

2017

NEW PRODUCTS



COMPPERFORMANCEGROUP.COM



GM LS1 & LS3 **SPR™ RADIUS TIP ROCKER ARMS**

The latest state-of-the-art rocker arms from COMP Cams® utilize design techniques borrowed from NASCAR and F1. The cast tool steel SPR line features sculpted, thin-wall construction and a centered valve design.

- Coined nitrided tip reduces friction
- 30% greater stiffness than baseline OEM design, while minimizing rotational mass
- Improved dynamic stability
- Increased ratio for more lift & area, but virtually interchangeable w/ stock ratios
- Trunnion options are more durable & stiffer than competing designs
- Direct bolt-on to OEM trunnion stands for maximum rigidity

DESCRIPTION	RATIO	PART #
Needle Bearing SPR™ Radius Tip Rocker Arms For GM LS1 Engines	1.77 Straight	1975-16
Needle Bearing SPR™ Radius Tip Rocker Arms For GM LS3 Engines	1.77 Offset	1976-16
Bushed SPR™ Radius Tip Rocker Arms For GM LS1 Engines	1.77 Straight	1977-16
Bushed SPR™ Radius Tip Rocker Arms For GM LS3 Engines	1.77 Offset	1978-16

Available in single units (-1).

2017

FORD FE **ULTRA-GOLD™ ARC SERIES SHAFT-MOUNT ALUMINUM ROCKER SYSTEM**

This system is designed to provide a high-quality, adjustable valve train for Ford FE engines. It features high-lift capabilities and a lightweight design for ratio accuracy, increased power, enhanced valve train stability and improved oiling.

- Side-shim adjustable for runner clearance
- Steel stands provide additional shaft support for strength & rigidity
- Designed exclusively for use in high performance street & race engines

DESCRIPTION	RATIO	PART #
Ford FE Ultra-Gold™ ARC Series Shaft-Mount Aluminum Rocker System	1.76	19046



THE ABSOLUTE LEADER IN VALVE TRAIN TECHNOLOGY



*Patent Pending

XD-A™ ADJUSTABLE PUSHRODS

A game-changing method for accurately setting lash or pre-load while using non-adjustable style rockers. The patent-pending system incorporates a smaller top section that slides two inches deep inside a larger bottom section with one of several sized shims captured in-between.

- Drop-in fitment for GM LS engines
- Can be adjusted over a range of .232" in .004" increments
- 90% increase in bending stiffness
- Allow lightweight rockers (30+ grams)

DESCRIPTION	PART #
GM LS XD-A™ Adjustable Pushrod Set (7.320" - 7.552")	896805-16
GM LS XD-A™ Adjustable Pushrod Set (7.530" - 7.762")	896806-16
GM LS XD-A™ Adjustable Pushrod Set (7.740" - 7.972")	896807-16
GM LS XD-A™ Adjustable Pushrod Set (7.950" - 8.182")	896808-16
GM LS XD-A™ Adjustable Pushrod Set (8.160" - 8.392")	896809-16
GM LS XD-A™ Adjustable Pushrod Shim Kit	896801

GM LS FRONT DRIVE DISTRIBUTOR KITS

Kits allow an LS to be converted from a computer-controlled management system and fuel injection to a standard distributor and a carb with either a belt-driven or electronic fuel pump.

- Enable use of a standard distributor ignition
- Allow timing adjustment & ability to change mechanical advance curve
- Include all components needed for conversion to distributor-style ignition



DESCRIPTION	PART #
GM LS Front Drive Plate Conversion Only (RHS® Aluminum Race Block)	5480
GM LS Front Drive Plate Conversion Only (Standard Block)	5481
GM LS Front Drive Distributor Kit (RHS® Aluminum Race Block)	5482
GM LS Front Drive Distributor Kit (Standard Block)	5483

GM LS VALVE SPRING SHIMS

These shims are available in three different thicknesses and designed to help achieve correct valve spring installed heights.

- Allow for accurate adjustment of valve springs' installed heights
- Made from premium materials & heat-treated to withstand radical cam lobes
- Designed for GM LS engines w/ 1.300" spring pocket & .520" valve guide diameters



DESCRIPTION	PART #
GM LS Valve Spring Shims .015" Thickness	4717-16
GM LS Valve Spring Shims .030" Thickness	4763-16
GM LS Valve Spring Shims .060" Thickness	4788-16
GM LS Valve Spring Shim Kit - 16 Of Each Thickness	4608

Available in single units (-1) or unit of one hundred (-100).

LIGHTWEIGHT TITANIUM RETAINERS

New titanium retainers from COMP Cams® feature a significant reduction in total weight when compared to other retainer offerings, allowing for improved valve train performance.



- Lightweight retainer with high strength-to-weight ratio enhances valve train stability
- CNC-machined using the latest CAD/CAM software to produce a quality surface finish
- Laser-etched with COMP Cams® logo & part number for easy identification

DESCRIPTION	PART #
Lightweight Titanium Retainers, Interf/Super Lock 1.437"	730-16
Lightweight Titanium Retainers, Super Lock 1.500"	731-16
Lightweight Titanium Retainers, Super Lock 1.500"	732-16
Lightweight Titanium Retainers, Super Lock 1.625"	733-16
Lightweight Titanium Retainers, Super Lock 1.625"	735-16
Lightweight Titanium Retainers, Super Lock, Tri Super Lock, 1.625"	739-16

Available in single units (-1).



XFI STREET™ ENGINE MANAGEMENT SYSTEM

The latest fuel delivery system from FAST® is a tunable ECU based on EZ-EFI® Fuel hardware and harnessing, but has learning capability similar to XFI Sportsman™ and XFI 2.0™ options.

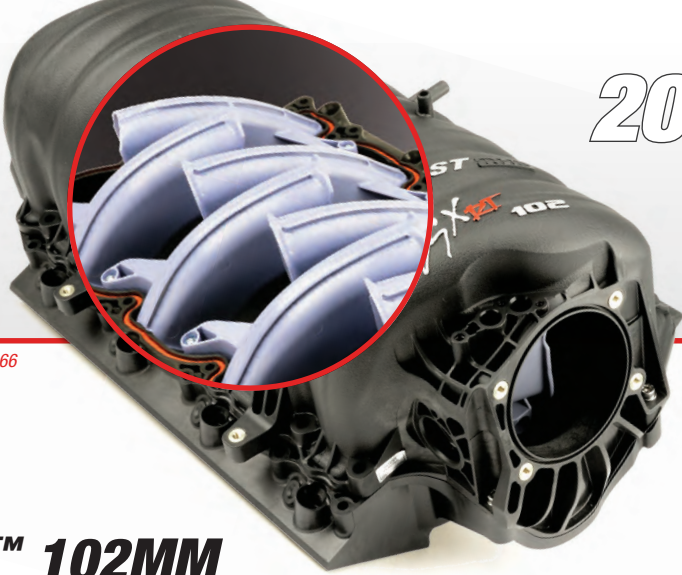
The engineers at FAST® designed this all-new, laptop-tunable ECU to appeal to customers and dealers with simple EFI needs, but who prefer the greater flexibility afforded by laptop tuning. The XFI Street™ Engine Management System provides a cost-effective option for those customers who don't need the most high-end system, but also want complete control. Since XFI Street™ uses the same wiring as the EZ-EFI®, it could easily be installed in place of an existing EZ-EFI® ECU. Utilizing included C-Com® software, XFI Street™ can be used to tune an engine whose characteristics are not ideal for the self-tuning features EZ-EFI® provides. The XFI Street™ Engine Management System has data logging capability when connected to a laptop. The unit is offered in kits with an EZ four-injector throttle body and with or without a multi-port harness. It is intended only for naturally aspirated engines.

- Perfect for custom individual runner induction systems
- Easy-to-use software for both novice & experienced tuners
- Data logging makes tuning & troubleshooting easier
- Advanced diagnostics help maintain peak performance
- Direct plug-in compatibility w/ EZ-EFI® Fuel wiring harness & throttle bodies; only need to replace ECU to upgrade

DESCRIPTION	PART #
XFI Street™ Engine Management System (Multi-port)	304000
XFI Street™ Engine Management System (w/ EZ-EFI® Fuel Throttle Body)	304001
XFI Street™ Engine Management System (Retrofit Kit)	304003

2017

* Patent No. 8,567,366



GM LS3 LSX_{RT}™ 102MM HIGH HP RUNNER INTAKE MANIFOLD

Building upon the popular LSX_R™ intake manifold, the new LSX_{RT}™ gives LS3 engines with rectangle ports even more plenum volume for all-out racing. The raised throttle body location optimizes the larger, less restrictive High HP runner design, creating more power.

- Proven high-rise design delivers gains of 30+ HP
- Feature larger plenum than LSX_R™ High HP intake manifold
- Raised throttle body location to clear truck accessory drives

DESCRIPTION	PART #
LSX _{RT} ™ 102mm High HP Runner Intake Manifold For GM LS3 Engines	146105B
LSX _R ™ /LSX _{RT} ™ 102mm High HP Runner Set Only	146070

FORD COYOTE VALVE TIMING CONTROL (VTC) MODULE

This new Coyote valve timing control module and associated harness provide a plug-and-play interface between the engine, FAST® XFI Sportsman™ and an XIM™ ignition module.

- Allows ECU to control position of a Coyote's 4 phaseable cams
- Intake & exhaust cam position is separately tunable through C-Com® software, with tables for position vs. RPM and load



DESCRIPTION	PART #
Valve Timing Control (VTC) Module For Ford Coyote Engines	3013173

XDi EZ-RUN™ DISTRIBUTORS

New EZ-Run™ Distributors are ideal for use with carbs and EFI systems on street rods and muscle cars. They feature a three-wire connection and save time and space by eliminating the external ignition box.

- Built-in ignition module – no E6 box required
- Powerful single inductive spark
- Separate clean tach output to trigger EFI systems
- Adjustable mechanical advance or vacuum advance

DESCRIPTION	PART #
SB/BB Chevy Distributor	306005
Ford 351C Distributor	305015
Ford SB 289/302 Distributor	306007
Ford 351W Distributor	306009
Ford FE 332-428 Distributor	306010
Pontiac 301-455 Distributor	306016
Olds 260-455 Distributor	306018
Buick 400-455 Distributor	306020
Buick 215-350 Distributor	306019
AMC/Jeep 290-401 Distributor	306021
Chrysler 273-360 Distributor	306011
Chrysler 383-400 Distributor	306012
Chrysler 426-440 Distributor	306013



FORD SUPER COBRA JET XFI 2.0™/XIM™ WIRING HARNESS

This heavy-duty harness integrates with Cobra Jet engines equipped with a FAST® XFI 2.0™ EFI system and XIM™ ignition module. Used by top NHRA and NMCA Stock Eliminator and Super Stock racers, it is compatible with Ford 5.4 & 5.0 (Coyote) Modular engines.

DESCRIPTION	PART #
XFI 2.0™ / XIM™ Super Cobra Jet Engine Harness	301150



(ECU & Ignition Module not included)

PH: 1.877.334.8355

2017

XDi SPORTSMAN™ DISTRIBUTORS

These distributors are designed to deliver the most accurate trigger signal possible through the entire RPM range of a race engine.

- CNC-machined billet aluminum housing
- Precise, reliable Hall-effect trigger signal is converted to a typical CD ignition input trigger
- Available w/ a large or small diameter cap
- Sealed, locking connector, high-quality gear
- Locked-out ignition timing
- Requires E6 or E7 ignition for use



Available
Applications
Online

CIRCLE TRACK XDi PRO RACE™ DISTRIBUTORS

These distributors provide the accurate timing and reliable trigger signals both dirt and asphalt circle track racing engines demand.

- Dual optical triggers for reliability and accuracy at high RPM
- Trigger signal is converted to a mag pickup signal to trigger an E6 CD Ignition
- Reluctor can be modified for individual cylinder timing setup
- Double seals for vacuum and oil control
- Approved for use in NASCAR competition



FORD MODULAR/COYOTE XR-1A H.O. IGNITION COIL HARNESS

This new harness is pre-made to simplify the installation of XR-1A coils on a Ford Modular or Coyote engine that utilizes XIM™. It features a pair of fuses and relays, along with heavy gauge wire to support the high current demands of XR-1A coils.



DESCRIPTION	PART #
XR-1A High-Output Ignition Coil Harness For Ford Modular/Coyote Engines	30367

DIABLO BLACKOUT SHIFTER™

Now available in black, the Diablo is a fully configurable, lightweight street/race shifter that includes everything needed for installation in any application.



- Front- or rear-cable exit configurability
- Can be used on 2-, 3- or 4-speed transmissions w/ forward or reverse shift pattern
- Everything needed for installation on common Ford, GM & Chrysler transmissions
- Two-button option for nitrous, transbrake or shifting

DESCRIPTION	PART #
Diablo Blackout Shifter™ w/ Cover (Includes Buttons)	620002BL
Diablo Blackout Shifter™ w/ Cover	620001BL
Diablo Blackout Shifter™ w/o Cover (Includes Buttons)	620004BL
Diablo Blackout Shifter™ w/o Cover	620003BL



SBC/BBC & GM LS 29.2 LIGHTWEIGHT FLEXPLATES

Heavy-duty, one-piece flexplates can withstand 12,000 RPM, making them perfect for drag racing applications.

- SFI 29.2 certified
- Gas-nitrided 4140 forged steel
- Lightening holes reduce rotating mass & overall weight
- Dual bolt pattern allows LS or SBC converters

DESCRIPTION	PART #
GM LS 29.2 Lightweight Flexplate	399870LW
SBC/BBC 29.2 Lightweight Flexplate, Internally Balanced	399853LW



REMOTE TPS

This updated throttle position sensor is packaged in a compact, fully enclosed housing to protect moving parts.

- Keeps moving parts from damage or malfunction
- Can be installed on carb or mounted directly to firewall
- Adjustable to fit a wide range of applications

DESCRIPTION	PART #
Remote Throttle Position Sensor	377450

GM TH350 PRO-X™ 6" CAST TRANSMISSION TAILHOUSING

The new six-inch tailhousing replaces hard-to-find OEM parts and features a low-profile and lightweight modern design.

- Design shaves weight & improves appearance
- Provides a source of TH350 6" tail housings for transmission builders & enthusiasts
- Exclusive TCI® design and product offering

DESCRIPTION	PART #
PRO-X™ TH350 6" Cast Transmission Tailhousing	323500





POWER BY DESIGN



BIG BLOCK CHEVROLET 24° ALUMINUM INTAKE MANIFOLDS

These manifolds are designed for maximum airflow and power with a 4500 Dominator-style carburetor flange. They are engineered to port-match-fit RHS® Big Block Chevrolet cylinder heads and are available in both carb and EFI, as well as short and tall deck, versions.

- Optimized for large-displacement engines
- Individual runner dividers provide excellent throttle response & torque
- Excellent for drag & marine applications
- Carb & EFI versions available

DESCRIPTION	PART #
24° BBC Intake Manifold For Carbureted Applications	11902
24° BBC Intake Manifold For EFI Applications	11903
24° BBC Intake Manifold For Tall Deck Carbureted Applications	11904
24° BBC Intake Manifold For Tall Deck EFI Applications	11905



RACE-PROVEN DRIVELINE PERFORMANCE



BIG BLOCK CHEVROLET EZ-EFI 2.0[®] 8-STACK INDUCTION SYSTEMS

Available as complete kits with or without electronics, these packages includes a cast aluminum manifold and EFI throttle bodies, along with an EZ-EFI 2.0[®] wiring harness and computer.

- Cast manifold is specific to BBC applications
- Fuel rails are engineered to not interfere w/ distributor cap
- Ready to install in street rods & hot rods



DESCRIPTION

PART

EZ-EFI 2.0 [®] 8-Stack Induction System For BBC Engines (Rectangular Port w/o Electronics)	NG4104A
EZ-EFI 2.0 [®] 8-Stack Induction System For BBC Engines (Rectangular Port Kit w/ Electronics)	NG4014E
EZ-EFI 2.0 [®] 8-Stack Induction System For BBC Engines (Oval Port w/o Electronics)	NG4105A
EZ-EFI 2.0 [®] 8-Stack Induction System For BBC Engines (Oval Port w/ Electronics)	NG4105E
24° Aluminum Intake Manifold Only (BBC Rectangular Port, 4x IDA)	NG4102
24° Aluminum Intake Manifold Only (BBC Oval Port, 4x IDA)	NG4103

IMPORT STREET OPTIMUM-RR FLYWHEELS

Designed with import enthusiasts in mind, new Optimum-RR Import Street Flywheels feature optimized weight for improved driveline feel, but are lighter than stock to provide optimal response.

- Lighter than stock for improved driveline response & enhanced performance
- Adapt popular 8-leg, 7.25" 2-disc clutch technology for street import enthusiasts

DESCRIPTION

PART

Optimum-RR Import Street Flywheel For Honda K20/24 Engines	509671
Optimum-RR Import Street Flywheel For Mitsubishi DSM Engines	506548



GM LS MAIN CAP PULLER

The LS Engine Main Cap Puller is specifically designed to fit LS engines. This sturdy tool makes the job of removing the doweled main caps quick, safe and easy. In one smooth motion, caps are removed and held tightly so they don't fall and become damaged – no prying, hammering or damaging dowels required.

DESCRIPTION

PART

Main Cap Tool For GM LS Engines

549106

VALVE SPRING SEAT/ GUIDE CUTTERS

This tool allows the use of larger LS-style valve springs on traditional Small Block Chevrolet cylinder heads.

- Machines cylinder head for dual or triple valve springs
- 1.340" seat cutters for 0.500" & 0.560" guides



DESCRIPTION

PART

GM LS Retrofit 1.340" w/ Valve Spring Seat/Guide Cutter For 0.500" Guide

4671

GM LS Retrofit 1.340" Valve Spring Seat/Guide Cutter For 0.560" Guide

4672



GM LS LIFTER RETAINING TOOL

This essential tool for swapping LS cams slides through factory block holes to keep lifters in place and prevents them from falling all the way through the lifter bore and into the block. Proper outside diameter and rounded ends prevent damage.

- Keeps lifter in position during LS cam swap
- Properly sized outside diameter ensures proper fitment without damaging block

DESCRIPTION

PART #

GM LS Lifter Retaining Tool

POW101046



CPGNation.com

Builders, racers, performance junkies and everyone in between can find what they need at CPGNation.com. The site provides an insider's look at the latest products, news, stories, tech and more from around the COMP Performance Group™.

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