

# CHEVROLET BIG BLOCK V8 ROCKER RATIO 1.73

Application	RPM Range	Part No.	Adv. Duration		.050" Duration		Valve Lift		LSA	Lash Intake	Lash Exhaust	Lifters	Valve Spring	Installed Height	Retainer	Locks	Stem Seal	Timing Kit	Pushrods	Rockers
			Intake	Exhaust	Intake	Exhaust	Intake	Exhaust												
<b>SOLID ROLLER CAMS</b>																				
Street roller, street /strip application small cube engine (See Fitting notes 1 - 7)	3500 - 6800	21301	286	295	252	260	.625"	.625"	108					2.000"	13102-16	11101-16		CS8454T	See Notes	
Street /strip suit 396 - 427ci engine needs comp and after market heads (See Fitting notes 1 - 7)	3600 - 6800	21387	298	303	259	265	.678"	.675"	108					2.000"	13102-16	11101-16		CS8454T	See Notes	
Race roller, for max mid & upper RPM Big cubes, comp and after market heads (See Fitting notes 1 - 7)	4000 - 7000	2739	310	319	277	284	.740"	.740"	109					2.000"	13102-16	11101-16		CS8454T	See Notes	
Race roller, prep engine needed. Blown or Nos engine application (See Fitting notes 1 - 7)	4500 - 7500	21356	322	332	278	289	.740"	.750"	112					2.000"	13102-16	11101-16		CS8454T	See Notes	

# CHEVROLET SMALL BLOCK V8 ROCKER RATIO 1.50

<b>HYDRAULIC CAMS USE ZDDP100 OIL ADDITIVE AND QUALITY MINERAL ENGINE OIL ONLY</b>																					
Use for STD cam, Hi Torque/towing	1000 - 3800	1613	260	267	194	202	.390"	.408"	112				HT817C-16	4931-16	1.700"	11707-16	11701-16	KG819-16	CS8350	PR-34B-16	CRCSB153
Power & economy cam suits LPG	1000 - 3800	1631	269	269	202	207	.395"	.395"	112				HT817C-16	4830-16	1.700"	11707-16	11701-16	KG819-16	CS8350	PR-937-16	CRCSB153
Mild cam better throttle response suit highway usage	1500 - 4500	1602	270	270	208	208	.420"	.420"	110				HT817C-16	4830-16	1.700"	11707-16	11701-16	KG819-16	CS8350	PR-937-16	CRCSB153
Great mid range, STD idle, good fuel economy & LPG suit 327ci & up (See Fitting notes 1)	1700 - 4700	1666	268	288	204	214	.417"	.444"	112				HT817C-16	4830-16	1.700"	11707-16	11701-16	KG819-16	CS8350	PR-937-16	CRCSB153
Mild street cam, good driveability auto /manual (See Fitting notes 1)	1800 - 4800	1892	275	275	215	215	.441"	.441"	112				HT817C-16	4843-16	1.700"	11707-16	11701-16	KG819-16	CS8350	PR-937-16	CRCSB153
Mild cam dual pattern suit small forced induction engine (See Fitting notes 1)	1900 - 4900	1665	280	290	214	224	.440"	.465"	112				HT817C-16	4843-16	1.700"	11707-16	11701-16	KG819-16	CS8350	PR-937-16	CRCSB153
Mild street cam, moderate idle needs pipes & carbie (See Fitting notes 1)	2200 - 5200	1651	282	282	222	222	.448"	.448"	114				HT817C-16	4843-16	1.700"	11707-16	11701-16	KG819-16	CS8350	PR-937-16	CRCSB153
Performance street cam, require better breathing (See Fitting notes 1 & 2)	2500 - 5500	1801	280	280	224	224	.450"	.450"	114				HT817C-16	4843-16	1.700"	11707-16	11701-16	KG819-16	CS8350	PR-937-16	CRCSB153
Broad power band suited for S/C or NOS engine need hi stall (See Fitting notes 1 & 2)	2600 - 5800	11367	293	299	226	236	.464"	.485"	112				HT817C-16	4843-16	1.700"	11707-16	11701-16	KG819-16	CS8350	PR-937-16	CRCSB153
Moderate idle good mid range power. Needs heads, mods & exhaust (See Fitting notes 1 & 2)	2700 - 5500	1650	292	292	230	230	.450"	.450"	113				HT817C-16	4843-16	1.700"	11707-16	11701-16	KG819-16	CS8350	PR-937-16	CRCSB153
Hyd cam strong mid range, needs headers, diff gear & 2500 stall (See Fitting notes 1 & 2)	2800 - 5600	1622	282	282	230	230	.480"	.480"	110				HT817C-16	4843-16	1.700"	11707-16	11701-16	KG819-16	CS8350	PR-937-16	CRCSB157
Good mid range, needs good heads to perform to max suit speedway (See Fitting notes 1 & 2)	3000 - 6000	1672	280	280	231	231	.480"	.480"	108				HT817C-16	4843-16	1.700"	11707-16	11701-16	KG819-16	CS8350	PR-937-16	CRCSB157
Hyd cam for max mid range & top end (See Fitting notes 1, 2 & 3)	3200 - 6200	1802	295	295	246	246	.508"	.508"	109				HT817R-16	7333-16 <sup>D</sup>	1.800"	11710-16	4133-16	VSV530-16	CS8350	PR-937-16	CRCSB157
Hyd cam, rough idle high RPM range needs heads, comp, headers & stall (See Fitting notes 1, 2 & 3)	2700 - 6200	1747	294	307	236	246	.525"	.532"	107				HT817R-16	7333-16 <sup>D</sup>	1.800"	11710-16	4133-16	VSV530-16	CS8350	PR-937-16	CRCSB157

**FITTING NOTES:** Pre 1967 engines must have cam or rear bearing grooved for correct oiling.

**FITTING NOTES:** 1. Must use performance springs. 2. Must use performance retainers. 3. Machining required to fit these components. 4. Must use performance seal. 5. Notes 1 to 4 all apply to this part number. 6. Check valve train geometry before ordering pushrod. 7. Pushrod length varied in this model. Check length before ordering. 8. Spring height varies in models, check spring pressure before installation.

**Note:** Springs marked with xxxx-xx<sup>D</sup> denotes that it is a double spring.

**FITTING NOTES:** Push Rods sold separately. Check length before ordering from page 78.  
 • Converter stall speed should be equal to or greater than the minimum rpm of the cam power range.  
 • All lash settings quoted are measured hot. • The use of high volume oil pumps may cause premature wear of the distributor gear.

# CHEVROLET SMALL BLOCK V8 ROCKER RATIO 1.50

Application	RPM Range	Part No.	Adv. Duration		.050" Duration		Valve Lift		LSA	Lash Intake	Lash Exhaust	Lifters	Valve Spring	Installed Height	Retainer	Locks	Stem Seal	Timing Kit	Pushrods	Rockers
			Intake	Exhaust	Intake	Exhaust	Intake	Exhaust												
<b>SOLID CAMS</b> USE ZDDP100 OIL ADDITIVE AND QUALITY MINERAL ENGINE OIL ONLY																				
Choppy idle, great mid range power needs engine mods & hi stall (See Fitting notes 5)	3000 - 6000	1626	278	288	238	244	.485"	.494"	109	.024"	.026"	AT992-16	7333-16 <sup>D</sup>	1.800"	11700-16	4134-16	VSV530-16	CS8350	PR-977-16	CRCSB157
Street/strip application, very strong mid range serious engine mods needed (See Fitting notes 5)	3500 - 6500	1806	281	294	245	255	.490"	.507"	108	.018"	.022"	AT992-16	7333-16 <sup>D</sup>	1.800"	11700-16	4134-16	VSV530-16	CS8350	PR-977-16	CRCSB157
Race application, needs good breathing comp, diff gears & hi stall (See Fitting notes 5)	3800 - 6800	1746	292	295	252	258	.508"	.532"	109	.018"	.018"	AT992-16	7331-16 <sup>D</sup>	1.800"	11710-16	4133-16	VSV530-16	CS8350	PR-977-16	CRCSB157
Performance solid cam serious race use only need premium valve train parts (See Fitting notes 5)	3800 - 7200	1731	292	297	253	260	.531"	.543"	108	.026"	.026"	AT992-16	7331-16 <sup>D</sup>	1.800"	11710-16	4133-16	VSV530-16	CS8350	PR-977-16	CRCSB157
<b>HYDRAULIC ROLLER CAMS</b>																				
Mild performance cam great bottom end & mid range, needs manifold & headers (See Fitting notes 5)	1700 - 4800	11330	275	282	220	227	.492"	.501"	108			5200H	7342-16 <sup>D</sup>	1.850"	11710-16	4133-16	VSV530-16	CS8350	See Notes	CRCSB153
Mild performance cam great bottom end & mid range, choppy idle need manifold & headers (See Fitting notes 5)	2700 - 6200	11433	297	303	228	238	.552"	.548"	110			5200H	7342-16 <sup>D</sup>	1.850"	11710-16	4133-16	VSV530-16	CS8350	See Notes	CRCSB153
Performance cam great bottom end & mid range, choppy idle need manifold & headers (See Fitting notes 5)	3200 - 6400	11315	303	307	238	244	.516"	.516"	108			5200H	7342-16 <sup>D</sup>	1.850"	11710-16	4133-16	VSV530-16	CS8350	See Notes	CRCSB153
Performance cam aggressive idle excellent bottom & mid range needs comp heads manifold etc 3500 hi stall (See Fitting notes 5)	3500 - 6200	11719	295	315	238	243	.532"	.565"	107			5200H	7342-16 <sup>D</sup>	1.850"	11710-16	4133-16	VSV530-16	CS8350	See Notes	CRCSB153
Performance cam good mid to upper RPM range, aggressive idle need comp manifold & headers etc 3500 +hi stall (See Fitting notes 5)	3500 - 6800	11725	290	296	242	246	.567"	.567"	107			5200H	7342-16 <sup>D</sup>	1.850"	11710-16	4133-16	VSV530-16	CS8350	See Notes	CRCSB153
Performance cam good mid to upper RPM range, choppy idle need manifold & headers comp etc, 3500+ hi stall (See Fitting notes 5)	3500 - 6500	11571	310	310	246	246	.570"	.570"	108			5200H	7342-16 <sup>D</sup>	1.850"	11710-16	4133-16	VSV530-16	CS8350	See Notes	CRCSB153
Performance cam 350+cubes great upper RPM range, choppy idle need manifold & headers comp etc, 3500+ hi stall (See Fitting notes 5)	3800 - 6500	11435	317	326	249	258	.518"	.518"	108			5200H	7342-16 <sup>D</sup>	1.850"	11710-16	4133-16	VSV530-16	CS8350	See Notes	CRCSB153

Some custom grinds are also available with Needle Roller Bearings, 4 x 7 Timing Swap and Cast Distributor Gears

\* Chev, LS1,LS2, Roller Hydraulic cams see Holden LS1 V8 section.

**FITTING NOTES:** 1. Must use performance springs. 2. Must use performance retainers. 3. Machining required to fit these components. 4. Must use performance seal. 5. Notes 1 to 4 all apply to this part number. 6. Check valve train geometry before ordering pushrod. 7. Pushrod length varied in this model. Check length before ordering. 8. Spring height varies in models, check spring pressure before installation.

**Note:** Springs marked with xxxx-xx<sup>D</sup> denotes that it is a double spring.

**FITTING NOTES:** Push Rods sold separately. Check length before ordering from page 78.  
 • Converter stall speed should be equal to or greater than the minimum rpm of the cam power range.  
 • All lash settings quoted are measured hot. • The use of high volume oil pumps may cause premature wear of the distributor gear.

# CHEVROLET SMALL BLOCK V8 ROCKER RATIO 1.50

Application	RPM Range	Part No.	Adv. Duration		.050" Duration		Valve Lift		LSA	Lash Intake	Lash Exhaust	Lifters	Valve Spring	Installed Height	Retainer	Locks	Stem Seal	Timing Kit	Pushrods	Rockers
			Intake	Exhaust	Intake	Exhaust	Intake	Exhaust												
<b>SOLID ROLLER CAMS</b>																				
Small street roller, low lift, heap of bottom end torque, soft on valve springs (See Fitting notes 1 - 7)	2800 - 5800	1969	270	280	233	242	.495"	.495"	110				7342-16 <sup>D</sup>	1.850"	13102-16	11101-16	VSV530-16	CS8350	See Notes	
Small street roller, needs heads, comp, exhaust & hi stall. (See Fitting notes 1 - 7)	3200 - 6400	11551	278	284	245	251	.565"	.565"	107				4910-16 <sup>D</sup>	2.000"	13101-16	11101-16	VSV530-16	CS8350T	See Notes	
Street/strip application bracket engine cam needs comp, heads & hi stall (See Fitting notes 1 - 7)	3500 - 6800	11301	286	295	252	260	.542"	.542"	108				4910-16 <sup>D</sup>	2.000"	13101-16	11101-16	VSV530-16	CS8350T	See Notes	
Street/strip application bracket engine needs comp and after market heads etc (See Fitting notes 1 - 7)	3600 - 7000	11482	290	294	252	257	.605"	.605"	109				4920-16 <sup>D</sup>	2.000"	13101-16	11101-16	VSV530-16	CS8350T	See Notes	
Street/strip application, bracket engine needs comp, good heads etc (See Fitting notes 1 - 7)	3800 - 7200	1754	295	298	257	262	.600"	.616"	106				4920-16 <sup>D</sup>	2.000"	13101-16	11101-16	VSV530-16	CS8350T	See Notes	
Street/strip application, bracket engine needs comp, good heads etc (See Fitting notes 1 - 7)	4000- 7200	11492	300	306	262	268	.566"	.566"	107				4920-16 <sup>D</sup>	2.000"	13101-16	11101-16	VSV530-16	CS8350T	See Notes	



# CHRYSLER 5.7 & 6.1 HEMI V8 2004 ON ROCKER RATIO 1.65

<b>HYDRAULIC ROLLER</b>																				
Mild performance cam, great low down torque & mid range needs springs & computer calibration (See Fitting notes 1)	1800 - 6200	291208	275	281	216	220	.578"	.578"	114				4435-16 <sup>D</sup>	1.800"					PR-HEMI-16	
Street cam, good mid range power needs valve springs & computer calibration (See Fitting notes 1)	2100 - 6300	291247	286	286	219	227	.563"	.570"	114				4435-16 <sup>D</sup>	1.800"					PR-HEMI-16	

# JEEP/CHRYSLER 6.4 SRT HEMI V8 DROP IN SPRINGS

Part Number	Installed Height	Installed Pressure	Pressure @.5 Lift	Max. Lift	Spring Retainer	Valve Locks
4232-16	2.050"	175 @ 2.050"	450 @ 1.400"	.650"	Standard	Standard

**FITTING NOTES:** 1. Must use performance springs. 2. Must use performance retainers. 3. Machining required to fit these components. 4. Must use performance seal. 5. Notes 1 to 4 all apply to this part number. 6. Check valve train geometry before ordering pushrod. 7. Pushrod length varied in this model. Check length before ordering. 8. Spring height varies in models, check spring pressure before installation.

**Note:** Springs marked with xxxx-xx<sup>D</sup> denotes that it is a double spring.

**FITTING NOTES:** Push Rods sold separately. Check length before ordering from page 78.  
 • Converter stall speed should be equal to or greater than the minimum rpm of the cam power range.  
 • All lash settings quoted are measured hot. • The use of high volume oil pumps may cause premature wear of the distributor gear.