

## THUMPR™ NSR FORD 4.6L/5.4L MODULAR 3V CAMS

With no valve spring upgrade required, the Thumpr™ Ford Cam Sets for 4.6L/5.4L Modular 3V Engines deliver an aggressive “thumping” exhaust idle and generous power gains in the middle & upper rpm range. Turn your Ford 3 valve engine into a performance machine with minimum installation difficulty; only requiring the addition of the COMP Cams® Cam Phaser Limiter Kit (#5449) and computer tuning to allow for the use of aggressive camshaft lobe technology.



- Proven to generate 25+ whp gains in stock configuration & even more with common upgrades like headers, air intake and tuning
- Exhaust sound and mid range & top end power output, without compromising durability

APPLICATION/CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT		LOBE SEP. ANGLE
	IN.	EX.				ADVERTISED IN.	EX.	@ .050" IN.	EX.	IN.	EX.	
THUMPR™-Great idle with excellent power. Good mid-range torque & power gains above 4500 rpm. Compatible with stock valve springs, converter & gears.	Hyd.	Hyd.	750 to 6400	127010	TH265LL	265	298	226	246	.450	.450	109°
MUTHA' THUMPR™-Very rough idle, biggest cam for stock heads. Great power above 4900 rpm. Compatible with stock valve springs, benefits from converter & gears.	Hyd.	Hyd.	750 to 6600	127020	MT273LL	273	306	234	254	.450	.450	109°
BIGMUTHA' THUMPR™-Extremely rough idle, needs stroker motor and/or ported heads. Major hp gains to 6800 rpm. Best with 3.73+ gears & 2500 stall. Compatible with stock valve springs.	Hyd.	Hyd.	750 to 6800	127030	BT281LL	281	314	242	262	.450	.450	109°

\*Note: Each cam set part # includes right and left camshafts.

## THUMPR™ GM LS CAMS (THREE-BOLT)

With great performance and availability, the GM LS (LS1, -2, -6, -7) engines are an increasingly popular choice for retro-fit street rod and muscle car applications. In stock form, these engines are decent performers but they have much more to offer. And now with the Thumpr™ GM LS Cams you can have all the efficiencies delivered by this modern engine platform with a head turning “old school” hot rod sound and serious performance to back it up. The new Thumpr™ GM LS Cams are compatible with both carbureted and re-tuned electronic fuel injection (EFI) engines and do not sacrifice anything in durability or street manners.

\* In EFI applications, computer tuning is required.

- Designed for EFI (tuning required) & carbureted 1997-2008 GM LS (LS1, -2, -6, -7) engines; excellent street manners
- Early intake valve opening and long exhaust duration create optimum overlap for a powerful, hard-hitting exhaust sound



APPLICATION/CAMSHAFTS	VALVE SETTING		RPM OPERATING RANGE	CAMSHAFT PART NUMBER	CAM GRIND NUMBER	DURATION				VALVE LIFT W/1.7 ROCKER		LOBE SEP. ANGLE
	IN.	EX.				ADVERTISED IN.	EX.	@ .050" IN.	EX.	IN.	EX.	
THUMPR™-High performance street, stock converter ok, best with 2000+ converter & gears, choppy and thumping idle.	Hyd.	Hyd.	2000 to 6400	54-600-11	275THR9	275	295	219	233	.553	.536	109°
MUTHA' THUMPR™-High performance street/strip, needs 9:1 CR, 2500+ stall, intake, gears, and headers, rough idle.	Hyd.	Hyd.	2300 to 6600	54-601-11	283THR9	283	303	227	241	.563	.546	109°
BIG MUTHA' THUMPR™ - Street/strip, needs 9.5:1 CR, 2800+ stall, intake, gears, & headers, very rough idle.	Hyd.	Hyd.	2600 to 6800	54-602-11	291THR9	291	311	235	249	.573	.558	109°