

INDEX QWIKDATA2 SHOCKS SUSPENSION EXHAUST ACCESS. WATER PUMPS NITROUS CAMS & ACCESS. HEADS EFI MANIFOLDS INSTALL. ITEMS GASKETS FUEL PUMPS CARBS & ACCESS. CRATE ENGINES SUPERCARGERS (KITS) POWER PKG



CAMSHAFTS



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

EDELBROCK CAMSHAFT KITS PART OF THE TOTAL POWER PACKAGE

Edelbrock camshafts are matched to Edelbrock Total Power Package components for proven performance. The product of extensive dyno and real-world testing, they feature more aggressive profiles than conventional cams without excessive valve overlap, and maintain adequate manifold vacuum for power brakes and other accessories. They are compatible with OEM or Edelbrock hydraulic roller tappets which reduce friction, virtually eliminate break-in problems, and permit higher valve velocities for increased performance.



PERFORMER PLUS CAMSHAFT KITS

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 2009; contact our Tech department toll free at **800-416-8628** for the latest information or go to www.edelbrock.com.



| ENGINE FAMILY Application | Part # | DURATION @ .050 | | LIFT @ Valve | | Lobe Seps. | Optional Valve Springs | IMPORTANT COMMENTS |
|------------------------------|--------|--------------------|------|-----------------|------|---------------|---------------------------|---|
| | | Int | Exh | Int | Exh | | | |
| AMC | | | | | | | | |
| 2.8 60° V6 | 3790* | 204° | 214° | .420 | .442 | 112° | — | For non computer-controlled vehicles. |
| 290-401 V8 | 2132* | 204° | 214° | .448 | .472 | 110° | 5832 / 5932 | |
| Buick | | | | | | | | |
| 231-252 V6 Even Fire | 5487* | 204° | 214° | .448 | .472 | 112° | — | For non computer-controlled vehicles. |
| Chevrolet | | | | | | | | |
| 2.8L 60° V6 | 3790* | 204° | 214° | .420 | .442 | 112° | — | For non computer-controlled vehicles. |
| 200-229 90° V6 | 2112* | 204° | 214° | .420 | .443 | 112° | 5813 / 5913 | For non computer-controlled vehicles and non-roller applications. |
| 265-400 V8 (1957-86) | 2102 | 204° | 214° | .420 | .442 | 112° | 5802 / 5902 | 50-state legal for 1957-86 small-block Chevrolet. |
| 305-350 V8 T.B.I. & LG-4 | 3702 | 194° | 214° | .398 | .442 | 112° | 5802 / 5902 | 50-state legal for 1976-95 small-block Chevrolet. Non-roller applications. |
| 400 V8 | 2103 | 214° | 214° | .442 | .442 | 112° | 5802 / 5902 | 50-state legal for 1957-86 small-block Chevrolet. |
| 396-427-454 V8 | 2162* | 218° | 228° | .500 | .500 | 114° | 5862 | Not for big-block Chevrolets requiring a grooved rear cam journal. |
| Chrysler | | | | | | | | |
| 318-340-360 V8 | 2177* | 204° | 204° | .420 | .420 | 110° | 5877 / 5977 | Not for 1985 and later engines with roller lifters. |
| 383-400-440 V8 | 2192* | 204° | 214° | .420 | .442 | 112° | 5892 / 5992 | For 1968 and later. |
| Ford | | | | | | | | |
| 289-302 V8 | 2122* | 204° | 214° | .448 | .472 | 112° | 5822 / 5922 | Not for 1985 and later engines with roller lifters. |
| 351W V8 | 2182* | 204° | 214° | .448 | .472 | 112° | 5822 / 5922 | |
| 351M-400 V8 | 2172* | 204° | 214° | .484 | .510 | 112° | 5872 / 5972 | |
| 352-428 V8 | 2106* | 194° | 204° | .460 | .480 | 110° | 5806 / 5906 | Will not work in 427 side-oilers. Isky spacer #350AW required for all FE Fords 1962 and earlier. |
| 429-460 V8 | 2167* | 194° | 204° | .460 | .480 | 105° | 5867 | |
| Oldsmobile | | | | | | | | |
| 350-403 V8 | 3712* | 204° | 214° | .448 | .472 | 114° | 5812 | May require longer than stock pushrods. Will not fit 1966 & earlier. |
| 400-425-455 V8 | 2152* | 214° | 224° | .472 | .496 | 112° | — | Will not fit Toronados or 1966 and earlier. Fits 1967-84 400-425-455, 39° bank angle engine. |
| Pontiac | | | | | | | | |
| 35-455 V8 | 2157* | 204° | 214° | .420 | .442 | 110° | 5857 | |

(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 173).
(C) Must be used with a Thrust Button.
†Available while supplies last.

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

Rollin' Thunder Performer-Plus Hydraulic Roller Camshafts

Our Rollin' Thunder Performer-Plus 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!**



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.

| ENGINE FAMILY Application | Part # | DURATION @ .050 | | LIFT @ Valve | | Lobe Seps. | Optional Valve Springs | IMPORTANT COMMENTS |
|---------------------------------|--------|--------------------|------|-----------------|------|---------------|---------------------------|---|
| | | Int | Exh | Int | Exh | | | |
| Chevrolet 4.3L 90° V6 | 3714* | 210° | 214° | .479 | .488 | 112° | 5814 | For use with OEM hydraulic roller lifters (use original lifters). Not for 1992-later 4.3L balance shaft engines. (A) |
| 265-350 V8 (1957-86) | 2208* | 212° | 222° | .462 | .479 | 112° | 5703 | For use with Edelbrock lifters #97383. |
| 265-350 V8 (1987-Later) | 2209* | 212° | 222° | .462 | .479 | 112° | 5703 | Uses stock hydraulic roller lifters and pushrods. |



Rollin' Thunder Performer RPM Hydraulic Roller Camshafts

Rollin' Thunder Performer RPM cams feature more aggressive profiles than conventional cams without excessive valve overlap and provide power from 1500 to 6500 rpm. They are used in our 435 hp & 440 hp E-Tec crate engines, our 460 hp Signature Series 383 crate engine and our 650 hp & 675 hp 555 crate engines. 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.



| ENGINE FAMILY Application | Part # | DURATION @ .050 | | LIFT @ Valve | | Lobe Seps. | Optional Valve Springs | IMPORTANT COMMENTS |
|--|--------|--------------------|------|-----------------|------|---------------|---------------------------|--|
| | | Int | Exh | Int | Exh | | | |
| Chevrolet 283-400 V8 (1957-1986) | 2201* | 234° | 238° | .539 | .548 | 112° | — | Use only stock ratio rocker arms. Use with high stall torque converter only. |
| 283-400 V8 (1987-Later) Non-LT1 / Non-Gen III | 2204* | 234° | 238° | .539 | .548 | 112° | — | Use only stock ratio rocker arms. Use with high stall torque converter only. |
| 283-400 V8 (1987-Later) wide center EFI | 2205* | 234° | 238° | .539 | .548 | 114° | — | Use only stock ratio rocker arms. Use with high stall torque converter only. |
| Signature Series 383 (1987 & Later) | 2207* | 242° | 240° | .594 | .594 | 112° | — | Use only stock ratio rocker arms. Use with high stall torque converter only. |
| Small-Block (1955-86) wide center EFI | 2210* | 234° | 238° | .539 | .548 | 114° | — | Use only stock ratio rocker arms. Use with high stall torque converter only. |
| LS1/LS6 (1997-04 Gen III) | 2215* | 220° | 224° | .510 | .510 | 111° | 5768 | Produces 12" vacuum @ 1000rpm. Use with high stall torque conv. only. |
| LS1/LS6 (1997-04 Gen III) | 2216* | 230° | 237° | .540 | .540 | 110° | 5768 | Produces 12" vacuum @ 1000rpm. Use with high stall torque conv. only. |
| LS1/LS6 (1997-04 Gen III) | 2217* | 218° | 224° | .595 | .590 | 116° | 5768 | Produces 12" vacuum @ 1000rpm. Use with high stall torque conv. only. |
| LS1/LS6 (1997-04 Gen III) | 2218* | 207° | 220° | .573 | .580 | 118° | 5768 | Will not work with stock valve springs. Use with high stall torque conv. only. |
| LS1/LS6 (1997-04 Gen III) | 2219* | 230° | 243° | .631 | .631 | 114° | 5768 | Will not work with stock valve springs. Use with high stall torque conv. only. |
| LT1 (1992-97) | 2108* | 218° | 218° | .525 | .525 | 112° | — | Produces 10" vacuum @ 1000rpm. Use with high stall torque converter or standard transmission only. |
| 348/409 "W-series" (1961-65) | 2268* | 232° | 238° | .636 | .651 | 112° | — | Use with high stall torque converter only. |
| 396-502 V8 (1965-95 Mark IV & Gen V) | 2261* | 236° | 245° | .625 | .639 | 112° | — | Use only stock ratio rocker arms. Use with high stall torque converter only. Not for 1965-66 big block Chevys requiring a grooved rear cam journal. |
| 500+ (1965-95 Mark IV & Gen V) | 2263* | 248° | 256° | .632 | .648 | 112° | — | Use with high stall torque converter only. Not for 1965-66 big block Chevys requiring a grooved rear cam journal. |
| 500+ (1996-Later Gen VI) | 2264* | 248° | 256° | .632 | .648 | 112° | — | Use with high stall torque converter only. |
| Chrysler 383-400-440 V8 | 2206* | 240° | 248° | .540 | .545 | 112° | — | Use with high stall torque converter only. |
| Ford 289-302 V8 | 2221* | 227° | 234° | .520 | .520 | 112° | — | Use only stock ratio rocker arms. Use with high stall torque converter only. |
| 351W V8 | 2281* | 235° | 238° | .573 | .582 | 112° | — | Use only stock ratio rocker arms. Use with high stall torque converter only. |
| 5.0L V8 | 3722† | 220° | 220° | .498 | .498 | 110° | — | May use original hydraulic roller lifters. For mass-air engines only. Use with high stall torque converter only. |

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 178-179).

POWER PKG
 KITS
 SUPERCHARGERS
 CRATE ENGINES
 CARBS & ACCESS.
 FUEL PUMPS
 GASKETS
 INSTALL ITEMS
 MANIFOLDS
 EFI
 HEADS
 CAMS & ACCESS.
 NITROUS
 WATER PUMPS
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CAMSHAFTS & CAMSHAFT KITS



Hydraulic Roller Camshaft Kit #22096

HYDRAULIC ROLLER CAMSHAFT KITS

These complete cam kits include an Edelbrock Rollin' Thunder hydraulic roller camshaft, Edelbrock improved hydraulic roller lifters and pushrods that are dyno-matched for a trouble-free installation. See pages 174-175 for cam specs.

- For S/B Chevy** (1957-86) – includes Performer cam #2208.....#22085
- For S/B Chevy** (1987 & later) – includes Performer cam #2209.....#22096
- For S/B Chevy** (1957-86) – includes Performer RPM cam #2201.....#22015
- For S/B Chevy** (1987 & later) – includes Performer RPM cam #2204.....#22046
- For S/B Chevy 383** (1987 & later) – includes Performer RPM cam #2207.....#22076
- For Small-Block Ford 351W** – includes Performer RPM cam #2281.....#22815

PERFORMER RPM CAMSHAFTS

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.

| ENGINE FAMILY Application | Part # | DURATION @ .050 | | LIFT @ Valve | | Lobe Seps. | Optional Valve Springs | IMPORTANT COMMENTS |
|------------------------------|--------|--------------------|------|-----------------|------|---------------|---------------------------|--|
| | | Int | Exh | Int | Exh | | | |
| AMC | | | | | | | | |
| 343-401 V8 | 7132* | 234° | 244° | .520 | .544 | 112° | — | For non computer controlled vehicles. |
| Chevrolet | | | | | | | | |
| 283-400 V8 (1957-1986) | 7102* | 234° | 244° | .488 | .510 | 112° | 5703 | Use only stock ratio rocker arms. |
| 396-427-454 V8 | 7162* | 240° | 246° | .560 | .573 | 112° | 5762 | Not for 1965-66 big block Chevys requiring a grooved rear cam journal. |
| Chrysler | | | | | | | | |
| 318-340-360 V8 | 7177* | 234° | 244° | .488 | .510 | 112° | 5777 | Adjustable pushrods or rocker arms required. |
| 383-400-440 V8 | 7194* | 238° | 246° | .480 | .495 | 110° | 5792 | Adjustable pushrods or rocker arms required. For 1968 and later. |
| Ford | | | | | | | | |
| 289-302 V8 | 7122* | 224° | 234° | .496 | .520 | 112° | 5722 | Screw-in studs and guideplates required. |
| 351W V8 | 7182* | 224° | 234° | .496 | .520 | 110° | 5722 | Not for 1985 and later engines with roller lifters. |
| 351C V8 | 7168* | 234° | 244° | .562 | .588 | 112° | — | Use only stock ratio rocker arms. |
| 390-428 V8 | 7106* | 236° | 236° | .572 | .572 | 108° | 5767 | Adjustable pushrods or rocker arms required. |
| 429-460 V8 | 7167* | 234° | 244° | .556 | .581 | 108° | 5767 | Will not work in 427 side-oilers. |
| Oldsmobile | | | | | | | | |
| 350-403 V8 | 7112* | 224° | 234° | .496 | .520 | 112° | 5712 | Isky spacer #350AW required for all FE Fords 1962 & earlier required. |
| Pontiac | | | | | | | | |
| 350-455 V8 | 7157* | 231° | 240° | .470 | .470 | 113.5° | 5757 | Adjustable pushrods or rocker arms required. |

TORKER-PLUS CAMSHAFTS

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.

| ENGINE FAMILY Application | Part # | DURATION @ .050 | | LIFT @ Valve | | Lobe Seps. | Optional Valve Springs | IMPORTANT COMMENTS |
|------------------------------|--------|--------------------|------|-----------------|------|---------------|---------------------------|--|
| | | Int | Exh | Int | Exh | | | |
| Chevrolet | | | | | | | | |
| 283-400 V8 (1957-1986) | 5002* | 232° | 234° | .488 | .488 | 108° | 5703 | Use only stock ratio rocker arms. |
| 396-427-454 V8 | 5062* | 224° | 232° | .527 | .553 | 114° | 5762 | Not for 1965-66 big block Chevys requiring a grooved rear cam journal. |
| Ford | | | | | | | | |
| 289-302 V8 | 5022* | 214° | 224° | .472 | .496 | 112° | 5722 | Adjustable pushrods or rocker arms and screw-in studs required. |
| 351W V8 | 5082* | 224° | 234° | .496 | .520 | 110° | 5722 | Not for 1985 and later engines with roller lifters. |
| Pontiac | | | | | | | | |
| 350-455 V8 | 5057* | 224° | 234° | .465 | .488 | 114° | 5757 | Adjustable pushrods or rocker arms and screw-in studs required. |

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