

# 2020

# NEW PRODUCTS



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# HRT™ CAM PACKAGES

## FOR DODGE GEN III HEMI ENGINES

COMP Cams® introduces engineered and dyno-tested HEMI valve train packages for maximum horsepower and reliability.

Based on the latest "Low Shock Technology" profiles previously introduced by COMP Cams®, the HRT™ Camshafts feature similar lobe profiles designed to maximize horsepower, while improving stability at higher RPM. These profiles are easier on the valve springs, which increases durability and reduces load loss. By Spintron® and dyno testing the HRT™ profiles with numerous combinations of valve train components, COMP Cams® engineers have created valve train packages that are perfectly matched for maximum horsepower and reliability in popular modern Dodge Gen III HEMI applications. The resulting Stage 1, Stage 2 and Stage 3 HRT™ Camshaft Packages can add up to 170 horsepower over stock (depending on the application) and are available as base Cam Kits (CK-Kit) or the more complete Master Kits (MK-Kit).

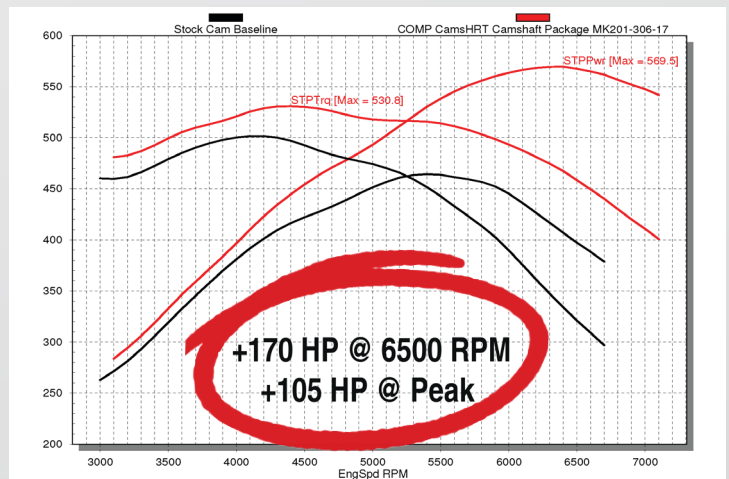
Kits and components are listed below, and for your convenience, camshafts package on pages 2-3 list available applications, part numbers and kit components.

### CK-KIT (Cam Kit) INCLUDES:

- Camshaft
- Phaser Limiter (VVT HEMI Only)
- Pushrods
- Beehive™ or Conical Valve Springs
- Retainers
- Valve Locks
- Spring Seats
- Valve Seals

### MK-KIT (Master Kit) INCLUDES:

- Camshaft
- Phaser Limiter (VVT HEMI Only)
- Lifters
- Pushrods
- Beehive™ or Conical Valve Springs
- Retainers
- Valve Locks
- Spring Seats
- Valve Seals



Stage 3 MK201-306-17 HRT™ Cam Package tested on a stock 6.4L engine with long tube headers, valve train upgrades and FAST® 87mm Big Mouth LT Throttle Body™.



#MK201-305-17



# HRT™ CAM PACKAGES (CONT.)

## FOR DODGE GEN III HEMI ENGINES

### HEMI 5.7L 2003-08

STAGE	APPLICATIONS/CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAM ONLY PART #	DURATION				VALVE LIFT		LOBE SEP. ANGLE
		IN.	EX.			ADVERTISED		@ .050"		W/ 1.65 ROCKER		
						IN.	EX.	IN.	EX.	IN.	EX.	
<b>+54 HP</b> Stage 1	<b>HYDRAULIC ROLLER</b> – No Springs Required (NSR) Stage 1 Grind for 5.7L Hemi. Great mid-range torque w/ excellent power. Perfect for heavier vehicles, has instant response.	Hyd.	Hyd.	1500-6200	<b>112-300-11</b>	269	271	216	222	.500	.495	113
<b>+79 HP</b> Stage 2	<b>HYDRAULIC ROLLER</b> – Best average torque and power of any sub .600" lift Gen III Hemi cam tested. Runs great from 2500-6500 RPM. Designed to work with #26918 valve spring upgrade.	Hyd.	Hyd.	1900-6700	<b>112-303-11</b>	273	279	220	230	.596	.582	113
<b>+86 HP</b> Stage 3	<b>HYDRAULIC ROLLER</b> – Best HP of any stock piston hyd. roller cam by taking full advantage of Hemi high lift airflow. Runs great from 3000-7000 RPM. Low Shock profiles and #7228 valve spring allow 7500+ RPM.	Hyd.	Hyd.	2100-7000	<b>112-305-11</b>	277	283	224	234	.632	.619	115

### HEMI 5.7L w/ VVT 2009+

STAGE	APPLICATIONS/CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAM ONLY PART #	DURATION				VALVE LIFT		LOBE SEP. ANGLE
		IN.	EX.			ADVERTISED		@ .050"		W/ 1.65 ROCKER		
						IN.	EX.	IN.	EX.	IN.	EX.	
<b>+61 HP</b> Stage 1	<b>HYDRAULIC ROLLER</b> – No Springs Required (NSR) Stage 1 Grind for 5.7L HEMI only. Great mid-range torque with excellent power. Perfect for heavier vehicles and has instant response.	Hyd.	Hyd.	1700-6500	<b>201-300-17</b>	269	271	216	222	.520	.515	114
<b>+82 HP</b> Stage 2	<b>HYDRAULIC ROLLER</b> – Best average torque & power of any sub .600" lift Gen III HEMI cam tested. Runs great from 2500-6500 RPM. Designed to work with #26918 spring.	Hyd.	Hyd.	1900-7000	<b>201-303-17</b>	273	279	220	230	.596	.582	114
<b>+86 HP</b> Stage 3	<b>HYDRAULIC ROLLER</b> – Best HP of any stock piston hyd. roller cam by taking full advantage of Eagle high lift airflow. Runs great from 3000-7000 RPM. Low shock profiles and #7230 valve spring allow 7500 RPM+.	Hyd.	Hyd.	2100-7400	<b>201-305-17</b>	277	283	224	234	.632	.619	116

\* Require disabling of the DOD system for optimal performance | \* Require cam phaser limiter kit (Part # 5761) or optional cam phaser lock kit (Part #5760)

### HEMI 6.4L w/ VVT 2011+

STAGE	APPLICATIONS/CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAM ONLY PART #	DURATION				VALVE LIFT		LOBE SEP. ANGLE
		IN.	EX.			ADVERTISED		@ .050"		W/ 1.65 ROCKER		
						IN.	EX.	IN.	EX.	IN.	EX.	
<b>+75 HP</b> Stage 1	<b>HYDRAULIC ROLLER</b> – No Springs Required (NSR) Stage 1 Grind for 6.4L Apache. Awesome across the board power increases. For 6.4L ONLY.	Hyd.	Hyd.	1800-6800	<b>201-302-17</b>	271	279	218	228	.571	.545	114
<b>+85 HP</b> Stage 2	<b>HYDRAULIC ROLLER</b> – Widest torque curve of any camshaft tested, with impressive low end gains & outstanding high end performance. Designed for #26918 spring.	Hyd.	Hyd.	1900-7000	<b>201-304-17</b>	275	278	222	230	.599	.604	115
<b>+105 HP</b> Stage 3	<b>HYDRAULIC ROLLER</b> – Gains in mid range torque and drastic power increase at high RPM. Works best w/ ported heads, stroker cranks and other modifications. Designed for #7230 spring.	Hyd.	Hyd.	2100-7400	<b>201-306-17</b>	281	284	228	236	.632	.609	117.5

\* Require disabling of DOD system for optimal performance | \* Require cam phaser limiter kit (Part # 5761) or optional cam phaser lock kit (Part #5760)

KIT OPTIONS			
CK-KIT (CAM KIT)	MK-KIT (MASTER KIT)	KEYWAY ADJ. BILLET TIMING SET	VALVE SPRING COMPRESSOR TOOL
<b>KIT #CK112-300-11:</b> Includes Cam #112-300-11, Pushrods #8720-16, Beehive™ Springs #26918-16, Steel Retainers #761-16, Locks #607-16, Spring Seats #4685-16, Valve Seals #516-16	<b>KIT #MK112-300-11:</b> Includes Cam #112-300-11, Lifters #856Y-16, Pushrods #8720-16, Beehive™ Springs #26918-16, Steel Retainers #761-16, Locks #607-16, Spring Seats #4685-16, Valve Seals #516-16	7114	POW352003
<b>KIT #CK112-303-11:</b> Includes Cam #112-303-11, Pushrods #8720-16, Beehive™ Springs #26918-16, Steel Retainers #761-16, Locks #607-16, Spring Seats #4685-16, Valve Seals #516-16	<b>KIT #MK112-303-11:</b> Includes Cam #112-303-11, Lifters #856Y-16, Pushrods #8720-16, Beehive™ Springs #26918-16, Steel Retainers #761-16, Locks #607-16, Spring Seats #4685-16, Valve Seals #516-16	7114	POW352003
<b>KIT #CK112-305-11:</b> Includes Cam #112-305-11, Pushrods #8720-16, Conical Springs #7228-16, Steel Retainers #761-16, Locks #607-16, Spring Seats #4801-16, Valve Seals #516-16	<b>KIT #MK112-305-11:</b> Includes Cam #112-305-11, Lifters #856Y-16, Pushrods #8720-16, Conical Springs #7228-16, Steel Retainers #761-16, Locks #607-16, Spring Seats #4801-16, Valve Seals #516-16	7114	POW352003

KIT OPTIONS			
CK-KIT (CAM KIT)	MK-KIT (MASTER KIT)	OPTIONAL CAM PHASER LOCK KIT	VALVE SPRING COMPRESSOR TOOL
<b>KIT #CK201-300-17:</b> Includes Cam #201-300-17, Phaser Limiter #5761, Pushrods #7929-8 & #7997-8, Beehive™ Springs #26918-16, Steel Retainers #761-16, Locks #607-16, Spring Seats #4683-16, Valve Seals #531-16	<b>KIT #MK201-300-17:</b> Includes Cam #201-300-17, Lifters #856Y-16, Phaser Limiter #5761, Pushrods #7929-8 & #7997-8, Beehive™ Springs #26918-16, Steel Retainers #761-16, Locks #607-16, Spring Seats #4683-16, Valve Seals #531-16	5760	POW352003
<b>KIT #CK201-303-17:</b> Includes Cam #201-303-17, Phaser Limiter #5761, Pushrods #7929-8 & #7997-8, Beehive™ Springs #26918-16, Steel Retainers #761-16, Locks #607-16, Spring Seats #4683-16, Valve Seals #531-16	<b>KIT #MK201-303-17:</b> Includes Cam #201-303-17, Lifters #856Y-16, Phaser Limiter #5761, Pushrods #7929-8 & #7997-8, Beehive™ Springs #26918-16, Steel Retainers #761-16, Locks #607-16, Spring Seats #4683-16, Valve Seals #531-16	5760	POW352003
<b>KIT #CK201-305-17:</b> Includes Cam #201-305-17, Phaser Limiter #5761, Pushrods #7929-8 & #7997-8, Conical Springs #7230-16, Steel Retainers #761-16, Locks #607-16, Spring Seats #4678-16, Valve Seals #531-16	<b>KIT #MK201-305-17:</b> Includes Cam #201-305-17, Lifters #856Y-16, Phaser Limiter #5761, Pushrods #7929-8 & #7997-8, Conical Springs #7230-16, Steel Retainers #761-16, Locks #607-16, Spring Seats #4678-16, Valve Seals #531-16	5760	POW352003

KIT OPTIONS			
CK-KIT (CAM KIT)	MK-KIT (MASTER KIT)	OPTIONAL CAM PHASER LOCK KIT	VALVE SPRING COMPRESSOR TOOL
<b>KIT #CK201-302-17:</b> Includes Cam #201-302-17, Phaser Limiter #5761, Pushrods #7929-8 & #7997-8, Beehive™ Springs #26918-16, Steel Retainers #761-16, Locks #607-16, Spring Seats #4683-16, Valve Seals #531-16	<b>KIT #MK201-302-17:</b> Includes Cam #201-302-17, Lifters #856Y-16, Phaser Limiter #5761, Pushrods #7929-8 & #7997-8, Beehive™ Springs #26918-16, Steel Retainers #761-16, Locks #607-16, Spring Seats #4683-16, Valve Seals #531-16	5760	POW352003
<b>KIT #CK201-304-17:</b> Includes Cam #201-303-17, Phaser Limiter #5761, Pushrods #7929-8 & #7997-8, Beehive™ Springs #26918-16, Steel Retainers #761-16, Locks #607-16, Spring Seats #4683-16, Valve Seals #531-16	<b>KIT #MK201-304-17:</b> Includes Cam #201-303-17, Lifters #856Y-16, Phaser Limiter #5761, Pushrods #7929-8 & #7997-8, Beehive™ Springs #26918-16, Steel Retainers #761-16, Locks #607-16, Spring Seats #4683-16, Valve Seals #531-16	5760	POW352003
<b>KIT #CK201-306-17:</b> Includes Cam #201-305-17, Phaser Limiter #5761, Pushrods #7929-8 & #7997-8, Conical Springs #7230-16, Steel Retainers #761-16, Locks #607-16, Spring Seats #4678-16, Valve Seals #531-16	<b>KIT #MK201-306-17:</b> Includes Cam #201-305-17, Lifters #856Y-16, Phaser Limiter #5761, Pushrods #7929-8 & #7997-8, Conical Springs #7230-16, Steel Retainers #761-16, Locks #607-16, Spring Seats #4678-16, Valve Seals #531-16	5760	POW352003



# SHORT TRAVEL HYD. ROLLER LIFTERS

## FOR DODGE GEN III HEMI ENGINES

Install the COMP Cams® Short Travel Hydraulic Roller Lifters for Dodge Gen III HEMIs and say goodbye to factory lifter failure.

Certain engines respond better to a light lifter pre-load because it recovers more quickly from any bad harmonics in the valve train. Others work better with a heavy pre-load because oil volume is reduced under the plunger, which increases lifter stiffness. COMP Cams® Short Travel Hydraulic Roller Lifters let you have the advantages of both light pre-load and reduced oil volume, producing the most stable and highest-revving hydraulic lifter available. In addition to excellent dynamic performance, all Short Travel Lifters feature a premium billet steel pushrod seat, which adds strength and durability in racing use.

Available in a non-link bar version for all Gen III HEMIs and two link bar options for 6.4L applications. Link bar versions include a retro-fit link bar and an upgraded XD version with an REM polished finish for reduced friction and lifter bore wear for high RPM applications.

DESCRIPTION	DIAMETER	WEIGHT	SEAT HEIGHT	PART #
<b>OE-Style Non-Link Bar Hydraulic Roller Lifters</b>				
HEMI 5.7L, 6.1L, 6.2L, 6.4L, Drop-In Roller Lifter, Short Travel, OE Guide <sup>1</sup>	.842"	215g	3.05"	<b>15821-16'</b>
<b>Retro-Fit Link Bar Hydraulic Roller Lifters</b>				
Gen III HEMI, Captured Link Bar Roller Lifter, Fits 6.4L Apache Cyl. Heads, Short Travel Lifter, Link Bar Guide	.842"	215g	3.05"	<b>15820-16</b>
<b>XD Retro-Fit Link Bar Hydraulic Roller Lifters – REM Polished</b>				
Gen III HEMI, Captured Link Bar Roller Lifter, Fits 6.4L Apache Cyl. Heads, Short Travel Lifter, Link Bar Guide	.842"	215g	3.05"	<b>15820XD-16</b>

<sup>1</sup> Not compatible with Multi-Displacement System (MDS)



#15820

# NON-MDS LIFTERS

## FOR DODGE GEN III HEMI ENGINES

COMP Cams® Non-MDS Lifters for Dodge HEMI engines keep all 8 cylinders engaged at all times, allowing the use of performance camshafts without concerns about lifter failure. Designed as a major upgrade over the commonly sourced Dodge “Hellcat” lifters, this unique design enhances oil retention around the axle and bearing, helping to reduce wear and increase durability in all applications, stock to high performance. Additionally, extra material is strategically placed at the bottom of the lifter, adding strength and stiffness to the critical roller area. An ideal replacement for factory units, this drop-in lifter is designed to protect against roller bearing wear and lifter body breakage. Ideal for any stock, high performance or racing applications.

COMP Cams® Non-MDS Dodge Hemi Lifters are available with or without lifter yokes. COMP lifter yokes perfectly align the lifters and are manufactured from a premium material to meet all factory/OEM requirements. One lifter yoke holds four non-MDS HEMI lifters, four yokes needed per engine.



#856

#856Y

DESCRIPTION	PART #
Non- MDS Lifters w/ Yokes – Set of 16 Lifters w/ 4 Yokes	<b>856Y-16</b>
Non-MDS Lifters – Set of 16 Lifters w/o Yokes	<b>856-16</b>
Non-MDS Lifter – Single	<b>856-1</b>
Yoke – Single (Holds 4 Lifters)	<b>8561-1</b>

# .600" LIFT BEEHIVE™ VALVE SPRING KITS

## FOR DODGE GEN III HEMI ENGINES

COMP Cams® now offers .600" lift Beehive™ Valve Spring Kit options for high lift and race applications. Available with either a high-strength chromemoly steel retainer or a lightweight titanium retainer, these spring kits come with everything needed to upgrade from stock valve springs. Kits include retainers, locks, seats, seals and the COMP Cams® .600" lift Beehive™ Valve Springs, which are proven to handle harmful dynamic valve train stress more efficiently, resulting in greater RPM potential and durability.

SPRING SPECS	O.D.	I.D.	SEAT LOAD	OPEN LOAD	COIL BIND	RATE (LBS./IN.)	PART #
	DIA. 1	DIA. 2					
<b>Top</b>	1.075	.650	125 @ 1.800	367 @ 1.150	1.100	372	<b>26918</b>
<b>Bottom</b>	1.310	.885					

COMPONENTS	COMPONENT PART #	KIT PART #
.600" Lift Beehive™ Springs	<b>26918-16</b>	<b>26918CA-KIT</b> (5.7L HEMI 2003-08)
Chromemoly Steel Retainers	<b>761-16</b>	
Valve Locks	<b>607-16</b>	
Valve Seals	<b>516-16</b>	
Spring Seats	<b>4685-16</b>	
.600" Lift Beehive™ Springs	<b>26918-16</b>	<b>26918CB-KIT</b> (6.1L HEMI)
Chromemoly Steel Retainers	<b>761-16</b>	
Valve Locks	<b>607-16</b>	
Valve Seals	<b>516-16</b>	
Spring Seats	<b>4684-8, 4685-8</b>	
.600" Lift Beehive™ Springs	<b>26918-16</b>	<b>26918CC-KIT</b> (5.7/6.2/6.4L 2009+)
Chromemoly Steel Retainers	<b>761-16</b>	
Valve Locks	<b>607-16</b>	
Valve Seals	<b>531-16</b>	
Spring Seats	<b>4683-16</b>	

COMPONENTS	COMPONENT PART #	KIT PART #
.600" Lift Beehive™ Springs	<b>26918-16</b>	<b>26918TA-KIT</b> (5.7L HEMI 2003-08)
Titanium Retainers	<b>762-16</b>	
Valve Locks	<b>607-16</b>	
Valve Seals	<b>516-16</b>	
Spring Seats	<b>4685-16</b>	
.600" Lift Beehive™ Springs	<b>26918-16</b>	<b>26918TB-KIT</b> (6.1L HEMI)
Titanium Retainers	<b>762-16</b>	
Valve Locks	<b>607-16</b>	
Valve Seals	<b>516-16</b>	
Spring Seats	<b>4684-8, 4685-8</b>	
.600" Lift Beehive™ Springs	<b>26918-16</b>	<b>26918TC-KIT</b> (5.7/6.2/6.4L 2009+)
Titanium Retainers	<b>762-16</b>	
Valve Locks	<b>607-16</b>	
Valve Seals	<b>531-16</b>	
Spring Seats	<b>4683-16</b>	





# .630" LIFT CONICAL VALVE SPRING KITS

## FOR DODGE GEN III HEMI ENGINES

- Up to .630" lift and increased high RPM stability
- Excellent spring upgrade for high performance and race Dodge HEMI 5.7/6.2/6.4L applications
- Kits include Conical Valve Springs, locks, seals, seats, and chromemoly steel or titanium retainers

SPRING SPECS	O.D.	I.D.	SEAT LOAD	OPEN LOAD	COIL BIND	RATE (LBS./IN.)	PART #
	DIA. 1	DIA. 2					
<b>Top</b>	1.020	.650	136 @ 1.800	412 @ 1.170	1.125	438	<b>7228</b>
<b>Bottom</b>	1.290	.920					

COMPONENTS	COMPONENT PART #	KIT PART #
.630" Lift Conical Springs	<b>7228-16</b>	<b>7228CC-KIT</b> (5.7/6.2/6.4L HEMI 2009+)
Chromemoly Steel Retainers	<b>761-16</b>	
Valve Locks	<b>607-16</b>	
Valve Seals	<b>531-16</b>	
Spring Seats	<b>4683-16</b>	
.630" Lift Conical Springs	<b>7228-16</b>	<b>7228TC-KIT</b> (5.7/6.2/6.4L HEMI 2009+)
Titanium Retainers	<b>762-16</b>	
Valve Locks	<b>607-16</b>	
Valve Seals	<b>531-16</b>	
Spring Seats	<b>4683-16</b>	



# .660" LIFT CONICAL VALVE SPRING KITS

## FOR DODGE GEN III HEMI ENGINES

- Up to .660" lift and increased high RPM stability for Dodge Gen III HEMI high performance and race applications
- Kits include everything necessary for a valve spring swap: .660" lift Conical Valve Springs, locks, seals, seats and chromemoly steel or titanium retainers

SPRING SPECS	O.D.	I.D.	SEAT LOAD	OPEN LOAD	COIL BIND	RATE (LBS./IN.)	PART #
	DIA. 1	DIA. 2					
<b>Top</b>	1.060	.660	145 @ 1.900	495 @ 1.225	1.175	519	<b>7230</b>
<b>Bottom</b>	1.332	.932					

COMPONENTS	COMPONENT PART #	KIT PART #
.660" Lift Conical Springs	<b>7230-16</b>	<b>7230CC-KIT</b> (5.7/6.2/6.4L HEMI 2009+)
Chromemoly Steel Retainers	<b>761-16</b>	
Valve Locks	<b>607-16</b>	
Valve Seals	<b>531-16</b>	
Spring Seats	<b>4678-16</b>	
.660" Lift Conical Springs	<b>7230-16</b>	<b>7230TC-KIT</b> (5.7/6.2/6.4L HEMI 2009+)
Titanium Retainers	<b>762-16</b>	
Valve Locks	<b>607-16</b>	
Valve Seals	<b>531-16</b>	
Spring Seats	<b>4678-16</b>	



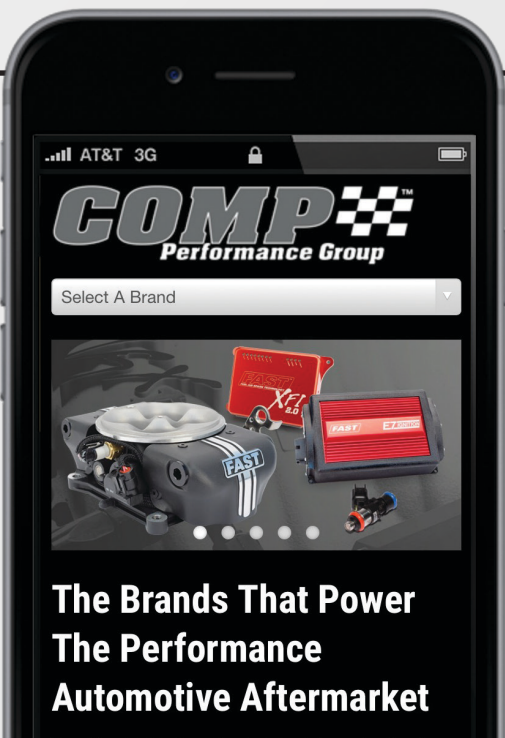


# HI-TECH™ PUSHROD SETS

## FOR DODGE GEN III HEMI ENGINES

- One piece .080" wall chromemoly pushrods are engineered to provide optimal preload with performance camshafts
- Precision formed and reinforced ball type ends
- Black oxide finished and laser etched with part number & length
- Ideal for any race or high performance late model HEMI

DESCRIPTION	WALL THICKNESS	DIAMETER	LENGTH	PART #
2003-08 5.7L HEMI Pushrod Set	.080"	5/16"	7.900" In.	<b>8720-16</b>
			6.650" Ex.	
2005-10 6.1L HEMI Pushrod Set	.080"	5/16"	7.900" In.	<b>8722-16</b>
			6.700" Ex.	
2009+ 5.7L/2015+ 6.2L/2011+ 6.4L HEMI Pushrod Set	.080"	5/16"	8.000" In.	<b>8721-16</b>
			6.800" Ex.	



The Brands That Power  
The Performance  
Automotive Aftermarket

STAY CONNECTED





# PERFORMANCE CAM SETS

## FOR FORD COYOTE 2018+ ENGINES

The Ford Coyote engine has proven itself as an awesome base for modifications since its debut in 2011, and COMP Cams® now offers six different performance cam set options that range from mild to wild for the newer direct injection 2018+ Coyote engine. These brand new profiles, designed using data from GT350 race engines, are optimized for the 2018+ cylinder head geometry and flow, providing optimized power for any combination of modifications. The cams are designed to take advantage of the engine's direct injection to not only make more horsepower, but to also maximize the fuel flow and power capability of the camshaft driven direct injection pump. In addition, these grinds are more stable at high RPM than the factory cam profiles while also producing more power across the entire RPM range.

Four NSR (No Valve Springs Required) grinds are available for naturally aspirated engines with two additional designs specifically for blower applications (blower/turbo applications require spring upgrade.)

### Ford Coyote 5.0L DOHC Modular 4 Valve 8 Cyl. 2018+

STAGE	APPLICATIONS/CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAM PART #	DURATION				VALVE LIFT		LOBE SEP. ANGLE
		IN.	EX.			ADVERTISED	@ .050"	W/ 1.825 ROCKER	IN.	EX.		
<b>NSR (NO SPRINGS REQUIRED) – Hydraulic Roller Finger Follower Camshafts</b>												
Stage 1	<b>DOHC</b> – No Springs Required (NSR) Stage 1 grind for 2018+ Coyote. Best choice for factory intake and stock gearing, especially in auto cars. Great power and response.	Hyd.	Hyd.	1900-7600	<b>433420</b>	276	286	228	230	.550	.550	123
Stage 2	<b>DOHC</b> – No Springs Required (NSR) Stage 2 grind for 2018+ Coyote. Best for applications w/ increased gearing, headers and intake operating above the factory redline.	Hyd.	Hyd.	2100-7900	<b>433430</b>	280	290	232	234	.550	.550	125
<b>THUMPR™ (NO SPRINGS REQUIRED) – Hydraulic Roller Finger Follower Camshafts</b>												
Thumpr™	<b>DOHC</b> – No Springs Required (NSR) Stage 1 Thumpr™ grind for 2018+ Coyote. Best choice for great power increase and sound in mildly modified applications.	Hyd.	Hyd.	2000-7600	<b>433700</b>	276	309	228	238	.550	.540	124
Mutha' Thumpr™	<b>DOHC</b> – No Springs Required (NSR) Stage 2 Mutha' Thumpr™ grind for 2018+ Coyote. This is a step up in duration for more modified vehicles and is especially good with long tube headers.	Hyd.	Hyd.	2200-7900	<b>433710</b>	280	313	232	242	.550	.540	126
<b>BLOWER/TURBO – Hydraulic Roller Finger Follower Camshafts</b>												
Stage 1	<b>DOHC</b> – Stage 1 Blower/Turbo grind for 2018+ Coyote. Optimized w/ higher lift for Part #26001 spring kits, allowing more RPM & added exhaust for forced induction. Valve springs required.	Hyd.	Hyd.	2000-7900	<b>433560<sup>1</sup></b>	280	294	232	238	.580	.580	126
Stage 2	<b>DOHC</b> – Stage 2 Blower/Turbo grind for 2018+ Coyote. Very close to a competitive NHRA Factory Shootout or race turbo grind but mild enough for limited street use. Valve spring upgrade required.	Hyd.	Hyd.	2500-8400	<b>433580<sup>1</sup></b>	288	302	240	246	.590	.590	130

<sup>1</sup> Requires #26001-32 valve springs



#433430

# .600" LIFT BEEHIVE™ VALVE SPRING KITS FOR FORD COYOTE 2018+ ENGINES

COMP Cams® debuts a .600" lift spring option for high RPM and boosted 2018 and newer Ford Coyote and Boss 5.0L engines.

This .600" lift Beehive™ Valve Spring has been developed specifically for high performance Coyote engines to create higher load, higher RPM and more lift capacity than stock valve springs. Dyno testing has proven these springs benefit both N/A and forced induction applications, even with stock camshafts, by providing increased valve control over the stock springs. Available as springs only or as complete kits with everything needed for a well-engineered upgrade, these kits take the guesswork out of choosing the correct parts and ensure your valve train is set up for big cams, high RPM and big boost.



#26001CS

SPRING SPECS	O.D.	I.D.	SEAT LOAD	OPEN LOAD	COIL BIND	RATE (LBS./IN.)	PART #
	DIA. 1	DIA. 2					
Top	.999	.636	105 @ 1.765	280 @ 1.165	1.089"	291	26001
Bottom	1.083	.720					

COMPONENTS	COMPONENT PART #	KIT PART #
Beehive™ Springs	26001-32	26001CS-KIT
Chromemoly Steel Retainers	710-32	
Valve Seals	523-32	
Spring Seats	4688-32	
Beehive™ Springs	26001-32	26001T-KIT
Titanium Retainers	702-32	
Valve Seals	523-32	
Spring Seats	4688-32	

# HI-TECH™ TIMING CHAIN SETS FOR FORD COYOTE ENGINES

COMP Cams® Hi-Tech™ Timing Chain Sets for Ford Coyote engines are designed to withstand the stresses of upgraded, modified applications and are the perfect choice when replacing fatigued, worn out factory chains.

- Feature heavy-duty secondary chains with 15% thicker plates than factory chains to prevent common secondary chain failure
- Include premium quality primary chains that provide durability in high performance or aggressive racing applications
- Sets include two primary chains and two secondary chains



#3042

DESCRIPTION	PART #
Hi-Tech™ Timing Chain Set for 2011-2014 Ford Coyote	3041
Hi-Tech™ Timing Chain Set for 2015-2018 Ford Coyote	3042



# FSL™ SERIES CAMSHAFTS

## FOR GM LS ENGINES

COMP Cams® continues to add more camshafts to its award winning FSL Cam Series. The CARB E.O.-certified camshafts offer drop-in convenience, with no valve spring changes or computer tuning required, for the following GM LS applications:



- GM Gen III/IV Three-Bolt 1997-2015
- GM LS2/LS3 Gen IV Single-Bolt w/o VVT or AFM 2007-2015
- GM LS2/LS3 Gen IV Single-Bolt w/ AFM, w/out VVT 2005-2014
- GM Gen IV Single-Bolt w/ VVT (12606358 Phaser) & AFM 2008-2015

FSL™ Cams for the GM Gen III/IV three-bolt and LS2/LS3 single-bolt applications can produce a 30 to 47 HP increase in peak power, while the versions for Gen IV single-bolt cams work with factory Variable Valve Timing and Active Fuel Management and also provide similar power increases. The best part of these new FSL™ cams is the incredible power gains that come without the risk of non-compliance with emissions regulations.

### GM LS Gen III/IV Three-Bolt 1997-2015

APPLICATIONS/CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAM PART #	DURATION				VALVE LIFT		LOBE SEP. ANGLE
	IN.	EX.			ADVERTISED		@ .050"		W/ 1.7 ROCKER		
					IN.	EX.	IN.	EX.	IN.	EX.	
<b>FSL™ Hydraulic Roller Camshaft – 50-State Legal CARB EO #D-279-13</b>											
<b>HYDRAULIC ROLLER</b> – 50-state legal grind for the GM Gen III LS1/LS3 three-bolt family of engines. Bolt-in with stock components and tune, can produce 30+ HP increase in peak power.	Hyd.	Hyd.	1800-6500	<b>54-103-11</b>	270	270	210	218	.570	.541	118

### GM LS2/LS3 Gen IV Single-Bolt without VVT & AFM 2007-2015

APPLICATIONS/CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAM PART #	DURATION				VALVE LIFT		LOBE SEP. ANGLE
	IN.	EX.			ADVERTISED		@ .050"		W/ 1.7 ROCKER		
					IN.	EX.	IN.	EX.	IN.	EX.	
<b>FSL™ Hydraulic Roller Camshaft – 50-State Legal CARB EO #D-279-13</b>											
<b>HYDRAULIC ROLLER</b> – GM LS2/LS3 Gen IV single-bolt w/o VVT & AFM. Works with stock components and tune, can produce 32+ HP increase in peak power.	Hyd.	Hyd.	1700-6500	<b>146-200-13</b>	260	270	206	218	.541	.541	117
<b>HYDRAULIC ROLLER</b> – GM LS2/LS3 Gen IV single-bolt w/o VVT & AFM. Works with stock components and tune, can produce 47+ HP increase in peak power.	Hyd.	Hyd.	1900-6500	<b>146-201-13</b>	264	274	210	222	.541	.541	116

### GM LS2/LS3 Gen IV Single-Bolt with AFM, without VVT 8 Cyl. 2005-2014

APPLICATIONS/CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAM PART #	DURATION				VALVE LIFT		LOBE SEP. ANGLE
	IN.	EX.			ADVERTISED		@ .050"		W/ 1.7 ROCKER		
					IN.	EX.	IN.	EX.	IN.	EX.	
<b>FSL™ Hydraulic Roller Camshaft – 50-State Legal CARB EO #D-279-13</b>											
<b>HYDRAULIC ROLLER</b> – 50-state legal grind for GM L92 Gen IV single-bolt w/ AFM. Works with stock components and tune, can produce 32+ HP increase in peak power.	Hyd.	Hyd.	1700-6500	<b>646-200-13</b>	269 D	282 D	208 D	220 D	.541 D	.541 D	117
					260 N	270 N	206 N	218 N	.541 N	.541 N	117
<b>HYDRAULIC ROLLER</b> – 50-state legal grind for GM L92 Gen IV single-bolt w/ AFM. Works with stock components and tune, can produce 47+ HP increase in peak power.	Hyd.	Hyd.	1900-6500	<b>646-201-13</b>	273 D	286 D	212 D	224 D	.541 D	.541 D	116
					264 N	274 N	210 N	222 N	.541 N	.541 N	116

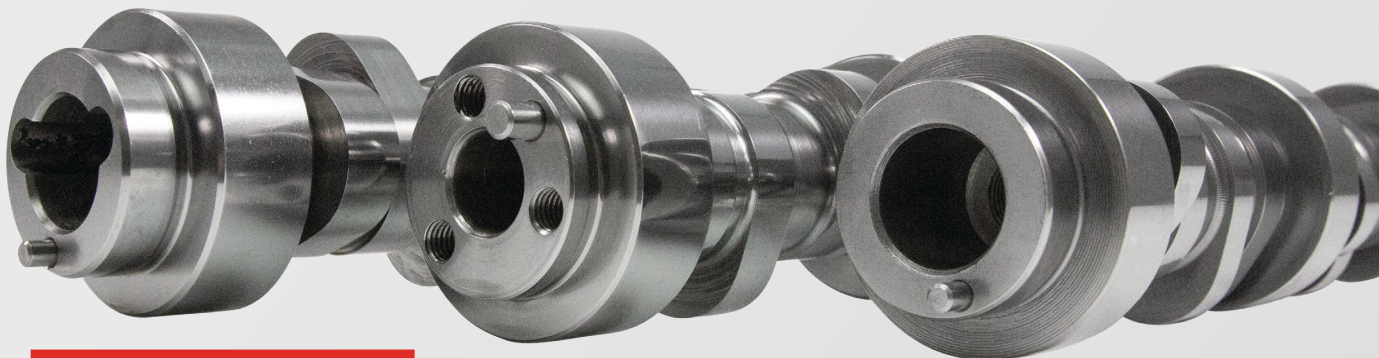
### GM LS Gen IV Single Bolt with VVT (12606358 Phaser) & AFM 2008-2015

APPLICATIONS/CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAM PART #	DURATION				VALVE LIFT		LOBE SEP. ANGLE
	IN.	EX.			ADVERTISED		@ .050"		W/ 1.7 ROCKER		
					IN.	EX.	IN.	EX.	IN.	EX.	
<b>FSL™ Hydraulic Roller Camshaft – 50-State Legal CARB EO #D-279-13</b>											
<b>HYDRAULIC ROLLER</b> – 50-state legal grind for GM L99/LS3 Gen IV single-bolt w/ VVT & AFM. Works with stock components and tune, can produce 32+ HP increase in peak power.	Hyd.	Hyd.	1700-6500	<b>689-200-13</b>	269 D	282 D	208 D	220 D	.541 D	.541 D	117
					260 N	270 N	206 N	218 N	.541 N	.541 N	117
<b>HYDRAULIC ROLLER</b> – 50-state legal grind for GM L99/LS3 Gen IV single-bolt w/ VVT & AFM. Works with stock components and tune, can produce 47+ HP increase in peak power.	Hyd.	Hyd.	1900-6500	<b>689-201-13</b>	273 D	286 D	212 D	224 D	.541 D	.541 D	116
					264 N	274 N	210 N	222 N	.541 N	.541 N	116

#689-200-13

#54-103-11

#146-200-13



CARB E.O. #D-279-13



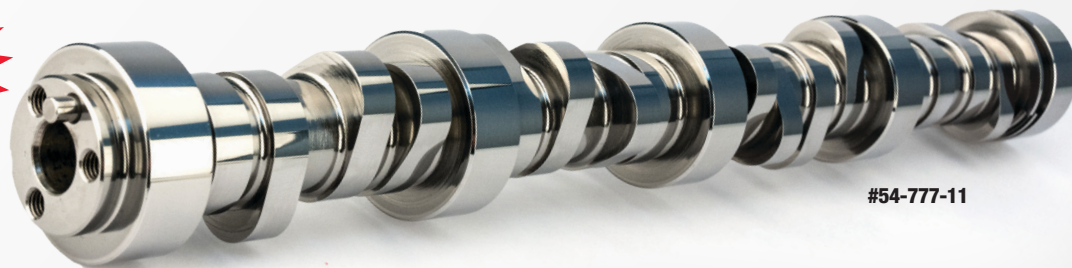
# NSR (NO SPRINGS REQUIRED) DRIFT CAM

## FOR GM LS GEN III/IV ENGINES

COMP Cams® introduces its first ever No Springs Required camshaft specifically designed for GM LS powered drift cars.

- Designed to provide significant bolt-in power increase - **90+ HP** in some cases!
- Excellent throttle response is achieved while maintaining valve train stability up to 7500 RPM
- Improved stability keeps valve train parts from breaking and maximized longevity
- Available for GM LS 4.8/5.3/5.7/6.0L drift/road race/drag applications at a budget-friendly price

APPLICATIONS/CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAM PART #	DURATION				VALVE LIFT		LOBE SEP. ANGLE
	IN.	EX.			IN.	EX.	IN.	EX.	IN.	EX.	
<b>NSR™ Drift Hydraulic Roller Camshaft</b>											
<b>HYDRAULIC ROLLER</b> – No springs required for GM 4.8-5.7 LS. Drop-in upgrade designed to wake up smaller displacement LS engines. Provides wide, usable power increase for the grassroots enthusiast. Springs and timing chain replacements recommended for high mileage engines.											
	Hyd.	Hyd.	3000-7500	<b>54-777-11</b>	294	304	233	243	.541	.541	114



# BEEHIVE™ LS6+ VALVE SPRING KITS

## FOR GM LS ENGINES

Improving upon the “blue” GM LS6 factory valve spring, COMP Cams® Beehive™ LS6+ Valve Springs allow for 4% higher seat and open loads for better dynamic control, as well as an extra .030” of lift capability. These springs are the perfect option when performing a mild performance cam swap or when looking to refresh an old engine. The use of premium wire and small batch manufacturing processes ensures maximum quality and durability.

SPRING SPECS	O.D. DIA. 1	I.D. DIA. 2	SEAT LOAD	OPEN LOAD	COIL BIND	RATE (LBS./IN.)	PART #
<b>Top</b>	1.077"	.655"	92 @ 1.800	304 @ 1.250	1.181"	386	<b>26906</b>
<b>Bottom</b>	1.282"	.860"					

COMPONENTS	COMPONENT PART #	KIT PART #
LS6+ Beehive™ Springs	<b>26906-16</b>	<b>26906CS-KIT</b>
Steel Retainers	<b>774-16</b>	
7° Valve Locks	<b>623-16</b>	
Valve Seals/Spring Seat Kit	<b>528-KIT</b>	
LS6+ Beehive™ Springs	<b>26906-16</b>	<b>26906TS-KIT</b>
Lightweight Tool Steel Retainers	<b>1772-16</b>	
7° Valve Locks	<b>623-16</b>	
Valve Seals	<b>511-16</b>	
Spring Seats	<b>4861-16</b>	



# .660" LIFT DUAL VALVE SPRING KITS FOR GM LS ENGINES

With a .660" maximum lift, these Dual Valve Springs are ideal for any high performance street or race application where aggressive cams are used. Manufactured from Super Clean™ wire and subject to extensive quality control testing, COMP Cams® delivers a valve spring assembly with superior strength, durability and valve train stability, no matter the application. The advanced surface finish processing creates a stronger valve spring that can easily handle the increased lift found in extreme stress race environments.

### SPRING SPECS

O.D. OUTER	I.D. OUTER	I.D. INNER	DAMPER	SEAT LOAD	OPEN LOAD	COIL BIND	RATE (LBS./IN.)	PART #
1.320"	.958"	.680"	N	141 @ 1.810	405 @ 1.150	1.07	400	<b>26925</b>

COMPONENTS	COMPONENT PART #	KIT PART #
.660" Street/Strip Dual Springs	<b>26925-16</b>	<b>26925CS-KIT</b>
Chromemoly Steel Retainers	<b>713-16</b>	
7° Valve Locks	<b>623-16</b>	
Valve Seals	<b>511-16</b>	
Spring Seats	<b>4695-16</b>	
.660" Street/Strip Dual Springs	<b>26925-16</b>	<b>26925TS-KIT</b>
Lightweight Tool Steel Retainers	<b>1717-16</b>	
7° Valve Locks	<b>623-16</b>	
Valve Seals	<b>511-16</b>	
Spring Seats	<b>4695-16</b>	

#26925CS



# .675" LIFT CONICAL VALVE SPRING KITS FOR GM LS/LT ENGINES

The COMP Cams® .675" Lift Conical Valve Spring Kits allow enthusiasts and builders to better harness the power of popular LS/LT race and street engine applications. The springs' conical design features a smaller diameter in the upper half to reduce active mass. This reduction in mass, along with the progressive frequency created by the unique conical shape, dampens coil oscillations better than any other spring design. These improvements in dynamic stability allow for the use of more aggressive camshafts and an increase in RPM limit speed. Finally, Superfinish processing of the springs results in increased durability and spring life.

COMPONENTS	COMPONENT PART #	KIT PART #
.675" Lift Conical Springs	<b>7230-16</b>	<b>7230TS1-KIT</b> GM LS1/LS3
.100" LW Tool Steel Retainers	<b>1774-16</b>	
7° Valve Locks	<b>623-16</b>	
Valve Seals	<b>511-16</b>	
Spring Seats	<b>4680-16</b>	
.675" Lift Conical Springs	<b>7230-16</b>	<b>7230TS-KIT</b> GM LT1/LS7
LW Tool Steel Retainers	<b>1772-16</b>	
7° Valve Locks	<b>623-16</b>	
Valve Seals	<b>511-16</b>	
Spring Seats	<b>4680-16</b>	
.675" Lift Conical Springs	<b>26925-16</b>	<b>7230TI-KIT</b> GM LT1/LS7
Titanium Retainers	<b>772-16</b>	
7° Valve Locks	<b>623-16</b>	
Valve Seals	<b>511-16</b>	
Spring Seats	<b>4680-16</b>	

#7230TI



SPRING SPECS	O.D. DIA. 1	I.D. DIA. 2	SEAT LOAD	OPEN LOAD	COIL BIND	RATE (LBS./IN.)	PART #
	Top	1.060"	.660"	145 @ 1.900	495 @ 1.225	1.175	519
Bottom	1.332"	.932"					



# .700" LIFT DUAL VALVE SPRING KITS

## FOR GM LT1/LS7 ENGINES

COMP Cams® .700" Lift Dual Valve Springs for GM LT1/LS7 Applications are now available in complete kits that allow for easy installation on LT1/LS7 street, drag and road course applications.

- .700" Maximum lift for GM LT1/LS7 high performance applications with aggressive camshafts
- Designed for hydraulic roller and some solid roller camshafts
- Advance surface finish process creates stronger spring that can handle the increased lift found in extreme stress applications

### SPRING SPECS

O.D. OUTER	I.D. OUTER	I.D. INNER	DAMPER	SEAT LOAD	OPEN LOAD	COIL BIND	RATE (LBS./IN.)	PART #
1.301"	.924"	.646"	N	159 @ 1.900	458 @ 1.200	1.150"	427	<b>26527</b>

COMPONENTS	COMPONENT PART #	KIT PART #
.700" Lift Dual Springs	<b>26527-16</b>	<b>26527TS-KIT</b>
Tool Steel Retainers	<b>1779-16</b>	
7° Valve Locks	<b>623-16</b>	
Valve Seals	<b>511-16</b>	
Spring Seats	<b>4695-16</b>	
.700" Lift Dual Springs	<b>26527-16</b>	<b>26925TI-KIT</b>
Titanium Retainers	<b>779-16</b>	
7° Valve Locks	<b>623-16</b>	
Valve Seals	<b>511-16</b>	
Spring Seats	<b>4695-16</b>	



# UPGRADED OEM ROCKER ARMS

## FOR GM GEN V LT ENGINES

COMP Cams® provides a bolt-on rocker with full complement roller trunnions for Gen V LT engines, adding durability in high RPM race and street applications.

The COMP Cams® Gen V LT Upgraded Rocker Arms are a great way to increase the durability and performance of your engine's valve train in high RPM conditions. COMP Cams® factory technicians upgrade the proven stock rocker arms with heavy-duty billet steel trunnions, full complement roller bearings, and hardened steel retaining rings for a complete package. These upgraded rocker arms improve the reliability of your GM Gen V LT engine and are a must whenever installing a high performance camshaft or higher load valve springs.

DESCRIPTION	RATIO	PART #
Upgraded OEM Rocker Arms for GM LT1/LT4 – Set of 16	1.8	<b>1480-16</b>
Upgraded OEM Rocker Arms for GM LT1/LT4 – Single	1.8	<b>1480-1</b>



#1480





# PERFORMANCE VALVE SPRING KITS FOR GM LT4 ENGINES

Specifically developed for the unique valve train geometry of the high performance 2015+ LT4 engine, these kits feature increased spring pressure and max lift capabilities. The higher spring load and premium lightweight tool steel retainer translates into increased high RPM stability, especially when running higher than stock levels of boost, and either a max .600" or .625" lift, depending on the spring used. Premium wire and small batch manufacturing processes ensure maximum spring quality and durability.

SPRING SPECS	O.D. DIA. 1	I.D. DIA. 2	SEAT LOAD	OPEN LOAD	COIL BIND	RATE (LBS./IN.)	PART #
<b>Top</b>	1.075"	.650"	125 @ 1.800	367 @ 1.150	1.100"	372	<b>26918</b>
<b>Bottom</b>	1.310"	.885"					
<b>Top</b>	1.020"	.650"	136 @ 1.800	412 @ 1.170	1.125"	438	<b>7228</b>

COMPONENTS	COMPONENT PART #	KIT PART #
Beehive™ Springs	<b>26918-16</b>	<b>26918TSD-KIT</b>
Tool Steel Retainers	<b>1774-8, 1772-8</b>	
Valve Seals	<b>511-16</b>	
Spring Seats	<b>4680-8, 4731-8</b>	
Shims	<b>4717-8</b>	
Valve Locks	<b>623-16</b>	
Conical Springs	<b>7228-16</b>	<b>7228TSD-KIT</b>
Tool Steel Retainers	<b>1774-8, 1772-8</b>	
Valve Seals	<b>511-16</b>	
Spring Seats	<b>4680-8, 4731-8</b>	
Shims	<b>4717-8</b>	
Valve Locks	<b>623-16</b>	



# ROCKER ARM TRUNNION UPGRADE KIT FOR GM LS7 & GEN V LT ENGINES

- Kit is designed to upgrade stock needle bearings with full complement roller trunnions for high RPM race applications
- Kit includes heavy-duty billet steel rocker arm trunnions retaining rings and and optional magnetic installation tool
- Magnetic installation tool allows for one-handed installation and its cylindrical construction allows for use as an arbor press, vice or c-clamp

DESCRIPTION	PART #
Trunnion Upgrade Kit & Installation Tool for GM LS7 & GM V LT	<b>13704TL-KIT</b>
Trunnion Upgrade Kit ONLY for GM LS7 & GM V LT	<b>13704-KIT</b>
Install Tool ONLY	<b>54702-TL</b>





# WIRELESS AIR/FUEL METER KITS

The state-of-the-art FAST® Wireless Air/Fuel Meter Kits measure your engine's air/fuel ratio with precision accuracy, all from the convenience of your smartphone!

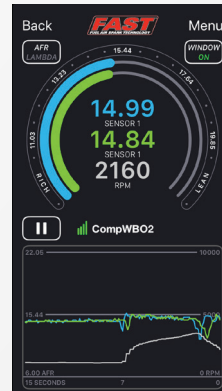
FAST® has revolutionized the tuning industry with the most advanced, app-based, wireless air/fuel meters – in both dual and single sensor options. The FAST® Wireless Air/Fuel Meters use an under-hood mounted Bluetooth module, connected to oxygen sensors in one or both of your engine's exhaust outlets, giving you the full story on the state of your engine's tune. With the dual sensor unit, you can read both wide-band oxygen sensors individually, or average them together for super accurate readings of the engine's true air/fuel ratio.

Easy to use with any iOS or Android device, the FAST® Wireless Air/Fuel Meter App includes a simple, built-in data logger that records up to two minutes of air/fuel and RPM data. Fuel calibrations are preloaded for measuring gasoline, all popular ethanol blends, methanol, diesel and more. Advanced features include 0-5 volt output for external data loggers and digital gauges. Additionally, a selectable module output is provided that can be used as an RPM activated window switch, a lean air/fuel ratio safety cut-off or an innovative anti-theft feature that allows you to manually activate/deactivate a vehicle immobilizing relay - a simple way to protect your vehicle from theft!

DESCRIPTION	PART #
Wireless Air/Fuel Meter – Dual	<b>170302</b>
Wireless Air/Fuel Meter – Single	<b>170301</b>



#170302



Bluetooth Compatible



# TEMP SENSOR & CONVERTER KITS

The FAST® Temp Sensor & Converter Kits provide an easy and economical way to measure air or fluid temperature and convert to a universal 0-5V output. Designed around the widely available GM-style Intake Air and Fluid Temperature Sensors, the FAST® Air Temp Sensor & Converter Kit is ideal when trying to measure parameters such as engine inlet air, before and after intercooler/heat exchangers or even brake duct temps. The fluid temp version effectively measures engine oil, coolant, transmission, intercooler/heat exchanger fluids and rear differential temps.

The sensors measure temperatures between 0° and 300° Fahrenheit and have standard 3/8" NPT threads for easy installation. The converter module electronics are protected from moisture, chemicals and dirt by a polymer over-mold. Kits come complete with a heavy-duty air or fluid temp sensor and a pre-terminated converter module that is constructed to mil-spec standards and is able to withstand high heat and vibration. Installation is simple, with only three wires to connect – 12V power, ground and 0-5V output.

DESCRIPTION	PART #
Air Temp Sensor & Converter Kit	<b>307037</b>
Fluid Temp Sensor & Converter Kit	<b>307038</b>



#307037

# XFI STREET™ EFI SYSTEM

## WITH EZ-EFI® THROTTLE BODY

The latest fuel injection kit from FAST® combines the advanced PC tunability of the XFI Street™ ECU with the proven reliability and performance of the EZ-EFI® 4150 -style throttle body unit.

With a self-learning capability similar to the XFI Sportsman™ and XFI 2.0™ Fuel Injection Systems, the XFI Street™ EFI System provides a cost-effective option for those who don't need ECU controlled ignition timing but do want complete fuel control. Utilizing the included C-COM® software that is easy to use for both novice and experienced tuners, the XFI Street™ ECU can easily deal with even the most challenging engine combinations and even features data logging capability when connected to a laptop. The advanced diagnostics also help to identify problems and maintain peak engine performance.

With the proven reliability and performance of the EZ-EFI® Throttle Body, up to 650 HP naturally aspirated engines can benefit from its fantastic throttle response and smooth power delivery. The unit bolts to any 4150-style intake manifold for an easy plug-and-play installation. Additionally, with its integrated four injector design and premium quality wire harness, throttle body reliability is assured.

### KIT INCLUDES:

- XFI Street™ ECU
- EZ-EFI® Fuel Throttle Body
- Wide-Band O<sub>2</sub> Sensor
- Wiring Harness
- Communications Cable
- C-COM® Software

DESCRIPTION	PART #
XFI Street™ EFI System w/ Throttle Body	<b>304001</b>



# UNIVERSAL EFI FUEL SUMP KIT

The FAST® Universal EFI Fuel Sump Kit is the easiest way to provide consistent, high fuel pressure to any fuel injection system being retrofitted to a vehicle with an existing low pressure, carbureted-style fuel system.

- Adjustable from 35-90 psi for use in many applications up to 600 HP
- Works with factory fuel tank and pump
- Self-contained & compact for simple and easy installation
- Much simpler and more affordable than a complete fuel system update
- Kit includes all necessary hardware, hoses & fittings



DESCRIPTION	PART #
Universal EFI Fuel Sump Kit	<b>30403-FK</b>

# XFI SPORTSMAN™ EFI SYSTEM

## FOR GM LS ENGINES

The FAST™ XFI Sportsman™ EFI System for GM LS Applications is a fully software-tunable EFI system designed for LS engines. Featuring the XFI Sportsman™ ECU, this kit provides total flexibility in tuning and monitoring engine fueling, acceleration fuel, timing and air/fuel targets. While offering PC based, on-the-fly tuning, the system also provides a self-tuning strategy that can be enabled or disabled. A user-configurable auxiliary input channel and full-function data logging are also included. It supports both naturally aspirated and boosted applications up to 5 bar and is also compatible with wet nitrous and has nitrous timing retard control. Built-in CAN network support for the EZ-TCU™, EZ-LS™, XIM™ and eDash means users can easily plug-and-play those components with the included CAN network wire.

Incorporating the proven EZ-LS™ Ignition Control for spark duties, the kit installs easily and allows you to fully control your LS engine. Tuning with the FAST® system is done conveniently in real time, unlike inferior factory EFI based kits that require constant ECU reflashing whenever you want to make changes. The system requires a laptop for tuning and uses proven FAST® C-COM® software, which comes packaged along with the necessary USB connectivity cable. The system offers the choice of the load-indexed Speed Density fuel strategy for most users but also includes the option of the Alpha-N strategy that was specifically added to serve drag racers looking for absolute consistency.

**KIT INCLUDES:**

- XFI Sportsman™ ECU
- EZ-LS® Ignition Control
- Wide-Band O<sub>2</sub> Sensor
- Wiring Harness
- Communications Cable
- C-COM® Software

DESCRIPTION	PART #
XFI Sportsman™ EFI System for GM LS Engines	<b>303004</b>



#303004

# XR SERIES IGNITION COILS

The FAST® XR Series Ignition Coils provide 15% more spark energy over OEM coils, resulting in increased performance and power. These coils are direct replacements for various GM, Ford and Chrysler engines and fit/connect like OEM coils for an easy install. Legal in all 50 states, these coils do not affect emissions and can be installed without any additional modifications.

The FAST® XR Series Coils are constructed from premium, ultra-pure copper alloy windings, resulting in firing performance approaching 40,000 peak volts and are ideal for any street or racing application where reliable, powerful ignition output is needed.

APPLICATION	SINGLE PART #	SET PART # <sup>1</sup>
GM Gen V LT	<b>30388-1</b>	<b>30388-8</b>
Dodge HEMI 2006+ 5.7L-6.4L	<b>30389-1</b>	<b>30389-8</b>
Ford 1997-2014 Modular 2V 4.6L/5.4L/5.8L	<b>30390-1</b>	<b>30390-8</b>
Ford 1997-2014 Modular 4V 4.6L/5.4L/5.8L	<b>30391-1</b>	<b>30391-8</b>
Ford 2004-2008 Modular 3V 4.6L/5.4L/6.8L	<b>30392-1</b>	<b>30392-8</b>
Ford 2008-2016 Modular 3V 4.6L/5.4L/6.8L	<b>30393-1</b>	<b>30393-8</b>
Ford 2011-2015 Coyote 5.0L	<b>30394-1</b>	<b>30394-8</b>
Ford 2011-2018 3.5L EcoBoost	<b>30395-1</b>	<b>30395-6</b>

<sup>1</sup> "-6" or "-8" indicates number of units per set.



**30388-1**



**30389-1**



**30390-1**



**30391-1**



**30392-1**



**30393-1**



**30394-1**



**30395-1**

# 4X FOUR-SPEED™ TRANSMISSION PACKAGES

## FOR EXTERNALLY BALANCED SMALL BLOCK FORD ENGINES

The popular 4x Four-Speed™ line of automatic transmissions is now compatible with Small Block Ford engines using either a 28 oz. or 50 oz. external balance. You now have the capability of running a 550 HP or 750 HP capable 700R4-based transmission behind your externally balanced SBF without the use of difficult adapter plates. If you need a transmission that can hold more than 750 horsepower, TCI® also offers an 875 HP capable 4L80E-based automatic transmission for these engines.

TCI® makes it easy to adapt these proven transmissions to compatible engines by including the exact bellhousing, a special adapter flexplate, pilot adapter, dipstick and other accessories in a complete package. These kits bolt right up to your engine like a stock transmission.

The 700R4-based transmission uses a Constant Pressure Valve Body™ to eliminate the need for careful TV cable tuning, the most common cause of 700R4 transmission failure. If you choose the 4L80E-based 4x transmission, these controls are handled electronically by your choice of the TCI® EZ-TCU™, TCU 2.0™ or a factory GM transmission controller. All 4x transmissions are automatic overdrive four speeds with lock-up, so simply choose the one that fits your power level.

DESCRIPTION	TRANSMISSION	BELLHOUSING KIT	FLEXPLATE	UNIVERSAL TV CABLE	DIPSTICK	COOLER	MAXSHIFT TRANS. FLUID	PACKAGE PART #
<b>Electronic 4L80E-Based</b>								
Externally Balanced SBF 28 oz., 875HP	<b>271120</b>	<b>271638</b>	<b>529632E</b>	–	<b>743817</b>	<b>824104</b>	<b>950640</b>	<b>471800P12</b>
Externally Balanced SBF 50 oz., 875 HP	<b>271120</b>	<b>271639</b>	<b>529632L</b>	–	<b>743817</b>	<b>824104</b>	<b>950640</b>	<b>471800P13</b>
<b>Non-Electronic 700R4-Based</b>								
Externally Balanced SBF 28 oz., 550 HP	<b>371700</b>	<b>271636</b>	<b>529632E</b>	<b>376800</b>	<b>743818</b>	<b>820500</b>	<b>950600</b>	<b>371700P12</b>
Externally Balanced SBF 50 oz., 550 HP	<b>371700</b>	<b>271637</b>	<b>529632L</b>	<b>376800</b>	<b>743818</b>	<b>820500</b>	<b>950600</b>	<b>371700P13</b>
Externally Balanced SBF 28 oz., 750 HP	<b>371800</b>	<b>271636</b>	<b>529632E</b>	<b>376800</b>	<b>743818</b>	<b>820500</b>	<b>950600</b>	<b>371800P12</b>
Externally Balanced SBF 50 oz., 750 HP	<b>371800</b>	<b>271637</b>	<b>529632L</b>	<b>376800</b>	<b>743818</b>	<b>820500</b>	<b>950600</b>	<b>371800P13</b>

# RACING STARTERS

## FOR GM LS ENGINES

TCI® Racing Starters for GM LS applications feature enough power to turn over even the highest compression engines while saving weight and being more reliable than OEM starters.

- Available in either 1.9 HP (max 14:1 compression) or 2.5 HP (max 16:1 compression) options
- 1/3 smaller than most OEM starters to increase ground clearance and free up space for headers and oil pan
- Clockable in three positions to allow for more header and oil pan clearance
- Full ball bearing construction ensures more power to turn over the engine, less wasted to friction



#351115

DESCRIPTION	PART #
Racing Starter for GM LS – 1.9 HP	<b>351115</b>
Racing Starter for GM LS – 2.5 HP	<b>351119</b>

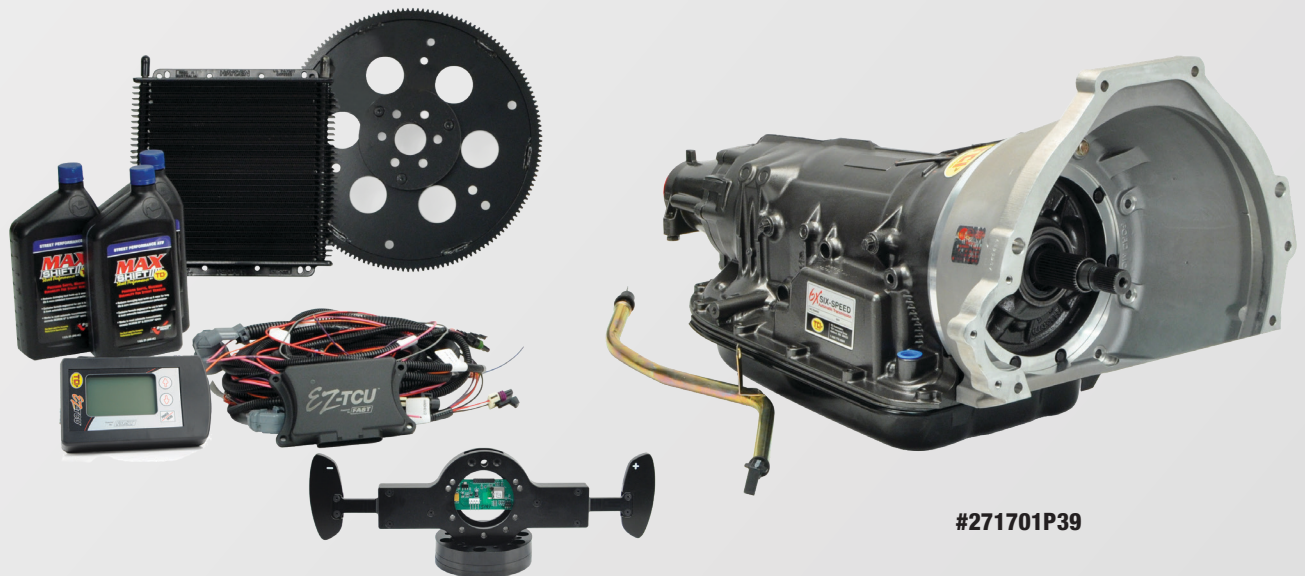
# 6X SIX-SPEED™ TRANSMISSION PACKAGES

## FOR EXTERNALLY BALANCED SMALL BLOCK FORD ENGINES

Using the latest innovations in drivetrain technology, TCI® developed a groundbreaking transmission for street, Pro Touring and all out race vehicles – the 6x Six Speed™. The 4L80E-based 6x Six-Speed™ Automatic Transmission is a fully programmable transmission that gives you six forward gears (2.97, 2.23, 1.57, 1.18, 1.00, 0.75) for quick acceleration and increased fuel economy at cruising speeds, while still being capable of handling up to 850 horsepower. New to this 6x transmission lineup are Small Block Ford 28 oz. and 50 oz. externally balance adapter flexplate options.

Using the TCI® EZ-TCU™ Transmission Controller and harness allows for exact shift point programming, and with the optional TCI™ Paddle Shifter or Outlaw-X™ 2-Button Shifter set up for manual gear selection, this automatic transmission gives you the most functional and modern drivetrain combination on the market.

DESCRIPTION	TRANSMISSION	BELLHOUSING KIT	SHIFTER	EZ-TCU™ TRANS. CONTROLLER	DIPSTICK	COOLER	MAXSHIFT TRANS. FLUID	PACKAGE PART #
Externally Balanced SBF 28 oz.	<b>271701</b>	<b>271638</b>	–	<b>302820</b>	<b>743817</b>	<b>824104</b>	<b>950640</b>	<b>271701P37</b>
Externally Balanced SBF 28 oz.	<b>271701</b>	<b>271638</b>	<b>630005 Outlaw-X™</b>	<b>302820</b>	<b>743817</b>	<b>824104</b>	<b>950640</b>	<b>271701P38</b>
Externally Balanced SBF 28 oz.	<b>271701</b>	<b>271638</b>	<b>301442 Paddle</b>	<b>302820</b>	<b>743817</b>	<b>824104</b>	<b>950640</b>	<b>271701P39</b>
Externally Balanced SBF 50 oz.	<b>271701</b>	<b>271639</b>	–	<b>302820</b>	<b>743817</b>	<b>824104</b>	<b>950640</b>	<b>271701P40</b>
Externally Balanced SBF 50 oz.	<b>271701</b>	<b>271639</b>	<b>630005 Outlaw-X™</b>	<b>302820</b>	<b>743817</b>	<b>824104</b>	<b>950640</b>	<b>271701P41</b>
Externally Balanced SBF 50 oz.	<b>271701</b>	<b>271639</b>	<b>301442 Paddle</b>	<b>302820</b>	<b>743817</b>	<b>824104</b>	<b>950640</b>	<b>271701P42</b>



#271701P39



# PRO ACTION™ CYLINDER HEADS

## FOR GM LS ENGINES

RHS® introduces its new Pro Action™ Cathedral and Rectangle Port Aluminum Cylinder Heads as premium replacement heads for GM LS applications, ensuring great power on any performance or stock engine build.

Available bare or assembled with premium COMP Cams® valve train components, these LS heads are engineered with the same architecture as the factory head, and all stock components will fit without issue. The RHS® Pro Action™ Rectangle Port Cylinder Heads also feature factory correct intake manifold alignment slots to ensure that intake manifold ports line up properly with the cylinder head ports to avoid power robbing misalignment. Assembled versions of each cylinder head feature either dual or Beehive™ Valve Springs, chromemoly steel retainers, heavy-duty stainless steel valves and top-quality valve seals – all inspected and assembled by qualified RHS® performance technicians. The Beehive™ Valve Springs allow up to .570" lift cams while the dual spring option is good up to .660" lift, perfect for any performance cam upgrade.

Manufactured with premium materials and machined to the industry's tightest tolerances, they feature premium bronze/manganese valve guides for long wear with particular emphasis placed on holding precision tolerances on valve seat concentricity, allowing the valves to seal securely for more power.

All RHS® cylinder heads feature patented Clean Cast Technology™, a revolutionary process that eliminates casting flaws and promotes a smoother internal surface finish for greater air and coolant flow. These benefits provide more power and cooling, right out of the box. A unique dual seat spark plug pocket design allows you to use both the factory style tapered seat spark plugs and also flat seat style plugs that are available in wider heat ranges for high performance applications.

RUNNER	CHAMBER	SPARK PLUGS	VALVE SIZE				RETAINERS				
			IN.	EX.	VALVE TRAIN	MAX. LIFT	VALVE SPRINGS	PART #	MATERIAL	HEAD PART #	
<b>CATHEDRAL PORT</b>											
210cc	65cc	Angle	2.000"	1.550"	Hyd. Roller	.660"	Dual	713-16	Chromemoly Steel	<b>54240-05HCS</b>	
210cc	65cc	Angle	2.000"	1.550"	Hyd. Roller	.570"	Beehive™	774-16	Chromemoly Steel	<b>54240-06HCS</b>	
210cc	65cc	Angle	2.000"	1.550"	–	–	–	–	–	<b>54240</b>	
<b>RECTANGLE PORT</b>											
260cc	69cc	Angle	2.165"	1.590"	Hyd. Roller	.660"	Dual	713-16	Chromemoly Steel	<b>54530-05HCS</b>	
260cc	69cc	Angle	2.165"	1.590"	Hyd. Roller	.570"	Beehive™	774-16	Chromemoly Steel	<b>54530-06HCS</b>	
260cc	69cc	Angle	2.165"	1.590"	–	–	–	–	–	<b>54530</b>	

\*Rectangle port cylinder heads require minimum bore of 4.000"



**CATHEDRAL PORT**  
**#54240-05HCS**



**RECTANGLE PORT**  
**#54530-05HCS**







# INTAKE & CAM PACKAGES

## FOR GM LS CATHEDRAL PORT ENGINES

Get huge power gains to maximize the performance potential of your GM LS Cathedral Port engine with these matched and dyno tested RHS® Performance Packages.

- Carefully matched, dyno tested packages take the guesswork out of upgrading GM LS Cathedral Port engines
- Maximize HP and RPM without sacrificing low-end torque
- Packages for naturally aspirated and forced induction applications
- Packages include: RHS® Sheet Metal Intake Manifold w/ billet fuel rails, FAST 102mm Big Mouth Throttle Body™ COMP Cams® camshaft and select packages include matched valve spring kits

RHS® engineers took away the guesswork by selecting the best components to not only make great power but to also enhance reliability in high performance and racing use. In testing, the Stage 2 Naturally Aspirated Package resulted in a 105 HP increase on an otherwise completely stock LM7 5.3L. When the Stage 2 Forced Induction Package was tested, a massive 175 HP increase was measured on the same stock LM7 5.3L at 15 psi of boost.

STAGE	COMPONENTS	COMPONENT PART #	KIT PART #
 <b>Stage 1</b> Naturally Aspirated	RHS® GM LS Cathedral Port Sheet Metal Intake Manifold with Fuel Rails	<b>10902</b>	<b>10902N1</b>
	FAST® 102mm Big Mouth Throttle Body™ w/ Sensors	<b>54107</b>	
	Stage 1 N/A COMP Cams® No Springs Required Camshaft	<b>54-271-11</b>	
 <b>Stage 2</b> Naturally Aspirated	RHS® GM LS Cathedral Port Sheet Metal Intake Manifold with Fuel Rails	<b>10902</b>	<b>10902N2</b>
	FAST® 102mm Big Mouth Throttle Body® w/ Sensors	<b>54107</b>	
	Stage 2 N/A COMP Cams® Camshaft	<b>54-778-11</b>	
	COMP Cams® Beehive™ Valve Spring Kit	<b>26906CS-KIT</b>	
 <b>Stage 1</b> Forced Induction	RHS® GM LS Cathedral Port Sheet Metal Intake Manifold with Fuel Rails	<b>10902</b>	<b>10902F1</b>
	FAST® 102mm Big Mouth Throttle Body™ w/ Sensors	<b>54107</b>	
	Stage 1 F/I COMP Cams® Camshaft	<b>54-272-11</b>	
	COMP Cams® Beehive™ Valve Spring Kit	<b>26906CS-KIT</b>	
 <b>Stage 2</b> Forced Induction	RHS® GM LS Cathedral Port Sheet Metal Intake Manifold with Fuel Rails	<b>10902</b>	<b>10902F2</b>
	FAST® 102mm Big Mouth Throttle Body™ w/ Sensors	<b>54107</b>	
	Stage 2 F/I COMP Cams® Camshaft	<b>54-332-11</b>	
	COMP Cams® Dual Valve Spring Kit	<b>26925CS-KIT</b>	



# VALVE SPRING COMPRESSOR TOOLS

## FOR GM GEN V LT & DODGE GEN III HEMI ENGINES

Powerhouse® introduces two valve spring compressor tools - one engineered specifically to work with all Dodge 5.7L-6.4L HEMI engines and another for GM Gen V LT engines.

The valve spring compressor tools allow easy removal and installation of valve springs without the need to remove the cylinder heads. The bolt-down design of each makes it quick and easy to install, while a unique lead screw and cage design compresses the spring, freeing up your hands for easy access to the valve locks. In addition, the spring cage is specifically sized to be compatible with factory and most aftermarket valve springs.

Manufactured from high-strength billet steel, the Powerhouse® Valve Spring Compressor Tools won't bend or wear out like competitors' inferior aluminum spring compressors.

DESCRIPTION	PART #
Valve Spring Compressor Tool – Dodge 5.7L-6.4L HEMI	<b>POW352003</b>
Valve Spring Compressor Tool – GM Gen V LT	<b>POW352004</b>



#POW352003



#POW352004

# HEAVY-DUTY ENGINE CRADLE

## FOR GM LS & SBC/BBC ENGINES

The latest offering from Powerhouse® Products is designed to make storing and moving GM LS and Chevrolet SBC/BBC engines easier than ever.

- Unique design accepts both LS and standard Chevrolet SBC/BBC engines
- High-quality, heavy-duty casters for easy movement
- Unique swing out mounting arms make it easy to slide engine into position, especially with a dry sump pump
- Heavy gauge steel construction for utmost durability
- Low-profile design for easy storage, yet tall enough for deep oil pans

DESCRIPTION	PART #
Engine Cradle w/ Wheels for GM LS SBC/BBC Engines	<b>POW102134</b>



#POW102134