

THUMPR™ CAMS

Thumpr™ Cams deliver incredible exhaust lope and impressive performance and are now back with even more new applications. The wildly popular Thumpr™ Cams feature three unique designs for each application, and even the mildest Thumpr™ profiles produce significant horsepower and torque increases. Log onto www.compcams.com/thumpr to hear them for yourself, or refer to the new Thumpr™ Cams brochure for cam listings and matching component charts.

- Early intake opening with long exhaust duration and a generous amount of intake and exhaust overlap create an aggressive, hard-hitting exhaust sound that delivers a bigger thump to the exhaust note
- 3 unique cam designs for each application: Thumpr™, Mutha' Thumpr™, Big Mutha' Thumpr™
- Impressive hp gains and broad torque curve, making this camshaft series ideal for performance street rods and muscle cars that crave a deep, throaty idle

Hydraulic Flat Tappet	Retro-Fit Hydraulic Roller	Hydraulic Roller
AMC 290-401c.i. 8 Cyl. 1966-91 Chrysler 273-360c.i. 8 Cyl. 1964-03 Chrysler 383-440c.i. 8 Cyl. 1959-80 Chrysler 426c.i. Hemi 8 Cyl. 1966-71 Ford 221-302c.i. 8 Cyl. 1963-95 Ford 351W 8 Cyl. 1969-96 Ford 351C, 351M, 400M 8 Cyl. 1970-83 Ford 352-428c.i. 8 Cyl. 1963-77 Ford 429, 460c.i. 8 Cyl. 1968-94 Buick 350c.i. 8 Cyl. 1968-80 Buick 400, 430, 455c.i. 8 Cyl. 1967-76 Cadillac 425, 472, 500c.i. 8 Cyl. 1963-79 Chevrolet 262-400c.i. 8 Cyl. 1955-98 Chevrolet 396-454c.i. 8 Cyl. Mark IV 1965-96 Oldsmobile 260-455c.i. 8 Cyl. 1967-90 Pontiac 265-455c.i. 8 Cyl. 1955-81	Chrysler 273-360c.i. 8 Cyl. 1964-03 Chrysler 383-440c.i. 8 Cyl. 1959-80 Chrysler 426c.i. Hemi 8 Cyl. 1966-71 Ford 221-302c.i. 8 Cyl. 1963-95 Ford 351W 8 Cyl. 1969-96 Ford 351C, 351M, 400M 8 Cyl. 1970-83 Ford 352-428c.i. 8 Cyl. 1963-77 Ford 429, 460c.i. 8 Cyl. 1968-95 Chevrolet 262-400c.i. 8 Cyl. 1955-98 Chevrolet 396-454c.i. 8 Cyl. 1965-96 Oldsmobile 260-455c.i. 8 Cyl. 1967-90 Pontiac 265-455c.i. 8 Cyl. 1955-81	Chevrolet 305-350c.i. 8 Cyl. 1987-98 Chevrolet Gen VI 454 & 502c.i. 8 Cyl. 1996-99 GM Gen III/IV 8 Cyl. Three-Bolt 1997-Present Classics Buick Nailhead 364, 401, 425c.i. 8 Cyl. 1957-66 Chevrolet 348-409c.i. 8 Cyl. 1958-65 Chrysler 392c.i. Hemi 8 Cyl. 1957-58 Flathead Ford (2 Gear) 8 Cyl. 1949-53 Ford Y-Block 292, 312c.i. 8 Cyl. 1955-62 Ford 332, 352, 390, 406c.i. 8 Cyl. 1958-62
	NSR Hydraulic Roller Swinging Follower Ford 4.6/5.4L 8 Cyl. SOHC Modular 3 Valve 2004-Present	



See Thumpr™ brochure for part numbers and matching components

CAM CORES

COMP Cams® is introducing several new cam core applications for everything from Ford 4V Modular Race Cams to Small Block Chevy CFE SBX to four different LS cam cores. All COMP Cams® cam cores are engineered from a high strength billet steel alloy and employ the latest technology in camshaft design. For more information and complete part number listings call us at 1-800-999-0853, or visit us online at www.compcams.com.

- **Ford 4V Modular Race Cores** – designed for .450"-.650" lifts with counter balance eccentrics to eliminate out-of-balance vibrations; larger barrel allows for reduced bending, twisting and valve train harmonics
- **GM Drag Race CFE SBX Pro Series Cores** – engineered for aggressive drag race applications (.500"+ lobe lift) used with matching CFE SBX Pro Series cylinder heads; made from super strong 8620 steel alloy
- **World Products Motown LS Cores** – designed specifically for this engine in both hydraulic and solid roller race configurations; feature SBC size, fuel pump lobe and distributor gear with LS profiles
- **GM LS Active Fuel Management (AFM) Cores** – performance replacement cam cores that are 100% compatible with AFM and VVT AFM
- **Wide Lobe Separation LS Cores** – target boosted and emissions sensitive applications and can handle a lobe separation anywhere from 118°-124°
- **60mm Base Circle LS Cores** – feature larger base circles for lower pressure angles (less side loading on lifters), a stiffer core and lower rocker ratio to reduce stress in components, made from super strong 8620 steel alloy for racing