2	8 Pairs Left & Right	.820"

Chrysler V8 383-440 & 426 Hemi

98829-16	Elite Race™ Solid Roller Lifters	.904"	(8) 98829C-2	8 Pairs Centered	.820"
98827-16	Elite Race™ .180" Offset Roller Lifters	.904"	(4) 98829CL-2 (4) 98829CR-2	4 Pairs Centered & Left 4 Pairs Centered & Right	.820"

Ford V8 289-351W

98838-16	Elite Race™ Solid Roller Lifters	.875"	(8) 98838C-2	8 Pairs Centered	.785"
98837-16	Elite Race™ .160" Offset Roller Lifters	.875"	(4) 98838CL-2 (4) 98838CR-2	4 Pairs Centered & Left 4 Pairs Centered & Right	.785"
98835-16	Elite Race™ .180" Offset Roller Lifters for applications w/ enlarged lifter bores (.904")	.904"	(4) 98835CL-2 (4) 98835CR-2	4 Pairs Centered & Left 4 Pairs Centered & Right	.820"

* Lifters also sold in sets of (-2)

PUSHROD SEAT INSERTS

Part #	Description	Dia.	Pushrod Seat Location
98500C-1	Centered Pushrod Seat Insert	.842" or .875"	Centered
98500L-1	Left Offset Pushrod Seat Insert	.842" or .875"	.180" Left
98500R-1	Right Offset Pushrod Seat Insert	.842" or .875"	.180" Right
98600C-1	Centered Pushrod Seat Insert	.904"	Centered
98600L-1	Left Offset Pushrod Seat Insert	.904"	.180" Left
98600R-1	Right Offset Pushrod Seat Insert	.904"	.180" Right
5350	Pushrod Seat Insert Removal Tool	.842", .875", .904"	

O-ring (service part)



SHORT TRAVEL RACE HYDRAULIC ROLLER LIFTERS FOR FORD ENGINES

The COMP Cams® Short Travel Race Hydraulic Roller Lifters are engineered from a patent pending design that specifically performs at higher engine speeds and are now available for Small Block Ford applications. When engines are equipped with a hydraulic lifter, high rpm is limited by the improper position of the lifter's internal piston as the lifter inevitably "pumps up." This improper location results in open valves and therefore leads to lost power or sometimes even engine failure. These short travel lifters limit internal movement to a minimum to cut down on these issues and allow more engine rpm. The lifters are REM-finished and then black oxidized to create a high performance component.

- Patent pending design performs at higher engine speeds
- When equipped with hydraulic lifters, high rpm is limited by improper position of lifter's internal piston as lifter "pumps up"
- Improper location results in open valves that lead to lost power and possibly engine failure
- Minimize internal movement to allow higher engine rpm

Part #	Description
877-16	Small Block 302, Use in Blocks Originally Equipped w/ Hydraulic Roller Cam and in COMP Cams® Specially Designed Ford Retro-Fit Kit for 351W, 351C, 400M, 289-302 and 351M, Reduced Travel

See COMP Cams® Master Catalog for other applications.



HIGH ENERGY™ DIE-CAST ALUMINUM ROLLER ROCKER ARMS

The COMP Cams® High Energy™ Die-Cast Aluminum Roller Rocker Arms are new rocker arms from the valve train leader that have been designed for street and moderate race use. They feature a die-cast body created from aluminum with a needle bearing fulcrum and roller tip.

The die-cast, larger than stock body offers the strength properties and light weight of aluminum while the specially engineered fulcrum and roller tip decrease friction and lower oil temperatures, thus improving response and horsepower.

*Note: Die-formed aluminum body is larger than stock, and may require modifications to stock valve covers for clearance.

- Affordable aluminum option rocker arms
- Strength properties of aluminum and light weight
- Needle bearing fulcrum and roller tip reduce friction and lower oil temps for improved response and horsepower

Make	Part #	Description	Rocker Stud	Ratio
Chevrolet	17001-16	V8 265-400	3/8"	1.5
	17002-16	V8 265-400	3/8"	1.6
	17004-16	V8 265-400	7/16"	1.5
	17005-16	V8 265-400	7/16"	1.6
	17021-16	V8 396-454	7/16"	1.7
Ford	17031-16	V8 289-302-351W	3/8"	1.6
	17034-16	V8 289-302-351W	7/16"	1.73





ULTRA PRO MAGNUM™ LS ROLLER ROCKER ARMS

The Ultra Pro Magnum™ LS Roller Rocker Arms not only live up to the lofty standards of the original Pro Magnums™, but they also take LS stud mount rocker performance, stability and value to a whole new level. The modern arched, web-like design delivers increased strength and rigidity while reducing the moment of inertia and optimizing the dynamic balance.

- Investment cast 8650 chromemoly body and arched, web-like design deliver increased strength and rigidity while reducing moment of inertia
- Unique black oxide exterior finish helps prevent corrosion, thus increasing durability
- Increased retainer and valve spring clearances allow use of large diameter springs, retainers and +.050" locks without clearance or fitment issues
- Feature oversized trunions, precision-sorted needle bearings and hardened roller tips

Part #	Description	Rocker Stud	Ratio
1675-16	LS1/LS6	3/8"	1.8
1676-16	LS3 (Factory Offset)	3/8"	1.8



ULTRA PRO MAGNUM™ CHRYSLER SHAFT MOUNT ROCKER ARMS

The new COMP Cams® Ultra Pro Magnum™ Chrysler Shaft Mount Rocker Arms feature all of the same high performance qualities as our stud mount Ultra Pro Magnum™ Rocker Arms plus all of the benefits of a shaft rocker system.

- Engineered SAE 8620 chromemoly steel body is heat-treated for maximum strength
- Contain proprietary bushing inserts
- Unique oil system lubricates all critical parts for long lasting service
- Designed to handle roller lobes and higher spring rates

Part #	Description	Rocker Stud	Ratio
1622-16 ^A	V8 273-360	Shaft	1.5
*1621-16 ^A	V8 383-440	Shaft	1.5

A. Requires a ball/ball pushrod



GM LS SERIES RETRO-FIT ROCKER TRUNION KIT

The rocker arms in a factory GM LS1 valve train feature a lightweight, yet stiff rocker body that is strong enough for most applications, however, when it comes to high performance racing, high rpm and high valve spring pressures can put the factory rocker arm's trunion under intolerable stress. Enter COMP Cams® with a new LS Series Retro-Fit Rocker Trunion Kit that replaces the cageless, loose OEM needle bearings and powdered metal trunion with a premium 8620 steel alloy trunion and caged roller bearings for added durability. The new design utilizes caged roller bearings that greatly reduce the possibility of the bearing failure experienced with stock LS1 needle bearings, which can send loose needles throughout the engine upon failure.

- Designed for circle track & drag racing classes where stock engine components are mandated
- Performance-proven & tested in NASCAR GM LS spec engine series

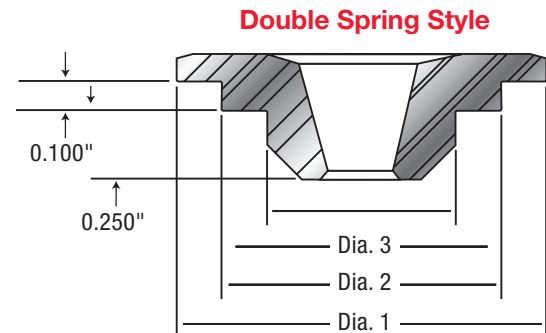
Part #	Description
13702-KIT	GM LS1 Retro-Fit Rocker Trunion Kit



LIGHTWEIGHT TOOL STEEL RETAINER EXPANSION

COMP Cams® Lightweight Tool Steel Retainers provide the best of all valve train benefits: light weight, as well as exceptional strength and wear characteristics. Approximately 33% lighter than conventional chromemoly steel retainers and only 2-4 grams heavier than titanium (depending upon application), they are made from high-grade Tool Steel, making them able to withstand even the most demanding race applications.

- CNC-machined for consistent quality
- Developed using latest FEA and CAD software
- Spintron®-tested to extreme rpm to prove strength is equivalent to titanium and stronger than chromemoly steel
- Designed for both 7° and 10° angles



Part #	Description	Angle	Stem Size	Valve Spring Diameter	Dia.1	Dia.2	Dia.3	Dia.4
1730-16	Tool Steel Retainer	10°	All	1.437"-1.500"	1.375"	1.065"	.700"	—
1731-16	Tool Steel Retainer	10°	All	1.500"-1.550"	1.437"	1.100"	.800"	—
1732-16	Tool Steel Retainer	10°	All	1.500"-1.550"	1.450"	1.100"	.710"	—
1750-16	Tool Steel Retainer	10°	All	1.250"	1.240"	.870"	.735"	—
1754-16	Tool Steel Version of #754 Retainer	7°	8mm	1.250"	1.235"	.860"	.610"	—
1756-16	Tool Steel Retainer for #26056 Spring	10°	All	1.185"	1.050"	.725"	.466"	—
1757-16	Tool Steel Retainer for #26056 Spring	7°	7mm	1.185"	1.050"	.725"	.340"	—
1772-16	Tool Steel Version of #772 Retainer	7°	8mm	1.290"	.948"	.640"	—	—
1777-16	Tool Steel Retainer	7°	11/32"	1.290"	1.172"	.910"	.646"	—
1779-16	Tool Steel Retainer for #26925/#26926 Springs	7°	Stock	1.290"	1.172"	.910"	.646"	—
1787-16	Tool Steel Retainer	7°	11/32"	1.055"	1.030"	.640"	—	—
1795-16	Tool Steel Retainer	10°	All	1.095"	1.050"	.640"	—	—

#26926 VALVE SPRING

- Ideal for street/strip hydraulic roller, some solid roller and some solid flat tappet race applications
- 1.320" O.D., .654" I.D., .675" max. lift
- Cutting edge dual valve spring design with added processes for durability and performance
- Micro-peened finish that reduces stress in the valve train
- Engineered specifically for the COMP Cams® GM LS™ Cams



Part #	O.D.	I.D.	Seat Load	Open Load	Coil Bind	Rate (Lbs./In.)	Titanium Retainer	Steel Retainer	Cup Seat	Shims
26926	1.320	.654	129 @ 1.835	470 @ 1.160	1.100	505	N/A	1771, 1779	4695	4753

#26925 VALVE SPRING

- Engineered specifically for higher lift hydraulic roller and some solid roller street/strip GM LS1 applications
- 1.320" O.D., .680" I.D., .660" max. lift
- Polished surface finish reduces stress
- Smaller outside diameter increases harmonic frequency for better valve train control and increased rpm capability



Part #	O.D.	I.D.	Seat Load	Open Load	Coil Bind	Rate (Lbs./In.)	Titanium Retainer	Steel Retainer	Cup Seat	Shims
26925	1.320	.680	141 @ 1.810	405 @ 1.150	1.100	400	N/A	1771, 1779	4695	4753

ENGINE FINISHING KITS EXPANSION

When building an engine, many engine builders and “do-it-yourself” performance enthusiasts tend to focus on the major components such as camshafts, cylinder heads and the bottom-end, while often overlooking the smaller parts until the final stages of assembly. Aware of this, COMP Cams® developed a line of Engine Finishing Kits to include those often neglected parts, some of which include woodruff keys, cylinder head alignment dowels, cam bolts, timing cover and oil pump dowel pins that are crucial to assembly.

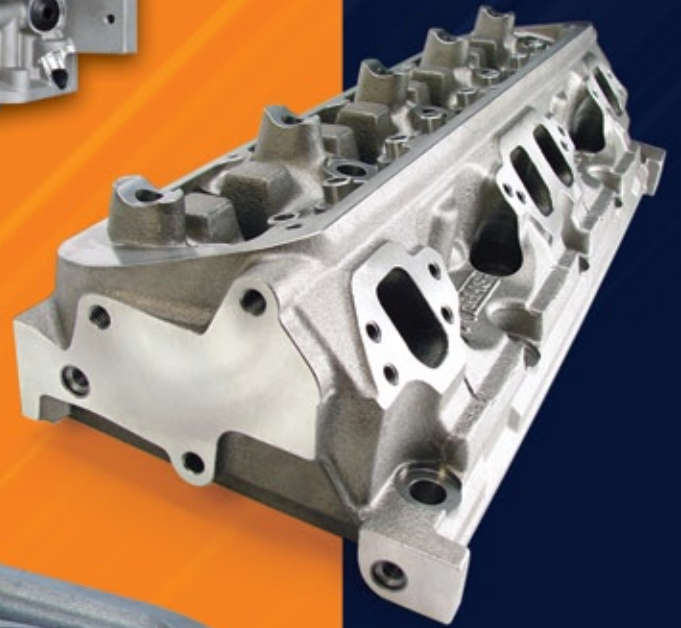
Recently, COMP Cams® extended the line of Engine Finishing Kits to include other popular AMC, Chrysler and Ford engines. The line extension kits feature new components to replace those commonly worn or lost pieces and to meet or exceed the factory performance of your engine application. So don't wait until the last minute – get your Engine Finishing Kit today and have everything you need to build or upgrade your engine.

Part #	Description
239	AMC 6 Cylinder 199-258c.i.
241	Chrysler 1964-05 V8 273-360c.i.
243	Small Block Ford 5.0L
244	Ford FE 1958-76
245	Ford FF 1968-87
247	Ford FF 1988-97

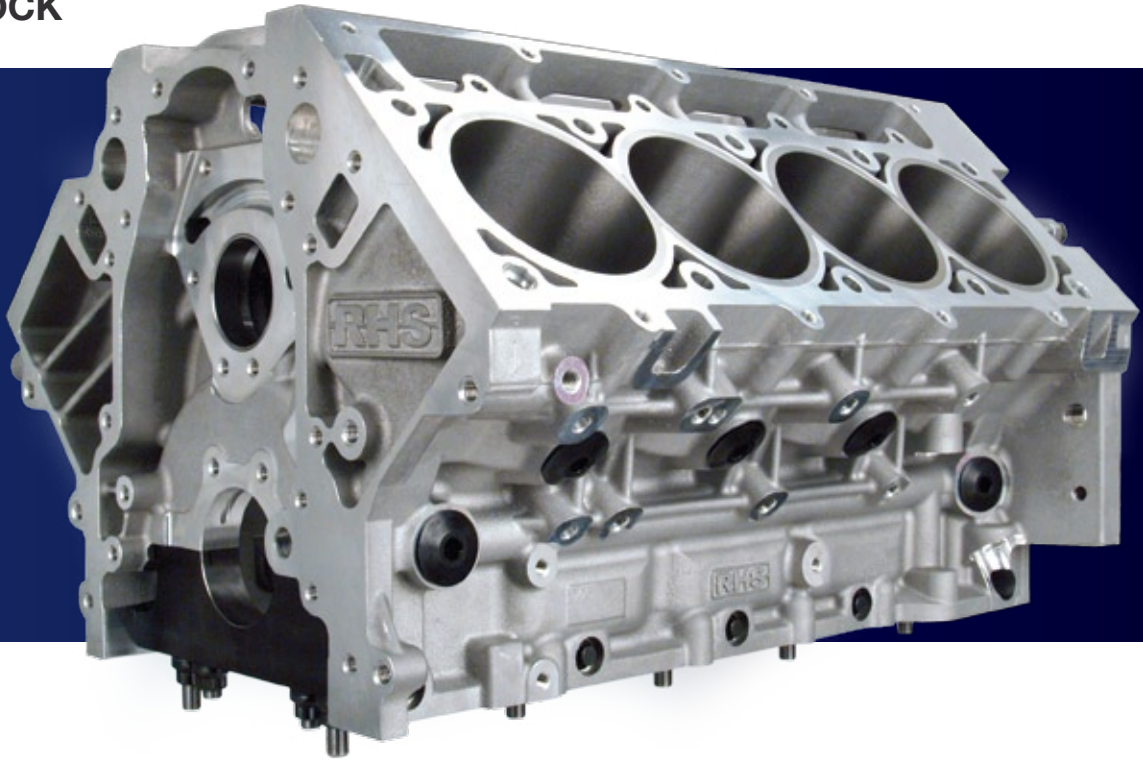
* Kit contents may vary by application, call for specific kit contents before ordering



Part #243



LS RACE BLOCK



To meet the growing demand of today's high performance engine builders and racing enthusiasts, engineers at RHS® have designed an all-new LS engine block for radical street and all-out racing applications.

Going beyond the limitations of other GM LS blocks, the LS Race Block is available in both standard (9.240") and tall (9.750") deck height combinations and is engineered for maximum clearance around a 4.600" stroke crankshaft. This was done by raising the camshaft centerline (.388"/9.86mm) and including priority main oiling that shifts the oil galley outboard. With this unique design, RHS® engineers were also able to minimize windage in the rotating assembly – leading to superior engine lubrication at higher rpm.

To make it friendly for existing race applications, the block contains both factory and motor plate race mounts for Gen I, II, III and IV engines. And for quality control assurance, RHS® conducts a CT scan (similar to a medical CAT scan) on each block to ensure maximum precision and consistency. Combine that with more standard features than any block on the market and you get the new benchmark of LS power, strength and compatibility.

Standard Features:

- Designed from aircraft-quality A357-T6 aluminum
- Siamese cast bore walls (4.125" or 4.165" diameter) with press-in cast iron sleeves
- Machined with 55mm cam bearing journal
- Available in standard (9.240") & tall (9.750") deck heights with beefy deck thickness (.500" standard/.750" tall deck); standard (5.87") & tall (6.38") deck cylinder sleeves available; see page 13 for part number listing
- 6 Head bolt design with full water jacket around the cylinders walls; large windows in the valley allow access to an inboard 6th head bolt
- Block design includes large front & rear AN-12 side feeds for serious dry sump setups
- Material for oversized lifters (accepts 1.060" bushing for keyed lifters) with lifter bosses that are designed to clear tie bar style lifters

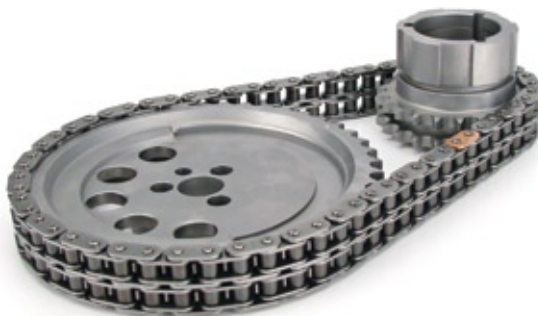
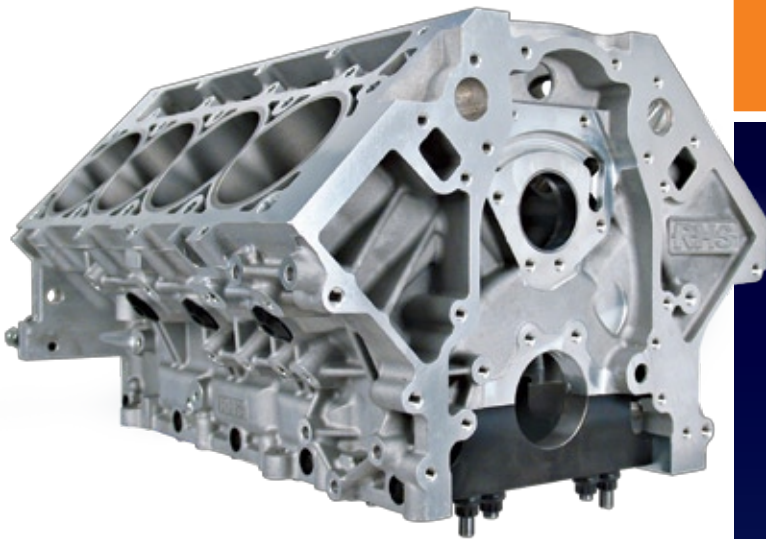
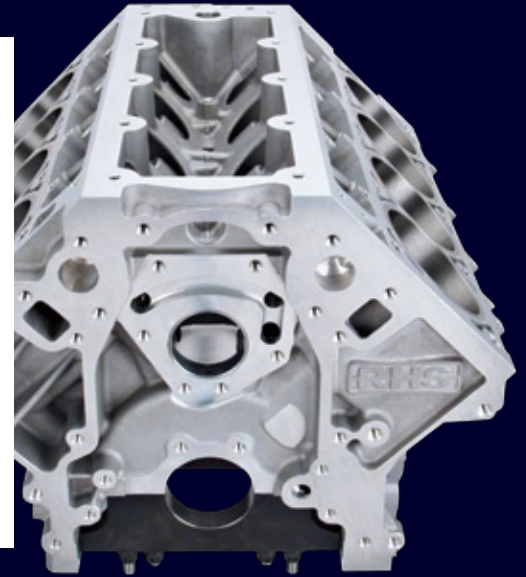
Race Inspired Design:

- Priority main oiling – galley moved outboard to accommodate up to 4.600" stroke with standard rod pins (2.100" diameter)
- Will accept up to 60mm cam journals
- Raised cam centerline (.388"/9.86mm); 2 extra links in timing chain – timing sets available from COMP Cams®
- Bay-to-bay breathing improved with larger side window area & increased windage passage under bores & around caps

APPLICATION CHART

Part #	Description	Deck Height	Bore Width	Cylinder Sleeve Length
FINISHED HONED				
54900	LS Aluminum Race Block	Tall (9.750")	4.165"	6.38"
54901	LS Aluminum Race Block	Tall (9.750")	4.125"	6.38"
54902	LS Aluminum Race Block	Standard (9.240")	4.165"	5.87"
54903	LS Aluminum Race Block	Standard (9.240")	4.125"	5.87"
BORED, READY TO HONE				
54900U	LS Aluminum Race Block	Tall (9.750")	4.160"	6.38"
54901U	LS Aluminum Race Block	Tall (9.750")	4.120"	6.38"
54902U	LS Aluminum Race Block	Standard (9.240")	4.160"	5.87"
54903U	LS Aluminum Race Block	Standard (9.240")	4.120"	5.87"
UNFINISHED				
54904	LS Aluminum Race Block	Tall (9.760")	4.100"	6.38"
54905	LS Aluminum Race Block	Standard (9.250")	4.100"	5.87"

* Unfinished blocks feature a .010" thicker deck and .005" smaller bore size for custom machining operations.



NEED A ROTATING ASSEMBLY?

Our RACING HEAD HELP™ line can give you the ideal bottom-end solution for your LS Race Block application.

Custom options such as oversized cam journals & super tall decks height are also available.

Call for details & lead time.

SERVICE ITEMS

APPLICATION CHART

Part #	Description
HARD PARTS	
3154	Timing Chain Set*
3173KT	Adjustable Timing Chain Set*
549100-1	8620 Billet Main Cap*
549101	Rear Seal Cover*
549102	Brass Cam Thrust Plate 6 Bolts*
549103-1	4.125" Short Deck Sleeve
549104-1	4.125" Tall Deck Sleeve
549105-1	3.900" Short Deck Sleeve
FASTENERS	
549300-1	Main Cap Stud, Long
549301-1	Main Cap Stud, Short
549302-1	Main Cap Side Bolt
549303-1	Main Cap 12pt Nut
549304-1	Main Cap Washer
549305-1	Main Cap Side Washer
HARDWARE	
549200-1	Aluminum -12AN Port Plug
549201-1	Main Cap Dowel Pin
549202-1	Cam Bearings
549203-1	O-Ring For -12 Port Plug
549204-1	O-Ring For Thrust Plate
549205-1	Block-To-Transmission Dowel Pin
ENGINE BLOCK TOOLS	
549106	LS Engine Main Cap Puller
INTAKE SPACER KITS	
549107	LS1 Intake Spacer Kit
549108	LS3 Intake Spacer Kit
549109	LS7 Intake Spacer Kit

* Required For RHS® Block Applications



PRO ACTION™ SMALL BLOCK CHEVY 14° CAST IRON CYLINDER HEADS

The Pro Action™ 14° Heads offer the largest volume runner of any SBC iron cylinder head on the market at 235cc with the capability to be sized up to 285cc. In addition, the rolled valve angle, high port intake opening and offset valve location provide the most airflow potential of any competitive performance cylinder head. The flatter piston-to-valve angle nets a 47cc combustion chamber to generate high compression without a raised piston dome. The heads are available in three versions: standard “as cast”, P-Port with seats and guide holes machined, and P-Port without machined seats or guide holes.

- Designed for use with Small Block Chevy circle track & NHRA Junior Fuel A Class nostalgia drag racing applications
- Features flatter piston-to-valve angle that delivers high compression without the need for a large piston dome
- High intake port runner location provides line of sight to the valve, thereby increasing airflow & horsepower potential
- 235cc intake runner volume capable of 285cc volume sizing
- P-Port versions allow for custom porting & are available with or without machined valve seats & guide holes

Part #	Description	Runner	Chamber	Spark Plug	In.	Valve Size	Ex.	Application
12804	Pro Action™ SBC 14° – As Cast Runner – CNC Chamber	235cc	47cc	Angle	2.125" +.800" Long	1.625" +.800" Long		350-421c.i.
12805	Pro Action™ SBC 14° – Seats/Guides Installed	235cc	47cc	Angle	N/A		N/A	350-421c.i.
12806	Pro Action™ SBC 14° – No Seats/Guide Holes	235cc	47cc	Angle	N/A		N/A	350-421c.i.

SERIES: PRO ACTION™

DESCRIPTION: 14° Small Block Chevy Cylinder Heads; Cast Iron; Angle Plug

APPLICATION: 350-421c.i. Recommended Iron-Mandated Circle Track & Drag Racing

VALVE GUIDES: Premium Bronze Material

SPARK PLUGS: 14mm Thread, .708" Reach, Tapered Seat



PRO ACTION™ SMALL BLOCK CHEVY 23° STYLE RAISED RUNNER CAST IRON CYLINDER HEADS

Designed for circle track and Nostalgia Drags Junior Class B Fuel competition, these cast iron heads have been angle milled from the factory to a 21° valve angle, thereby increasing performance potential. This cost saving modification is acceptable with most race sanctioning bodies, who typically allow a two-degree plus or minus valve angle change. The Pro Action™ 23° Style Raised Runner Heads are available in three configurations, including the standard “as cast” version with 220cc intake runners, raised runner P-Ports with machined seats and guide holes and raised runner P-Ports without machined seats or guide holes.

- Ideal cast iron head for Small Block Chevy circle track & NHRA Junior Class B nostalgia drag racing engines
- Angle-milled to 21° valve angle – allowable by most sanctioning racing bodies where original valve angle is required
- P-Port versions allow for custom porting & are available with or without machined valve seats & guide holes
- Standard “as cast” version features hardened multi-angle 2.080" intake & radiused 1.600" exhaust valve seat

Part #	Description	Runner	Chamber	Spark Plug	In.	Valve Size	Ex.	Application
12801	Pro Action™ SBC 23° Style Raised Runner – As Cast	220cc	64cc	Angle	2.080" + .500" Long	1.600" +.500" Long		350-421c.i.
12802	Pro Action™ SBC 23° Style Raised Runner – Seats/Guides Installed	220cc	NA	Angle	NA		NA	350-421c.i.
12803	Pro Action™ SBC 23° Style Raised Runner – No Seats/Guide Holes	220cc	NA	Angle	NA		NA	350-421c.i.

SERIES: PRO ACTION™

DESCRIPTION: 23° Small Block Chevy Cylinder Heads; Cast Iron; Angle Plug

APPLICATION: 350-421c.i. Recommended Iron-Mandated Circle Track & Drag Racing

VALVE GUIDES: Premium Bronze Material

SPARK PLUGS: 14mm Thread, .708" Reach, Tapered Seat



PRO ACTION™ 360 X CAST IRON CYLINDER HEADS

RHS® and Indy Cylinder Heads teamed up to give Mopar enthusiasts a replacement for small block LA and Magnum applications. that can easily make between 400-550 horsepower. The Pro Action™ 360 X is divided into two sub-series – the LA-X and the MA-X. The LA-X head uses the standard Chrysler LA intake manifold and rocker shaft, is drilled for the proper valve cover and gasket and contains both LA and Magnum accessory holes on both ends of the head. Designed for use with the Magnum intake manifold, rocker arms, gaskets and valve covers, the MA-X head features a pedestal large enough to enable 7/16"-14 drilling and tapping for stud-mounted rocker arms and guide plates.

- Cast iron replacement head designed for use with street/strip Small Block Chrysler LA and Magnum engines
- 179cc intake and 62cc exhaust runners with a 62cc combustion chamber
- Hardened multi-angle intake (1.920") and radiused exhaust (1.625") valve seats for up to 5% more flow out of the box
- Dual pattern exhaust bolts (standard & W2)
- Extra thick deck faces to allow angle milling
- Revised water jacket design for cooler, more efficient engine operations

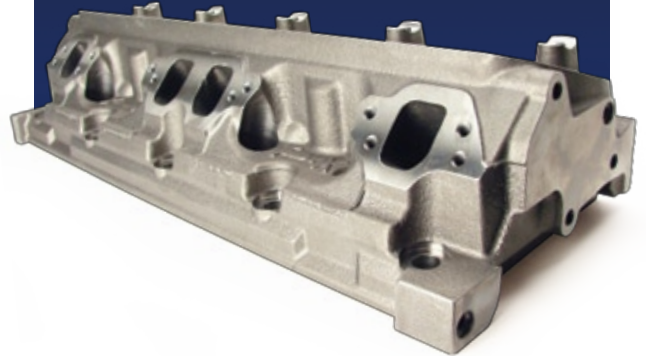
SERIES: PRO ACTION™

DESCRIPTION: 18° Small Block Chrysler Magnum & LA-style Cylinder Heads; Cast Iron; Angle Plug

APPLICATION: 318-415c.i. Recommended Street Performance

VALVE GUIDES: Integral Cast Iron

SPARK PLUGS: 14mm Thread, .750" Reach, Gasketed



Part #	Description	Runner	Chamber	Spark Plug	Valve Size		Application
					In.	Ex.	
20300	MA-X Small Block Chrysler Magnum	179cc	62cc	Angle	1.920" x 5/16"	1.625" x 5/16"	318-415c.i.
20301	LA-X Small Block Chrysler LA	179cc	62cc	Angle	1.920" x 5/16"	1.625" x 5/16"	318-415c.i.

PRO ELITE™ SMALL BLOCK FORD 20° CNC-PORTED ALUMINUM CYLINDER HEADS

Designed with the Small Block Ford racing enthusiast in mind, these heads give you all of the benefits of professional CNC-porting – straight from the factory. However, the CNC porting is done off of a known port, providing more airflow consistency than hand-ported runners. In addition to the CNC-ported intake and exhaust runners, the combustion chambers are also CNC-ported to moderate valve shrouding and maximize airflow efficiency. Prior to porting, the heads are given a multi-angle Serdi valve job for up to 5% more airflow right from the start.

- Designed for use with Small Block Ford 289, 302 and 351 Windsor drag and circle track racing applications
- CNC-ported 205cc/221cc intake and 79cc exhaust runners
- Unique multi-angle intake and radiused exhaust valve seats for increased airflow volume horsepower potential
- CNC-ported 62cc combustion chamber moderates valve shrouding
- Thick deck surface allows angle milling for compression and increases rigidity; improves head gasket retention

Part #	Description	Runner	Chamber	Spark Plug	Valve Size		Application
					In.	Ex.	
35020	Pro Elite™ SBF 20° CNC-Ported	205cc	62cc	Angle	2.055" + .100" Long	1.600" + .100" Long	289-351c.i.
35025	Pro Elite™ SBF 20° CNC-Ported	221cc	62cc	Angle	2.080" + .100" Long	1.625" + .100" Long	289-351c.i.

SERIES: PRO ELITE™

DESCRIPTION: 20° CNC-Ported Small Block Ford Cylinder Heads; Aluminum

APPLICATION: 289-351c.i. Recommended Circle Track & Drag Racing

VALVE GUIDES: Premium Bronze Material

SPARK PLUGS: 14mm Thread, .750" Reach, Gasketed



www.fuelairspark.com
FAST[™]
FUEL AIR SPARK TECHNOLOGY



EZ-EFI® DUAL QUAD UPGRADE KIT

The original FAST™ EZ-EFI® featured patent pending technology with the most advanced self tuning control strategy available anywhere today. You could simply hook up the necessary wires, answer the basic setup Wizard questions on the included hand-held display and the system tuned itself as you drove. But now there is an EZ-EFI® Dual Quad Self Tuning Fuel Injection System that features all of this same technology and is capable of supporting up to 1000+ horsepower engines and has the ability to double your fuel capacity!

This new system is offered as an upgrade kit to the existing EZ-EFI® kits* and adds several additional parts, including a second unique throttle body for use with existing dual quad carburetor-type manifolds, injectors and a basic linkage kit necessary to hook the two throttle bodies together (works with most inline manifolds).

The original FAST™ EZ-EFI® Self Tuning Fuel Injection System is a complete kit that includes the ECU, wide-band oxygen sensor, wiring harness, fuel injectors, optional fuel pump kit and other assorted components, including the innovative 4150 Throttle Body from FAST™

The FAST™ 4150 Throttle Body delivers the total package approach for anyone with an existing 4150-type intake manifold. Everything comes with the kit, including appropriate fuel injectors and fuel rails. In addition, it works with the original carb-style throttle linkage and is ready to accept all OEM sensors.

*Dual Quad Upgrade Kit must be used in conjunction with an original FAST™ EZ-EFI® Self Tuning Fuel Injection Kit, part #30226-KIT or #30227-KIT.

- Easy-to-use setup Wizard provides comprehensive walk-through and system tunes itself
- Base EZ-EFI® System includes ECU, wide-band oxygen sensor, wiring harness, injectors, throttle body and optional fuel pump kit
- Dual Quad upgrade Kit includes second throttle body, injectors and linkage kit
- Bolts on to ANY engine up to 1000+ hp; ideal for hot rodders looking to increase fuel capacity



***Dual Quad Upgrade Kit must be used with a FAST™ EZ-EFI® Kit. See chart below for part numbers.**



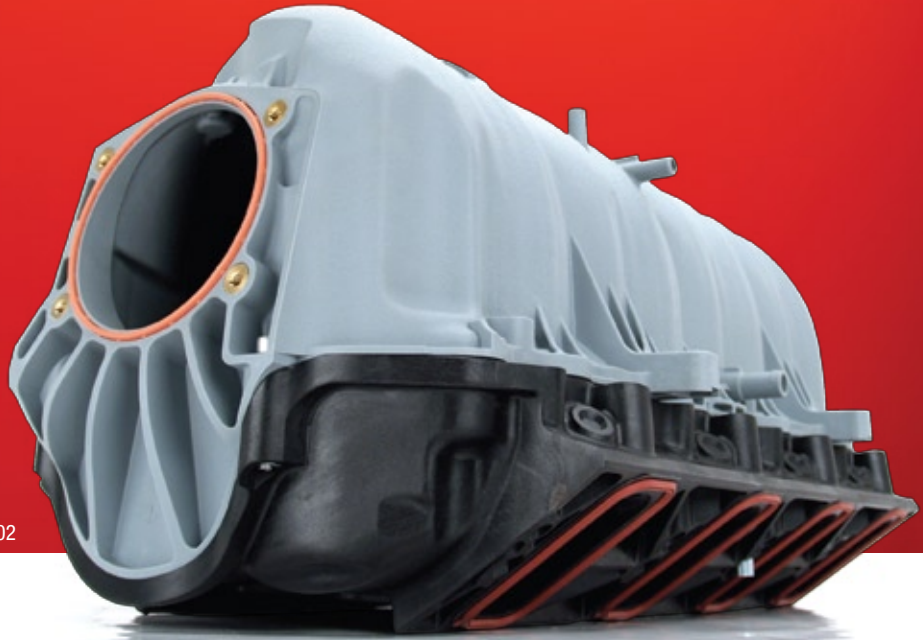
Part #30226-KIT

*Patent Pending

Part #	Description
304155	EZ-EFI® Dual Quad Upgrade Kit
304110	EZ-EFI® Dual Quad Throttle Linkage Kit
30226-KIT	EZ-EFI® Self Tuning Fuel Injection Sytem w/o Fuel Pump Kit
30227-KIT	EZ-EFI® Self Tuning Fuel Injection System Master Kit w/ Fuel Pump Kit, Hose & Fitting Kit

LSX_{RT}[™] 102MM INTAKE MANIFOLD

- Designed for late model GM 4.8/5.3/6.0L cathedral port truck engines and all LS1, -2, -6 based engines (race applications with appropriate cowl clearance)
- Multi-layer modular design with removable runners for easy disassembly & porting
- 102mm inlet works w/ 90, 92 or 102mm throttle bodies for high flow & minimal restriction
- Advanced polymer material is strong, lightweight & cools intake charge for enhanced power
- Big gains in rear-wheel hp yet retains factory fitments & under-hood clearance requirements



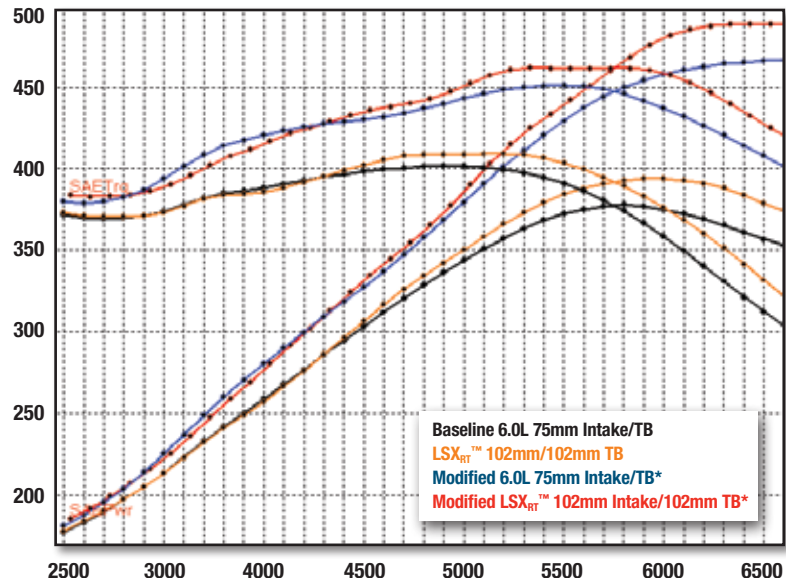
#146602

Designed specifically for GM 4.8/5.3/6.0L cathedral port truck engines and cathedral port LS1, -2, -6 race applications where hood clearance is not a concern, the FAST[™] LSX_{RT}[™] 102mm Intake Manifold follows the path chartered by the original FAST[™] LSX[™] Gen III Intake by featuring a modular design that allows for easy porting and disassembly and a runner design that yields an incredible 25 peak horsepower gain over the stock intake, on a stock 6.0L engine with a Big Mouth 102mm Throttle Body[™]. And similar to the LSX_{RT}[™] 102mm Intake Manifold for cars, the LSX_{RT}[™] features the ability to remove individual runners for modification.

The LSX_{RT}[™] is constructed from a proprietary precision injection molded polymer which offers many benefits, including lighter weight, greater strength and lower heat soak propensity. While it features a 102mm air inlet that was designed for the FAST[™] Big Mouth 102mm Throttle Body[™], it can also be used with OEM 90mm or aftermarket 92mm throttle bodies (three-bolt electronic throttle bodies require an adapter). Other features include integrated nitrous bungs and precise bolt-on fit that permits the use of factory accessories and OEM fuel/emission connections without adjustments or clearance issues. Some GM truck models may require the FAST[™] 92mm or 102mm throttle body.

Part #	Description
146602 ¹	LSX _{RT} [™] 102mm Intake Manifold
146100	LSX _{RT} [™] 102mm Upper Shell
146601	LSX _{RT} [™] 102mm Lower Shell
146653	LSX _{RT} [™] 102mm Replacement Runner Set

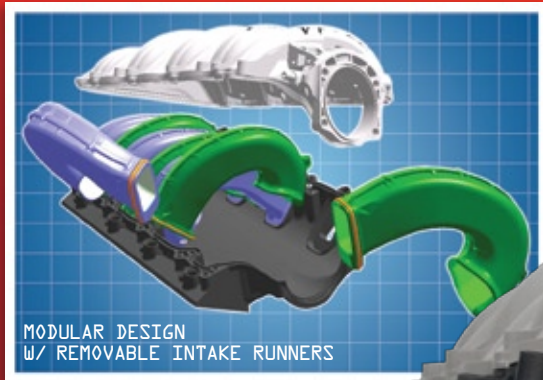
¹ Requires fuel rail kit, see the FAST[™] catalog or visit www.fuelairspark.com



* High flow CNC heads and camshaft upgrade

EFI
HELP[™]
 877.334.8355

LSX_R™ 102MM INTAKE MANIFOLD



#146102 Shown with #54103

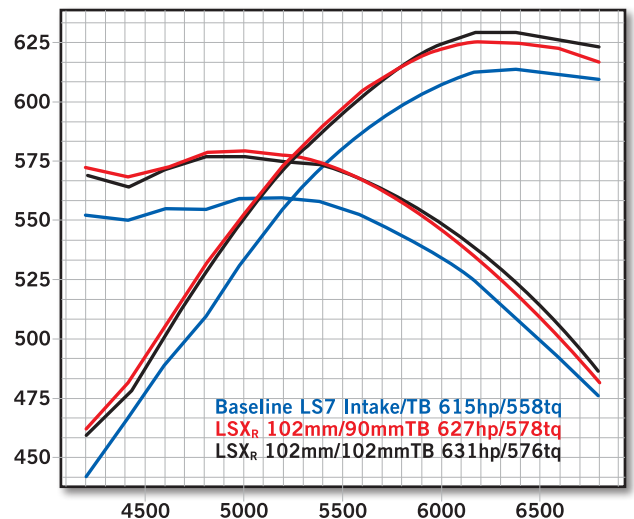
FAST™ engineers teamed up with airflow specialists at RHS™ to develop polymer intake manifolds for rectangular port GM LS3-type and LS7 engines. Testing on a stock LS7 engine with a Big Mouth 102mm Throttle Body™ produced gains of 16+ horsepower and 26+ rear wheel horsepower with a 500c.i. engine. The LSX_R™ 102mm Intake Manifold features a multi-layer modular design that allows easy disassembly and porting. Extensive testing led to a runner design that is longer and less restrictive and gives the user the ability to remove individual runners from the manifold for modification.

Constructed from the same advanced polymer material as the LSX™ 92mm Intake Manifold, the LSX_R™ offers a host of benefits over aluminum aftermarket intakes, including lighter weight, increased strength and improved heat dissipating characteristics. While the LSX_R™ features a 102mm air inlet that is perfectly suited to the FAST™ Big Mouth 102mm Throttle Body™, it can also be used with OEM or aftermarket 90mm or 92mm throttle bodies. Other features include integrated nitrous bungs and perfect bolt-on fitment that allows the use of factory accessories without modification or clearance concerns.

Part #	Description
146102	LSX _R ™ 102mm Intake Manifold – LS3-Type Car
1462021 ¹	LSX _R ™ 102mm Intake Manifold – LS7 Car
146000	LSX _R ™ 102mm Upper Shell – LS3-Type & LS7 Car
146001	LSX _R ™ 102mm Lower Shell – LS3-Type Car
146201	LSX _R ™ 102mm Lower Shell – LS7 Car
146053	LSX _R ™ 102mm Intake Manifold Replacement Runner Set – LS3-Type Car
146253	LSX _R ™ 102mm Intake Manifold Replacement Runner Set – LS7 Car

¹ Requires fuel rail kit, see the FAST™ catalog or visit www.fuelairspark.com

3rd Party Dyno Test



LS Port Identification

Raised Rectangle Port

LS7
LSX_R™

Use Part #146202

Rectangle Port

LS3
L76
L92
L99
LSX_R™

Use Part #146102

Cathedral Port

LS1
LS2
LS6
LSX™
LSX_{RT}™

Use Part #54039
or Part #146602

FUEL PRESSURE REGULATOR

The FAST[™] Fuel Pressure Regulator is a premium CNC billet regulator designed to exact specifications by in-house engineers. The unit features twin -6 feed side ports and one -6 return port on the bottom. It is fully adjustable and vacuum referenced while utilizing a hex adjustment stud with jam nut. The unit also has a 1/8" NPT to 3/16" barb and can be used with a single feed (plug second feed) or with dual feeds.

*Requires the purchase of port fittings separately (all three ports are -6 SAE o-ring type) and can be selected from the FAST[™] fuel fitting selection.

Part #	Description
307030	30-70PSI Adjustable Fuel Pressure Regulator, -6 SAE O-Ring Ports (1 Return, 2 Feeds)



CRANK TRIGGERS

FAST[™] turned to the OEMs to see what they trust in the way of crank triggers for their 400 and 500 hp daily drivers. Until now, flying magnetic trigger wheels with bulky inductive pickups have been used with the risk of broken magnets or losing magnets at high engine rpm. Now FAST[™] has a better answer

The FAST[™] Crank Trigger is a magnet-free device with a wheel constructed from ASTM A36 grade steel that is so strong that it only needs to be .125" thick and is virtually indestructible. With the wheel being this thin, it not only weighs less but requires less space than competitors' aluminum versions. The FAST[™] inductive sensor is also much smaller than others on the market and is hermetically sealed with the connector molded into the body. This sensor is used by OEMs both on and inside the motor and provides accurate timing and is long lasting.

- Magnet-free, indestructible ASTM A36 grade steel wheel
- Lighter weight and less bulky than competitors' versions
- Accurate timing and long lasting

Part #	Description
301270	Small Block Chevy Crank Trigger for 7.00" Balancer
301280	Small Block Chevy Crank Trigger for 8.00" Balancer
301180	Big Block Chevy Crank Trigger for 8.00" Balancer
303565	Small Block Ford Crank Trigger for 6.562" Balancer

* Mount brackets included with some part #s, call for specific components



XIM™ STANDALONE COIL-ON PLUG IGNITION KITS

The engineers at FAST™ have taken the XIM™ to a whole new level. The coil-on plug ignition controller, originally developed for use with XFI™ systems, is now available in a standalone kit. These kits will enable programmable control of the popular late model coil-on plug ignition systems, independent of the fuel delivery method or any factory computer. The standalone XIM™ can be custom tuned as desired with the easy-to-use adjustment dial pots. This bolt-on solution to coil-on plug ignition is the easiest and most reliable way to run a carburetor or EZ-EFI™ on GM LS engines. Complete kit, does NOT require XFI™ or OE computer. Ready to run, tuning optional.

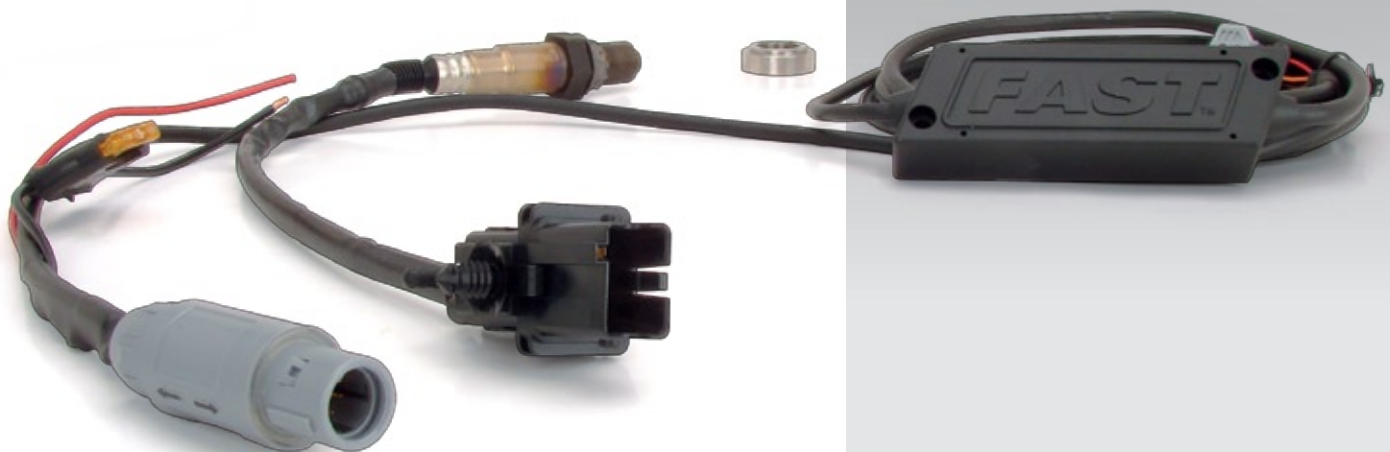
Part #	Description
3013112	GM LS1/LS6 Standalone XIM™ w/ Harness
3013122	GM LS2/LS3/LS7 Standalone XIM™ w/ Harness
3013132	Ford Modular Standalone XIM™ w/ Harness
3013162	Chrysler 5.7 Hemi Standalone XIM™ w/ Harness
3013142	Chrysler 6.1 Hemi Standalone XIM™ w/ Harness



AIR/FUEL RATIO MODULE KIT FOR SUPERFLOW DYNOS

FAST™ engineers have developed a kit that makes it easy for anyone to measure an engine's air/fuel ratio. This plug and play O₂ sensor processing kit for SuperFlow dynos allows the dyno software to record and display air/fuel ratios. Since it uses fully automatic sensor calibration, there's no need for manual "free-air" calibration that competitive units require. Additionally, the sensor kit is a standalone unit, so using multiple kits for measuring all of your engine's cylinders is easy. Compatible with FAST™ Digital Air/Fuel Meters.

Part #	Description
170575	Air/Fuel Ratio Module Kit for SuperFlow Dynos (Lemo/Sensor Box Connector)





BLACKOUT NITROUS SYSTEMS™

ZEX™ Blackout Nitrous Systems™ are unprecedented for looks, performance and power potential. Like all ZEX™ EFI nitrous systems, the Blackout kits incorporate the most technically advanced performance features available, including the patented ZEX™ Active Fuel Control™. This feature automatically adjusts the nitrous fuel enrichment so your engine never runs too rich or too lean. In addition, the ZEX™ Blackout Nitrous Systems™ feature a throttle-by-wire compatible electronic TPS switch for system activation at wide-open throttle. Power settings vary for each application specific kit and all ship complete with appropriate tuning jets, as well as fuel tap fittings, solenoids, filters and all necessary activation electronics.

Systems feature all-new black powder-coated bottles, carbon-fiber look hoses, and fittings for a variety of carbureted and fuel injected applications that are perfect for street/strip and all-out drag racing applications. And now they're offered for even more applications!

- Black powder-coated bottle, plates and fittings; carbon-fiber look hoses
- Major e.t. reductions with additional nitrous horsepower; custom systems for several applications
- All EFI kits contain patented ZEX™ features, including Active Fuel Control™ and a throttle-by-wire compatible electronic TPS switch
- Carbureted and EFI systems available

Part #	Description
Application Specific EFI Blackout Nitrous Systems™	
82034B	2005-Current Mustang GT Nitrous System
82176B	Dodge Hemi Truck Nitrous System
82217B	1999-04 Mustang GT Nitrous System
82235B	LSX Nitrous System
82321B	Scion tC Nitrous System
82322B	Dodge Hemi Challenger Nitrous System
82367B	2010 Gen V 6 Cyl. Camaro Nitrous System
82380B	2010 Gen V 8 Cyl. Camaro Nitrous System
Universal EFI Blackout Nitrous Systems™	
82021B	4-6 Cyl. Universal EFI Nitrous System
82023B	8 Cyl. Universal EFI Nitrous System
Perimeter Plate Blackout Nitrous Systems™	
82040B	Square Flange Perimeter Plate Nitrous System, 10 lb. Bottle
82048B	Dominator Perimeter Plate Nitrous System, 10 lb. Bottle
82311B	Square Flange Race Perimeter Plate Nitrous System, 10 lb. Bottle
82312B	Dominator Race Perimeter Plate Nitrous System, 10 lb. Bottle
Diesel Blackout Nitrous Systems™	
82028B	Diesel Nitrous System
82044B	Race Diesel Nitrous System
82079B	Pro Street Diesel Nitrous System
Blackout Nitrous Bottles and Bottle Accessories	
82100B	10 lb. Bottle Blackout Maximizer Kit
82323B	10 lb. Blackout Nitrous Bottle w/ Race Valve
82340B	10 lb. Blackout Nitrous Bottle w/ Valve
82345	Pro Safety Blow-Down Kit
82355	5 lb. Blackout Nitrous Bottle w/ Valve

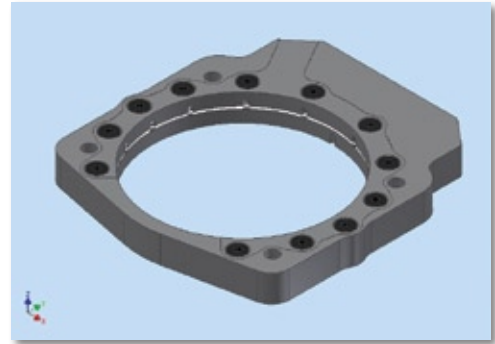




LSX PERIMETER PLATE NITROUS SYSTEM

Typical spray bar nitrous plates are built on 30 year old technology and suffer from design compromises that can result in less than optimal performance and reliability. But ZEX™ has created three advanced nitrous technologies, each of which gives the user significant power advantages over conventional plate systems. And now ZEX™ has a complete, race ready perimeter plate system for LSX applications that is compatible with both cable and throttle-by-wire engines and is a direct fit for the new FAST™ LS_R™/LS_{RT}™ 102mm Intake Manifolds. Adjustable from 75 to 300 hp, the system provides optimum spray efficiency and fuel distribution with nitrous and fuel outlets placed at 12 injection points around the perimeter of the intake manifold's inlet.

- Activated at wide-open throttle using ZEX™ patented electronic TPS switch
- Cryo-Sync™ Technology cools throttle body while nitrous sprays, thus creating a cooler air charge and greater horsepower
- Airflow enhancement technology creates pocket of intense low pressure just behind throttle body as nitrous is being sprayed that enhances airflow into engine for greater hp
- Included adapter ring allows plate to fit all 90mm and larger, "4-bolt" style OEM and aftermarket throttle body/manifold combinations



Part #	Description
82195	LSX Perimeter Plate Nitrous System

2010 V6/V8 CAMARO NITROUS SYSTEMS

With the release of the 2010 Chevy Camaro, ZEX™ engineers have custom designed two nitrous systems specifically tailored to the Gen V Camaro's engine, one for the V6 and another for the V8. The V6 kit offers a 55-100 hp upgrade while the V8 version adds 75-175 additional horsepower. Each kit is designed to have an easy installation, and Active Fuel Control™ adjusts fuel delivery with changes in bottle pressure to operate at a safe air/fuel ratio. The easy-to-install ZEX™ systems are available in both the classic purple or the new Blackout™ series with its black powder coated bottle and all necessary accessories for a simple, two hour installation. With all the extra torque and horsepower, it's not uncommon to see over one second quicker e.t.s in the quarter mile.

- V6 kit adjustable from 55-100 additional horsepower
- V8 kit adjustable from 75-175 additional horsepower
- Active Fuel Control™ adjusts fuel delivery with changes in nitrous bottle pressure

Part #	Description
82367	2010 Gen V V6 Camaro Nitrous System
82367B	2010 Gen V V6 Camaro Blackout Nitrous System™
82380	2010 Gen V V8 Camaro Nitrous System
82380B	2010 Gen V V8 Camaro Blackout Nitrous System™



DUAL NOZZLE EFI NITROUS SYSTEM

Nitrous is one of the easiest ways to add race winning horsepower to your engine, but enthusiasts with vehicles equipped with dual throttle body engines often had to fight with making universal type kits fit and perform well. ZEX™ has solved this problem by developing an innovative wet nitrous system designed specifically for any dual throttle body EFI engine. Two nozzles, dual feed lines, all required hoses, wires and fittings have been engineered and manufactured for a perfect fit on any dual throttle body engine. You won't find a more powerful or easy-to-install nitrous system on the market.

- Designed specifically for dual throttle body equipped engines
- Adjustable from 75 to 175 hp; perfect for mild to wild performance
- ZEX™ Active Fuel Control™ adjusts fuel enrichment with variations in bottle pressure; you're never too rich or too lean
- ZEX™ electronics use the vehicle's TPS sensor to activate the nitrous system at wide open throttle; fully compatible with throttle-by-wire engines



Part #	Description
82194	Dual Nozzle EFI Nitrous System

SAFE SHOT NITROUS SYSTEM AND UPGRADE KIT



**35 HP In
60 Minutes**

The Safe Shot Nitrous System from ZEX™ offers an affordable option to gaining 15 to 35 instant horsepower, and it includes everything necessary to install in less than an hour. The only additional part needed is a hand-held programmer used to increase fuel enrichment for safely operating at the upper limits of the horsepower range.

For those who are ready to upgrade to more serious horsepower, ZEX™ offers an expansion kit that turns the Safe Shot into a full-blown wet ZEX™ Nitrous System capable of safely adding 55 to 175 horsepower.

The only “upgradeable” entry-level nitrous system in the industry, the Safe Shot is guaranteed to surprise both you and your competition.

- Base kit includes stainless steel hoses, high-flow bottle valves, solenoids and 5 lb. black powder coated bottle
- Readily accepts all popular accessories like purge kits and remote bottle openers
- Upgrade kit includes high-flow fuel solenoid, wet nitrous nozzle, tuning jets, stainless steel braided lines and other necessary components

Part #	Description
82357	Safe Shot Nitrous System
82358	Safe Shot Nitrous Upgrade Kit

POLARIS RZR NITROUS SYSTEM

The ZEX™ Polaris RZR Nitrous System is the first kit on the market that is custom engineered just for this side-by-side. It’s an easy-to-install, safe package that includes everything needed to add 10 to 25 extra mud slinging horsepower. The tailor-made kit includes a 10 lb. bottle, solenoids, injection nozzle and high pressure hoses, as well as custom fuel line quick connects for a simple install.

- Custom designed kit for any stock or modified Polaris RZR
- Power settings are adjustable from 10 to 25 additional horsepower
- Active Fuel Control™ nozzle adjusts fuel enrichment with bottle pressure

Part #	Description
82337	Polaris RZR Nitrous System





PRO SAFETY BLOW-DOWN KIT

With the new ZEX™ Pro Safety Blow-Down Kit, if your bottle is ever accidentally overfilled or overheated and the pressure safety disk bursts, the dangerous over-pressure will safely vent to the outside of the vehicle. All racetracks require these safety blow-down kits, so they are a must for the serious competitor. The ZEX™ kit fits all manufacturers' valves and includes the correct bottle valve safety adapters, show polished AN fittings and 2 ft. of nylon braided, no-scratch vent line. This is a complete kit that makes installing this important safety item a simple task



Part #	Description
82345	Pro Safety Blow-Down Kit

LIQUID FILLED PRESSURE GAUGE KITS

- Monitor bottle pressure accurately to maintain between 900-1000psi
- Liquid filled gauge's internal components are protected from severe vibration often found in race cars and serious street/strip vehicles
- Gauge kits are specifically designed to fit any manufacturer's nitrous system
- Two models available – one for -4AN and other for -6AN delivery lines
- Kit includes 0-1500psi range gauge and either a -4AN or -6AN inline adapter



Part #	Description
82341	(-4AN) Liquid Filled Pressure Gauge Kit
82342	(-6AN) Liquid Filled Pressure Gauge Kit

ADJUSTABLE NITROUS BOTTLE HEATER

- Heater is fully adjustable from 400-1100psi to give best performance
- Pressure controlled for maximum reliability and precision under all racing conditions
- Industry leading 240 watt heater element for fast bottle heat-up
- Fits any manufacturer's nitrous system using -4AN feed lines

Part #	Description
82369	Adjustable Nitrous Bottle Heater



Inglese

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EZ-EFI® EIGHT STACK INDUCTION SYSTEMS

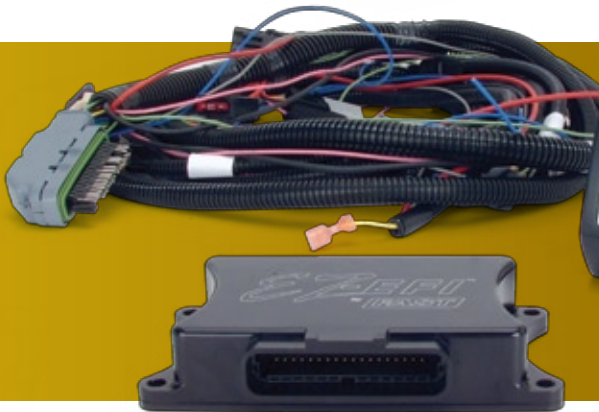
The Inglese™ EZ-EFI® Induction Systems may look like classic Weber induction, but these technically advanced systems deliver increased performance, cold starts and drivability for your street rod, muscle car or restored classic. Additionally, they are capable of supporting engines up to 1000 hp and allow a much broader camshaft selection than a carbureted setup.

The new EZ-EFI® Eight Stack Induction Systems employ advanced FAST™ EZ-EFI® electronics and FAST™ Precision-Flow™ Fuel Injectors (GM LS7-type) that are integrated into our exclusive cast aluminum 50mm IDA-style throttle bodies. The EZ-EFI® is a self learning fuel injection system that tunes itself as you drive and does not require the use of a laptop. Simply answer a few easy questions on the system's hand-held unit. The EZ-EFI® controller will then use that information to establish the base tuning file, and then "learn" as you drive, while honing in on the optimum tune. It really is that easy. The EZ-EFI® can even be used with your existing distributor*.

Inglese™ EZ-EFI® Eight Stack Systems are designed to use custom-engineered, low-profile fuel rails that sit below the stacks and between the throttle bodies for a much cleaner look. Also featured are aircraft-quality aluminum linkages that are designed to provide smooth and trouble-free actuation. These sophisticated systems are engineered to deliver reliable service under normal heat environments and avoid the common linkage binding found with many inferior systems. Call Inglese™ toll free at **1-866-450-8089**, or visit us online at www.inglese.com to order your custom system today.

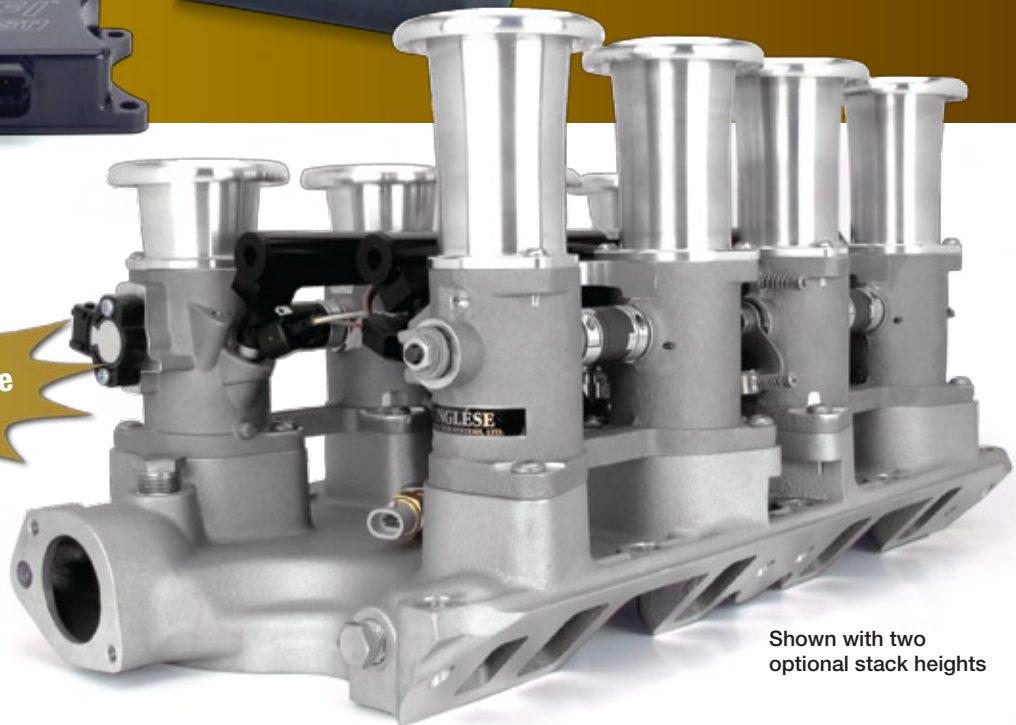
*EZ-EFI® does NOT have ignition control capabilities. A distributor for carbureted applications must be used. Call FAST™ or Inglese™ for a distributor recommendation.

- Complete EFI kits feature FAST™ EZ-EFI® electronics that can support engines all the way up to 1000 hp
- User can choose a camshaft from wider selection than Weber carburetors allow
- Aircraft-quality aluminum linkage delivers smooth actuation
- Injectors sold in separate kits based on horsepower requirements
- Stacks are available in 50mm and 100mm heights, brushed aluminum or chrome finishes, and are sold separately from systems
- Custom engineered low-profile fuel rails sit below the stacks and between the throttle bodies for low visibility
- Inglese™ throttle bodies and fuel rails are available individually for custom built EFI systems



FAST™ EZ-EFI® Self Tuning Fuel Injection System

Features patent pending technology with the most advanced self tuning control strategy available anywhere.



No Laptop
or Tuning Experience
Needed

Shown with two optional stack heights

SMALL BLOCK CHEVY CROSS RAM DCOE INTAKE MANIFOLD

When it comes to show car looks for your Small Block Chevy muscle car, some parts can be difficult to find – especially in the induction category. Fully aware of this, the induction specialists at Inglese™ have recently introduced a special product for GM enthusiasts – the Cross Ram DCOE Intake Manifold for Small Block Chevy applications.

This new intake manifold from Inglese™ is available as an individual piece or can be purchased as part of a complete Inglese™ induction system. The Cross Ram DCOE Weber Intake Manifold is available in both carbureted and EFI (electronic fuel injection) versions and if purchased as a complete system, it can be tailored specifically for your vehicle, including special paint schemes, various stack options and custom tuning to give you a one-of-a-kind work of art.

The manifold uses four uniquely-tailored DCOE-type Weber carburetors or throttle bodies to ensure that it will not run short on hot rod performance. And most importantly, Inglese™ is the only induction company that has this type of manifold in stock.

- Designed for custom Small Block Chevy muscle car applications
- Available in carbureted or EFI versions
- Unique cross ram & use of four DCOE-type Weber carburetors or throttle bodies provides show style looks with impressive performance to match
- Can be purchased individually or as part of a complete Inglese™ induction system



Part #	Description
NG1724	Small Block Chevy Cross Ram DCOE Intake Manifold

SMALL BLOCK CHEVY VALVE COVER ADAPTER KIT FOR LS ENGINES

This new Small Block Chevy billet aluminum adapter kit from Inglese™ enables mounting traditional Gen I SBC valve covers on a Gen III/IV LS engine. Specifically, the adapters work with center bolt LS heads and perimeter bolt traditional SBC valve covers. Give your late-model engine the classy look of a traditional SBC, and further the retro look of transplanted LS engines in muscle cars. CNC-machined from billet aluminum, the SBC Valve Cover Adapter Kit features an o-ring channel for reuse of stock LS valve cover seals, as well as featuring the same oil-deflecting lip on the spacer. Compatible with all LS valve train components, rockers and springs. Kit includes all necessary hardware.

Part #	Description
NG4011	Small Block Chevy Valve Cover Adapter Kit for LS Engines



2010

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