

CAMSHAFTS *by Engine Pro*



ENGINE PRO CAMSHAFTS

For street or strip, Engine Pro Performance Camshafts simply out perform the competition. Our manufacturing accuracy promotes improved valve train stability resulting in improved power gain. Our "controlled ramp" lobe profiles offer acceleration rates extending valve train life while delivering maximum horsepower. Engine Pro camshafts are cast and finished in the USA and are available in five stages to match your performance needs.

Specific Description

- Ground in the USA. 100% American made castings and billets
- Manganese phosphate coated, flame hardened castings or induction hardened billets
- Computer designed lobe profiles for maximum power
- Profiles are Adcole verified for the ultimate in accuracy
- Journal roundness maintained to within .0002"





ENGINE PRO PERFORMANCE PRODUCTS

The Engine Pro Performance product line includes a broad array of performance products designed and engineered to exceed your customers' expectations. Our products are manufactured to exacting standards using state-of-the-art technology and processes to ensure reliable performance and great value. The Engine Pro Performance product line provides a wide variety of choices, accommodating the varied performance needs and budgets of your customers from the budget minded enthusiast to the all-out racer. Engine Pro is committed to being a leader in performance engine parts, and we thank you for your support. When it comes to performance, you will find it pays to know a pro... Engine Pro.

CAMSHAFT RANGE & SELECTION CHART *by Engine Pro*

STAGE 1	CHARACTERISTICS	RECOMMENDATIONS
DURATION @ .050": UP TO 195 HYDRAULIC	IDLE QUALITY: SMOOTH STOCK	TOWING: GOOD FOR PULLING HEAVY LOADS
	TORQUE: IMPROVED LOW END, 1600-2000 RPM	RACING: NOT RECOMMENDED
	FUEL ECONOMY: YES	COMPUTER CONTROLLED VEHICLES: MODIFICATIONS NOT NEEDED
		TRANSMISSION: STOCK AUTOMATIC OR MANUAL
		COMPRESSION RATIO: 9.0:1 OR LESS
STAGE 2	CHARACTERISTICS	RECOMMENDATIONS
DURATION @ .050": 195-210 HYDRAULIC	IDLE QUALITY: SMOOTH	TOWING: GOOD FOR LIGHT PULLING AND RV USE
	TORQUE: GOOD LOW AND MID-RANGES 1800-2600 RPM	RACING: NOT RECOMMENDED
	FUEL ECONOMY: NO	COMPUTER CONTROLLED VEHICLES: MODIFICATIONS MAY BE NEEDED
		TRANSMISSION: STOCK AUTOMATIC OR MANUAL
		COMPRESSION RATIO: 9.5:1 OR LESS
STAGE 3	CHARACTERISTICS	RECOMMENDATIONS
DURATION @ .050": 210-225 HYDRAULIC	IDLE QUALITY: FAIR WITH SOME LOPE	TOWING: NOT RECOMMENDED
	TORQUE: MID-RANGE 2400-3200 RPM	RACING: MILD BRACKET RACING
	FUEL ECONOMY: NO	COMPUTER CONTROLLED VEHICLES: MODIFIED COMPUTER CHIP MAY BE REQUIRED TO COMPENSATE FOR LOW VACUUM
		TRANSMISSION: STOCK AUTOMATIC OR MANUAL
		COMPRESSION RATIO: 10.3:1 OR LESS. CHECK VALVE TO PISTON CLEARANCE
STAGE 4	CHARACTERISTICS	RECOMMENDATIONS
DURATION @ .050": 225-240 HYDRAULIC	IDLE QUALITY: ROUGH. MANIFOLD VACUUM WILL NOT OPERATE POWER BRAKES	TOWING: NOT RECOMMENDED
	TORQUE: MID-RANGE 3000-4000 RPM	RACING: BRACKET DRAG RACING, LIMITED OVAL TRACK
	FUEL ECONOMY: NO	COMPUTER CONTROLLED VEHICLES: NOT RECOMMENDED
		TRANSMISSION: AUTOMATIC WITH HIGH STALL CONVERTER OR MANUAL
		COMPRESSION RATIO: 10.5:1 TO 11.0:1. CHECK VALVE TO PISTON CLEARANCE
STAGE 5	CHARACTERISTICS	RECOMMENDATIONS
DURATION @ .050": 240-255 HYDRAULIC 250-265 MECHANICAL	IDLE QUALITY: ROUGH WITH HEAVY LOPE. WILL NOT OPERATE POWER BRAKES	TOWING: NOT RECOMMENDED
	TORQUE: MID TO HIGH RANGES 3800-5000 RPM	RACING: BRACKET DRAG RACING, OVAL TRACK
	FUEL ECONOMY: NO	COMPUTER CONTROLLED VEHICLES: NOT RECOMMENDED
		TRANSMISSION: AUTOMATIC WITH HIGH STALL CONVERTER OR HEAVY DUTY MANUAL
		COMPRESSION RATIO: 10.5:1 TO 12.0:1. CHECK VALVE TO PISTON CLEARANCE

THESE ARE GENERAL GUIDELINES. TO ACHIEVE BEST PERFORMANCE, MATCH CARBURETION, INTAKE MANIFOLD, IGNITION AND HEADERS TO THE CAMSHAFT.

For specific applications, go to www.goenginepro.com or consult the Engine Pro Performance Product Catalog

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