

2017

NEW PRODUCTS





GM LS1 & LS3 SPR™ RADIUS TIP ROCKER ARMS

The latest state-of-the-art rocker arms from COMP Cams® utilize design techniques borrowed from NASCAR and F1. The cast tool steel SPR line features sculpted, thin-wall construction and a centered valve design.

- Coined nitrided tip reduces friction
- 30% greater stiffness than baseline OEM design, while minimizing rotational mass
- Improved dynamic stability
- Increased ratio for more lift & area, but virtually interchangeable w/ stock ratios
- Trunnion options are more durable & stiffer than competing designs
- Direct bolt-on to OEM trunnion stands for maximum rigidity

| DESCRIPTION | RATIO | PART # |
|---|---------------|---------|
| Needle Bearing SPR™ Radius Tip Rocker Arms For GM LS1 Engines | 1.77 Straight | 1975-16 |
| Needle Bearing SPR™ Radius Tip Rocker Arms For GM LS3 Engines | 1.77 Offset | 1976-16 |
| Bushed SPR™ Radius Tip Rocker Arms For GM LS1 Engines | 1.77 Straight | 1977-16 |
| Bushed SPR™ Radius Tip Rocker Arms For GM LS3 Engines | 1.77 Offset | 1978-16 |

Available in single units (-1).

2017



FORD FE
ULTRA-GOLD™ ARC SERIES
SHAFT-MOUNT ALUMINUM
ROCKER SYSTEM

This system is designed to provide a high-quality, adjustable valve train for Ford FE engines. It features high-lift capabilities and a lightweight design for ratio accuracy, increased power, enhanced valve train stability and improved oiling.

- Side-shim adjustable for runner clearance
- Steel stands provide additional shaft support for strength & rigidity
- Designed exclusively for use in high performance street & race engines

| DESCRIPTION | RATIO | PART # |
|--|-------|--------------|
| <i>Ford FE Ultra-Gold™ ARC Series Shaft-Mount Aluminum Rocker System</i> | 1.76 | 19046 |



THE ABSOLUTE LEADER IN VALVE TRAIN TECHNOLOGY



*Patent Pending

XD-A™ ADJUSTABLE PUSHRODS

A game-changing method for accurately setting lash or pre-load while using non-adjustable style rockers. The patent-pending system incorporates a smaller top section that slides two inches deep inside a larger bottom section with one of several sized shims captured in-between.

- Drop-in fitment for GM LS engines
- Can be adjusted over a range of .232" in .004" increments
- 90% increase in bending stiffness
- Allow lightweight rockers (30+ grams)

| DESCRIPTION | PART # |
|--|-----------|
| GM LS XD-A™ Adjustable Pushrod Set (7.320" - 7.552") | 896805-16 |
| GM LS XD-A™ Adjustable Pushrod Set (7.530" - 7.762") | 896806-16 |
| GM LS XD-A™ Adjustable Pushrod Set (7.740" - 7.972") | 896807-16 |
| GM LS XD-A™ Adjustable Pushrod Set (7.950" - 8.182") | 896808-16 |
| GM LS XD-A™ Adjustable Pushrod Set (8.160" - 8.392") | 896809-16 |
| GM LS XD-A™ Adjustable Pushrod Shim Kit | 896801 |

GM LS FRONT DRIVE DISTRIBUTOR KITS

Kits allow an LS to be converted from a computer-controlled management system and fuel injection to a standard distributor and a carb with either a belt-driven or electronic fuel pump.

- Enable use of a standard distributor ignition
- Allow timing adjustment & ability to change mechanical advance curve
- Include all components needed for conversion to distributor-style ignition



| DESCRIPTION | PART # |
|--|--------|
| GM LS Front Drive Plate Conversion Only (RHS® Aluminum Race Block) | 5480 |
| GM LS Front Drive Plate Conversion Only (Standard Block) | 5481 |
| GM LS Front Drive Distributor Kit (RHS® Aluminum Race Block) | 5482 |
| GM LS Front Drive Distributor Kit (Standard Block) | 5483 |

GM LS VALVE SPRING SHIMS

These shims are available in three different thicknesses and designed to help achieve correct valve spring installed heights.

- Allow for accurate adjustment of valve springs' installed heights
- Made from premium materials & heat-treated to withstand radical cam lobes
- Designed for GM LS engines w/ 1.300" spring pocket & .520" valve guide diameters



| DESCRIPTION | PART # |
|--|---------|
| GM LS Valve Spring Shims .015" Thickness | 4717-16 |
| GM LS Valve Spring Shims .030" Thickness | 4763-16 |
| GM LS Valve Spring Shims .060" Thickness | 4788-16 |
| GM LS Valve Spring Shim Kit - 16 Of Each Thickness | 4608 |

Available in single units (-1) or unit of one hundred (-100).

LIGHTWEIGHT TITANIUM RETAINERS

New titanium retainers from COMP Cams® feature a significant reduction in total weight when compared to other retainer offerings, allowing for improved valve train performance.



- Lightweight retainer with high strength-to-weight ratio enhances valve train stability
- CNC-machined using the latest CAD/CAM software to produce a quality surface finish
- Laser-etched with COMP Cams® logo & part number for easy identification

| DESCRIPTION | PART # |
|--|--------|
| Lightweight Titanium Retainers, Interf/Super Lock 1.437" | 730-16 |
| Lightweight Titanium Retainers, Super Lock 1.500" | 731-16 |
| Lightweight Titanium Retainers, Super Lock 1.500" | 732-16 |
| Lightweight Titanium Retainers, Super Lock 1.625" | 733-16 |
| Lightweight Titanium Retainers, Super Lock 1.625" | 735-16 |
| Lightweight Titanium Retainers, Super Lock, Tri Super Lock, 1.625" | 739-16 |

Available in single units (-1).



THE LEADING NAME IN FUEL AIR SPARK TECHNOLOGY



XFI STREET™ ENGINE MANAGEMENT SYSTEM

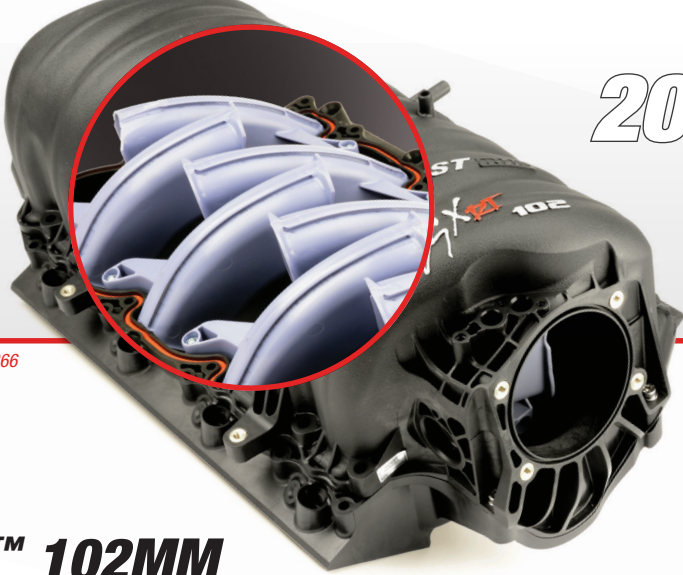
The latest fuel delivery system from FAST® is a tunable ECU based on EZ-EFI® Fuel hardware and harnessing, but has learning capability similar to XFI Sportsman™ and XFI 2.0™ options.

The engineers at FAST® designed this all-new, laptop-tunable ECU to appeal to customers and dealers with simple EFI needs, but who prefer the greater flexibility afforded by laptop tuning. The XFI Street™ Engine Management System provides a cost-effective option for those customers who don't need the most high-end system, but also want complete control. Since XFI Street™ uses the same wiring as the EZ-EFI®, it could easily be installed in place of an existing EZ-EFI® ECU. Utilizing included C-Com® software, XFI Street™ can be used to tune an engine whose characteristics are not ideal for the self-tuning features EZ-EFI® provides. The XFI Street™ Engine Management System has data logging capability when connected to a laptop. The unit is offered in kits with an EZ four-injector throttle body and with or without a multi-port harness. It is intended only for naturally aspirated engines.

- Perfect for custom individual runner induction systems
- Easy-to-use software for both novice & experienced tuners
- Data logging makes tuning & troubleshooting easier
- Advanced diagnostics help maintain peak performance
- Direct plug-in compatibility w/ EZ-EFI® Fuel wiring harness & throttle bodies; only need to replace ECU to upgrade

| DESCRIPTION | PART # |
|--|--------|
| XFI Street™ Engine Management System (Multi-port) | 304000 |
| XFI Street™ Engine Management System (w/ EZ-EFI® Fuel Throttle Body) | 304001 |
| XFI Street™ Engine Management System (Retrofit Kit) | 304003 |

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* Patent No. 8,567,366

GM LS3 **LSX_{RT}™ 102MM HIGH HP RUNNER INTAKE MANIFOLD**

Building upon the popular LSX_R™ intake manifold, the new LSX_{RT}™ gives LS3 engines with rectangle ports even more plenum volume for all-out racing. The raised throttle body location optimizes the larger, less restrictive High HP runner design, creating more power.

- Proven high-rise design delivers gains of 30+ HP
- Feature larger plenum than LSX_R™ High HP intake manifold
- Raised throttle body location to clear truck accessory drives

| DESCRIPTION | PART # |
|---|---------|
| LSX _{RT} ™ 102mm High HP Runner Intake Manifold For GM LS3 Engines | 146105B |
| LSX _R ™ /LSX _{RT} ™ 102mm High HP Runner Set Only | 146070 |

FORD COYOTE **VALVE TIMING CONTROL (VTC) MODULE**

This new Coyote valve timing control module and associated harness provide a plug-and-play interface between the engine, FAST® XFI Sportsman™ and an XIM™ ignition module.

- Allows ECU to control position of a Coyote's 4 phaseable cams
- Intake & exhaust cam position is separately tunable through C-Com® software, with tables for position vs. RPM and load



| DESCRIPTION | PART # |
|---|---------|
| Valve Timing Control (VTC) Module For Ford Coyote Engines | 3013173 |

XDi EZ-RUN™ DISTRIBUTORS

New EZ-Run™ Distributors are ideal for use with carbs and EFI systems on street rods and muscle cars. They feature a three-wire connection and save time and space by eliminating the external ignition box.

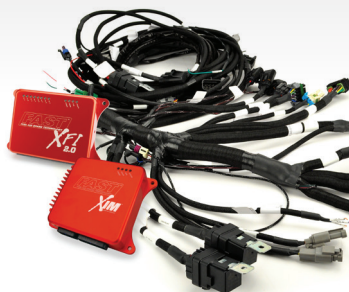
- **Built-in ignition module – no E6 box required**
- **Powerful single inductive spark**
- **Separate clean tach output to trigger EFI systems**
- **Adjustable mechanical advance or vacuum advance**



| DESCRIPTION | PART # |
|------------------------------|--------|
| SB/BB Chevy Distributor | 306005 |
| Ford 351C Distributor | 305015 |
| Ford SB 289/302 Distributor | 306007 |
| Ford 351W Distributor | 306009 |
| Ford FE 332-428 Distributor | 306010 |
| Pontiac 301-455 Distributor | 306016 |
| Olds 260-455 Distributor | 306018 |
| Buick 400-455 Distributor | 306020 |
| Buick 215-350 Distributor | 306019 |
| AMC/Jeep 290-401 Distributor | 306021 |
| Chrysler 273-360 Distributor | 306011 |
| Chrysler 383-400 Distributor | 306012 |
| Chrysler 426-440 Distributor | 306013 |

FORD SUPER COBRA JET XFI 2.0™ / XIM™ WIRING HARNESS

This heavy-duty harness integrates with Cobra Jet engines equipped with a FAST® XFI 2.0™ EFI system and XIM™ ignition module. Used by top NHRA and NMCA Stock Eliminator and Super Stock racers, it is compatible with Ford 5.4 & 5.0 (Coyote) Modular engines.



| DESCRIPTION | PART # |
|--|--------|
| XFI 2.0™ / XIM™ Super Cobra Jet Engine Harness | 301150 |

(ECU & Ignition Module not included)

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XDi SPORTSMAN™ DISTRIBUTORS

These distributors are designed to deliver the most accurate trigger signal possible through the entire RPM range of a race engine.

- CNC-machined billet aluminum housing
- Precise, reliable Hall-effect trigger signal is converted to a typical CD ignition input trigger
- Available w/ a large or small diameter cap
- Sealed, locking connector, high-quality gear
- Locked-out ignition timing
- Requires E6 or E7 ignition for use

CIRCLE TRACK XDi PRO RACE™ DISTRIBUTORS

These distributors provide the accurate timing and reliable trigger signals both dirt and asphalt circle track racing engines demand.

- Dual optical triggers for reliability and accuracy at high RPM
- Trigger signal is converted to a mag pickup signal to trigger an E6 CD Ignition
- Reluctor can be modified for individual cylinder timing setup
- Double seals for vacuum and oil control
- Approved for use in NASCAR competition



FORD MODULAR/COYOTE XR-1A H.O. IGNITION COIL HARNESS

This new harness is pre-made to simplify the installation of XR-1A coils on a Ford Modular or Coyote engine that utilizes XIM™. It features a pair of fuses and relays, along with heavy gauge wire to support the high current demands of XR-1A coils.

| DESCRIPTION | PART # |
|--|--------------|
| <i>XR-1A High-Output Ignition Coil Harness For Ford Modular/Coyote Engines</i> | 30367 |



DIABLO BLACKOUT SHIFTER™

Now available in black, the Diablo is a fully configurable, lightweight street/race shifter that includes everything needed for installation in any application.



- Front- or rear-cable exit configurability
- Can be used on 2-, 3- or 4-speed transmissions w/ forward or reverse shift pattern
- Everything needed for installation on common Ford, GM & Chrysler transmissions
- Two-button option for nitrous, transbrake or shifting

| DESCRIPTION | PART # |
|--|-----------------|
| <i>Diablo Blackout Shifter™ w/ Cover (Includes Buttons)</i> | 620002BL |
| <i>Diablo Blackout Shifter™ w/ Cover</i> | 620001BL |
| <i>Diablo Blackout Shifter™ w/o Cover (Includes Buttons)</i> | 620004BL |
| <i>Diablo Blackout Shifter™ w/o Cover</i> | 620003BL |



SBC/BBC & GM LS 29.2 LIGHTWEIGHT FLEXPLATES

Heavy-duty, one-piece flexplates can withstand 12,000 RPM, making them perfect for drag racing applications.

- SFI 29.2 certified
- Gas-nitrided 4140 forged steel
- Lightening holes reduce rotating mass & overall weight
- Dual bolt pattern allows LS or SBC converters

| DESCRIPTION | PART # |
|--|-----------------|
| <i>GM LS 29.2 Lightweight Flexplate</i> | 399870LW |
| <i>SBC/BBC 29.2 Lightweight Flexplate, Internally Balanced</i> | 399853LW |

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REMOTE TPS

This updated throttle position sensor is packaged in a compact, fully enclosed housing to protect moving parts.

- Keeps moving parts from damage or malfunction
- Can be installed on carb or mounted directly to firewall
- Adjustable to fit a wide range of applications

| DESCRIPTION | PART # |
|---------------------------------|--------|
| Remote Throttle Position Sensor | 377450 |

GM TH350 PRO-X™ 6" CAST TRANSMISSION TAILHOUSING

The new six-inch tailhousing replaces hard-to-find OEM parts and features a low-profile and lightweight modern design.

- Design shaves weight & improves appearance
- Provides a source of TH350 6" tail housings for transmission builders & enthusiasts
- Exclusive TCI® design and product offering

| DESCRIPTION | PART # |
|---|--------|
| PRO-X™ TH350 6" Cast Transmission Tailhousing | 323500 |





POWER BY DESIGN



BIG BLOCK CHEVROLET **24° ALUMINUM INTAKE MANIFOLDS**

These manifolds are designed for maximum airflow and power with a 4500 Dominator-style carburetor flange. They are engineered to port-match-fit RHS® Big Block Chevrolet cylinder heads and are available in both carb and EFI, as well as short and tall deck, versions.

- **Optimized for large-displacement engines**
- **Individual runner dividers provide excellent throttle response & torque**
- **Excellent for drag & marine applications**
- **Carb & EFI versions available**

| DESCRIPTION | PART # |
|---|--------|
| 24° BBC Intake Manifold For Carbureted Applications | 11902 |
| 24° BBC Intake Manifold For EFI Applications | 11903 |
| 24° BBC Intake Manifold For Tall Deck Carbureted Applications | 11904 |
| 24° BBC Intake Manifold For Tall Deck EFI Applications | 11905 |



RACE-PROVEN DRIVELINE PERFORMANCE



BIG BLOCK CHEVROLET EZ-EFI 2.0® 8-STACK INDUCTION SYSTEMS

Available as complete kits with or without electronics, these packages includes a cast aluminum manifold and EFI throttle bodies, along with an EZ-EFI 2.0® wiring harness and computer.

- Cast manifold is specific to BBC applications
- Fuel rails are engineered to not interfere w/ distributor cap
- Ready to install in street rods & hot rods



| DESCRIPTION | PART # |
|--|---------|
| EZ-EFI 2.0® 8-Stack Induction System For BBC Engines (Rectangular Port w/o Electronics) | NG4104A |
| EZ-EFI 2.0® 8-Stack Induction System For BBC Engines (Rectangular Port Kit w/ Electronics) | NG4014E |
| EZ-EFI 2.0® 8-Stack Induction System For BBC Engines (Oval Port w/o Electronics) | NG4105A |
| EZ-EFI 2.0® 8-Stack Induction System For BBC Engines (Oval Port w/ Electronics) | NG4105E |
| 24° Aluminum Intake Manifold Only (BBC Rectangular Port, 4x IDA) | NG4102 |
| 24° Aluminum Intake Manifold Only (BBC Oval Port, 4x IDA) | NG4103 |

IMPORT STREET OPTIMUM-RR FLYWHEELS

Designed with import enthusiasts in mind, new Optimum-RR Import Street Flywheels feature optimized weight for improved driveline feel, but are lighter than stock to provide optimal response.

- Lighter than stock for improved driveline response & enhanced performance
- Adapt popular 8-leg, 7.25" 2-disc clutch technology for street import enthusiasts

| DESCRIPTION | PART # |
|--|--------|
| Optimum-RR Import Street Flywheel For Honda K20/24 Engines | 509671 |
| Optimum-RR Import Street Flywheel For Mitsubishi DSM Engines | 506548 |



GM LS MAIN CAP PULLER

The LS Engine Main Cap Puller is specifically designed to fit LS engines. This sturdy tool makes the job of removing the doweled main caps quick, safe and easy. In one smooth motion, caps are removed and held tightly so they don't fall and become damaged – no prying, hammering or damaging dowels required.

DESCRIPTION

PART #

Main Cap Tool For GM LS Engines

549106

VALVE SPRING SEAT/ GUIDE CUTTERS

This tool allows the use of larger LS-style valve springs on traditional Small Block Chevrolet cylinder heads.

- Machines cylinder head for dual or triple valve springs
- 1.340" seat cutters for 0.500" & 0.560" guides



DESCRIPTION

PART #

GM LS Retrofit 1.340" w/ Valve Spring Seat/Guide Cutter For 0.500" Guide

4671

GM LS Retrofit 1.340" Valve Spring Seat/Guide Cutter For 0.560" Guide

4672

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GM LS
**LIFTER
RETAINING
TOOL**

This essential tool for swapping LS cams slides through factory block holes to keep lifters in place and prevents them from falling all the way through the lifter bore and into the block. Proper outside diameter and rounded ends prevent damage.

- Keeps lifter in position during LS cam swap
- Properly sized outside diameter ensures proper fitment without damaging block

DESCRIPTION

PART #

GM LS Lifter Retaining Tool

POW101046

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Learn more about performance engine parts we have.