

# CAMSHAFTS & LIFTER KITS



## PERFORMER-PLUS CAM KITS PART OF THE TOTAL POWER PACKAGE

Designed for optimum torque from the low-end to the mid-range, Performer-Plus camshafts match with Performer manifolds for vehicles operating from off-idle to 5500 rpm. They are smooth idling cams for daily drivers, trucks, vans, RVs and 4x4s. You can expect a major improvement in throttle response and torque. In the manifold section you'll find torque graphs showing the power gains from Performer manifolds and Performer-Plus cams. All camshafts come with hydraulic lifters (except for cams designed for use with stock roller lifters), assembly lube and instructions. **Many of our most popular Performer-Plus camshafts for small-block Chevys and Fords are 50-state street legal.** More camshafts may become legal in the year 2007; contact our Tech department toll free at 800-416-8628 for the latest information.



Application	Engine	Part #	Duration				Lift				Timing @ .050				Centerlines	
			Advertised Int	Exh	@ .050 Int	Exh	@ Cam Int	Exh	@ Valve Int	Exh	Intake Open	Close	Exhaust Open	Close	Lobe Seps.	Intake Ctrline
AMC	290-401 V8	2132*	278°	288°	204°	214°	.280	.295	.448	.472	3° ATDC	27° ABDC	42° BBDC	8° BTDC	110°	105°
BUICK	231-252 V6 Even Fire	5487*	280°	290°	204°	214°	.280	.295	.448	.472	5° ATDC	29° ABDC	44° BBDC	10° BTDC	112°	107°
CHEVY/AMC	2.8L 60° V6	3790*	253°	263°	204°	214°	.280	.295	.420	.442	5° ATDC	29° ABDC	44° BBDC	10° BTDC	112°	107°
CHEVY	200-229 90° V6	2112*	270°	280°	204°	214°	.280	.295	.420	.443	5° ATDC	29° ABDC	44° BBDC	10° BTDC	112°	107°
	265-350 V8	2102	278°	288°	204°	214°	.280	.295	.420	.442	5° ATDC	29° ABDC	44° BBDC	10° BTDC	112°	107°
	400 V8	2103	288°	288°	214°	214°	.295	.295	.442	.442	0° ATDC	34° ABDC	44° BBDC	10° BTDC	112°	107°
	305-350 V8 T.B.I. & LG-4	3702	268°	288°	194°	214°	.265	.294	.398	.442	10° ATDC	24° ABDC	44° BBDC	10° BTDC	112°	107°
	396-427-454 V8	2162*	292°	302°	218°	228°	.295	.295	.500	.500	0° ATDC	38° ABDC	53° BBDC	5° BTDC	114°	109°
CHRYSLER	318-340-360 V8	2177*	270°	270°	204°	204°	.280	.280	.420	.420	4° ATDC	28° ABDC	36° BBDC	12° BTDC	110°	106°
	383-400-440 V8	2192*	270°	280°	204°	214°	.280	.295	.420	.442	5° ATDC	29° ABDC	44° BBDC	10° BTDC	112°	107°
FORD	289-302 V8	2122*	270°	280°	204°	214°	.280	.295	.448	.472	5° ATDC	29° ABDC	44° BBDC	10° BTDC	112°	107°
	351W V8	2182*	270°	280°	204°	214°	.280	.295	.448	.472	5° ATDC	29° ABDC	44° BBDC	10° BTDC	112°	107°
	5.8L V8	3782†	266°	272°	210°	216°	.293	.302	.469	.484	7° ATDC	37° ABDC	48° BBDC	12° BTDC	116°	112°
	351M 400 V8	2172*	282°	292°	204°	214°	.280	.295	.484	.510	5° ATDC	29° ABDC	44° BBDC	10° BTDC	112°	107°
	352-428 V8	2106*	272°	282°	194°	204°	.265	.280	.460	.480	8° ATDC	22° ABDC	37° BBDC	13° BTDC	110°	105°
	429-460 V8	2167*	272°	282°	194°	204°	.265	.280	.460	.480	8° ATDC	22° ABDC	37° BBDC	13° BTDC	110°	105°
OLDS	350-403 V8	3712*	280°	290°	204°	214°	.280	.295	.448	.472	4° ATDC	28° ABDC	49° BBDC	15° BTDC	114°	106°
	400-425-455 V8	2152*	288°	298°	214°	224°	.295	.310	.472	.496	0° BTDC	34° ABDC	49° BBDC	5° BTDC	112°	107°
PONTIAC	350-455 V8	2157*	278°	288°	204°	214°	.280	.295	.420	.442	3° ATDC	27° ABDC	42° BBDC	8° BTDC	110°	105°

## PERFORMER-PLUS HYDRAULIC ROLLER CAMS...

These cams feature more aggressive profiles than conventional cams without excessive valve overlap. Roller tappets reduce friction and virtually eliminate break-in problems. Intended for use with OEM or Edelbrock hydraulic roller tappets. Dyno testing has resulted in 25HP gain over stock!

CHEVY	4.3L 90° V6	3714*	272°	276°	210°	214°	.319	.325	.479	.488	2° ATDC	32° ABDC	44° BBDC	10° BTDC	112°	107°
	265-350 V8 (1957-86)	2208*	280°	290°	212°	222°	.308	.319	.462	.479	1° BTDC	33° ABDC	48° BBDC	6° BTDC	112°	107°
	265-350 V8 (1987-Later)	2209*	280°	290°	212°	222°	.308	.319	.462	.479	1° BTDC	33° ABDC	48° BBDC	6° BTDC	112°	107°
FORD	5.0L V8	3722	282°	282°	220°	220°	.311	.311	.498	.498	0° ATDC	40° ABDC	40° BBDC	0° BTDC	110°	110°

Important Notes:

- Use only stock ratio rocker arms.
- Do not use dual springs.

†Available while supplies last.

\*Not legal for sale or use on pollution controlled motor vehicles.



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PART NUMBERS  
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**NEW FOR 2007**

# CAMSHAFTS & LIFTER KITS

**NEW**



Hydraulic Roller Camshaft Kit #22095

## HYDRAULIC ROLLER CAMSHAFT KITS

These complete cam kits include a hydraulic roller camshaft, Edelbrock improved hydraulic roller lifters and pushrods that are dyno-matched for a trouble-free installation. See page 156 for RPM cam specs.

### Small-Block Chevy Cam Kits

For S/B Chevy (1957-86) – includes Performer cam #2208.....#22085

For S/B Chevy (1987 & later) – includes Performer cam #2209.....#22095

For S/B Chevy (1957-86) – includes Performer RPM cam #2201.....#22015

For S/B Chevy (1987 & later) – includes Performer RPM cam #2204.....#22045

For S/B Chevy 383 (1987 & later) – includes Performer RPM cam #2207.....#22075

### Small-Block Ford Cam Kits

For small-block Ford 351W – includes Performer RPM cam #2281.....#22815

Valve Springs (B) (see pg. 154)	True Roller Timing Chain (see pg. 155)	Dyno-Matched Intake Manifolds	Repl. Lifters (set)	Pushrods	IMPORTANT COMMENTS
5832/5932	7818	2131/3731	9741	9637	
—	7829	5486	9749	—	For non computer-controlled vehicles.
—	—	3785/3787/3789	9737	—	For non computer-controlled vehicles.
5813/5913	7800/7802/7331	2111	9737	—	For non computer-controlled vehicles and non roller applications.
5802/5902	7800/7802/7331	2101/2701/3701 2104/3706/2601/2604	9738	9630	50-state legal for 1957-86 S/B Chevy.
5802/5902	7800/7802/7331	2101/2701/3701 2104/3706/2601/2604	9738	9630	50-state legal for 1957-86 S/B Chevy.
5802/5902	7800/7802/7331	3501/3502/3701/3704/3706	9738	9630	50-state legal for 1976-95 S/B Chevy. Non roller applications.
5862	7809/7810/7334	2161/3761	9738	—	Not for 1965-66 B/B Chevys requiring a grooved rear cam journal.
5877/5977	7803	2176/3776	9741	—	Not for 1985 and later engines with roller lifters.
5892/5992	7804	2186/2191	9743	—	For 1968 and later.
5822/5922	7811/7814/7820/7335	2121/3721/3723	9740	9632	Not for 1985 and later engines with roller lifters.
5882/5982	7811/7814/7820/7335	2181/3781/3783	9740	—	
5882/5982	7811/7814/7820/7335	3881	9740	—	For 1987-95 5.8L Fords, not hydraulic roller camshaft.
5872/5972	7821	2171/3771	9740	—	
5806/5906	7808	2105	9739	—	Will not work in 427 side-oilers. Isky spacer #350AW required for all FE Fords 1962 & earlier.
5867	7830	2166/3766	9740	—	
5812	7813	2711/3711	9742	—	May require longer-than-stock pushrods. Will not fit 1966 & earlier.
—	7813	2151	9742	—	Will not fit Toronados or 1966 and earlier 400. Fits 1967-84 400-425-455, 39° bank angle engines.
5857	7812	2156/3756	9742	—	

5814	7801/7332	—	—	—	For use with OEM hydraulic roller lifters (use original lifters). Not for 1992-later 4.3L balance shaft engines. (A)
5703	7800 (C)	2101/2701/3701/2601	97383	9653	
5703	7801	2104/3706/2604	—	—	Uses stock hydraulic roller lifters and pushrods.
—	7814	3821/7126/7123	—	—	May use original hyd. roller lifters. For mass-air engines only.

(A) Requires aftermarket computer chip (not available from Edelbrock) for use with manifold #3713. Call Edelbrock Tech 800-416-8628 for info.

(B) Complete Valve Spring Kits available from Edelbrock (see page 158)

(C) Must be used with a Thrust Button

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POWER PLUG KITS  
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# CAMSHAFTS & LIFTER KITS

## PERFORMER RPM CAMSHAFT KITS

Designed for street high-performance applications, Performer RPM cams provide power from 1500 to 6500 rpm. These hydraulic lifter camshafts are dyno-matched to Performer RPM manifolds for high-rpm horsepower while still maintaining acceptable low-end torque. With 10 to 12 inches of manifold vacuum at idle, Performer RPM cams have more lift and duration than most street camshafts. In the manifold section you'll find horsepower graphs showing the power levels obtainable when the Performer RPM package is used with the right combination of engine components.

### Important Application Information

Performer RPM, Performer RPM Hydraulic Roller and Torker-Plus cams are for street high-performance and racing applications only — not for heavy vehicles. Use with Edelbrock Performer RPM heads (or other aftermarket heads), adjustable valvetrain components, screw-in studs, high-performance adjustable rocker arms and at least 9.5:1 compression ratio. Headers, high-energy ignitions, lower-than-stock rear gearing and a high-performance torque converter (in auto. transmission equipped vehicles) are necessary.

Application	Engine	Part #	Duration				Lift				Timing @ .050				Centerlines	
			Advertised Int	Advertised Exh	@ .050 Int	@ .050 Exh	@ Cam Int	@ Cam Exh	@ Valve Int	@ Valve Exh	Intake Open	Intake Close	Exhaust Open	Exhaust Close	Lobe Seps.	Intake Ctrline
AMC	343-401 V8	7132*	310°	320°	234°	244°	.325	.340	.520	.544	10° BTDC	44° ABDC	59° BBDC	5° ATDC	112°	107°
CHEVY	283-400 V8	7102*	308°	318°	234°	244°	.325	.340	.488	.510	10° BTDC	44° ABDC	59° BBDC	5° ATDC	112°	107°
	396-427-454 V8	7162*	300°	306°	240°	246°	.330	.337	.560	.573	10° BTDC	50° ABDC	57° BBDC	9° ATDC	112°	110°
CHRYSLER	318-340-360 V8	7177*	308°	318°	234°	244°	.325	.340	.488	.510	10° BTDC	44° ABDC	59° BBDC	5° ATDC	112°	107°
	383-400-440 V8	7194*	300°	308°	238°	246°	.320	.330	.480	.495	14° BTDC	44° ABDC	58° BBDC	8° ATDC	110°	105°
FORD	289-302 V8	7122*	290°	300°	224°	234°	.310	.325	.496	.520	5° BTDC	39° ABDC	54° BBDC	0° ATDC	112°	107°
	351W V8	7182*	290°	300°	224°	234°	.310	.325	.496	.520	6° BTDC	38° ABDC	51° BBDC	3° ATDC	110°	106°
	390-428 V8	7106*	296°	296°	236°	236°	.325	.325	.572	.572	15° BTDC	41° ABDC	51° BBDC	5° ATDC	108°	103°
	429-460 V8	7167*	290°	300°	234°	244°	.325	.340	.556	.581	14° BTDC	40° ABDC	55° BBDC	9° ATDC	108°	103°
OLDS	350-403 V8	7112*	290°	300°	224°	234°	.310	.325	.496	.520	5° BTDC	39° ABDC	54° BBDC	0° ATDC	112°	107°
PONTIAC	350-455 V8	7157*	308°	320°	231°	240°	.313	.313	.470	.470	3° BTDC	48° ABDC	54° BBDC	6° ATDC	113.5°	112°

## PERFORMER RPM HYDRAULIC ROLLER CAMS...

These cams feature more aggressive profiles than conventional cams without excessive valve overlap and are used in our 435 hp & 440 hp E-Tec crate engines as well as the 460 hp Signature Series 383 crate engine. Roller tappets reduce friction, virtually eliminate break-in problems, and permit higher valve velocities for increased performance. Intended for use with OEM or Edelbrock hydraulic roller tappets.

CHEVY	LS1 (1996-02)	2215*	300°	300°	220°	224°	.300	.300	.510	.510	2° BTDC	38° ABDC	44° BBDC	4° BTDC	111°	108°
	LS1 (1996-02)	2216*	314°	322°	230°	237°	.318	.318	.540	.540	9° BTDC	41° ABDC	52° BBDC	5° ATDC	110°	106°
	LS1 (1996-02)	2217*	272°	278°	218°	224°	.350	.347	.595	.590	4° ATDC	42° ABDC	51° BBDC	7° BTDC	116°	113°
	LT1 (1992-1997)	2108*	286°	286	218°	218°	.350	.350	.525	.525	3° ATDC	41° ABDC	41° BBDC	3° BTDC	112°	112°
	283-400 V8 (1957-1986)	2201*	296°	300°	234°	238°	.359	.365	.539	.548	10° BTDC	44° ABDC	56° BBDC	2° ATDC	112°	107°
	283-400 V8 (1987 & LATER) Non-LT1 / Non-GEN III	2204*	296°	300°	234°	238°	.359	.365	.539	.548	10° BTDC	44° ABDC	56° BBDC	2° ATDC	112°	107°
	396-502 V8	2261*	335°	329°	236°	245°	.368	.376	.625	.639	6° BTDC	51° ABDC	54° BBDC	11° ATDC	112°	109°
	396-502 V8 (89-95 MARK V 96-LATER GEN VI)	2262*	335°	329°	236°	245°	.368	.376	.625	.639	6° BTDC	51° ABDC	54° BBDC	11° ATDC	112°	109°
	SIGNATURE SERIES 383 (1987 & LATER)	2207*	305°	314°	242°	240°	.396	.396	.594	.594	14° BTDC	48° ABDC	57° BBDC	3° ATDC	112°	107°
FORD	289-302 V8	2221*	298°	302°	227°	234°	.325	.325	.520	.520	6° BTDC	41° ABDC	54° BBDC	0° ATDC	112°	107°
	351W	2281*	299°	302°	235°	238°	.358	.364	.573	.582	11° BTDC	44° ABDC	56° BBDC	2° ATDC	112°	107°

## TORKER-PLUS CAMSHAFT KITS

Designed to work with Torker II manifolds for performance from 2500 to 6500 rpm, these camshafts are ideal for high-performance street, drag or marine applications. Torker-Plus cams have a slightly rough idle and are not suitable for trucks or towing applications.

CHEVY	283-400 V8	5002*	292°	300°	232°	234°	.325	.325	.488	.488	10° BTDC	42° ABDC	47° BBDC	7° ATDC	108°	106°
	396-427-454 V8	5062*	302°	304°	224°	232°	.310	.325	.527	.553	2° BTDC	42° ABDC	54° BBDC	2° ATDC	114°	109°
FORD	289-302 V8	5022*	280°	290°	214°	224°	.295	.310	.472	.496	0° ATDC	34° ABDC	49° BBDC	5° BTDC	112°	107°
	351W V8	5082*	290°	300°	224°	234°	.310	.325	.496	.520	6° BTDC	38° ABDC	51° BBDC	3° ATDC	110°	106°
PONTIAC	350-455 V8	5057*	298°	304°	224°	234°	.310	.325	.465	.488	3° BTDC	41° ABDC	56° BBDC	2° BTDC	114°	109°



**Important Notes:** Our cam warranty will be honored only if the recommended Edelbrock Sure Seat Valve Springs are used. If a warranty problem does arise, the end flap or label from the Edelbrock Sure Seat valve spring box along with

store receipt must be sent with the warranty claim. When changing your cam, it's essential to change your timing chain. We recommend Performer-Link True-Roller Timing Sets or Accu-Drive® Cam Gear Drives (see pages 159-160).

## HYDRAULIC ROLLER LIFTER KITS **NEW**

These precision self-aligning hydraulic roller lifter kits are the perfect match for Edelbrock Performer RPM hydraulic roller lifter camshafts. These retro-fit lifters are designed for use with hydraulic in non-roller engine blocks originally equipped with conventional lifters. Sold in complete sets.

For S/B Chevys (1986 & earlier).....#97383  
 For B/B Chevys (1990 & earlier Mark IV).....#97443  
 For S/B Fords (1962-87 302, 1969-93 351W).....#97453



Cutaway of Hydraulic Roller Lifter

Valve Springs (B) (see pg. 158)	True Roller Timing Chain (see pg. 159)	Dyno-Matched Intake Manifolds	Repl. Lifters (set)	Pushrods	IMPORTANT COMMENTS
-	7818	7530/7531	9747	9637	Adjustable pushrods or rocker arms required.
5703	7800/7880/7331	7101/7104/7501/7516/7116	9744	9630	Use only stock ratio rocker arms.
5762	7810/7334	7161/7163/7164/7561/7562	9744	-	Use only stock ratio rocker arms.
5777	7803	7176/7576	9747	-	Adjustable pushrods or rocker arms required.
5792	7804	7186/7193	9748	-	Adjustable pushrods or rocker arms required. For 1968 and later.
5722	7811/7820/7335	7121/7521	9745	9632	Screw-in studs and guideplates required.
5722	7811/7820/7335	7181/7581	9745	-	Screw-in studs and guideplates required.
5767	7808	7105	9705	-	Will not work in 427 side-oilers. Isky spacer #350AW for all FE Fords 1962 & earlier required.
5767	7830	7166/7566	9745	-	Adjustable pushrods or rocker arms required.
5712	7813	7111	9746	-	Adjustable pushrods or rocker arms required.
5757	7812	7156	9746	-	Adjustable pushrods or rocker arms required.



#2207

Everwear-Gear™ is compatible with stock oil pump drive gears—no need for bronze distributor gears!

-	7333	7118	-	-	Produces 12" vacuum @ 1000 rpm. Use with high stall torque converter only.
-	7333	7118	-	-	Produces 12" vacuum @ 1000 rpm. Use with high stall torque converter only.
-	7333	7118	-	-	Produces 12" vacuum @ 1000 rpm. Use with high stall torque converter only.
-	-	-	-	-	Produces 10" vacuum @ 1000 rpm. Use with high stall torque converter or standard transmission only.
-	7800/7880/7331	7101/7104/7501/7516/7116	97383	9653	Use only stock ratio rocker arms.
-	7801/7332	7101/7104/7501/7516/7116	-	9653	Use only stock ratio rocker arms.
-	7810/7334	7161/7163/7561/7562/7164	97443	9654	Use only stock ratio rocker arms.
-	7810/7334	7161/7163/7561/7562/7164	97443	9654	Use only stock ratio rocker arms.
-	7801/7332	7101/7104/7501/7516/7116	-	9653	Use only stock ratio rocker arms.
-	7811/7820/7335	7121/7521	97453	9655	Use only stock ratio rocker arms.
-	7811/7820/7335	7121/7521	97453	9656	Use only stock ratio rocker arms.

Edelbrock camshafts are part of the Edelbrock Total Power Package... go to the Manifold Section of this catalog for dyno test results!



5703	7800/7880/7331	5001	9744	9630	Use only stock ratio rocker arms.
5762	7810/7334	5061	9744	-	Use only stock ratio rocker arms.
5722	7811/7820/7335	5021	9745	9632	Adjustable pushrods or rocker arms and screw-in studs required.
5722	7811/7820/7335	5081	9745	-	Adjustable pushrods or rocker arms and screw-in studs required.
5757	7812	5056	9746	-	Adjustable pushrods or rocker arms required.

(B) Complete Valve Spring Kits available from Edelbrock (see page 158)

\*Not legal for sale or use on pollution controlled motor vehicles.