

NHRA/IHRA JUNIOR DRAGSTER CAMS



Junior Dragster Cams

COMP Cams® has the lightest cam gear on the market. The benefits are less gear surface contact, less rotating weight and less frictional losses.

- Full radius profile on cam “barrel” which improves the strength. Our billet camshaft requires minimum clearancing on stroker engines.
- Manufactured on state of the art CNC machining equipment for closer tolerance and higher quality.
- Induction hardened and tempered for improved strength, quality and hardness consistency.
- Multiple cam timing gear is adjustable 2, 4 or 6 degrees advance or retard.
- The most durable camshaft available in the marketplace!

Part #	Application and Description	RPM Range	Cam Lift Int / Exh
GP9500	Cast Cam-Briggs 5HP-12-13.90 ET class-great starting cam-6/10 gain - also available on our billet core	4000-6500 RPM	.248/.248
GP9530	Cast Cam-Briggs “Outlaw stock”-no head clearancing-11-12. ET’s - cast cam also available on our billet core	4000-7000 RPM	.290/.290
GP9710	Adjustable Billet Camshaft-Briggs 5HP-Jr. Dragster-8-10.90 ET’s	4500-8400 RPM	.385/.385
GP9960	Adjustable Billet Camshaft-Briggs 5HP- .200 to .500 stroke 8 - 10.20 ET’s	4500-8400 RPM	.400/.400
GP9970	<b>New!</b> Dragster Cam for bore sizes up to 3” and stroke up to .563, 7-9.00 ET’s	4500-8400 RPM	.423/.423
GP9980	<b>New!</b> Dragster Cam for bore sizes 3” and over stroke up to .700, 7-9.00 ET’s	4500-8400 RPM	.441/.441

\*After you have chosen the camshaft that best fits your application, consult our Application Sheet for specific RPM recommendations and special set up information.

Please see the GO-Parts™ catalog, #GP900 for a complete list of applications

## GO-PARTS™ VALVE SPRINGS AND LIFTERS



### Dual Valve Springs

Go-Parts™ offers two different Dual Valve Springs for modified Briggs engines. Part # 959-Kit Dual Springs provide excellent pressure for up to .380" valve lift (also great for Honda Opens). Part # 960-Kit Dual Springs provide superior strength for lifts from .380" through .440". Both Dual Springs are manufactured from Chrome Silicon materials and feature low stress levels for long life. Springs, locks, lower and upper spring retainers are available separately. Our GP959-KIT works great for outlaw stock classes.

-Go-Parts™ Lightweight Titanium Retainers are made from a heat treated titanium alloy for maximum stiffness and minimal warpage. These new retainers provide the highest tensile strength available in any Briggs retainer and are 1/2 gram lighter than aluminum. -Over 15,000 sold and not one broken.

Part #	Application and Description Pressure	Full Closed/Full Open
GP959-KIT	Dual Valve Spring up to .380"-kit with retainers and locks	32-35/80-100 lbs
GP959-2	Dual Valve Spring up to .380"-2 springs only	35-38/90-110 lbs
GP960-KIT	Dual Valve Spring above .380"-kit with retainers and locks	35-36/90-110 lbs
GP960-2	Dual Valve Spring above .380"-2 springs only	35-38/90-110 lbs
GP759-2	Dual Valve Spring lower retainer-2 retainers only	N/A
GP642-2	Dual Valve Spring locks-2 locks only	N/A
GP647-2	Titanium Retainers - Set of Two-Fits Go-Parts™ dual springs.	N/A
GP4787-2	Dual Valve Spring upper retainer-2 retainers only	N/A



**TECH TIP:** For lifter durability, be sure to pre-lube before firing the engine. Dry starts can "gall" lifters and lifter bores. Also inspect all lifters for cracks around the head and stem area. Part #103 - 5/8 fl. oz. Assembly lube.

### Billet Lifters

The Best Billet Lifters in the Business-Go-Parts™ Billet Extended Lifters are designed for use in modified engines. These precision one piece lifters are manufactured from heat treated high grade tool steel and feature extremely high durability.

-Go-Parts™ Blueprinted Stock Class Lifters are Briggs stock lifters that have been altered. These lifters feature a precision ground lifter face for cam degreering accuracy. Have you ever been thrown out of the tech barn because of an illegal cam? These new blueprinted stock class lifters will allow the camshaft to degree-in the same every time. These lifters will pass tech inspection and are available in pairs.

-For aggressive camshafts, our new Stock legal billet lifters will resist breakage on camshafts with fast acceleration rates. These lifters follow the same sizes as the stock Briggs lifters. At some racetracks these lifters may not pass tech.Go-Parts™

-Over 10,000 sold and not one broken

Lifter Part #	Application and Description
GP8200-2	Tool Grade steel extended lifter kit - 1" head diameter
GP8220-2	Tool Grade steel extended lifter kit - .950" head diameter-For stroker clearance
GP8240-2	Briggs Stock Lifters-blueprinted set of two
GP8250-2	Briggs stock class Billet Lifters



GO-PARTS™  
Stainless Steel Valves

-Go-Parts™ Stainless Steel Valves are manufactured from 4N Stainless Steel alloy to control stress. Valves feature chrome stems, swirl polished heads and Stellate tips.

-Our new Stock Class Valves are oven baked. This allows the valve to “settle” its molecules before any machine work is performed. These new stock legal valves feature a generous radius for a higher flow rate across the head of the valve.

**TECH TIP:** In stock classes, use a large sealing margin between the valve and the valve seat on the exhaust side.

Part #	Application and Description
GP6500	Stainless Steel Valves - 1.250" head diameter
GP6510	Stainless Steel Valves - 1.132" head diameter
GP6520	Stainless Steel Valves - 1.440" head diameter
GP6530	Stainless Steel Valves - 1.300" head diameter
GP6540	Stainless Steel Valves - 1.375" head diameter
GP6550	Stainless Steel Valves - 1.0" head diameter
GP6600	Blueprinted stock-class Intake valve
GP6610	Blueprinted stock-class Exhaust valve



patented

GO-PARTS™ Gecker Pipe™

This revolutionary new pipe maximizes your engine's breathing and pulsing through proper resonance and inertia tuning. This optimum tuning allows the engine to inhale and exhale much faster and more effectively than any other pipe on the market. The result is a large horsepower gain throughout the engine's higher RPM range. This revolutionary new exhaust system is designed to work on Go-Parts™ Camshafts. Part #GPP206 for muffled applications and GPP207 for unmuffled applications. ... Pulls EVERYWHERE-like a locomotive on steroids!

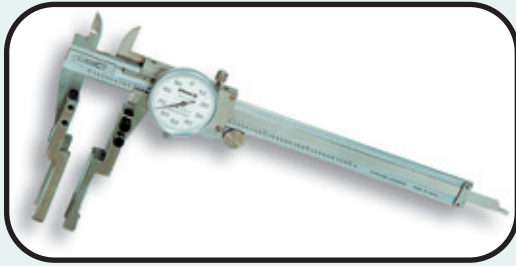
Part #	Application and Description
GPP206	Gecker Pipe™ Muffled
GPP207	Gecker Pipe™ Unmuffled



Briggs 5 hp Raptor II  
Detent Ring Set

- Heat-shrunk to obtain minimal ring tension
- Maintain a true outside diameter for full contact with the cylinder wall
- Best ability to stay sealed at high RPM
- From standard size to .030" and come with an oversized top piston ring.

Part #	Application and Description
GPSTDR-KIT	Standard Detent Ring Set
GP010R-KIT	.010" Detent Ring Set
GP020R-KIT	.020" Detent Ring Set
GP030R-KIT	.030" Detent Ring Set

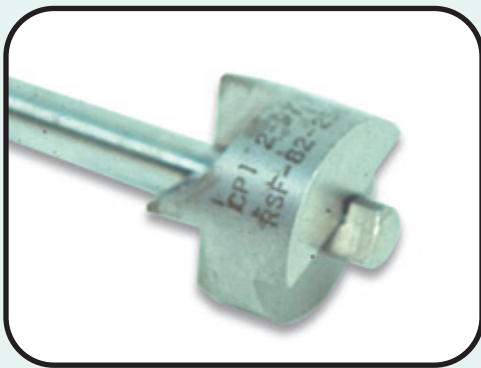
**GO-PARTS™ REVOLUTIONARY NEW TOOLS**

**TECH TIP:** After you determine the valve spring installed height (in a pressure tester), you collapse the spring and retainer to the measured height to determine how much pressure the spring will exert.

**Valve Spring  
Installed Height Gauge**

Part # GP4930

This revolutionary new tool gives the engine builder the ability to accurately measure the installed height of all valve springs. This one tool will work on stock class valve spring retainers and on Go-Parts™ Dual Valve Spring retainers and all other dual valve spring retainers. This tool will accurately tell you the installed height of your valve spring. This tool is one of a kind and extremely accurate. This tool is essential in establishing accurate spring pressure for all types of engines. Use of the Spring Seat Cutter is necessary to establish the proper valve spring installed height.



**TECH TIP:** This tool allows you to machine where the spring sits. You are cutting to obtain the proper installed height that yields the correct valve spring pressure.

**Valve Spring Seat Cutter**

Part #GP94250-KIT for Dual Valve Springs

Part #GP82250-KIT for Stock Class Valve springs.

This new tool allows you the ability to machine the spring seat. Machining of the spring seat is necessary to achieve the proper valve spring height and spring pressure for your camshaft. GP94250-KIT is for all dual valve springs. Tool cuts to an OD of .925. GP82250-KIT is for stock class valve springs. Tool cuts to an OD of .875. These cutters will work on all springs.

**Valve Spring Tester**

Part # GP351050

This one of a kind tool is essential in establishing exactly what pressure your valve spring will exert when it is installed at the height your installed height gauge says it is. To establish the spring pressure that your spring must exert, consult your Go-Parts™ Camshaft Application Sheet. Use of the Spring Seat Cutter is necessary to establish the proper valve spring installed height. Optional adapter #GP351070 also available.

**Note:** Range: 0-110 lbs.