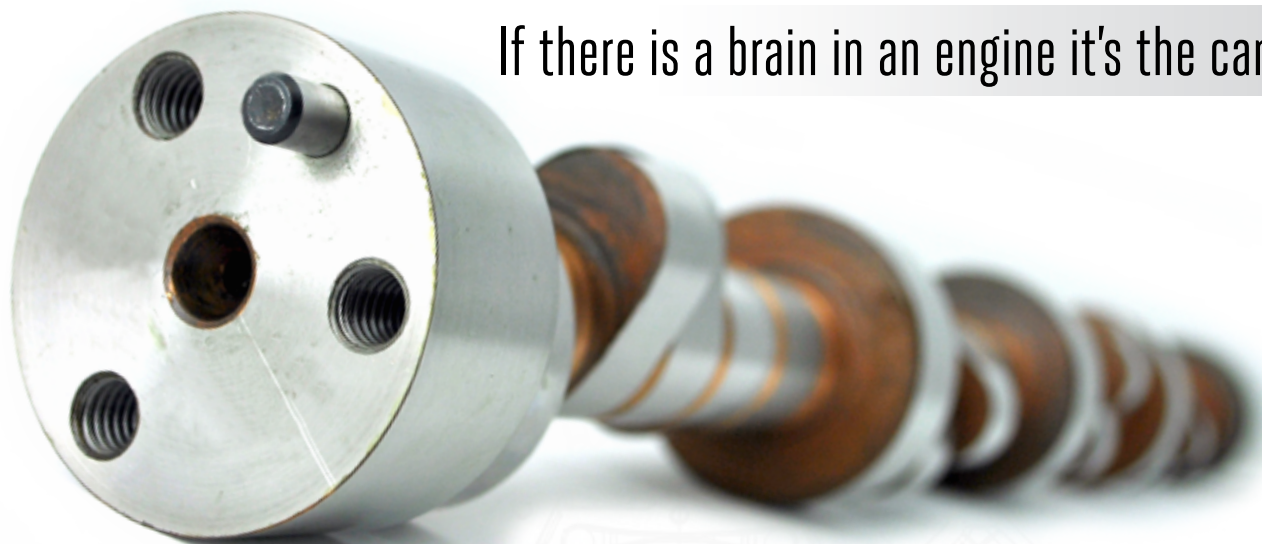


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If there is a brain in an engine it's the camshaft.



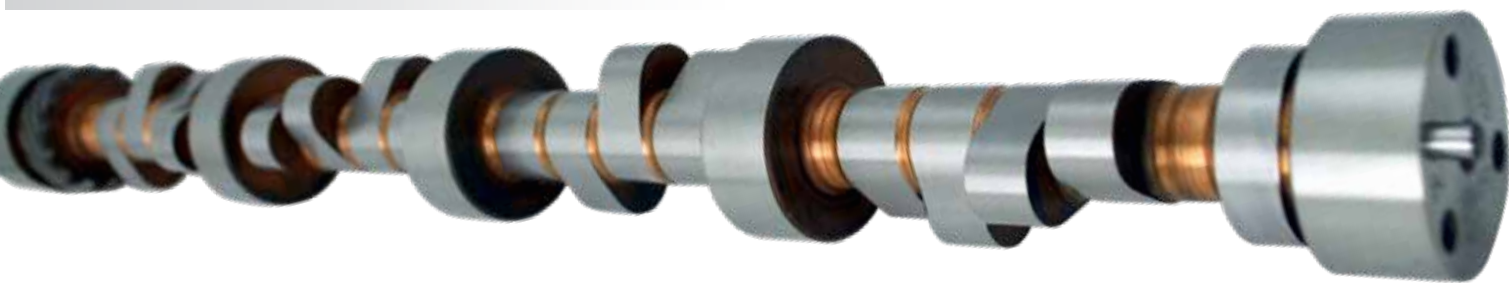
Straub Tech's Custom Cams

If there is a brain in an engine it's the camshaft. It doesn't matter what compression you have, how big (or small) the heads are, what size valves, intake or fuel delivery, if you don't have the right cam to pull it all together you're leaving a lot on the table. Chris Straub, the founder of Straub Technologies has spent the last 18 years perfecting the art of cam design...translation...**"The Combination"!!**

Sometimes a racer must deal with what he has, not to worry, even if some of the parts are not ideal a Straub Technologies Cam can make them work, it's all in the cam. Every cam is a true custom design built specifically for each individual customer and combination. We look at car weight, engine size, heads, compression, transmission, converter (if applicable), gear, tires, and most of all intended use. These are things you will not get from a one size fits all off the shelf cam. Whether it's for hydraulic or solid lifters, Chris can design a cam that will breathe new life into any new or existing combination.

All cams are made from USA Cores and feature options like Everwear distributor gears. Call us today for a free consultation, it's step one to the best dollar you can spend on your engine....

It's all in the Cam!



Production runs of camshafts available upon request. Call 423-391-7774 for quote

Warning: all oem fasteners are torque to yield and are designed to be torqued one time. Reusing these fasteners can cause premature failure.

With 25 years of experience in the Performance Industry Straub Technologies has built relationships with many of the top companies. Our ability to source, design, and sell products to satisfy your performance needs of \$100M a year industry giant or a racer with \$10 to spend has built our reputation as the go to source in the performance industry.

Chris Straub has spent his years developing relationships with some of the industries legends. These relationships have produced unique business alliances that allows Straub Technologies to offer its customers the best in product, tech support, and price. From custom machined parts to volume deals on national brands, to closeout deals from the OEM giants, Straub Technologies has become the Source that can supply.

Straub Tech is in touch with the latest trends in motorsports because of its relationship with top engine builders, professional race teams, and industry owners. Technical support through our network on engine parts is unparralled. We are able to answer your technical questions or find out what you need to know. Tech is part of who we are.

Straub Tech is the source when you need parts. Our extensive network of vendors gives us access to over 200M in parts on any given day. Can't find something....let us do it. You are in another country, we ship worldwide by UPS, EMO, or USPS. We will get you what you want.

We want to earn your business and once you have become a customer you will see why we have become the Source for so many companies and racers.

For custom cams please call us at 423 391-7774, or email at cstraub@straubtechnologies.com



Call 423 391 7774 or email cstraub@straubtechnologies.com for a custom quote on custom camshafts.

Straub Tech Camshafts

Application

Any Detroit Iron V-8 Hyd Flat Tappet Cam Hyd or Solid

Any Detroit Iron V-8 Hyd Roller on a SADI Core except AMC, Buick, and LS AMC, Buick, and LS

AMC/Buick/ and all LS applications

All SB and BBC Hyd Rollers on 55MM Cores

All SB and BBC Solid Rollers on 55MM Cores

All Ford, Pontiac, Chrysler, Olds, Caddy, Buick, AMC solid rollers On OEM size Cores

4/7 Swap Upgrade for firing order

LS1 Firing Order Upgrade

Billet Core with Cast Gear Option Upgrade

Profile Cam on Cam Doctor

Drill and Tap for 2nd Dowel Pin

Drill and Tap for Fuel Pump drive

Oil Groove for BBC Pre-1969

Step Face Core for Late Model SBC and BBC

Custom Round Core Lobe Cam Core

Design and make CAD of lobe

Design and make 2 or more camshaft lobes



Production runs of camshafts available upon request. Call 423-391-7774 for quote

Warning: all oem fasteners are torque to yield and are designed to be torqued one time. Reusing these fasteners can cause pre mature failure.

Hydraulic Roller Camshafts

Nostalgia Series

Nostalgia Series Cams by Straub Tech

If you are after cost effective performance for your Hot Rod, Straub Tech has a camshaft line for you. These proven grinds have powered the weekend warriors Detroit V-8 for 3 decades. These cams have mild open and closing ramps to give valvetrain stability, but have the area under the curve to make broad flat power. All of these grinds can be used with OEM or any .700" roller street lifter.

SBC Hydraulic Rollers

Part Number	Core	Description
SBC215-230-10	Retro	Great performance with up to 3.5 stroke with Vortec or Brodix heads for NA applications. Can use up to a 250 Shot. Needs min of 2400 Stall. Max HP RPM 6000.
SBC234-238-12	Retro	Great performance with 3.75 to 3.875 stroke with AFR heads or heads with a 75% I/E ratio. Can use with up to 250 Shot of nitrous. Recommend using a 1.6 Ratio. Use our 11600 Rocker for AFR heads for best geometry. Needs minimum of 2800 stall. Max HP RPM 6000.
SBCLT1220-224-10	StepFace	Great performance with up to 3.5 stroke with AFR heads or any head with a 75% I/E ratio. Can use with up to 250 Shot of nitrous. Recommend using 1.6 ratio. Use our 11600 Rocker for AFR heads for best geometry. Needs a minimum of a 2400 stall. Max HP rpm 6200.
SBCLT1222-232-12	StepFace	Great performance with up to 3.5 stroke with GM Vortec or Brodix heads or any head with a 65% I/E ratio. Can use with up to 250 Shot of nitrous. Recommend using 1.6 ratio. Needs a minimum of a 2400 stall. Max HP RPM 6200.

Lifters for Late Model Block or Dart SHP using spider and dog bones: Morel 6504 or Delphi 12499225

Lifters for early Model Block or aftermarket requiring Tie-Bar lifter Retro Fit: Morel 5372



BBC Hydraulic Roller

BBC218-228-12	Retro	Great performance with up to 4" Stroke with Edelbrock heads or any heads with an I/E ratio of 65%. Can use with up to a 250 Shot of nitrous. Needs minimum of 2200 stall. Great upgrade Marine Camshaft. Can use with Wet exhaust. Max HP RPM 5200.
BBC224-234-10	Retro	Great performance with up to 4" Stroke with Edelbrock heads or any heads with an I/E ratio of 65%. Can use up to a 250 shot of nitrous. Needs minimum of 2600 stall. Max HP RPM 5800.
BBC236-246-10	StepFace	Great performance with a 4.250" Stroke with OEM188/990's or Edelbrock heads or any heads with an I/E ratio of 65%. Can use with up to a 250 shot of nitrous. Needs minimum of 3000 stall. Max HP RPM 6200.
Lifters for Mark 4 or GEN 5/6 Blocks or aftermarket requiring Tie-Bar lifter Retro Fit: Morel 5374		

SB Ford Hydraulic Roller

SBF210-220-12	Any	Great performance with up to 3.25 stroke with Straub/Eddy/Dart heads for NA applications. Can use up to a 250 Shot. Needs min of 2400 Stall. Max HP RPM 6200.
SBF220-222-12	Retro	Great performance with up to 3.4 stroke with AFR heads or heads with a 75% I/E ratio. Can use with up to 250 Shot of nitrous. Recommend using a 1.6 Ratio. Needs minimum of 2800 stall. Max HP RPM 6400.
SBF220-232-12	Any	Great performance with up to 3.4 stroke with OEM E7 or Brodix heads or heads with a 65% I/E ratio. Can use up to a 250 Shot of nitrous. Needs min of 2800 Stall. Max HP RPM 6400.



Hydraulic Roller Camshafts

GTA Series

The "GTA" Series of Street Performance Cams from Straub tech will boost the power on your American V-8 like no other hydraulic roller cam. These cams have been engineered to feed the demand of your hotrod based on CID and cylinder head. Your CID and desired rpm range sets the demand of the engine. The cylinder head based on its flow characteristics will deliver the air and fuel. Since there are multiple options in heads with different flow rates these days, then you need a camshaft based on what the heads can supply. The GTA series of street performance hydraulic rollers makes this easy. You select your engine combination and then cylinder head and we supply the camshaft. Straub Tech takes the guessing out of camshaft selection. Straub cams are worldwide proven by HP crazy customers. These cams all but guarantee the hotrodder the performance he is after with his performance Detroit V-8.

SBC Hydraulic Roller

Cam can be ordered as a Retro Fit or Late Model Stepped Face. Note when ordering.

Part Number	Lift w 1.6	Adv. Dur.	.050 Dur.	LSA	Max HP RPM	Suggested Lifter
SBC280-286-9	.544/.500	280/286	221/227	109	6000	6504/5372

Best performance with up to 3.48 Stroke with Dart/Pro Header/Pro Comp heads or a head with a 68% I/E ratio.

Can use with up to a 250 shot of nitrous. Needs minimum of 2400 stall.

Part Number	Lift w 1.6	Adv. Dur.	.050 Dur.	LSA	Max HP RPM	Suggested Lifter
SBC280-294-8	.544/.544	280/294	221/235	109	6000	6504/5372

Best performance with up to 3.48 Stroke with GM Vortec/Double Humps/Brodix Dragonslayer heads or a head with a 63% I/E ratio. Can use with up to a 250 shot of nitrous. Needs minimum of 2400 stall.

Part Number	Lift w 1.6	Adv. Dur.	.050 Dur.	LSA	Max HP RPM	Suggested Lifter
SBC280-296-12	.544/.570	280/296	221/235	112	6300	4602/4789

Best performance with up to 3.48 Stroke with a BLOWER and Straub/Dart/heads or a head with a 68% I/E ratio. Needs minimum of 2800 stall.

Part Number	Lift w 1.6	Adv. Dur.	.050 Dur.	LSA	Max HP RPM	Suggested Lifter
SBC282-280-8	.525/.510*	282/280	223/221	108	6000	6504/5372

Best performance in high elevation above 5000 ft with up to 3.48 Stroke with AFR heads or a head with a 75% I/E ratio. Can use with up to a 250 shot of nitrous. Needs minimum of 2400 stall. *Note run 1.6/1.5 Rockers

Part Number	Lift w 1.6	Adv. Dur.	.050 Dur.	LSA	Max HP RPM	Suggested Lifter
SBC282-286-8	.525/.500	282/286	223/227	108	6000	6504/5372

Best performance with up to 3.48 Stroke with Profiler/ProMaxx heads or a head with a 70% I/E ratio.

Can use with up to a 250 shot of nitrous. Needs minimum of 2400 stall.

Part Number	Lift w 1.6	Adv. Dur.	.050 Dur.	LSA	Max HP RPM	Suggested Lifter
SBC282-296-8	.525/.548	282/296	223/233	108	6400	5372
<i>Best performance with up to 3.625 Stroke with Brodix Dragonslayer, 180's, and Track 1 heads or a head with a 63% I/E ratio. Can use with up to a 250 shot of nitrous. Needs minimum of 2400 stall.</i>						
SBC284-288-10	.527/.521*	284/288	225/229	110	6400	6504/5372
<i>Best performance 3.48 Stroke with AFR heads or a head with a 75% I/E ratio. Can use with up to a 250 shot of nitrous. Needs minimum of 2400 stall. *Note run 1.6/1.5 Rockers</i>						
SBC288-294-8	.555/.544	288/294	229/235	108	6500	5372/4602
<i>Best performance with up to 3.75 Stroke with Dart/Edelbrock heads or a head with a 70% I/E ratio.</i>						
<i>Can use with up to a 250 shot of nitrous. Needs minimum of 2400 stall.</i>						
SBC288-300-8	.555/.536	288/300	229/241	108	6200	5372/4602
<i>Best performance with up to 3.750 to 3.875" Stroke with Brodix Dragonslayer, 180's, and Track 1 heads or a head with a 63% I/E ratio. Can use with up to a 250 shot of nitrous. Needs minimum of 2400 stall.</i>						
SBC292-294-9	.584/.544	292/295	233/235	109	6200	5372/4602
<i>Best performance with up to 3.750 to 3.875" Stroke with AFR195/210/220/227 heads or a head with a 75% I/E ratio. Can use with up to a 250 shot of nitrous. Needs minimum of 2400 stall.</i>						
SBC292-299-9	.584/.550	292/299	233/240	109	6200	5372/4602
<i>Best performance with up to 3.750 to 3.875" Stroke with ProMaxx 185/200s, ProFiler 195/210, Edelbrock 210s heads or a head with a 67% I/E ratio. Can use with up to a 250 shot of nitrous. Needs minimum of 2400 stall.</i>						
SBC292-302-12	.584/.564	292/302	233/243	112	6400	4602
<i>Best performance with up to 3.750 to 3.875" Stroke with AFR195/210/220/227 heads or a head with a 75% I/E ratio and using a BLOWER. Need to run 3/8" Heavy wall pushrods. Needs minimum of 2400 stall.</i>						
SBC296-296-9	.580/.580	296/296	237/237	109	6500	5372/4602
<i>Best performance with up to 3.750" Stroke with AFR195/210/220/227 heads or a head with a 75% I/E ratio. Recommend running 3/8" Heavy wall pushrods. Needs minimum of 2400 stall.</i>						
SBC296-299-8	.580/.550	296/299	237/240	108	6300	5372/4602
<i>Best performance with up to 3.875 to 4.00" Stroke with AFR195/210/220/227 heads or a head with a 75% I/E ratio. Can use with up to a 250 shot of nitrous. Needs minimum of 2400 stall. Ground on Small Base Circle</i>						
SBC296-302-8	.584/.565	296/302	237/243	108	6500	5372/4602
<i>Best performance with up to 3.750 to 3.875" Stroke with ProMaxx 185/200s, Straub 200, Dart 200's heads or a head with a 67% I/E ratio. Can use with up to a 250 shot of nitrous. Needs minimum of 2400 stall.</i>						

BBC Hydraulic Roller

Cam can be ordered as a Retro Fit or Late Model Stepped Face. Note when ordering.

Part Number	Lift w 1.6	Adv. Dur.	.050 Dur.	LSA	Max HP RPM	Suggested Lifter
BBC267-285-9	.552/.481	267/285	209/222	109	5400	HT2279/5374
<i>Designed for best performance upgrade to 1990 to 1993 454SS Pickup Trucks with stock stroke and stock heads. Recommend running 3/8" wall pushrods. Can use OEM rockers and will clear stock valve guide height.. Needs minimum of 2400 stall. Can run headers or stock manifolds. Headers add an additional 20HP/27#/ft</i>						
BBC280-280-9	.578/.578	280/280	221/221	109	5800	5374
<i>Best performance with up to 4.00" Stroke with AFR265/290 heads or a head with a 75% I/E ratio. Recommend running 3/8" wall pushrods. Recommend running Straub Rockers 13750I and 13750E for correct geometry. Needs minimum of 2400 stall.</i>						

BBC280-284-12	.578/.559	280/284	221/225	112	5200	5374/4603
Best performance with up to 4.00" Stroke in Marine application with WET Exhaust and Dart or RHS iron 320 heads. Or any head with a 70% I/E ratio. Recommend running 3/8" wall pushrods. Recommend running Straub Rockers 13750I and 13750E for correct geometry. Install straight up						
BBC280-286-8	.578/.530	280/286	221/227	108	6000	5374
Best performance with up to 4.00" Stroke with ProComp heads or a head with a 68% I/E ratio. Recommend running 3/8" wall pushrods. Recommend running Straub Rockers 13750I and 13750E for correct geometry. Needs minimum of 2400 stall.						
BBC280-294-9	.578/.578	280/295	221/235	109	6000	5374
Best performance with up to 4.00" Stroke with OEM Heads, Oval or Square Port, Brodix RR 270's and 294 heads or a head with a 63% I/E ratio. Recommend running 3/8" wall pushrods. Recommend running Straub Rockers 13750I and 13750E on the Brodix Heads for correct geometry. Needs minimum of 2400 stall. Known as the Old School Little Brother, best for heavy vehicles, 4000# plus.						
BBC284-284-12	.559/.559	284/284	225/225	112	5200	5374
Best performance with up to 4.00" Stroke in Marine application with WET Exhaust and AFR265/290/305. Or any head with a 75% I/E ratio. Recommend running 3/8" wall pushrods. Recommend running Straub Rockers 13750I and 13750E for correct geometry. Install straight up.						
BBC288-288-9	.600/.600	288/288	229/229	109	6400	5374
Best performance with up to 4.00" Stroke with AFR265/290 heads or a head with a 75% I/E ratio. Recommend running 3/8" wall pushrods. Recommend running Straub Rockers 13750I and 13750E for correct geometry. Needs minimum of 2400 stall.						
BBC288-294-7	.600/.559	288/294	229/235	107	6000	5374
Best performance with up to 4.25" Stroke with Dart/RHS 320 heads or a head with a 68% I/E ratio. Recommend running 3/8" wall pushrods. Recommend running Straub Rockers 13750I and 13750E for correct geometry. Needs minimum of 2400 stall.						
BBC288-294-9	.600/.559	288/294	229/235	109	6300	5374
Best performance with up to 4.00" Stroke with Dart/RHS 320 heads or a head with a 68% I/E ratio. Recommend running 3/8" wall pushrods. Recommend running Straub Rockers 13750I and 13750E for correct geometry. Needs minimum of 2400 stall.						
BBC288-300-9	.600/.570	288/300	229/241	109	6200	5374
Best performance with up to 4.00" Stroke with OEM Heads, Oval or Square Port, Brodix RR 270's and 294 heads or a head with a 63% I/E ratio. Recommend running 3/8" wall pushrods. Recommend running Straub Rockers 13750I and 13750E on the Brodix Heads for correct geometry. Needs minimum of 2400 stall. Known as the Old School Cam, best choice for GM American Muscle cars with 396 to 454's. Will run all vacuum assisted systems in C2 and C3 Corvettes. No.1 cam at Super Chevy.						
BBC288-302-7	.600/.600	288/302	229/243	107	6200	5374
Best performance with up to 4.250" Stroke with OEM Heads, Oval or Square Port, Brodix RR 270's and 294 heads or a head with a 63% I/E ratio. Recommend running 3/8" wall pushrods. Recommend running Straub Rockers 13750I and 13750E on the Brodix Heads for correct geometry. Needs minimum of 2400 stall. Known as the Sleeper, best choice for GM American Muscle cars that are using stock exhaust manifolds with stroker cranks. Will run all vacuum assisted systems in C2 and C3 Corvettes.						
BBC300-302-9	.603/.600*	300/302	241/243	109	6700	4603
Best performance with up to 3.760" Stroke with AFR265/290/305 heads or a head with a 75% I/E ratio. Recommend running 3/8" wall pushrods. Recommend running Straub Rockers 13755I and 13750E for correct geometry. Needs minimum of 3600 stall. Best choice with cars with aftermarket 5 speed trans for aggressive driving. Lift on intake uses a 1.8 Rocker						
BBC302-302-7	.600/.600	302/302	243/243	107	6500	5374/4603
Best performance with 4.250" Stroke with AFR265/290/305 and ProMaxx 317 heads or a head with a 75% I/E ratio. Recommend running 3/8" wall pushrods. Recommend running Straub Rockers 13750I and 13750E for correct geometry. Needs minimum of 3200 stall. Proven combination for 489-496CID builds wanting 650HP.						
BBC302-302-9	.600/.600	302/302	243/243	109	6700	5374/4603
Best performance with 4.00" Stroke with AFR265/290/305 and ProMaxx 317 heads or a head with a 75% I/E ratio. Recommend running 3/8" wall pushrods. Recommend running Straub Rockers 13750I and 13750E for correct geometry. Needs minimum of 3200 stall. Proven combination for 468-475CID builds wanting 650HP.						

SB Ford Hydraulic Roller						
SBF280-280-12	.544/.544	280/280	221/221	112	6800	5327
<i>Best performance with up to 3.25 Stroke in a Turbo Build using AFR185/205 heads or any head with a 75% or higher I/E ratio. Recommend running 3/8" pushrods. Needs minimum of 2800 stall. Use on 306-331 CID</i>						
SBF280-280-9	.544/.544	280/280	221/221	109	6500	5323
<i>Best performance with up to 3.25 Stroke in a NA build using AFR185/205 heads or any head with a 75% or higher I/E ratio. Can use 5/16" pushrods. Needs minimum of 2800 stall. Use on 306-331 CID</i>						
SBF280-294-12	.544/.544	280/294	221/235	112	6800	5327
<i>Best performance with up to 3.25 Stroke in a Turbo Build using AFR185/205 heads or any head with a 75% or higher I/E ratio. Recommend running 3/8" pushrods. Needs minimum of 2800 stall. Use on 306-331 CID</i>						
SBF280-286-9	.544/.500	280/286	221/227	109	6500	5323
<i>Best performance with up to 3.25 Stroke with Dart/Pro Header/Pro Comp heads or a head with a 68% I/E ratio. Can use with up to a 250 shot of nitrous. Needs minimum of 2400 stall.</i>						
SBF280-294-8	.544/.544	280/294	221/235	109	6500	5323
<i>Best performance with up to 3.25 Stroke with Brodix ST 5.0 heads or a head with a 63% I/E ratio. Can use with up to a 250 shot of nitrous. Needs minimum of 2400 stall.</i>						
SBF288-294-8	.555/.544	288/294	229/235	108	6500	5323
<i>Best performance with up to 3.25 Stroke with Edelbrock heads or a head with a 70% I/E ratio. Can use with up to a 250 shot of nitrous. Needs minimum of 2400 stall.</i>						
SBF292-294-9	.584/.544	292/295	233/235	109	6200	5323/5327
<i>Best performance with up to 3.750" with AFR205/220 heads or a head with a 75% I/E ratio. Can use with up to a 250 shot of nitrous. Needs minimum of 3000 stall.</i>						
SBF292-299-9	.584/.550	292/299	233/240	109	6600	5323/5327
<i>Best performance with up to 3.40" with Straub 185 ProMaxx 180 / Edelbrock 210s heads or a head with a 67% I/E ratio. Can use with up to a 250 shot of nitrous. Needs minimum of 2400 stall.</i>						
SBF296-296-9	.580/.580	296/296	237/237	109	6500	5323/5327
<i>Best performance with up to 3.750" Stroke with AFR205/220 heads or a head with a 75% I/E ratio. Recommend running 3/8" Heavy wall pushrods. Needs minimum of 2400 stall.</i>						
SBF296-302-8	.584/.565	296/302	237/243	108	6500	5323/5327
<i>Best performance with up to 3.750" Straub 185/ProMaxx 180/Dart 200's heads or a head with a 67% I/E ratio. Can use with up to a 250 shot of nitrous. Needs minimum of 3000 stall.</i>						



Distributor Gears

AMPCO45 Bronze

100% USA made these gears are the ultimate in wear resistant distributor gears. These gears are held to OEM tolerance to ensure proper engagement with camshaft gears. AMPCO45 material can be used with cast iron, austemper steel, and tool steel cam cores. Oversized distributor gears allow for correct gear meshing by insuring proper depth. A BRONZE GEAR CAN BE USED ON ANY CORE.

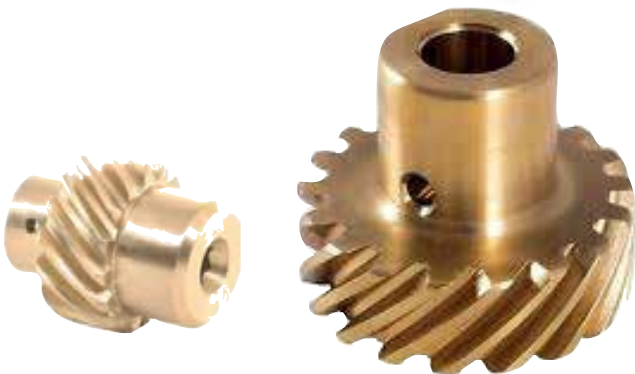


Distributor Gear

Part Number	Description
100-3096	Chevy V-8 .491 Shaft
100-3294	Chevy V-8 .491" Shaft +.003"
100-3961	Chevy V-8 .491" Shaft +.012"
100-3339	Chevy MSD .501" Shaft
100-4042	Chevy MSD .501" Shaft +.003"
100-3408	Chevy MSD .501" Shaft +.006"
100-4043	Chevy MSD .501" Shaft +.009"
100-3840	Chevy MSD .501" Shaft +.012"
100-4021	Chevy MSD .501" Shaft +.015"
130-4040	SB Chrysler .499 to .501"
140-4015	BB Chrysler .499 to .500"
200-3841	SB Ford 302/351W .501"
200-3980	SB Ford 302/351W .530"
200-3842	Ford 351C/429-460 .501
200-3984	Ford 351C/429-460 .530
201-4628	AMC V-8 .490 to .491

Bronze Distributor Gears

Part No.	Description
100-3932	Chevy MSD/Holley/Mallory/Crane .501 with +.300" Nose
100-4732	Chevy MSD/Holley/Mallory/Crane .501" .017" Oversized
100-5540	Chevy MSD/Holley/Mallory/Crane .501" .020" Oversized
100-6572	Chevy MSD/Holley/Mallory/Crane .501" .021" Oversized
100-6334	Chevy MSD/Holley/Mallory/Crane .501" .025" Oversized
100-6335	Chevy MSD/Holley/Mallory/Crane .501" .030" Oversized
100-6337	Chevy OEM .491" .025" Oversized
100-6338	Chevy OEM .491" .030" Oversized
100-6339	Chevy OEM .491" .035" Oversized
100-6383	Chevy MSD/Holley/Mallory/Crane .501" .045" Oversized
100-6384	Chevy MSD/Holley/Mallory/Crane .501" .050" Oversized
100-6385	Chevy MSD/Holley/Mallory/Crane .501" .055" Oversized
100-6501	Chevy SB/BB with HEX Drive Oil Pump MSD/Holley/Mallory/Crane .500/.501" RH Std
140-4061	SB Chrysler .500/.501" .006" Oversized RH
140-4062	SB Chrysler .500/.501" .012" Oversized RH
140-4745	BB Chrysler .484/.485" RH
140-4746	BB Chrysler .484/.485" LH
200-4532	Ford I-6 24-300CID .529/.530" RH Std
200-4761	Ford I-6 24-300CID .530/.531" RH Std
200-5089	Ford 351C/429/460 MSD .501 RH Std
200-5110	Ford 351C/429/460 MSD .466/.467" RH Std
206-4012	Pontiac V-8 All .500/.501" LH Std
206-4013	Pontiac V-8 All .490/.491" LH Std



Melonite Cast Gears

Straub Tech Melonite gears are 100% USA made. These gears are designed for use with cast core cams. These gears feature wear resistant properties that prevent premature wear under high RPM conditions associated with performance cams. CAN BE USED ON ANY CORE **EXCEPT** BILLET CORES.



Melonite Cast Gear

Part Number	Description
100-4026	Chevy V-8 .491 Shaft
100-4004	Chevy MSD .501" Shaft
100-5187	Chevy MSD .501" Shaft +.003"
100-4027	Chevy MSD .501" Shaft +.006"
100-5188	Chevy MSD .501" Shaft +.009"
100-5189	Chevy MSD .501" Shaft +.012"
100-5220	Chevy MSD .501" Shaft +.015"
200-4630	SB Ford 302/351W .501"
200-5089	Ford 351C/429-460 .501
201-4186	AMC V-8 .490 to .491
202-4082	BUICK V-8 .500 to .501
200-5215	FORD 302/351W .501 to .502 Shaft +.006"
200-5216	FORD 302/351W .501 to .502 Shaft +.009"



Hydraulic Roller Lifters

The Street Performance hydraulic lifters are made from a cold formed body with a clipped axle and have 6500RPM capability. These lifters have .120" plunger travel and have an 80% fill rate with the test oil. The lifter wheels in this series are .700" diameter. Recommended Spring Pressure 100-180lbs Seat pressure 280-380lbs Open pressure



Morel first entered the racing lifters market in 1992. The plant is 100,000 square feet and has in-house heat treating with a full Metallurgical lab. The oven is a hermetically sealed unit using different gases for controlling the heat treatment quality. There are over 100 pieces of specialty equipment in the plant for making lifters and gears.

The plant was started by Ed Morel's uncle over 60 years ago. Ed has worked there over 30 years and bought the company 20 years ago. Ed is a graduate mechanical engineer. The plant manager is also a graduate mechanical engineer. Our designer is an engineer with 35 years of tool and die, plumbing, electrical, electronic, programming and hydraulic experience.

I am also a graduate mechanical engineer. I spent 20 years with General Motors in the Pontiac Division, with the last 15 years heading up Pontiac Motorsports Engineering. I left Pontiac in 1986 and started Callies Crankshaft and sold it in 1994. I helped Joe Lunati build his company and sell it to Holly Corporation. Then, I started building performance cam cores with Camshaft Machine Company. We developed the three-pieces cam core using the Everwear Gear(tm), eliminating the cam gear to distributor wear issue.

Ed and I started getting serious about the lifter business in 1994. We developed lifter programs for Street Performance lifters through Professional Racing lifters. We continue development on new or current products every day. The business has grown to the point that I left Camshaft Machine in 2009 to concentrate with Morel to continue to bring innovative products to the racers.

IMPORTANT: FOR HYDRAULIC LIFTERS TO FUNCTION CORRECTLY YOU MUST USE AN OIL WITH A CENTISTOKE RATING BELOW 15 AT 100C. IF NOT THE LIFTER MAY NOT FUNCTION CORRECTLY.

Street Performance Series

Make	Engine		BodyD	RollID	Pair#	Set#
Chevrolet	Small Block		0.842	0.700	5371	5372
	LS	Use OEM lifter trays	0.842	0.700	6503	6504
		Tie Bar Fits 5 head bolt pattern	0.842	0.700	5289	5290
	Big Block		0.842	0.700	5373	5374
	348-409		0.842	0.700	5338	5339
AMC	304-401		0.903	0.700	6075	6076
Cadillac	425-472-500		0.842	0.700	5330	5331
Buick	401-425-455		0.842	0.700	5332	5333
	350 V-8		0.842	0.700	5385	5386
	Turbo V6		0.842	0.700	5392	5393
Oldsmobile	400-403-425-455	May need to clearance OEM Intake Manifolds	0.842	0.700	5334	5335
Holden	V8		0.842	0.700	5336	5337
Pontiac	400-421-428-455	Oil band is in OEM location	0.842	0.700	5883	5884
Ford	SB Wind/Clev		0.875	0.700	5322	5323
		Limited Travel	0.875	0.700	5326	5327
	BB 429-460 & FE		0.875	0.700	5324	5325
		Limited Travel	0.875	0.700	5328	5329
Chrysler	Mopar A	Fits Magnum Engines & Early LA Series Blocks	0.903	0.700	5320	5321
	Mopar B	Big Block	0.903	0.700	5318	5319
	Viper V-10		0.842	0.700	6437	6438

Pro Series

The Performance hydraulic lifters are made from a billet body with a clipped axle and have 7000 RPM capability. These lifters (4602, 5206, 4603, 6087) have a .750" diameter roller wheel. These lifters have .120" plunger travel and have an 80% fill rate with the test oil. Recommended Spring Pressure 100-200lbs Seat pressure 280-400lbs Open pressure

HLT – The HLT also known as Limited Travel lifters have a clipped axle and are intended for use in Stock Racing Classes where some plunger travel is required. These lifters (4789, 5850, 4795, 6402, 5327, 5329) have between .015"-.030" plunger travel before going solid. Due to the short plunger travel on these lifters there is some Valve Train Noise that can be associated with them. Recommended Spring Pressure 100-250lbs Seat Pressure 285-650lbs Open Pressure



Make	Engine		BodyD	RollID	Pair#	Set#
Chevrolet	Small Block		0.842	0.750	4215	4602
		Limited Travel	0.842	0.750	4792	4789
	LS	Use OEM lifter trays	0.842	0.750	5912	4708
		Limited Travel - Use OEM lifter trays	0.842	0.750	5913	4793
		Tie Bar - Fits 5 & 6 head bolt pattern	0.842	0.750	5205	5206
		Limited Travel - Tie Bar - Fits 5 & 6 head bolt pattern	0.842	0.750	5849	5850
	Big Block		0.842	0.750	4538	4603
		Limited Travel	0.842	0.750	4794	4795
	348-409		0.842	0.750	6086	6087
Pontiac	400-421-428-455	Oil band is in OEM location	0.842	0.750	6397	6398
Make	Engine		BodyD	RollID	Pair#	Set#
Chevrolet	Small Block		0.842	0.750	5042	5044
		Pressurized Oiling	0.903	0.810	5467	5468
	LS	Tie Bar - Fits 5 & 6 head bolt pattern	0.842	0.750	5293	5294
		Limited Travel - Tie Bar - Fits 5 & 6 head bolt pattern	0.842	0.750	7259	7260
		Pressurized Oiling - Tie Bar - Fits 5 & 6 head bolt pattern	0.903	0.810	5471	5472
	Big Block		0.842	0.750	5043	5045
		Limited Travel	0.842	0.750	7529	7530
		Pressurized Oiling	0.903	0.810	5469	5470
Pontiac	400-421-428-455	Oil band is in OEM location	0.842	0.750	6452	6451
Ford	SB Wind/Clev		0.875	0.750	5879	5879
		Limited Travel	0.875	0.750	7261	7262
			0.903	0.810	6082	6083
	BB 429-460 & FE		0.875	0.750	5890	5891
			0.903	0.810	6084	6085
Chrysler	Mopar A	Fits Magnum Engines & Early LA Series Blocks	0.903	0.810	6071	6072
		Limited Travel - Magnum Engines & Early LA Series Blocks	0.903	0.810	7357	7358
	Mopar B		0.903	0.810	6073	6074
		Limited Travel	0.903	0.810	7359	7360

Hi RPM Series

The Hi-RPM hydraulic lifters are made from a billet body and have a clipped axle. These lifters have 7000+ RPM capability with .120" plunger travel and have an 80% fill rate with the test oil. These lifters (5044, 5468, 5294, 5472, 5045, 5470, 5879, 6083, 5891, 6085, 6072, 6074) have a .750" diameter roller wheel for the .842" & .875" diameter lifters and a .810" diameter roller wheel for the .903" diameter lifters. The Internal tolerances are much tighter in this series. **IMPORTANT, USE AN OIL THAT HAS A CENTISTOKE RATING OF BELOW 11 AT 100C WHEN USING THIS SERIES OF LIFTERS.** Recommended Spring Pressure 100-225lbs Seat Pressure 350-550lbs Open Pressure



Make	Engine		BodyD	RollID	Pair#	Set#
Chevrolet	Small Block	Pressurized Oiling	0.842	0.750	5042	5044
			0.903	0.810	5467	5468
	LS	Tie Bar - Fits 5 & 6 head bolt pattern	0.842	0.750	5293	5294
		Limited Travel - Tie Bar - Fits 5 & 6 head bolt pattern	0.842	0.750	7259	7260
		Pressurized Oiling - Tie Bar - Fits 5 & 6 head bolt pattern	0.903	0.810	5471	5472
	Big Block		0.842	0.750	5043	5045
		Limited Travel	0.842	0.750	7529	7530
		Pressurized Oiling	0.903	0.810	5469	5470
Pontiac	400-421-428-455	Oil band is in OEM location	0.842	0.750	6452	6451
Ford	SB Wind/Clev		0.875	0.750	5879	5879
		Limited Travel	0.875	0.750	7261	7262
			0.903	0.810	6082	6083
	BB 429-460 & FE		0.875	0.750	5890	5891
			0.903	0.810	6084	6085
Chrysler	Mopar A	Fits Magnum Engines & Early LA Series Blocks	0.903	0.810	6071	6072
		Limited Travel - Magnum Engines & Early LA Series Blocks	0.903	0.810	7357	7358
	Mopar B		0.903	0.810	6073	6074
		Limited Travel	0.903	0.810	7359	7360



Solid Roller Lifters

Horizontal Tie Bar Series

The Horizontal Mechanical lifters are made from a billet body with a clipped axle and have 7000 RPM capability. These lifters are limited to lobe lifts of no more than .375". They have a .750" diameter roller wheel. Recommended Spring Pressure 150-275lbs Seat Pressure 400-700lbs Open Pressure

Make	Engine		BodyD	RollID	Pair#	Set#
Chevrolet	Small Block		0.842	0.750	4036	4601
	Big Block		0.842	0.750	4676	4677



Street Series

The Street Performance Mechanical lifters are made from a cold formed body with a clipped axle and have 7000 RPM capability. These lifters have a .700" diameter roller wheel. Recommended Spring Pressure 150-220lbs Seat Pressure 300-550lbs Open Pressure

Chevrolet	Small Block		0.842	0.700	5510	5511
	LS	Use OEM lifter trays	0.842	0.700	6527	6528
		T/B Fits 5 head bolt pattern	0.842	0.700	5988	5989
	Big Block		0.842	0.700	5546	5547
	348-409		0.842	0.700	5346	5347
Cadillac	425-472-500		0.842	0.700	5355	5356
Buick	401-425-455		0.842	0.700	5344	5345
	350 V-8		0.842	0.700	5554	5555
	Turbo V6		0.842	0.700	5552	5553
Holden	V8		0.842	0.700	5342	5343
Pontiac	400-421-428-455	Oil band is in OEM location.	0.842	0.700	5883	5884
Ford	SB Windsor		0.875	0.700	5516	5517
	BB 429-460		0.875	0.700	5519	5520

Sportsman Series

The Sportsman Mechanical lifters are made from a billet body with a clipped axle and have 7500 RPM capability. These lifters (4601, 4604, 5452, 4677, 4606, 4713, 5411, 4719, 4726, 4723 & 4730) have a .750" diameter roller wheel. Recommended Spring Pressure 150-275lbs Seat Pressure 400-700lbs Open Pressure



Make	Engine		BodyD	RollID	Pair#	Set#
Chevrolet	Small Block		0.842	0.750	4588	4604
	LS	Use OEM lifter trays	0.842	0.750	5911	4737
		T/B Fits 5 head bolt pattern	0.842	0.750	5451	5452
	Big Block		0.842	0.750	4591	4606
Ford	SB Windsor		0.875	0.750	4712	4713
	SB Cleveland		0.875	0.750	5412	5411
	BB 429-460		0.875	0.750	4718	4719
	FE		0.875	0.750	4725	4726
Chrysler	Mopar A		0.903	0.750	4722	4723
	Mopar B		0.903	0.750	4729	4730

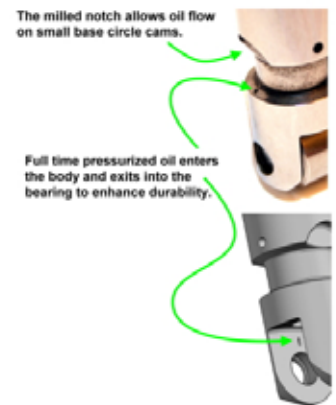
Pro Sportsman

The Sportsman Pro Mechanical lifters are made from a billet body with a clipped axle and have 7500 RPM capability. These lifters have a .750" diameter roller wheel. In addition they come with PRESSURIZED OILING TO THE ROLLERS, and are machined to work with reduced base circle camshafts. The bodies are fully polished for reduced friction. Recommended Spring Pressure 150-275lbs Seat Pressure 400-700lbs Open Pressure

Make	Engine	BodyD	RollID	Pair#	Set#
Chevrolet	Small Block	0.842	0.750	6590	6591
	Big Block	0.842	0.750	6592	6593



Sportsman Pro Oil Flow Diagram



Ultra Pro Series

The Ultra Pro (U/P) Mechanical lifters are made from a billet body with a clipped axle and have 8000 + RPM capability. The .842" & .875" diameter lifters in this series have a .750" diameter roller wheel. The .903" diameter lifters have a .810" diameter roller wheel and the .936" diameter lifters have a .850" diameter wheel. Recommended Spring Pressure 250-350lbs Seat Pressure 600-850lbs Open Pressure

Make	Engine		BodyD	RollID	Pair#	Set#
Chevrolet	Small Block	On Center	0.842	0.750	4842	4843
		.180" L&R INT Offset	0.842	0.750	4836L/37R	4838
		.180" INT & EXH Offset	0.842	0.750	6189	6190
		.180" Double Left Offset	0.842	0.750	6640	6641
		.180" Left INT Offset	0.842	0.750	5920	4914
		On Center	0.875	0.750	5918	5919
		.180" L&R INT Offset	0.875	0.750	5909L/08R	5910
		On Center	0.903	0.810	4866	4867
		.180" L&R INT Offset	0.903	0.810	4870L/71R	4872
		.180" INT & EXH Offset	0.903	0.810	6191	6192
		.180" Left INT Offset	0.903	0.810	4870	4989
		On Center	0.936	0.850	4876	4877
		.180" L&R INT Offset	0.936	0.850	4880L/81R	4882
	LS	On Center - T/B	0.842	0.750	5424	5425
		On Center - T/B	0.903	0.810	5427	5428
		.180" Left INT Offset - T/B	0.903	0.810	5432	5457
		.180" INT & EXH Offset - T/B	0.903	0.810	5430L/32R	6356

	Big Block	On Center	0.842	0.750	4844	4845
		.180" L&R INT Offset	0.842	0.750	4839L/40R	4841
		.180" L&R INT Offset	0.875	0.750	7279L/80R	7281
		On Center	0.903	0.810	4868	4869
		.180" L&R INT Offset	0.903	0.810	4873L/74R	4875
		.180" Right INT Offset	0.903	0.810	6047	6048
		.180" INT & EXH Offset	0.903	0.810	6360	6361
		On Center	0.936	0.850	4878	4879
		.180" L&R INT Offset	0.936	0.850	4883L/84R	4885
Pontiac	400-421-428-455	On Center	0.842	0.750	7480	7481
Ford	SB Windsor	On Center	0.875	0.750	5435	5436
		.180" Right INT Offset	0.875	0.750	5556	5557
		.180" INT & EXH Offset	0.875	0.750	7145	7146
	SB Cleveland	On Center	0.875	0.750	5439	5440
	Small Block	On Center	0.903	0.810	5489	5490
		.180" Right INT Offset	0.903	0.810	5487	5488
	BB 429-460	On Center	0.875	0.750	5455	5456
		On Center	0.903	0.810	5504	5505
		.180" Right INT Offset	0.903	0.810	5507	5506
	FE	On Center	0.875	0.750	5453	5454

Dart Block Oil Mod

Available in a kit or just the plug, this modification to the Dart Big M and Sportsman, and the SBC SHP blocks. This plug is design to plug the oil circuit on the passenger side rear of the block. The plug has an EDM hole for oil to the distributor. This allows for a closed oil circuit in the block and improved oiling to the passenger side rear lifter bores. Kit comes with Driver and plug. For a video instruction on installation go to **www.straubtechnologies.com**



Part No.	Description
DRTPLUGK	Kit includes 1 driver and 1 plug. Driver can be reused.
DRTPLUG	Aluminum Plug only

Ultra Pro Bushing Series

The Ultra Pro Bushing Mechanical lifters are made from a billet body with a clipped axle and have 8000 + RPM capability. These lifters have a special break-in lube between the axle and roller wheel and should not be washed with solvent prior to installation. These lifters also require a break-in period of 25-30 minutes varying the RPM from 1800-2200 RPM. The .842" & .875" diameter lifters in this series have a .750" diameter roller wheel. The .903" diameter lifters have a .810" diameter roller wheel and the .936" diameter lifters have a .850" diameter wheel. Recommended Spring Pressure 250-350lbs Seat Pressure 600-850lbs Open Pressure



Chrysler	Mopar A	On Center	0.903	0.810	5259	5260
		.180" L&R INT Offset	0.903	0.810	6533L/34R	6535
	Mopar B	On Center	0.903	0.810	5269	5270
		.180" L&R INT Offset	0.903	0.810	5560L/59R	5561
	Viper V-10	On Center	0.842	0.750	6433	6434
		On Center	0.903	0.810	6435	6436
Chevrolet	Small Block	.180" L&R INT Offset	0.842	0.750	6113L/12R	6114
		.180" INT & EXH Offset	0.842	0.750	6349	6348
		On Center	0.875	0.750	6115	6116
		.180" L&R INT Offset	0.875	0.750	6549L/50R	6551
		On Center	0.903	0.810	6117	6118
		.180" L&R INT Offset	0.903	0.810	6120L/19R	6121
		.180" INT & EXH Offset	0.903	0.810	6323	6359
		.180" Left INT Offset	0.903	0.810	6120	6123
		On Center	0.936	0.850	6124	6125
		.180" L&R INT Offset	0.936	0.850	6127L/26R	6128
	LS	On Center - T/B	0.842	0.750	6176	6177
		On Center - T/B	0.903	0.810	6131	6132
		.180" Left INT Offset - T/B	0.903	0.810	6135	6136
	Big Block	.180" L&R INT Offset	0.842	0.750	6140L/39R	6141
		On Center	0.903	0.810	6142	6143
		.180" L&R INT Offset	0.903	0.810	6145L/44R	6146
		.180" Right INT Offset	0.903	0.810	6144	6148
		.180" INT & EXH Offset	0.903	0.810	6362	6363
		On Center	0.936	0.850	6201	6202
		.180" L&R INT Offset	0.936	0.850	6221L/20R	6204

Pontiac	400-421-428-455	On Center	0.903	0.810	6391	6392
		.180" L&R INT Offset	0.903	0.810	6399L/01R	6400
	Windsor	On Center	0.875	0.750	6151	6152
		.180" Right INT Offset	0.875	0.750	6155	6156
		.180" INT & EXH Offset	0.875	0.750	6242	6243
	Cleveland	On Center	0.875	0.750	5439	5440
	Small Block	On Center	0.903	0.810	6157	6158
		.180" Right INT Offset	0.903	0.810	6159	6160
		.180" INT & EXH Offset	0.903	0.810	6395	6396
		On Center	0.936	0.850	6364	6365
		.180" Right INT Offset	0.936	0.850	6414	6415
	BB 429-460	On Center	0.875	0.750	6161	6162
		On Center	0.903	0.810	6165	6166
		.180" Right INT Offset	0.903	0.810	6167	6168
		On Center	0.936	0.850	6618	6619
	FE 390-428	On Center	0.875	0.750	6163	6164
		.180" INT & EXH Offset	0.875	0.750	6529	6530
Chrysler	Mopar A	On Center	0.903	0.810	6169	6170
	Mopar B	On Center	0.903	0.810	6171	6172
		.180" L&R INT Offset	0.903	0.810	6174L/73R	6175
		On Center	0.936	0.850	6505	6506
		.180" L&R INT Offset	0.936	0.850	6576L/77R	6578



Black Mamba Series

The Black Mamba Mechanical lifters are made from a billet body with a pinned axle and have 9000 + RPM capability. The Black Mamba's have an axle diameter of .470" with full time pressurized oiling. They have Diamond-Like Coating (DLC) for less friction and wear durability. These lifters have a .750" diameter roller wheel. These lifters have a special break-in lube between the axle and roller wheel and should not be washed with solvent prior to installation. These lifters also require a break-in period of 25-30 minutes varying the RPM from 1800-2200 RPM. Recommended Spring Pressure 150-400lbs Seat Pressure 550-1000lbs Open Pressure



Make	Engine		BodyD	RollD	Pair#	Set#
Chevrolet	Small Block	On Center	0.842	0.750	6474	6475
		.150" L&R INT Offset	0.842	0.750	6476L/77R	6478
		.150" INT & EXH Offset	0.842	0.750	6479	6480
		.150" Left INT Offset	0.842	0.750	6476	6481
		On Center	0.875	0.750	6700	6714
		.180" L&R INT Offset	0.875	0.750	6704L/05R	6706
		On Center	0.903	0.810	6650	6651
		.180" L&R INT Offset	0.903	0.810	6652L/53R	6654
		.180" INT & EXH Offset	0.903	0.810	6655	6656
		.180" Left INT Offset	0.903	0.810	6652	6657
	LS	On Center	0.842	0.750	6482	6483
		.150" Left INT Offset	0.842	0.750	6484	6485
		.150" INT & EXH Offset	0.842	0.750	6486	6487
		On Center	0.903	0.810	6658	6659
		.180" Left INT Offset	0.903	0.810	6660	6661
		.180" Right INT Offset	0.903	0.810	7390	7391
	Big Block	On Center	0.842	0.750	6488	6489
		.150" L&R INT Offset	0.842	0.750	6490L/91R	6492
		.150" INT & EXH Offset	0.842	0.750	6493	6494
		On Center	0.903	0.810	6662	6663
		.180" L&R INT Offset	0.903	0.810	6664L/65R	6666
		.180" Right INT Offset	0.903	0.810	6665	6667
		.180" INT & EXH Offset	0.903	0.810	6668	6669
	348-409	On Center	0.842	0.750	6495	6496
Pontiac	400-421-428-455	On Center	0.842	0.750	6497	6498
		.150" L&R INT Offset	0.842	0.750	7147L/48R	7149
		On Center	0.903	0.810	6670	6671

Ford	SB Windsor	On Center	0.875	0.750	6536	6537
		.150" Right INT Offset	0.875	0.750	6540	6541
		.150" INT & EXH Offset	0.875	0.750	6542	6543
		On Center	0.903	0.810	6672	6673
		.180" Right INT Offset	0.903	0.810	6674	6675
		.180" INT & EXH Offset	0.903	0.810	6676	6677
	SB Cleveland	On Center	0.875	0.750	6538	6539
	Big Block	On Center	0.875	0.750	6544	6545
		On Center	0.903	0.810	6678	6679
		.180" Right INT Offset	0.903	0.810	6680	6681
	FE	On Center	0.875	0.750	6546	6547
		.180" INT & EXH Offset	0.875	0.750	6767	6768
Chrysler	Mopar A	On Center	0.903	0.810	6682	6683
	Mopar B	On Center	0.903	0.810	6684	6685
		.180" L&R INT Offset	0.903	0.810	6686L/87R	6688

Black Mamba Lite

The Mamba Lites Mechanical lifters are made from a billet body with a pinned axle and have 9000 + RPM capability. The Mamba's have an axle diameter of .470" with full time pressurized oiling. They have a highly polished body for less friction and wear durability. These lifters have a .750" diameter roller wheel. These lifters have a special break-in lube between the axle and roller wheel and should not be washed with solvent prior to installation. These lifters also require a break-in period of 25-30 minutes varying the RPM from 1800-2200 RPM. Recommended Spring Pressure 150-400lbs Seat Pressure 550-1000lbs Open Pressure

Make	Engine		BodyD	RollD	Pair#	Set#
Chevrolet	Small Block	On Center	0.842	0.750	6689	6690
		.150" L&R INT Offset	0.842	0.750	6691L/92R	6693
		.150" INT & EXH Offset	0.842	0.750	6694	6695
		.150" Left INT Offset	0.842	0.750	6696	6697
		On Center	0.875	0.750	6698	6699
		.180" L&R INT Offset	0.875	0.750	6701L/02R	6703
		On Center	0.903	0.810	6707	6708
		.180" L&R INT Offset	0.903	0.810	6709L/10R	6711
		.180" INT & EXH Offset	0.903	0.810	6712	6713
		.180" Left INT Offset	0.903	0.810	6709	6715
	LS	On Center	0.842	0.750	6716	6717
		.150" Left INT Offset	0.842	0.750	6718	6719
		.150" INT & EXH Offset	0.842	0.750	6720	6721
		On Center	0.903	0.810	6722	6723
		.180" Left INT Offset	0.903	0.810	6724	6725

	Big Block	On Center	0.842	0.750	6726	6727
		.150" L&R INT Offset	0.842	0.750	6728L/29R	6730
		.150" INT & EXH Offset	0.842	0.750	6731	6732
		On Center	0.903	0.810	6733	6734
		.180" L&R INT Offset	0.903	0.810	6735L/36R	6737
		.180" Right INT Offset	0.903	0.810	6736	6738
		.180" INT & EXH Offset	0.903	0.810	6739	6740
	348-409	On Center	0.842	0.750	6741	6742
Pontiac	400-421-428-455	On Center	0.842	0.750	6745	6746
		On Center	0.903	0.810	6743	6744
Ford	Small Block	On Center	0.875	0.750	6747	6748
		On Center	0.875	0.750	6749	6750
		.150" Right INT Offset	0.875	0.750	6751	6752
		.150" INT & EXH Offset	0.875	0.750	6753	6754
		On Center	0.903	0.810	6755	6756
		.180" Right INT Offset	0.903	0.810	6757	6758
		.180" INT & EXH Offset	0.903	0.810	6759	6760
	Big Block	On Center	0.875	0.750	6761	6762
		On Center	0.903	0.810	6769	6770
		.180" Right INT Offset	0.903	0.810	6771	6772
	FE	On Center	0.875	0.750	6763	6764
		.180" INT & EXH Offset	0.875	0.750	6765	6766
Chrysler	Mopar A	On Center	0.903	0.810	6773	6774
	Mopar B	On Center	0.903	0.810	6775	6776
		.180" L&R INT Offset	0.903	0.810	6777L/78R	6779

EDM Solid Flat Tappet Lifters

Straub Tech solid flat tappets are hand selected castings that meet OEM specs. We then put a high RMS finish on the lifter to ensure proper bore to body clearance in the engine. All lifters are EDM drilled with a .024" hole for direct oil feed to the cam lobe to prevent premature cam wear.



Edm Flat Tappet Lifter

Part #	Application	Description
5035	Solid Flat Tappet	Chevy Solid Flat Tappet Chevy .842D Flat Tappet O/C Oiling

Stainless Steel Super-Loy Valves

Straub Tech Stainless valves are designed for high RPM engines using aggressive roller cams of today. Each valve is forged from 21-4N stainless and chemically quenched for increased tensile and yield strength. The forging is machined on CNC Lathes to exacting tolerances holding concentricity to .0002". Each valve is hard chromed to prevent premature wear in the valve guide. These valves can be used in both iron and manganese guides.



Stainless Steel Super-Loy Valves

Part No.	Diameter	Length	Stem Dia.	Install Height	Tip Length	Angle/Radius
SB Chevy Valves						
Exhaust						
150-6779	1.500"	4.930"	.3415	Stock	.250"	15 / .500
150-6786	1.600"	4.930"	.3415	Stock	.250"	15 / .500
150-6782	1.600"	5.010"	.3415	+.100"	.250"	15 / .500
150-6785	1.600"	5.010"	.3415"	+.100"	.250"	21 / .500
Intake						
151-6121	1.940"	4.930"	.3415	Stock	.250"	10 / .375
151-6114	2.020"	4.930"	.3415	Stock	.250"	10 / .375
151-6126	2.020"	5.010"	.3415	+.100	.250"	10 / .375
151-6128	2.055"	5.010"	.3415	+.100	.250"	10 / .375
151-6130	2.080"	5.010"	.3415	+.100	.250"	10 / .375



Production runs of camshafts available upon request. Call 423-391-7774 for quote

Warning: all oem fasteners are torque to yield and are designed to be torqued one time. Reusing these fasteners can cause pre mature failure.

Part No.	Diameter	Length	Stem Dia.	Install Height	Tip Length	Angle/ Radius
LS 1 –LS 7 Valves						
Exhaust						
160-6350	1.570"	4.930"	8.0mm	Stock	.160"	25 / .375
160-6352	1.600"	4.930"	8.0mm	Stock	.160"	25 / .375
160-1100	1.600"	4.930"	8.0mm	Stock	.160"	24 / .500
Intake						
161-1120	2.020"	4.930"	8.0mm	Stock	.160"	12 / .295
161-6301	2.020"	4.930"	8.0mm	Stock	.160"	10 / .295
161-1121	2.041"	4.900"	8.0mm	Stock	.160"	12 / .295
161-6303	2.055"	4.900"	8.0mm	Stock	.160"	10 / .295
161-1122	2.080"	4.900"	8.0mm	Stock	.160"	12 / .295
161-6305	2.080"	4.900"	8.0mm	Stock	.160"	10 / .295
161-6318	2.165"	4.900"	8.0mm	Stock	.160"	10 / .295
161-6319	2.180"	4.900"	8.0mm	Stock	.160"	10 / .295
BBC						
Exhaust						
170-2404	1.880"	5.425"	.341	Stock	.250"	16 / .500
170-2405	1.880	5.450	.341	Stock	.250"	16 / .500
170-2412	1.900	5.450	.341	Stock	.250"	16 / .500
170-2410	1.880	5.540	.341	+.175"	.250"	16 / .500
170-2408	1.900"	5.540	.341	+.175"	.250"	16 / .500
170-2411	1.880	5.485	.341	+.100"	.250"	16 / .500
Intake						
171-2421	2.190"	5.300"	.341"	Stock	.250"	12/375
171-2422	2.250	5.300	.341	Stock	.250"	12/375
171-2423	2.250	5.350	.341	+.100"	.250"	12/375
171-2424	2.250	5.500	.341	+.250	.250"	12/375
171-2425	2.300	5.350	.341	+.100	.250"	12/375
171-2427	2.300	5.500"	.341	+.250	.250"	12/375
171-2428	2.300	5.560	.341	+.300	.250"	12/375
171-2429	2.300	5.620"	.341	+.375	.250"	12/375
171-2430	2.325	5.620"	.341	+.375	.250"	12/375
171-2431	2.350	5.620"	.341	+.375	.250"	12/375



Cam Bearings

Roller Bearings

Our USA made Roller cam bearings are designed for 50/55/and 60MM Roller cam cores. Cam bearings are sold as EACH not in sets.

Part Number	Cam Journal Size	Bearing OD	Bearing Width
100-5020	50MM	2.285"	.787"
100-5520	55MM	2.483"	.787"
100-5528	55MM	2.483"	1.102"
100-6012	60MM	2.677"	.472"
100-6020	60MM	2.677"	.787"



55MM Cam Bearings

Straub Tech Babbitt Bearing made with 1 hole and a groove for better Control of Oil flow. The bearing is also designed to retro fit in the housing bore of a 50MM Roller bearing. Bearing OD 2.288"

Part Number	Description
GM-55-T1	55MM Cam bearings Coated 1 Set
GM-55-1	55MM Cam bearings 1 set

High Performance Coated Cam Bearings

The High-Performance all-round cam bearings offer more than double the fatigue strength of conventional bearings, withstand racing spring loads, and maintain the excellent surface characteristics of Babbitt.



Part Number	Block Type	Housing	Notes Bore
DT-1T	Dart Little M/ SHP Blocks	2.00"	OD Groove with 3 Holes clocked at 120 degrees
DT-1TR1	Dart Little M/ SHP Blocks	2.00"	OD Groove with 3 Holes clocked at 120 degrees / +.010" OD
GMP-2T	Dart BB Iron Eagle	2.120"	OD Groove with 3 Holes clocked at 120 degrees
GMP-12LT	Dart Big M Block	2.120"	OD Groove with 3 Holes clocked at 120 degrees
GMP-3T	GM Bowtie Block	2.125"	
GMP-9T	GM LSX Block		
RDGP-1T	Brodix/Rodeck	2.00"	
SBF-1R1T	Dart Ford/SVO Block	2.204"	OD Groove with 3 Holes clocked at 120 degrees

Cam Lock Plates

Straub Tech SB and BBC Cam Lock Plate: Stamped from Alloy steel, heat treated and black oxidized.

Part Number	Application
100-6000	Plate Only
100-6003	Plate and 150K Grade 8 Zinc Bolts
100-6516	150K Grade 8 Bolts Only



Bronze Valve Guides

Our Bronze guides are made from Manganese Bronze alloy. They are fully machined in South America by one of the leading valvetrain component OE suppliers. Guides are sold each. Quantity discounts are available

Part Number	OA Length	Height Installed	Seal Size	OD Step/Guide	ID
900-5312	2.100"	.660"	.530"	.560"/.502"	.342"
900-0350	2.125"	.660"	.530"	.560"/.502"	.342"
900-0355	2.125"	.660"	.530"	.560"/.507"*	.342"
900-0360	2.100"	.620"	.530"	.560"/.545"**	.342"
900-5547	2.350"	.620"	.530"	.560"/.502"	.342"
900-5629	2.125"	.625"	.530"	.560"/.502"	.342"
131-1806	2.200"	.630"	.530"	.560"/.502"	.316"
131-0384	2.100"	.700"	.530"	.560"/.502"	.316"

Part Number	OA Length	Height Installed	Seal Size	OD Step/Guide	ID
900-5006	2.375	NA.	502	NA /.502"	.342
900-5009	2.375	NA	.502	NA /.502"	.372"

*Oversize body for worn out heads

**For Brodix heads



2000 and 2.300cc Ford Valvetrain

Ford 4 cylinder racing has been a part of Straub Tech since the beginnings. We have supplied multiple companies with cams and valvetrain for the these dominant powerplants of the circle tracks.

Our Mechanical Adjuster Conversion kit comes with 100% USA made adjusters and sleeves to convert an 2.3 head to solid flat or solid roller application. These are sold as a full set of 8 for a complete engine

Our followers are made by the OEM supplier and feature a special heat treated foot area for greater endurance. These are 100% USA made

Part Number	Application
900-5228	Mechanical Adjuster Kit for 2300cc Ford Engines. Set of 8
140-8100	2300" Camshaft Follower. Set of 8

Camshaft Thrust plates

Our thrust plates are designed to retain camshaft in OEM and aftermarket blocks. They come with all necessary hardware for mounting.

Part Number	Description
350-1053	GM Cam Retaining Plate for All late model SBC and BBC Engines. Comes with Hardware. Can be used on GM Mark 4 BBC blocks with block mods
302-7820	Fits all SB Ford 302-351W. Comes with countersunk hardware



Pushrods

Straub Tech one piece pushrods offer the performance engine builder what he needs, when he needs it. Pushrod length is critical for both engine performance and engine longevity, as it is the key component in valvetrain geometry.



We offer a custom one piece pushrod program that features multiple diameters, wall thicknesses, and radius ends of 180 or 210 degrees. The 210 radius must be used with shaft rocker arms to avoid interference with adjuster cup. It can be used with stud rockers also. All pushrods are available in .050" increments in length.

All pushrods are manufactured here in the USA from seamless chrome moly tubing. We can supply from 1 pushrod to 1000 pushrods depending on your needs.

Pushrods

PART NO	Diameter	Wall Thickness	Type
All 5/16" pushrods are available from 6" to 10" long in .050" increments.			
581-(Length)	5/16"	.083"	Guideplate compatible
581S-(Length)	5/16"	.083"	210 Radius Shaft Rocker Guideplate compatible
581R-(Length)	5/16"	.083"	.040 Oil Restrictor Guideplate compatible
5116-(Length)	5/16"	.116"	210 Radius Guideplate compatible
All 3/8" pushrods are available from 7" to 11" long in .050" increments.			
381-(Length)	3/8"	.083"	Guideplate compatible
381S-(Length)	3/8"	.083"	210 Radius Shaft Rocker Guideplate compatible
381R-(Length)	3/8"	.083"	.040 Oil Restrictor Guideplate compatible
3121S-(Length)	3/8"	.120"	210 Radius Shaft Rocker Guideplate compatible
3141S-(Length)	3/8"	.145"	210 Radius Shaft Rocker Guideplate compatible
*Note all pushrods are laser etched with length and wall thickness			

Pushrods Length Checking Tool

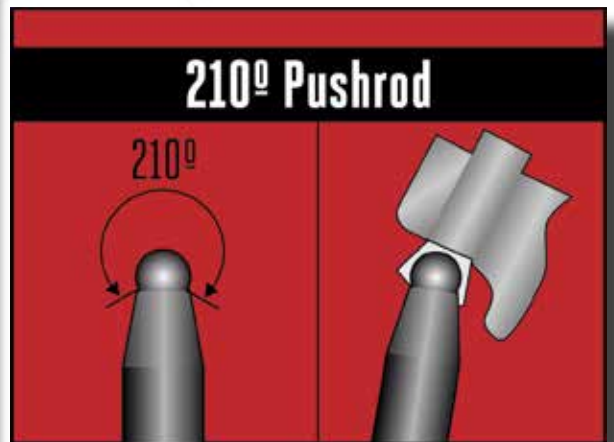
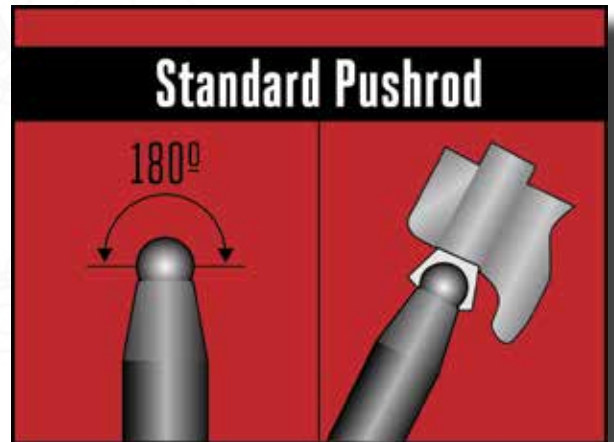
A must for getting your geometry right in your engine. 100% USA made, this adjustable pushrod is just what you need to obtain proper valvetrain geometry.

Part No.	Description
900-6195	One each of the 3 sizes.



Pushrods

PART NO	Diameter	Wall Thickness	Type
7/16" Pushrods are available from 7" to 12" long in .050" increments			
791GP-(Length)	7/16"	.095"	Guideplate compatible
791S-(Length)	7/16"	.095"	210 Radius Shaft Rocker NOT Guideplate compatible
7121GP-(Length)	7/16"	.120"	Guideplate compatible
7121S-(Length)	7/16"	.120"	210 Radius Shaft Rocker NOT Guideplate compatible
7161GP-(Length)	7/16"	.165"	Guideplate compatible
*Note all pushrods are laser etched with length and wall thickness			



Rocker Arms

Aluminum Stud Mount Rockers

With the advancement of cylinder heads over the last 15 years, valvetrain geometry has changed dramatically. For most performance builds, a stud mount rocker serves the purpose and meets budget requirements. The issue is with most stud mount rocker designs, they were based on OEM heads with OEM valve lengths and camshaft lift profiles around .600". Modern day aftermarket heads used much longer valves and the average camshaft is in the .650" range. This changes the "Geometry" of the rocker needed to correctly give the engine the valvetrain geometry it requires. Enlisting long time rocker mfg Harlan Sharp, Foxwell set out to design a rocker to work with in a range of longer valves and camshaft lifts to fit today's aftermarket heads. The results are our line of 100% USA made aluminum rockers available in SBC, BBC, and Ford Cleveland. Applications will grow as cylinder mfg come to use for rocker design. ***These rockers come with a Limited Lifetime Warranty against body breakage.***



Engine	Part Number	Cylinder Head Mfg	Rocker Ratio	Rocker Stud Size
SB Chevy	11600	23 Degree AFR/Brodix/Edelbrock	1.6 Ratio	7/16"
SB Chevy	18600	VEPR 18 Double Hump Head	1.6 Ratio	7/16"
BB Chevy	13750E	BBC Exhaust Ports AFR/Brodix/ProMaxx	1.7 Ratio	7/16"
BB Chevy	13750I	BBC Intake Ports AFR/Brodix/ProMaxx	1.7 Ratio	7/16"
BB Chevy	13755I	BBC Intake Ports AFR/Brodix/ProMaxx 1.8 Ratio	7/16"	
SB Ford	86716	SB Ford AFR/DART/ProMaxx	1.6 Ratio	7/16"
351C Ford	37170I	AFD Cleveland Ford Intake	1.7 Ratio	7/16"
351C Ford	37170E	AFD Cleveland Ford Exhaust	1.7 Ratio	7/16"
351C Ford	38170I	CHI Cleveland Ford Intake	1.7 Ratio	7/16"
351C Ford	38170E	CHI Cleveland Ford Exhaust	1.7 Ratio	7/16"

Shaft Rockers

With a focus on rocker geometry, Scott Foxwell, has designed a shaft rocker system for BB Chevy and our VEPR LS3 12X aftermarket heads. Again, working with Harlan Sharp, we are able to provide a 100% USA made shaft rocker system for an affordable price. This system was engineered for performance and endurance and has survived the torture of Drag Week in a 7 second ride.

System comes complete with intake and exhaust rockers, shim kit, and adjusters compatible with tool steel tip pushrods.



Engine	Part Number	Cylinder Head Mfg	Rocker Ratio
BB Chevy	23750	AFR/Dart/ProMaxx	1.7 /1.7 ratio
BB Chevy	23850	AFR/Dart/ProMaxx	1.8 /1.7 Split ratio
LS3	34617	Straub VEPR12X	1.7/1.7 Ratio
LS3	34618	Straub VEPR12X	1.8/1.8 Ratio

Stud Girdles

Stud girdle valvetrain stabilizers are a must have when using any aluminum cylinder head or iron cylinder heads running high Rpm's. Besides preventing bent or broken rocker arm studs, they also prevent power loss due to variation in valve lash, camshaft lift, camshaft duration and valve timing. Mfg in the USA.



Engine	Part Number	Cylinder Head Mfg
SB Chevy	64200	All Std stud location 23 Degree
SB Chevy	1109	All AFR Eliminator Heads
SB Chevy	1107	All 60/40 Valve Spacing Heads
BB Chevy	1113	BBC OEM Heads
BB Chevy	1114	BBC AFR (V1), Bowtie, Dart and Merlin
BB Chevy	1115	BBC AFR (V2), ProMaxx, VEPR
SB Ford	1126	SB Ford AFR/VEPR
351C Ford	1135	Cleveland Ford OEM, AFD, BT, CHI, ProMaxx



Polylocks For Stud Girdles

Our locks are 100% USA made. We use alloy steel the form 12 Point head on our locks. The diameter of the area for clamping is .750" and the area to go in the rocker for 7/16" is .600". The 3/8" lock has a .550" step at the bottom to fit some rocker arm manufactures plunge cut trunnions. Locks are finished with black oxide and come with set screws.

Part No.	Description
100-0038	12pt 2.100" for 3/8" Rocker Stud. Fits all V-8 engines
100-0716	12pt 2.100" for 7/16" Rocker Stud. Fits all V-8 engines
101-0716	12 pt 2.600" for 7/16" Rocker Stud. Fits BBC Intake

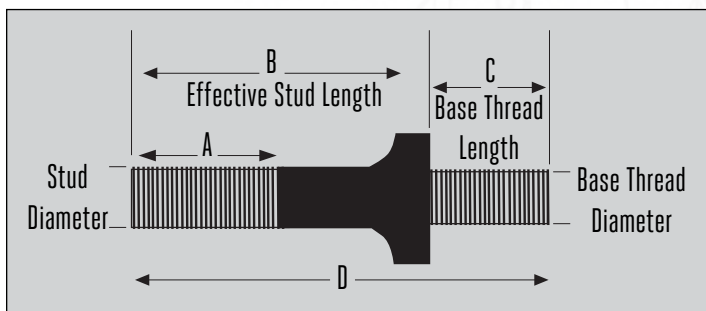
Rocker Arm Studs

Straub Tech offers the engine builder 2 levels of Studs. Our 1541 Alloy and our Chrome Moly 4140 Rocker studs. The 1541 Alloy is rated at 150K PSI, and works very well with flat tappet and mild hyd roller applications. It also offers the engine builder a quality stud at a 1970's Price. Our 4140 is rated at 180K PSI, and although not as pretty as the ABC competitor, it functions the same at an affordable price.



Rocker Arm Studs

Part No	Base Thread	Top Thread	A	B	C	D
1541 Studs						
100-2180	7/16-14	3/8-24	.875"	1.750"	.687"	2.4375"
100-2181	7/16-14	7/16-20	.875"	1.750"	.8125"	2.5625"
100-2182	7/16-14	7/16-20	1.0625	1.937"	.750"	2.6875"
4140 Studs						
100-2280	7/16-14	3/8-24	.875"	1.750"	.687"	2.4375"
100-2185	7/16-14	3/8-24	1.0625	1.937"	.750"	2.6875"
100-2282	7/16-14	7/16-20	1.0625	1.937"	.750"	2.6875"



Guideplates

Straub Tech Guideplates are made from alloy steel and are stamped right here in the USA. Our case depth on heat treat ensures no premature wear of the part. All parts are finished in black oxide. Parts available in bulk. Packaged in sets of 8 pcs.



Guideplates

Part Number	Description	Application	Pushrod Size
350-1516	Flat	SBC OEM	5/16"
350-0038	Flat	SBC OEM	3/8"
350-2516	Stepped	SBC OEM	5/16"
350-1038	Stepped	SBC OEM	3/8"
302-1516	Flat	SBF OEM	5/16"
302-1038	Flat	SBF OEM	3/8"
351-1038	Flat	Cleveland	3/8"
454-0038	Stepped	BBC OEM	3/8"
454-0716	Stepped	BBC OEM	7/16"
454-6038	Stepped	BBC Gen 5/6 10mm	3/8"
460-0038	Stepped	BB Ford 460	3/8"

Cam Buttons

Straub Tech Roller Cam Buttons: 100% Machined in the USA, and are assembled with US made Torrington bearings.

Cam Buttons

Part No.	Application
101-830	SBC Early .830"
101-945	BBC All



Aluminum Cam Buttons

Straub Tech Aluminum Cam Buttons are 100% Machined in the USA from 6061-T6. Each button has a tumbled natural finish.

Aluminum Cam Buttons

Part No.	Application
100-690	SBC Late model
100-830	SBC Early model
100-945	BBC All



Valve Springs

Straub Tech valve springs have been track tested now for over 20 years. These coil combinations offer the best in performance and endurance for intended engine applications. We use only premium wire from the coil manufacturers for our select coil combinations. Racers demand endurance from parts and these springs, no matter what form of racing you are doing, will hold up under the intended application.



Part No.	OD/ID	Seat #	Inch Rate	Coil bind	Damper	Max lift	Application
Single Spring							
110-1942	1.260/.870"	95#	320#	1.100"	No	.520 @ 1.700"	GM Vortec Heads
110-1943	1.260/.870"	110#	350#	1.100"	Yes	.545 @ 1.700"	HF and Mild HR
110-1574	1.260/.870"	135#	400#	1.100"	Yes	.600" @ 1.800"	SF and HR
110-1272	1.460/1.060"	120#	300#	1.200"	Yes	.600" @ 1.850"	HF and mild HR
110-1236	1.530/1.125"	135#	310#	1.220"	Yes	.600" @ 1.900"	SF and mild HR
Dual Spring							
110-1821	1.290/.650"	145#	355#	1.200"	No	.620" @ 1.800"	HR and mild SR
110-1822	1.290/.650"	155#	370#	1.200"	No	.650" @ 1.800"	HR and mild SR
110-1940	1.440/.700"	135#	315#	1.120"	Yes	.600" @ 1.800"	SF and HR
110-1274	1.460/.700"	150#	320#	1.120"	Yes	.650" @ 1.880"	SF, HR, mild SR
110-1410	1.540/.700"	210#	410#	1.240"	Yes	.670" @ 1.900"	HR, SR
						.720" @ 2.000"	HR
110-1583	1.550/.730"	230#	525#	1.190	Yes	.720" @ 1.950"	SR
110-1590	1.550/.730	240#	540#	1.190"	Yes	.720" @ 1.950"	SR
110-1608	1.560/.750"	255#	590#	1.230"	Yes	.750" @ 2.000"	SR

HF	Hydraulic Flat Tappet Cam	HR	Hyd Roller Cam
SF	Solid Flat Tappet Cam	SR	Solid Roller Cam

Part No.	OD/ID	Seat	Inch Rate	Coil Bind	Dampner	Max Lift	Application
Single Spring							
110-1205	OEM Ford PS	110#	280	1.100	No	.545/1.6	6.0/6.4 PS
Beehive							
110-1201	1.292/.880	135#	300	1.110	Beehive	.650/1.8	LS/SBC/SBF
110-1215	1.237/.825	110#	347	1.115	Beehive	.575/1.8	LS/SBC/SBF
Dual Spring							
110-1224	1.625/.85	295#	625	1.100	Yes	.800/2.0	Drag Race
110-1310	1.385/.995	160#	440	1.195	No	.600/1.85	Street/Circle Track
110-1590	1.550/.814	240#	550	1.150	No	.730/1.95	Street/Bracket
110-1822P*	1.290/.940	150#	405	1.080	No	.650/1.8	LS/SBC/SBF

*Polished coils for Endurance

Valve Springs Retainers Steel

StraubTech Steel Retainers are machined from Chrome Moly steel. Each retainer is precision cut for included lock angle. Retainers are available in 7 and 10 degree lock angles. All retainers are finished in black oxide.

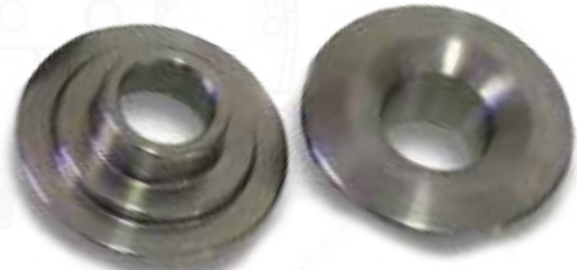


Valve Springs Retainers - Steel

Part Number	Spring Size	Height	Degree	Stem Size	Dimensions ABC	Straub Springs
100-1257	1.250	STD	7	.341"	1.245 .865 .680	1943/1574/1821/1822
100-1258	1.250	+.050	7	.341"	1.245 .865 .680	1943/1574/1821/1822
100-1437	1.437/1.550	STD	7	.341"	1.440 1.050 .700	1940/1272
100-1440	1.437/1.550	STD	10	ALL	1.440 1.050 .700	1940/1272
100-1438	1.437/1.550	STD	7	.371"	1.440 1.050 .700	1940/1272
100-1441	1.437/1.500	STD	10	ALL	1.400 1.060 .690	1940/1272
100-1516	1.500/1.550	+.100	10	ALL	1.500 1.115 .690	1410/1583/1590
100-1505	1.550/1.625	+.100	10	ALL	1.500 1.105 .710	1610
100-1500	1.550/1.625	+.100	10	ALL	1.500 1.120 .705	1410/1583/1590
100-1470	1.437/1.550	+.100	7	.341	1.440 1.050 .700	1940/1272

Valve Springs Retainers Titanium

Straub Tech Titanium Retainers are machined from 6AL-4V material here in the USA. Each retainer is precision cut for included lock angle. Retainers are available in 7 and 10 degree lock angles. All retainers are vibratory finished.



6AL-4V Titanium Retainers

Part No.	Spring Size	Height	Degree	Stem Size	Dimensions
105-1055	Beehive	STD	7	8mm	1.055
105-1220	1.290	STD	10	ANY	1.220/.945/.680
105-1221	1.290	STD	Super 7	8mm	1.220/.945/.680
105-1222	1.290	STD	7	8mm	1.220/.945/.680
105-1400	1.440-1.500	+.050"	10	Any	1.400/1.050/.690
105-1525	1.500-1.625	+.100"	10	Any	1.500/1.110/.715
105-1530	1.625	+.100"	10	Any	1.500/1.180/.765

Valve Locks

Straub Tech Valve Locks are manufactured from Alloy steel here in the USA. Straub Tech locks have been used for almost 2 decades by performance cylinder head companies and valvetrain companies.

Valve Locks

Part Number	Lock Type	Degree	Valve Size	Install Height	Lash Cap	Type
100-7777	Radial Bead	7	7MM	Stock	NO	Stamped
100-7555	Square Bead	7	.341	Stock	NO	Stamped
100-7738	Square Bead	7	.371	Stock	NO	Stamped
100-7778	Radial Bead	7	8mm	Stock	NO	Stamped
100-7341	Square Bead	7	.341	Stock	NO	Machined
101-7341	Square Bead	7	.341	-.050"	NO	Machined
102-7341	Square Bead	7	.341	+.050"	NO	Machined
100-7311	Square Bead	7	.311	Stock	No	Machined
100-7008	Radial Bead	Super 7	8mm	Stock	NO	Machined
100-9008	Radial Bead	7	8mm	Stock	NO	Machined
100-7371	Square Bead	7	.371	Stock	NO	Machined
101-7371	Square Bead	7	.371	-.050"	NO	Machined
102-7371	Square Bead	7	.371	+.050"	NO	Machined
100-1311	Square Bead	10	.311	Stock	Yes	Machined
100-1315	Radial Bead	10	8mm	Stock	Yes	Machined
100-9010	Radial Bead	10	.341	Stock	Yes	Machined
100-1341	Square Bead	10	.341	Stock	Yes	Machined
101-1341	Square Bead	10	.341	-.050"	NO	Machined
102-1341	Square Bead	10	.341	+.050"	NO	Machined
100-1371	Square Bead	10	.371	Stock	Yes	Machined

Part Number	Lock Type	Degree	Valve Size	Lash Cap	Type
103-7555	Square	7 Degree	.341	-.030	Stamped
104-4734	Multi Radial	7 Degree/Ford	.341	Stock	Stamped
105-7555	Square	7 Degree	.341	+.050	Stamped
106-7555	Square	7 Degree	.341	-.060	Stamped
106-7372	Square	7 Degree	.371	-.060	Stamped



Lash Caps

Straub Tech Lash Caps are 100% Machined from Chrome Moly Steel here in the USA. Each cap is fully turned ID and OD on our CNC equipment to ensure proper tolerance fit. Each cap features an EDM oil hole to provide lubrication between the valve and cap.

Each cap is finished in Black Oxide.

Lash Caps

Part No.	Description
100-5160	5/16" Stem
100-3150	8MM Stem*
100-1132	11/32" Stem
100-3710	3/8" Stem



Valve Seals

Straub Tech valve seals compliment any valvetrain line, and are manufactured to OEM tolerance to ensure proper oil control in high performance engines. We recommend only Teflon and Viton for today's engines that produce power that was unheard of a decade ago. Sold in Sets of 16 and bulk packs of 100 and 400.

Part No.	Description
135-1611	Teflon Positive Seal .500" Guide x .341" Valve Stem
135-1711	Teflon Positive Seal .531" Guide x .341" Valve Stem
131-529V	Metal Clad Viton .531" Guide x .341" Valve Stem
131-233V	Viton Umbrella Seal .672" Guide x .341" Valve Stem
131-375V	Metal Clad Viton .531" Guide x .371" Valve Stem
131-377V	Metal Clad Viton .562" Guide x .371" Valve Stem
138-802V	Metal Clad Viton .531" Guide x .311"/8mm Valve Stem
138-804	Metal Clad Viton .502" Guide x .311"/8mm Valve Stem



Spring ID and OD Locators

Straub Tech ID locators are manufactured from 4140 material and case hardened to a minimum of .010". Close tolerances are maintained to ensure proper spring location and long life. Even under extreme spring pressure conditions.

Straub Tech OD cups are manufactured from 4140 steel case hardened to a minimum of .010", ensuring proper spring location and long life needs. Even under extreme spring pressure conditions in today's high performance engines. ID Locators (.060" Thickness)

Straub Tech Rotator eliminators allows the use of modern day valve springs on OEM heads by eliminating the exhaust rotator. This .300" thick spring spacer allows the use of 1 spring on BBC intake and exhaust valves.



ID Locators (.060" Thickness)

Part Number	Spring OD	OD	ID	Shoulder OD
101-0240	1.300	1.29	.505	.650
101-0245	1.300	1.29	.565	.650
101-1480	1.500	1.480	.570	.690
101-1535	1.550	1.535	.570	.720
101-1537	1.550	1.535	.570	.740
101-1560	1.560	1.550	.570	.690
101-1578	1.580	1.570	.570	.830
101-1580	1.560	1.550	.570	.800
101-1620	1.625	1.620	.570	.760

OD Locators (.060" Thickness)

102-1443	1.440	1.550	.690	.140
102-1550	1.550	1.680	.635	.140
102-1551	1.550	1.680	.570	.140
102-1625	1.625	1.740	.635	.140
102-1650	1.650	1.740	.635	.140

For use on Chevrolet Big Block applications. Eliminates O.E. rotators on the exhaust valve while providing positive location of the valve spring

BBC Rotator Eliminators

Part Number	Spring OD	OD	ID	Shoulder Height
103-1550	Up to 1.570	1.730	.625	.300" Thick

Valve Spring Shims

Hardened Valve Spring Shims

Straub Tech shims are 100% USA made from high quality alloy steel and then heat treated. Our shims are available in 3 sizes, .015, .030, .060" and come in packets of 50 of 1 size or kits of 16 of each size. These will allow for correct install height when assembling performance cylinder heads.



Packs with 16 of Each Size

Part Number	Outer Dia	Inner Dia.	Thickness	Quantity of Each
800-4105-16	1.220	.876	.015/.030/.060	16
800-4203-16	1.248	.814	.015/.030/.060	16
800-4307-16*	1.290	.520	.015/.030/.060	16
800-4135-16	1.440	.645	.015/.030/.060	16
800-4153-16	1.500	.645	.015/.030/.060	16
800-4185-16	1.630	.645	.015/.030/.060	16

Bulk packs of 50

Part Number	Outer Dia	Inner Dia.	Thickness	Quantity of Each
800-1105-50	1.220	.876	.015	50
800-3105-50	1.220	.876	.030	50
800-6105-50	1.220	.876	.060	50
800-1203-50	1.248	.814	.015	50
800-3203-50	1.248	.814	.030	50
800-6203-50	1.248	.814	.060	50
800-1307-50*	1.290	.520	.015	50
800-3307-50*	1.290	.520	.030	50
800-6307-50*	1.290	.520	.060	50
800-1306-50	1.440	.645	.015	50
800-3306-50	1.440	.645	.030	50
800-6306-50	1.440	.645	.060	50
801-1306-50	1.500	.645	.015	50
801-3306-50	1.500	.645	.030	50
801-6306-50	1.500	.645	.060	50
800-1601-50	1.630	.635	.015	50
800-3601-50	1.630	.635	.030	50
800-6601-50	1.630	.635	.060	50

**Will fit LS heads with stock valve guide size.*

Rollmaster Timing Sets

Rollmaster timing sets have become an industry standard ever since they were first used in the US. All timing sets are produced using billet steel K1045 material for both the crank and camshaft sprockets. All Gold sets are nitride hardened and include a one-piece Torrington bearing with an Iwis chain. Timing chain sets have 9 keyways which allows more adjustment for dialing in the cam. Crankshaft sprocket keyways are in 2-degree increments unless otherwise noted. The relationship from crank keyway to camshaft sprocket timing is 2:1 meaning that the amount of advance or retard at the camshaft is in one-degree increments, IE 1, 2, 3 or 4 degrees. Multiple keyways are a solid fixture and do not tend to move or work loose like offset dowels, thus providing a positive locking of the cam timing to whatever position is desired. Rollmaster timing sets are light weight and stronger than any other timing set available, due to the weight savings of billet steel and use of CNC machinery. Gold sets are shipped with our proprietary IWIS premium grade one-piece full roller timing chain that was developed by Rollmaster's founder with IWIS. No other timing set manufacturer is supplied this chain. All Gold Series timing sets have a one-piece Torrington thrust bearing fitted to the cam sprocket and requires no additional machining for fitment to a block. Gold set's sprockets are both nitride for longevity under high spring loads.



Features:

- Proprietary IWIS Seamless Chain Exclusive to Rollmaster
- Nitride hardened for endurance under extreme loads
- Captive Torrington bearing on cam sprocket that requires no additional machining to block.
- Multi Keyway crank sprocket for quick indexing/phasing of engine.

"I have personally sold the Rollmaster line since 1996. This includes shipping stock orders of 100 to 200 sets to warehouses as we were only 3 direct accounts in the USA. I don't know the exact number, but when I say its in thousands you can bet on it, and I have had very few issues with the sets and can't think of 1 failure. I'm proud to offer this line in my product catalog."

Chris Straub, CEO of STI

GOLD SERIES

Make	Engine		Pair#	Chain Links	Crank Keyways	Part #
Buick	403-455ci	w/Nitrided Sprockets	DR	64	9	CS7031
Chevrolet Big Block	Mark IV	w/Torrington Brg & Nitrided Sprockets	DR	66	9	CS2040
	Gen 6	w/Torrington Brg & Nitrided Sprockets	DR	66	9	CS2095

Chevrolet LS Series	Gen III	LS1 & LS6 - w/Torrington Brg	SR	60	9	CS1135
		LS1 & LS6 - w/Torrington Brg	DR	60	9	CS1136
		LS1 w/Torrington Brg & Nitrided Sprockets	DR	60	9	CS1160
	24x Crank	LS2 w/Torrington Brg - One Trigger Sensor	SR	60	9	CS1180
		LS2 w/Torrington Brg - One Trigger Sensor	DR	60	9	CS1185
		LS2 w/T/Brg – One Trigg – Suit RHS Block Cam Raised .388"	DR	62	9	CS10000
		LS2 w/T Brg – Nitrided Sprockets - One Trigger Sensor	DR	60	9	CS10005
	58x Crank	LS2 w/T Brg – Nit Sprks – 1 Trig - RHS Block – Cam Raised .388"	DR	62	9	CS10035
		LS7 w/T Brg – 3 B – Multi Trigg – Long Oil Pump Drive for Dry Sump	SR	60	9	CS10010
		LS7 w/T Brg – 3B – Multi Trigg – RHS Block - Cam Raised .388"	DR	62	9	CS10015
		LS7 W/T Brg – Nit Sprks - 3B – Multi Trigg – RHS C Raised .388"	DR	62	9	CS10040
		LS7 w/Torrington Brg – 3 Bolt Early Series - Multi Trig Sens	SR	60	9	CS1190
		LS7 w/Torrington Brg – 3 Bolt Early Series - Multi Trig Sens	DR	60	9	CS1195
		L98 w/Torrington Single Bolt - Multi Trigger Sensors	SR	60	9	CS1197
		L98 w/Torrington Single Bolt - Multi Trigger Sensors	DR	60	9	CS1198
		L98 w/T/Brg – Nitrided Sprockets – 3 Bolt Early – Multi Trigg	DR	60	9	CS10020
		LS7 Cam Gear & Chain Only w/ Torrington Bearing-3 Bolt	SR	60	9	CS10075
	LSA	LSA Single Row - Must Use 3 bolt Cam	SR	60	9	CS10100
Chevrolet Small Block	262-400ci	w/Torrington Brg & Nitrided Sprockets	DR	58	9	CS1050
		w/Torrington Brg & Nitrided Sprockets - 1.6" Bore	DR	58	9	CS1116
		w/Torrington Brg & Nitrided Sprockets - 1.6" Bore	DR	60	9	CS1120
		w/Torrington Brg – Rocket Block W/ Raised Cam	DR	60	9	CS10070
Chrysler	273-392ci	Small Block; w/Nitrided Sprockets	DR	68	9	CS5010

Chrysler Big Block	361-440ci	Single Bolt Cam Sprocket; Nitrided Sprockets	DR	66	9	CS5110
		Single Bolt Cam Sprocket; w/Torr Brg & Nitrided Sprockets	DR	66	9	CS5150
Ford Big Block	429-460ci	w/Torrington Brg & Nitrided Sprockets	DR	66	9	CS4020
	352-428ci	FE; including Cobra Jet; Nitrided Sprockets	DR	64	9	CS4050
Ford Cleveland	302-351ci	w/Torrington Brg & Nitrided Sprockets	DR	64	9	CS3091
		w/Torrington Brg & Nitrided Sprockets; Boss SVO	DR	64	9	CS3130
		w/Torrington Brg, Thrust Plate & Nitrided Sprockets	DR	64	9	CS10060
		w/Torr Brg, Thrust Plate & Nitrided Sprockets; Boss SVO	DR	64	9	CS10065
Ford Windsor	302-351ci	w/Torrington Brg & Nitrided Sprockets; Pre EFI	DR	58	9	CS3031
		w/Torr Brg- Nitrided Sprks-Torr Brg Thrust Plate – Pre EFI	DR	58	9	CS10025
		w/Shim & Nitrided Sprockets; HO EFI	DR	58	9	CS3060
		w/Torrington Brg and Nitrided Sprockets; HO EFI	DR	58	9	CS3071
		w/Torr Brg- Nitrided Sprks-Torr Brg Thrust Plate – HO EFI	DR	58	9	CS10030
Pontiac	287-455ci	w/Nitrided Sprockets	DR	60	9	CS7051
VERNIER ADJUSTABLE						
Chevrolet Small Block	265-400ci	w/Torrington Brg & Nitrided Sprockets	DR	58	1	CS1230
Chevrolet LS Series	Gen III	LS1 w/Torrington Brg & Nitrided Sprockets	DR	60	1	CS1265
Chevrolet Big Block	396-454ci	w/Torrington Brg & Nitrided Sprockets	DR	66	1	CS2290
Chrysler Small Block	273-360ci	w/Nitrided Sprockets	DR	68	1	CS5200
Ford Cleveland	351-400M	w/Torrington Brg & Nitrided Sprkts Cleveland	DR	64	1	CS3201
Ford Modular	4.6-5.4Ltr	Boss Nitrided Sprockets	SR	44	1	CS3260
Ford Windsor	289-351W	w/Torrington Brg & Nitrided Sprkts; Pre EFI	DR	58	1	CS3240
	302-351HO	w/Torrington Brg & Nitrided Sprkts; EFI	DR	58	1	CS3241

4340 Forged Performance Crankshafts

Straub Tech 4340 crankshafts will give you strength, reliability, and performance to meet the demands of your competition engine. We use premium non-twist forgings, machined to exact specifications. Cranks are heat treated and nitrided to insure strength and reliability. Journals are precision ground to industry specs to enable proper bearing tolerances. Straub Tech offers its customers the best crank available for the money without sacrificing reliability or performance.

- Premium Line Cranks
- Counterweights leading edges radiused for reduced windage
- Large radius/filet on all journals
- Indexed oiling passages with large chamfer
- Lightening holes drilled in all throws



Premium Competition Line of Crankshafts

Includes all of the above with these additions.

- Counterweight leading edge is shaped with large radius to reduce windage
- Counterweights have additional machining to reduce weight
- Lighten hole diameter increased for greater strength and weight reduction

Premium Ultra-Comp Line of Crankshafts

Includes all of the above with these additions.

- Counterweights have been pendulum cut to reduce center mass and
- move to outer leading edge. This reduces mass without sacrificing strength.
- Gun Drilled main journal for maximum reduction in weight.

Small Block Chevy

Part Number	Series	Stroke	Main Size	Min Rod	Weight	Seal Type	Balance
350-3548	Premium	3.48"	350	5.700"	54	2 pc	Neutral
350-3548LW	Competition	3.48"	350	5.700"	50	2 pc	Neutral
350-3548UL	Ultra-Comp	3.48"	350	5.700"	45	2 pc	Neutral
350-3550UL	Ultra-Comp	3.50"	350	5.700"	45	2 pc	Neutral
350-3548L	Premium	3.48"	350	5.700"	54	1 pc	Neutral
350-3575	Premium	3.75"	350	5.700"	54	2 pc	Neutral
350-3575L	Premium	3.75"	350	5.700"	54	1 pc	Neutral
350-3575LW	Competition	3.75"	350	5.700"	50	2 pc	Neutral
350-3575UL	Ultra-Comp	3.75"	350	5.700"	45	2 pc	Neutral
350-3580LW	Competition	3.80"	350	5.700"	54	2 pc	Neutral
350-3587LW	Competition	3.875	350	6.00"	50	2 pc	Neutral
400-4087LW	Competition	3.875	400	6.00"	50	2 pc	Neutral
350-3540	Premium	4.00"	350	6.00"	54	2 pc	Neutral
350-3540LW	Competition	4.00"	350	6.00"	50	2 pc	Neutral
4000-4040LW	Competition	4.00"	400	6.00"	50	2 pc	Neutral

LS Chevy with GM Reluctor Wheel

Part Number	Series	Stroke	Reluctor Wheel	Min Rod	Weight	Balance
346-4024	Premium	4.00"	28 Tooth	6.125"	52	Neutral
346-4058	Premium	4.00"	58 Tooth	6.125"	52	Neutral
346-4124	Premium	4.125"	28 Tooth	6.125"	54	Neutral
346-4158	Premium	4.125"	58 Tooth	6.125"	54	Neutral

Big Block Chevy

Part Number	Series	Stroke	Center CW	Min Rod	Weight	Seal Type	Balance
454-4540	Premium	4.00"	No	6.135"	69	2 pc	Neutral
454-4542	Premium	4.250"	No	6.385"	69	2 pc	Neutral
454-4525C	Premium	4.250"	Yes	6.385"	78	2 pc	Neutral
454-4525	Premium	4.250"	No	6.385"	69	1 pc	Neutral
454-4537C	Premium	4.375"	Yes	6.535"	78	2 pc	Neutral
454-4550C	Premium	4.500"	Yes	6.535"	78	2 pc	Neutral
454-4575C	Premium	4.750"	Yes	6.535"	78	2 pc	Neutral

Small Block Ford

Part Number	Series	Stroke	Rod Pin	Main Size	Min Rod	Weight	Balance
302-3250	Premium	3.25"	2.100	302	5.315"	43	Neutral
302-3400	Premium	3.400"	2.100	302	5.400"	43	Neutral
351-3510W	Premium	4.00	2.100	351W	6.200"	58	Neutral
351-3510C	Premium	4.00	2.100	351C*	6.200"	58	Neutral

*This crank is for aftermarket blocks based on the Windsor platform but using Cleveland size mains.

Will not fit OEM Cleveland block.



Production runs of camshafts available upon request. Call 423-391-7774 for quote

Warning: all oem fasteners are torque to yield and are designed to be torqued one time. Reusing these fasteners can cause pre mature failure.

H-Beam Connecting Rods

Straub Tech H-Beam Connecting Rods are forged from 4340 steel. All of our rods are magnafluxed, heat treated, stress relieved, shot peened, and sonic tested to ensure they provide the strength required for high horsepower applications. All rods are produced on CNC machinery and are finished in the USA to ensure precise big end and pin end bore sizes.



We weight match all of our sets of rods to + or -1.5 grams to make balancing easier. Silicon bronze bushings are installed for use with floating pins. Bolt lube and torque specifications are included. Straub Tech only uses ARP's proprietary material, ARP2000 for bolts. These rods are rated 1100 horsepower in SBC, LS, and SBF, and 1200 horsepower in BBC applications.

ARP2000 Material: An exclusive, hybrid-alloy developed to deliver superior strength and better fatigue properties. While 8740 and

ARP2000 share similar characteristics – ARP2000 is capable of achieving clamp loads in the 215,000-220,000 PSI range. ARP2000 is used widely in short track and drag racing as an up-grade from 8740 chrome moly in both steel and aluminum rods. Stress corrosion and hydrogen embrittlement are typically not a problem, providing care is taken during installation.

Part Number	Rod Length	Journal Size	Pin Bore Size	Weight*
Small Block Chevy				
350-5700	5.700"	2.100"	.928"	646 gms
350-6000	6.000"	2.100"	.928"	658 gms
350-6125	6.125"	2.100"	.928"	662 gms
350-6200	6.200"	2.100"	.928"	667 gms
350-6250	6.250"	2.100"	.928"	673 gms
Chevy LS				
346-6125	6.125"	2.100"	.928"	648 gms
Big Block Chevy				
454-6135	6.135"	2.200"	.991"	790 gms
454-6385	6.385"	2.200"	.991"	815 gms
454-6535	6.535"	2.200"	.991"	821 gms
454-6700	6.700"	2.200"	.991"	827 gms
454-6800	6.800"	2.200"	.991"	830 gms
Small Block Ford				
302-5401	5.400"	2.123"	.913"	604 gms
302-5402	5.400"	2.100"	.928"	604 gms
302-5403	5.400"	2.123"	.928"	604 gms
351-6200	6.200"	2.100"	.928"	667 gms
351-6250	6.250"	2.100"	.928"	673 gms

Romac Harmonic Balancers

All Romac Harmonic Balancers are SFI 18.1 spec approved. Most are 360 degreeed with a fully encapsulated outer ring via a shoulder at the rear and a serviceable circlip mounted at the front of the outer ring. All Romac Balancers are serial marked and fully serviceable and need no special bonding with the elastomer. Each balancer is witness marked from the factory to allow for inspection. All balancers are machined in Australia using the latest in CNC turning centers and high strength alloy's of steel and aluminum and are assembled with a locking ring. Balancers are available in the following types:



- **Standard:** Steel/Steel balancers are machined out of K1045 steel
- **Lightweight:** Alloy/Steel balancers are machined from 2011 Aluminum Bar T6 and K1045 steel
- **Ultralight:** Alloy/Alloy balancers are machined from 2011 Aluminum Bar T6 and 2017A Aluminium Hollow T4510
- **Blower:** 4340 Steel/Steel balancers are machined from 4340 steel and K1045 Steel and feature a Dual Keyway
- The Standard series should be used for performance applications up to 8500 rpm. The Lightweight, Ultralight, and blower are rated for max effort applications with a max of 10,000 rpm. All applications are fully rebuildable.

Balancers

Make	Engine		Weight	Pair#	Part No.
AMC	V8 401ci	C/W; 4 Bolt	11lb 7oz	Red Series	0288
		C/W; 4 Bolt	8lb 3oz	Gold Series	A0288SA
		Neutral Balance; 4 Bolt	9lb 14oz	Red Series	0289
		Neutral Balance; 4 Bolt	6lb 10oz	Gold Series	A0289SA
Buick Big Block	V8 403-455ci	C/W; 6 Bolt	9lb 3oz	Red Series	0243
		C/W; 6 Bolt		Gold Series	A0243SA
Chevrolet Small Block	V8 262-400ci	Neutral Balance; 3 Bolt	9lb 15oz	Red Series	0202
		Neutral Balance; 3 Bolt	3lb 1oz	Gold Series	A0202AA
		Neutral Balance; 3 Bolt	5lb 15oz	Gold Series	A0202SA
		Neutral Balance; 3 or 6 Bolt	5lbs 15oz	Gold Series	A0202SA/B
		Neutral Balance; 3 Bolt; Does not accept Factory Pulleys	6lb 13oz	Red Series	0206
		Neutral Balance; 3 Bolt; Does not accept Factory Pulleys	4lb	Gold Series	A0206SA
		Neutral Balance; 3 Bolt; Does not accept Factory Pulleys	3lb 5oz	Gold Series	A0206AA
		Alloy Spacer – Use on all 0206 will now accept Factory Pulleys			0206S
		Blown; 6 Bolt; suit pro charger & Paxton Blowers	6lb 5oz	Gold series	A0337SA/B
	V8 400ci	C/W; 3 Bolt	11lbs	Red Series	0205
		C/W; 6 Bolt	11lb	Gold Series	0205/B
		C/W; 3 Bolt	6lb 15oz	Gold Series	A0205SA
		C/W 6 Bolt; Large Seal	6lb 15oz	Gold Series	A0205SA/B

Chevrolet Big Block	V8 427-502ci	Neutral Balance; 3 Bolt	10lb 2oz	Red Series	0207
		Neutral Balance; 3 Bolt		Gold Series	A0207AA
		Neutral Balance; 3 Bolt	6lb 15oz	Gold Series	A0207SA
		Neutral Balance; 6 Bolt	10lb 2oz	Gold Series	0207/B
		Neutral Balance; 6 Bolt	6lb 15oz	Gold Series	A0207SA/B
		C/W; 3 Bolt	10lb 2oz	Red Series	0208
		C/W; 3 Bolt	11lb 4oz	Gold Series	A0208SA
		C/W; 6 Bolt	11lb 4oz	Gold Series	0208/B
		C/W; 6 Bolt	7lb 3oz	Gold Series	A0208SA/B
		Blown; 6 Bolt; suit pro charger & Paxton Blowers	6lb 5oz	Gold Series	A0338SA/B
Chevrolet LS Series	V8 427-502ci	GM LSA 2009-2014,Cadillac VTS-V & Camaro -ZL1	13lb 11oz	Gold Series	A0349SA
		Gen 5 Camaro; 2010-2015 ; 25% Underdriven	5lb 11oz	Gold Series	A0351SA
	V8 Gen 111	LS1 Neutral; 3 Bolt; Deep Dish Inner; Serpentine Outer	7lb 1oz	Gold Series	A0285SA
		LS1 Neutral; 3 Bolt; 25% Under Driven; Serpentine Outer	5lb 14oz	Gold Series	A0285SA/U
		LS1 Corvette; 3 Bolt; Neutral; Shallow Dish inner; Serp Outer	7lb 1oz	Gold Series	A0286SA
		L98 & L76; 6.0 & 6.2ltr; 8 Rib		Gold Series	A0331SA
		L98 & L76; 6.0 & 6.2ltr; 8 Rib; 25% Under Driven		Gold Series	A0332SA
		L98 & L76; 6.0 & 6.2ltr; 8 Rib; 5% Over Driven; for S/Charged		Gold Series	A0333SA
		1997 – 2013 C5 & C6 Corvette; 25% Under Driven	5lb 5oz	Gold Series	A0354SA
		1998 – 2002 Fbody; 2004 – 2006 GTO 25% Under Driven	5lb 4oz	Gold Series	A0353SA
Chrysler Small Block	V8 340ci	Neutral Balance; 6 Bolt	9lb 3oz	Red Series	0218
		Neutral Balance; 6 Bolt	4lb 6oz	Gold Series	A0218AA
		Neutral Balance; 6 Bolt		Gold Series	0218C/W/B
		Neutral Balance; 6 Bolt	5lb 8oz	Gold Series	A0218SA
	V8 360ci	C/W; 6 Bolt	10lb 7oz	Red Series	0218C/W
		C/W; 6 Bolt	5lb 2oz	Gold Series	A0218SA/C/W



Chrysler Big Block	V8 440ci	Even Bolt Pattern; 6 Bolt	9lb 9oz	Red Series	0214
		Even Bolt Pattern; 6 Bolt		Gold Series	0214/B
		Even Bolt Pattern; 6 Bolt	3lb 6oz	Gold Series	A0214AA
		Even Bolt Pattern; 6 Bolt	5lb15oz	Gold Series	A0214SA
		Odd Bolt Pattern; 6 Bolt	9lb 9oz	Red Series	0215
		Odd Bolt Pattern; 6 Bolt	3lb 6oz	Gold Series	A0215AA
		Odd Bolt Pattern; 6 Bolt	5lb 15oz	Gold Series	A0215SA
Ford Big Block	V8 352-428ci	FE; Neutral Balance; 3 Bolt	8lb 3oz	Red Series	0219
		FE; Neutral Balance; 3 Bolt	5lb10oz	Gold Series	A0219SA
		FE; Neutral Balance; 3 Bolt	3lb 1oz	Gold Series	A0219AA
	V8 427ci	FE, Factory Replica; Neutral; 3 Bolt	12lb 2oz	Red Series	0250
		FE, Factory Replica; Neutral; 3 Bolt	6lb.15oz	Gold Series	A0250SA
	V8 429-460ci	Neutral Balance; 4 Bolt	9lb 6oz	Red Series	0213
		Neutral Balance; 4 Bolt	5lb 8oz	Gold Series	A0213SA
		Neutral Balance; 4 Bolt	3lb 8oz	Gold Series	A0213AA
		Neutral Balance; 6 Bolt	9lb 6oz	Gold Series	0213/B
		Neutral Balance; 6 Bolt	5lb 8oz	Gold Series	A0213SA/B
Ford Cleveland	V8 302-351ci	C/W External; 4 Bolt	12lb 2oz	Red Series	0203
		C/W External; 4 Bolt	8lb 4oz	Gold Series	A0203SA
		C/W External: 4 or 6 Bolt	8lb 4oz	Gold Series	A0203SA/B
		Neutral Balance; 4 Bolt	8lb 12oz	Red Series	0204
		Neutral Balance; 4 Bolt	7lb 1oz	Gold Series	A0204SA
		Neutral Balance; 4 Bolt	3lb 16oz	Gold Series	A204AA
		Neutral Balance; 4 Bolt		Gold Series	A0204SA/B
Ford Modular USA	V8 5.4l	Neutral Balance; 8 Groove Serpentine; 3 Bolt	4lb 14oz	Red Series	0245
		Neutral Balance; 8 Groove Serpentine; 3 Bolt		Gold Series	A0245SA
		Neutral Balance; 8 Groove Serpentine; 3 Bolt		Gold Series	A0245AA
	V8 4.6l	Neutral Balance; 6 Groove Serpentine; 3 Bolt	4lb 14oz	Red Series	0246
		Neutral Balance; 6 Groove Serpentine; 3 Bolt		Gold Series	A0246SA
		Neutral Balance; 6 Groove Serpentine; 3 Bolt		Gold Series	A0246AA
		Found In 2005-2010 Mustang GT	6lb 7oz	Gold Series	A0347SA
	V8 5.4l & 5.8l	Modular 2007-2012;2013-2014 & Shelby GT500	10lb 12oz	Gold Series	A0348SA
	V8	Mustang & Cobra; Serpentine 8 Groove;	5lb 2oz	Gold Series	A0355SA
Ford Coyote	V8	5.0 ltr; 6.780" as found in 2011 and Mustang GT	9lb 2oz	Gold Series	A0350SA

Ford Windsor	V8 289-351ci	C/W, 3 & 4 Bolt; Flat on Front Face	10lb 15oz	Red Series	0209/28
		C/W, 3 & 4 Bolt Pattern; Flat on Front Face	6lb 15oz	Gold Series	A0209SA/28
		C/W; 6 Bolt Pattern; Flat on Front Face	10lb 15oz	Gold Series	0209/28/B
		C/W; 6 Bolt Pattern; Flat on Front Face	6lb 15oz	Gold Series	A0209SA/28/B
		C/W,3&4 Bolt; Early HO Crank Gear; Flat on Front Face	11lb 7oz	Red Series	0209/50
		3&4 Bolt Pattern; Early HO Crank Gear; Flat front Face	6lb 15oz	Gold Series	A0209SA/50
		3&4 Bolt Pattern; Flat on Front Face; Big Seal	10lb	Red Series	0210
		3&4 Bolt Pattern; Flat on Front Face	6lb 13oz	Gold Series	A0210SA
		3&4 Bolt Pattern; Flat on Front Face	3lb 12oz	Gold Series	A0210AA
		Neutral 6 Bolt Pattern; Flat on Front Face	6lb 13oz	Gold Series	A0210SA/B
		Neutral; Group A; 3&4 Bolt Pattern; Timed HO	10lb	Red Series	0210SVO
		Neutral; Group A; 3&4 Bolt Pattern; Timed HO	3lb 12oz	Gold Series	0210AA/SVO
		Neutral; Group A; 3&4 Bolt Pattern; Timed HO	6lb 13oz	Gold Series	0210SA/SVO
		C/W;Boss;3&4 Bolt ,Timed Opposite, Flat Front Face	10lb 15oz	Red Series	0211
		C/W;Boss;3&4 Bolt ,Timed Opposite, Flat Front Face	6lb 15oz	Gold Series	A0211SA
		Neutral; HQ; 4 Bolt	10lb14oz	Red Series	0240
		Neutral; HQ; 4 Bolt	3lb 15oz	Gold Series	A0240AA
		Neutral; HQ; 4 Bolt	6lb 15oz	Gold Series	A0240SA
		Neutral; HQ; 4 Bolt	10lb14oz	Gold Series	0240/B
		Neutral; HQ; 4 Bolt	6lb 15oz	Gold Series	A0240SA/B
		C/W;28oz HO;4 Bolt; Early Windsor; Boss 302	10lb15oz	Red Series	0241/28
		C/W;28oz HO;4 Bolt; Early Windsor; Boss 302	6lb 15oz	Gold Series	A0241/SA/28
		C/W;28oz HO;4 Bolt; Early Windsor; Boss 302	10lb15oz	Gold Series	0241/ 28/B
		C/W;28oz HO;4 Bolt; Early Windsor; Boss 302	6lb 15oz	Gold Series	A0241SA/28/B
		C/W; 50oz; HO: 4 Bolt	11lb 7oz	Red Series	0241/50
		C/W; 50oz; HO: 4 Bolt	7lb 3oz	Gold Series	A0241SA/50
		C/W; 50oz; HO: 4 Bolt	11lb 7oz	Gold Series	0241/50/B
		C/W; 50oz; HO: 4 Bolt	7lb 3oz	Gold Series	A0241SA/50/B
Pontiac Big Block	V8 287-455ci	Neutral; 4 Bolt	10lb 13oz	Red Series	0223
		Neutral; 4 Bolt	6lb 14oz	Gold Series	A0223SA
		Neutral; 4 Bolt	3lb 14oz	Gold Series	A0223AA

Billet Timing Pointers

Straub Tech Pointers are made from 6061 Aluminum right here in the USA. They are designed to fit a specific damper size and give the engine builder the ability to define true TDC. All pointers include stainless hardware.

Part No	Description	Damper Size
200-6125	CHEVROLET SMALL BLOCK	6 1/8"
200-6250	CHEVROLET SMALL BLOCK	6 1/4"
200-6375	CHEVROLET SMALL BLOCK	6 3/8"
200-6750	CHEVROLET SMALL BLOCK	6 3/4"
200-7250	CHEVROLET SMALL BLOCK	7 1/4"
200-8000	CHEVROLET SMALL BLOCK	8"
210-6250	CHEVROLET BIG BLOCK	6 1/4"
210-7000	CHEVROLET BIG BLOCK	7"
210-7250	CHEVROLET BIG BLOCK	7 1/4"
210-8000	CHEVROLET BIG BLOCK	8"
230-6207	FORD SMALL BLOCK 302-351	6 1/4 to 6.700"



Lifter Valley Vents

Straub Tech Chevy valley events keep HP robbing oil from flowing down on to the crankshaft and aerating the oil in high rpm engines. Our vents are machined with a hex on the end for easy installation.

Part No.	Description
100-0350	Lifter Valley Vents Set of 8

Oil Restrictors

Straub Tech Oil Restrictors are designed to keep oil in the lower half of the engine. Our restrictors are available in .070" passages, and are designed for OEM GM blocks and GM Performance and Aftermarket blocks

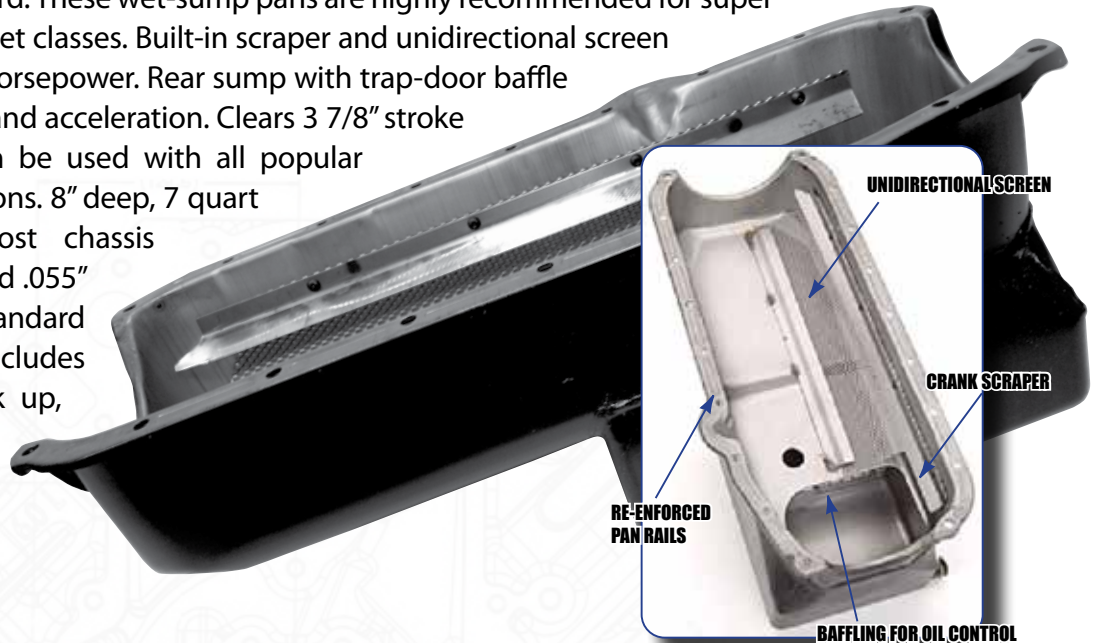


Part No.	Description
100-1070	SB/BB Chevy OEM Block Aluminum with 2 O-rings
100-2070	SB/BB Bowtie, Dart, and Merlin. Stainless Steel with 2 O-rings



Small Block Chevy Oil Pans

Straub Tech drag race pans give the Sportsman Racers sophisticated oil control features you need at a price you can afford. These wet-sump pans are highly recommended for super gas, super comp, and bracket classes. Built-in scraper and unidirectional screen reduce windage and add horsepower. Rear sump with trap-door baffle controls oil under braking and acceleration. Clears 3 7/8" stroke crank with steel rods. Can be used with all popular starter/flywheel combinations. 8" deep, 7 quart capacity designs fits most chassis (except Chevy II). Jig-welded .055" Steel for reliability. Uses standard block-mounted oil filter. Includes drain plug, oil pump pick up, and hardware.



Small Block Chevy Oil Pans

Part No	Application	Description
700-1078	SBC Street Strip Oil Pan	SBC 80-85 Strip Oil Pan Kit Passenger Side dip Stick. Fits OEM and SHP Blocks. Includes Pan, Pickup, Windage Tray, and bolts
700-2078	SBC Master Oil Pan Kit	SBC 80-85 Strip Oil Pan Kit Passenger Side dip Stick. Fits OEM and SHP Blocks. Includes Pan, Pickup, Windage Tray, Scraper Melling Pump, Rubber Oil Pan gasket, oil pump stud, and bolts
700-1087	SBC Street Strip Oil Pan	SBC 2PC Camaro/Chevelle Street Strip Pan. Driver Side Dipstick. Kit comes with Pan, pickup, windage screen, scraper, and bolts
700-2087	SBC Master Oil Pan Kit	SBC 2PC Camaro/Chevelle Street Strip Pan. Driver Side Dipstick. Kit comes with Pan, pickup, Melling Pump, Rubber Gasket, windage screen, scraper, oil pump stud, and bolts
700-1088	SBC Street Strip Oil Pan	SBC 2PC Street Strip Drag Pan. Fits Most GM Chassis all tube front cross members Kit includes pan, pickup, windage tray, scraper, and bolts
700-2088	SBC Master Oil Pan Kit	SBC 2PC Street Strip Drag Pan. Fits Most GM Chassis all tube front cross members Kit includes pan, pickup, Melling Pump, Rubber Gasket, windage tray, scraper, pump stud, and bolts
700-1089	SBC Street Strip Oil Pan	SBC 1PC Street Strip Drag Pan. Fits Most GM Chassis all tube front cross members Kit includes pan, pickup, windage tray, scraper, and bolts
700-2089	SBC Master Oil Pan Kit	SBC 1PC Street Strip Drag Pan. Fits Most GM Chassis all tube front cross members Kit includes pan, pickup, Melling Oil Pump, Rubber gasket, windage tray, scraper, and bolts

Big Block Chevy Oil Pans

Straub Tech's new Steel Oil Pans for Sportsman Racers give you the sophisticated oil control features you need at a price you can afford. These wet-sump pans are highly recommended for super gas, super comp, and bracket classes. Built-in scraper and unidirectional screen reduce windage and add horsepower. Rear sump with trap-door baffle controls oil under braking and acceleration. Clears 3 7/8" stroke crank with steel rods. Can be used with all popular starter/flywheel combinations. 8" deep, 7 quart capacity designs fits most chassis (except Chevy II). Jig-welded .055" Steel for reliability. Uses standard block-mounted oil filter. Includes magnetic drain plug, oil pump pick up, and hardware.



Acceleration ledge

Big Block Chevy Oil Pans

Part No	Application	Description
700-1487	BBC Street Strip Oil Pan Kit	BBC 2PC Camaro/Chevelle Street Strip Pan Kit includes pan, pickup, windage tray, scraper, bolts
700-2487	BBC Master Street Strip Oil Pan Kit	BBC 2PC Camaro/Chevelle Street Strip Pan Kit includes pan, pickup, Melling Oil Pump, Rubber Pan Gasket, windage tray, scraper, pump stud, and bolts
700-1488	BBC Street Strip Oil Pan Kit	BBC 2PC Street Strip Pan. Fits Most Chassis Kit includes pan, pickup, windage tray, scraper, and bolts
700-2488	BBC Master Street Strip Oil Pan Kit	BBC 2PC Street Strip Pan. Fits Most Chassis Kit includes pan, pickup, Melling Pump, Oil Pan Gasket, windage tray, scraper, Pump stud, and bolts
700-1489	BBC Street Strip Oil Pan Kit	BBC 1PC Street Strip Pan. Fits Most Chassis Kit includes pan, pickup, windage tray, Scraper, and bolts
700-2489	BBC Master Street Strip Oil Pan Kit	BBC 1PC Street Strip Pan. Fits Most Chassis Kit includes pan, pickup, Melling Pump, Oil Pan Gaskets, windage tray, Scraper, oil pump stud, and bolts
700-1498	BBC Jet Boat Pull Truck Oil Pan Kit	BBC 2PC Jet Boat Pull Truck Oil Pan. 8" x 8" x 23" Kit includes pan, pick up , windage tray, scraper, and bolts
700-2498	BBC Master Jet Boat Pull Truck Oil Pan Kit	BBC 2PC Jet Boat Pull Truck Oil Pan. 8" x 8" x 23" Kit includes pan, pick up, Melling Pump, Oil Pan Gasket, windage tray, scraper, Pump Stud, and bolts
700-1499	BBC Jet Boat Pull Truck Oil Pan Kit	BBC 1PC Jet Boat/Pull Truck Oil Pan. 8" x 8" x 23" Kit includes pan, pickup, windage tray, scraper, and bolts
700-2499	BBC Master Jet Boat Pull Truck Oil Pan Kit	BBC 1PC Jet Boat/Pull Truck Oil Pan. 8" x 8" x 23" Kit includes pan, pickup, Melling Pump, windage tray, scraper, oil pump stud, and bolts

Small Block Ford Oil Pans

Straub Tech fox body drag pans give you the sophisticated oil control features you need at a price you can afford. These wet-sump pans are highly recommended for street, heads up, and bracket classes. Built-in scraper and unidirectional screen reduce windage and add horsepower. With both front and rear sumps, trap-door baffle controls oil under braking and acceleration. The 302 pan will clear up to a 3.75" stroke and the 351W pan will clear up to a 4.100" stroke crank with steel rods. Each pan is designed to be used with a main girdle. Pans are 7 quart capacity with a 9" sump depth. Both designs fits any fox body chassis. Jig-welded .055" Steel for reliability. Uses standard block-mounted oil filter. Includes magnetic drain plug, oil pump pick up, and hardware.



Acceleration ledge

Part No	Application	Description
700-1605	SB Ford 260-347CID Fox Oil Pan	SB Ford 260-347 CID Fox Body Oil Pan Rear Sump 9" Kit includes pan, pickup, windage tray, scraper, and bolts
700-2605	SB Ford 260-347CID Fox Master Oil Pan Kit	SB Ford 260-347 CID Fox Body Master Oil Pan Kit Rear Sump 9" Kit includes pan, pickup, Melling Oil Pump, and Oil Pan Gasket, windage tray, scraper, and bolts
700-1610	SB Ford 351W-410CID Fox Oil Pan	SB Ford 351W-410CID Fox Body Oil Pan Kit Rear Sump 9" Deep. Kit includes pan, pickup, windage tray, scraper, and bolts
700-2610	SB Ford 351W-410CID Fox Master Oil Pan	SB Ford 351W-410CID Fox Body Master Oil Pan Kit Rear Sump 9" Deep. Kit includes pan, pickup, Melling Select Pump, Oil Pan Gasket, windage tray, scraper, and bolts



Oil Pump Pickup

Straub Tech pickups listed below are all designed to meet the depth requirements of the pan, maintain proper pickup to pan floor clearance, and fit within the baffle constraints of Straub Tech wet sump oil pans.

Straub Tech pickups are fixture heli-arc welded, and include heavy gauge boxes, high flow rate filtering screen, and support brackets as required*. All Straub Tech tube type pickups use larger wall size tubing for added strength. So most pumps must be drilled. We can supply correct, fully assembled pump/pickup assemblies. Each of these assemblies include a fully inspected Melling Oil pump that has had the correct pickup welded in place for years of service. Flange type pumps include mounting hardware if necessary.



Part No	Application	Description
703-1055	SB Std Volume Pickup	SB Std. Volume Pickup 7" Fits all SBC Oil Pans
703-1056	SB HV Pickup	SB HV Pickup 7" Fits all SBC Oil Pans
703-1077	BBC Std Volume Pickup	BBC Std Volume Pickup 7" Fits all BBC pans
703-1078	BBC HV Pickup	BBC HV Pickup 7" Fits all BBC pans
703-1068	SB Ford 260-302	SB Ford 260-302 For Std or HV pumps. Fits all 9" Sump Pans
703-1083	SB Ford 351W	SB Ford 351W For Std or HV pumps. Fits all 9" Sump Pans

Intermediate Shafts

Straub Tech Oil Pump Intermediate Shafts are made of high-quality steel for extended reliability. The steel sleeve is pinned to maintain correct alignment between the oil pump and the shaft.



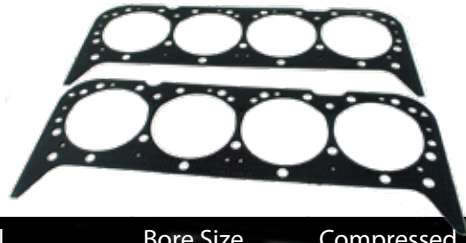
Intermediate Shafts

Part No	Application	Description
701-1055	SBC Intermediate Shaft	SBC HD Intermediate Shaft Fits all SBC
701-1077	BBC Intermediate Shaft	BBC HD Intermediate Shaft Fits all BBC
701-1068	SB Ford 260-302	SBF Intermediate Shaft Fits all oil pumps
701-1083	SB Ford 351W	SBF Intermediate Shaft Fits all oil pumps

Detroit Performance Gasket

SB Chevy

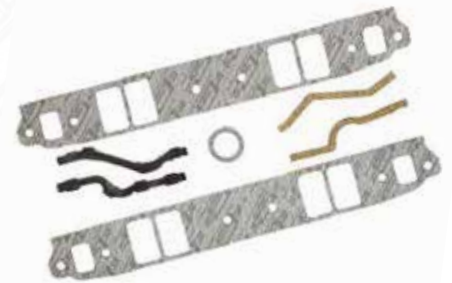
Head Gaskets - Sold Each



Part No	Description	Gasket Material	Bore Size	Compressed Thickness	Compressed Volume
350-5019	Stainless Shim Head Gasket	SureSeal	4.100 x .018"	C/TH	4.33cc
350-5063	Graphite Shim Head Gasket	SureSeal	4.130 x .028"	C/TH	5.85cc
350-5312	Graphite Core Head Gasket	SureSeal	4.130 x .038"	C/TH	8.40cc
350-5431	Graphite Core Head Gasket	SureSeal w/Bypass holes	4.190" x .038"	C/TH	8.60cc
350-5656	Graphite Core Head Gasket	SureSeal wo/Bypass holes	4.190" X .038"	C/TH	8.60cc

Intake Gaskets

Part No.	Description
352-5101	Stock Intake Port Gasket w/silicone bead 1.92 x 1.30" x .060" TH
352-5102	Medium Race Intake Port Gasket w/silicone bead 2.18 x 1.30" x .060" TH
352-1818	SBC 18 Degree Mayhem head and all GM 18 2.150 x 1.275"



Header Gaskets

Part No.	Description
354-9405	Heat Seal Large Race Graphite Header Gasket 1.55 x 1.55
354-9406	Heat Seal D Port Race Graphite Header Gasket 1.83 x 1.55
354-9407	Heat Seal Large Race Graphite Header for Hooker/Stahl Adapter Header Gasket 1.940"



Valve Cover Gaskets

Part No.	Description
357-1628	Early Model Rubber w/steel Valve Cover Gaskets .140" thick



Rear Main Seals

Part No.	Description
356-2900	2PC Viton Rear Seal High Vac 2.450" Main
356-2909	2PC Viton Rear Seal High Vac 400 and Rocket Block CID 2.650" Main
356-2919	1PC Viton Rear Seal High Vac



Cam Change Kits (Timing Cover/ Front seal/Water Pump)

Part No.	Description
360-3901	Timing Cover Gasket, Water Pump Gaskets, Front Seal

Ford Performance Gaskets

Head Gaskets

Part No.	Description
302-1002MLS	FORD Small Block 62-82 260,289,302 EXC Boss & Eliminator MLS
302-1002	FORD Small Block 62-82 260,289,302 EXC Boss & Eliminator Steel Core
302-5906	SB Ford Head Gasket 4.080 x .038" C/TH

Valve Cover Gaskets

Part No.	Description
302-1684	SB Ford 302-351W Valve Cover Gasket Rubber with Steel core.

Oil Pan Gaskets

Part No.	Description
302-1819	SB Ford 260-302 Oil Pan Gasket Rubber with steel core. Fits 65 to 85
351-4506	Oil Pan Gasket SB Ford 351W

Rear Main Seals

Part No.	Description
302-6092	SBF 302 Main Rear Seal

Timing Gaskets

Part No.	Description
351-2000	SBF Timing Cover Gasket Kit

Oil Pan Seals

Part No.	Description
350-0328	SBC Front Cover Oil Pan Seal Thick
350-5147	SBC Oil Pan Front Seal Thin
350-5148	SBC Rear Oil Pan Rubber Seal
358-1664	SBC 1 pc Oil Pan Gasket 80-85 with steel limit Bushings Passenger side, Fits OEM and Dart SHP Blocks
352-5034	BBC Oval Port Intake Gaskets For OEM Head W/Heat Risers 2.055" x 1.835" x .060 thick



Detriot BBC Performance Gaskets

Head Gaskets (Sold Each)

Part No.	Description
350-5353	Sure Seal Head Gasket Mark 4 4.520 x .038" C/Th 10.05cc
350-5354	SureSeal Head Gasket Gen5/6 4.520 x .038" C/Th 10.05cc

Intake Gaskets

Part No.	Description
352-5035	Oval Port Intake Gasket w/silicone bead 2.10 x 1.84" x .060" TH
352-5036	Square Port Intake Gasket w/silicone bead w/top bolt holes 2.10 x 1.80" x .060" TH

Header Gaskets

Part No.	Description
354-9044	Heat Seal Large Race Header Graphite Gaskets 1.90 x 1.90"
354-9047	Heat Sela Large Race Header Gasket 2.100 Round

Valve Cover

Part No.	Description
357-1635	Rubber w/Steel Valve Cover Gaskets .140" thick

Oil Pan Gasket

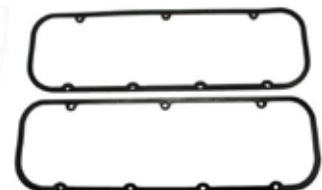
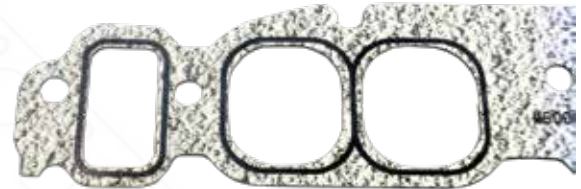
Part No.	Description
358-1866	1 pc rubber Oil Pan Gasket Gen 5/6
358-1884	1 pc rubber Oil Pan Gasket All Mark 4 Blocks

Rear Main Seals

Part No.	Description
356-2904	2PC Viton Rear Seal High Vac
356-2918	1PC Viton Rear Seal High Vac

Cam Change Kit (Timing Cover/Front Seal/Water Pump)

Part No.	Description
360-3921	Timing Cover Gasket, Water Pump Gaskets, Front Seal



Brass Freeze Plug Kits

Straub Tech Brass Freeze Plug Kits resist corrosion better than standard steel plugs. In marine applications they help prevent cracks caused by the pressure of frozen coolant. These can be used in mild to high HP build with or without antifreeze. Several kits are offered with every plug you need for a large variety of applications.



SB Chevrolet

Part Number	Block Type	Kit Contents
350-100B	GM OEM 283-350	8 Brass Plugs, 8 steel galley plugs, 5 pipe plugs, 1 Cam Plug
350-101B	GM OEM 400	10 Brass Plugs, 8 steel galley plugs, 5 pipe plugs, 1 Cam Plug
350-102B	Iron Dart/World/BPE	10 Brass Plugs, 8 pipe plugs, 1 Cam Plug
350-103B	Iron Dart/World/BPE 50MM	10 Brass Plugs, 8 pipe plugs, 1 Cam Plug for 50MM Cam
350-104B	Iron Dart/World/BPE 55MM	10 Brass Plugs, 8 pipe plugs, 1 Cam Plug for 55MM Cam
350-105B	Dart SHP Block BBC Cam	10 Brass Plugs, 8 pipe plugs, 1 Cam Plug for BBC Cam

BB Chevrolet

454-100B	All OEM BBC up to 1990	8 Brass Plugs (1 3/4"), 3 steel galley plugs, 5 pipe plugs, 1 Cam Plug
454-101B	All OEM BBC 1991-2000	8 Brass Plugs (1 5/8"), 3 steel galley plugs, 5 pipe plugs, 1 Cam Plug
454-102B	Iron Dart/World/Brodix/BPE	8 Brass Plugs (1 5/8"), 14 pipe plugs, 1 Cam Plug
454-103B	Iron Dart/World/Brodix/BPE	8 Brass Plugs (1 5/8"), 14 pipe plugs, 1 Cam 50MM Plug
454-104B	Iron Dart/World/Brodix/BPE	8 Brass Plugs (1 5/8"), 14 pipe plugs, 1 Cam 55MM Plug
454-105B	Iron Dart/World/Brodix/BPE	8 Brass Plugs (1 5/8"), 14 pipe plugs, 1 Cam 60MM Plug

SB Ford 302-351W

302-100B	All OEM 302-351W '68-1997	7 Brass Plugs, 3 steel galley plugs, 4 pipe plugs 1 Cam plug
302-101B	Dart Ford Block	10 Brass Plugs, 11 pipe plugs, 1 Cam Plug
302-102B	Dart Ford Block 55MM Cam	10 Brass Plugs, 11 pipe plugs, 1 Cam Plug for 55MM Cam

Bulk Brass Plugs

900-1500	Brass 1 1/2" OD Freeze Plugs	50 pcs per box
900-1562	Brass 1 5/8" OD Freeze Plugs	50 pcs per box
900-1750	Brass 1 3/4" OD Freeze Plugs	50 pcs per box

Engine Fasteners

Cylinder Head Bolts

Straub Tech Cylinder Head Bolts are made by OEM suppliers. These bolts are Grade 8 150K PSI head bolts, and are used on the crate performance engines. These bolts are a inexpensive way to ensure proper cylinder head torque on your new engine. Sold in complete engine sets.



Part No.	Description
900-3500	All SBC OEM Iron and Aluminum heads. Teflon Coated Threads
900-4540	All BBC OEM Iron and Aluminum heads Mark 4 and Gen5/6. Coated Threads
346-8545	All LS engines 97-2003. Teflon coated threads
346-0568	All LS engines 2004 and newer. Teflon coated threads
900-3020	All SB Ford 260-289-302. Teflon coated threads.

Harmonic Damper Bolts

Straub Tech Pro Harmonic Balancer bolt is 4140 Chrome moly 190K PSI, with the unique feature of a 1" Nut with captive flange head. This fully machined bolt features rolled threads for maximum thread engagement. The 1" head makes turning the engine over a snap. Finished in Black oxide.

Part No.	Description
900-6200	SBC 1 7/8" long 7/16" NF
900-6400	BBC 1 5/16" long 1/2" NF



Straub Tech Hotrod Harmonic Balancer Bolt

Straub Tech Hotrod Harmonic Balancer bolt is a Grade 8 gold zinc bolt and extra thick (.312") washer combination. This 150K PSI bolt is recommended for sportsman type applications with RPM under 6500 using OEM type balancers.

Part No.	Description
900-7200	SBC 2.250" long 7/16" NF
900-7400	BBC 1.500" long 1/2" NF



Front Cover Bolts

Straub Tech's Front Cover Bolt kits come in 12 point, Socket Cap, and 6pt Flange. This gives the engine builder his choice of what he wants to use on his own build. We use Grade 8, Chrome Moly, and Stainless material to fit any application.

Part No.	Description
400-2500	SB and BBC Front Cover Kit 6pt Flange Head Zinc 10 pcs
400-2501	SB and BBC Front Cover Kit Socket Cap Head Black Oxide 10 Pcs
400-2502	SB and BBC Front Cover Kit 12pt Head Black Oxide 10 pcs
400-2503	SB and BBC Front Cover Kit 12 pt Head Stainless Steel 10 pcs



Front Cover Studs

Straub Tech Oil pan stud kits include 150K PSI studs and captive flange nuts with serrations. This type of nut bites the metal and locks the nut into place.

Part No.	Description
400-3500	SB and BBC Front Cover Kit ¼" x 1" stud and 6pt Flange Head Nuts Zinc 10 pcs



Intake Bolt Sets

Straub Tech Intake bolt sets use bolts made here in the USA from Alloy steel. Once called "Ferry Heads", the 12 point was designed during WWII for its ease of serviceability. Each bolt features rolled threads and is finished in black oxide. Washers are included with each kit.

Part No.	Description
350-3500	SBC with OEM Intake manifold 12 pcs
350-3501	SBC with Aftermarket Intake manifold 12 pcs
454-4540	BBC with OEM intake manifold 16 pcs
454-4541	BBC with Aftermarket manifold 16 pcs



Oil Pan Bolt Sets

Straub Tech Oil Pan Bolt sets are available in USA made 12pt, and Taiwan Made 6pt Flange heads. The 12pt was designed during WWII for its ease of serviceability. The 6pt flange with its captive flange and serrations grips metal and resists loosening. The 12pts are finished in black oxide, and the 6pts are silver zinc finished.

Part No.	Description
12 Point Heads	
350-3520	SBC Oil Pan Bolt Kit 14 x ¼" and 4 x 5/16"
302-3520	SB Ford Oil Pan Bolt Kit 18 x ¼" and 4 x 5/16"
360-3520	SB Chrysler Oil Pan Bolt Kit 20 x 5/16"
455-3520	All Pontiac Oil Pan Bolt Kit 20 x 5/16"
454-3520	BBC Oil Pan Bolt Kit 20 x 5/16" and 2 x ¼"
460-3520	BB Ford 429-460 Oil Pan Bolt Kit 18 x ¼" and 6 x 5/16"
390-3520	FE Ford 352-428 Oil Pan Bolt Kit 20 x 5/16"
6 Point Heads	
350-3620	SBC Oil Pan Bolt Kit 14 x ¼" and 4 x 5/16"
302-3620	SB Ford Oil Pan Bolt Kit 18 x ¼" and 4 x 5/16"
360-3620	SB Chrysler Oil Pan Bolt Kit 20 x 5/16"
455-3620	All Pontiac Oil Pan Bolt Kit 20 x 5/16"
454-3620	BBC Oil Pan Bolt Kit 20 x 5/16" and 2 x ¼"
460-3620	BB Ford 429-460 Oil Pan Bolt Kit 18 x ¼" and 6 x 5/16"
390-3620	FE Ford 352-428 Oil Pan Bolt Kit 20 x 5/16"



Oil Pan Stud Kits

Straub Tech Oil pan stud kits include 150K PSI studs, and captive flange nuts with serrations. This type of nut bites the metal and locks the nut into place.

Part No.	Description
350-4520	SBC Oil Pan Bolt Kit 14 x 1/4" and 4 x 5/16"
302-4520	SB Ford Oil Pan Bolt Kit 18 x 1/4" and 4 x 5/16"
360-4520	SB Chrysler Oil Pan Bolt Kit 20 x 5/16"
455-4520	All Pontiac Oil Pan Bolt Kit 20 x 5/16"
454-4520	BBC Oil Pan Bolt Kit 20 x 5/16" and 2 x 1/4"
460-4520	BB Ford 429-460 Oil Pan Bolt Kit 18 x 1/4" and 6 x 5/16"
390-4520	FE Ford 352-428 Oil Pan Bolt Kit 20 x 5/16"



Main Bolt Kit

Straub Tech uses the OEM supplier for some of our fasteners. We are proud to offer the main bolt used on SBC 2 Bolt blocks for over 3 decades. No point in using that old bolt or paying outrageous prices for main bolts.

Part No.	Description
900-5001	SBC Large Journal 2Bolt Kit. 10 bolts OEM 3932480



Pipe Plugs

Straub Tech Pipe plugs are a must when putting a fresh engine together. Plugs are pipe sized and come with sealant on the plug. Sold in quantities of 10 pcs.

Part No.	Description
125-7911	1/8" Pipe Plug w/sealant Hex countersunk
250-7369	1/4" Pipe Plug w/sealant Hex countersunk
375-7921	3/8" Pipe Plug w/sealant Hex countersunk
500-7921	1/2" Pipe Plug w/sealant Hex countersunk
750-7927	3/4" Pipe Plug wo/sealant Hex countersunk



Flywheel Bolts and Adapters

Part No.	Description
900-7973	All SB and BBC 7/16"-20 x 1" Long Flexplate and flywheel Bolt
900-5858	BB Ford 429-460 Flexplate Bolt
900-7940	LS Flywheel Adapter bolts, For adapter 900-3532. This allows and LS engine to be bolted to a 350, 400 turbo or 700R4.
900-3532	LS Flywheel Adapter for early model transmission conversion.



12 Point 180K Bolts

These 12 point bolts can be used for a variety of applications that need to have improved strength over OEM bolts. These bolts are 180K PSI. They are 100% machined in the USA from chrome moly steel with rolled threads. They feature a 12 point flange style head. All bolts are finished in black oxide. Available in Boxes of 100 pcs.



Application: Valve cover, Front Cover, Oil Pan, Distributor, Header bolts, Carb Bolts, Engine mounts, water necks

Part No.	Description
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1/4" 12 Points: Valve Cover, Front Cover, Oil Pan	
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250-0750	12 Point .750" UHL Bolt
250-1750	12 Point .750" UHL Bolt Stainless Steel
250-1000	12 Point 1.00" UHL Bolt

5/16" 12 Points: Carburetor, Oil Pan, Valve Cover	
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312-0750	12 Point .750" UHL Bolt
312-1000	12 Point 1.00" UHL Bolt

3/8" Bolts: Intake, Header, Fuel Pump Plate, Engine Mounts, Distributor Hold down, Water neck

Application:

Part No.	Description
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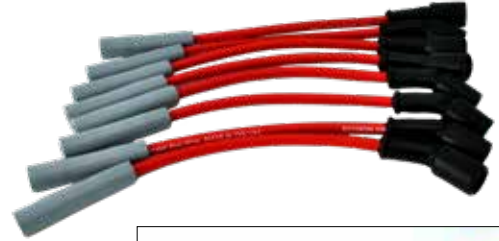
375-1000	12 Point 1" UHL Bolt
375-1250	12 Point 1.25" UHL Bolt
375-0000	.625" Flat Washer for bolts



Straub Technologies Ignition Wires

Street Wire

Straub Tech Street Wire Sets are 100% USA Made wire. 8.5mm RED Wire sil/epdm.smag 500 OHM per foot with Braid. All Terminals are stainless steel. Spark plug boots are High Temp Gray. All Distributor Boots EPDM.

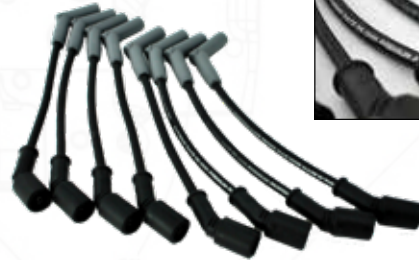


500 OHM Red Wires

Part Number	Description
61199	Universal 8 cyl. Set 180 Spark Plug Boot Set
61239	Universal 8 cyl. Set 90 Spark Plug Boot Set
61359	SB Chevy with HEI with 90 Spark Plug Boot Set
61809	BB Chevy with HEI with 90 Spark Plug Boot Set
62819	LS Corvette Wires, ALL with 180 Boots
62829	LS GM Camaro/Silverado with 180 Boots
62849	Custom GM LS-General 180* boots 12" Lead
61329	Ford 5.0L, 302, 351 79-95

Super Wire

Straub Tech Super Wire Sets are 100% USA Made wire. 8.5mm BLACK Wire sil/epdm.smag 25 OHM per foot with Braid. All Terminals are stainless steel. Spark plug boots are High Temp Gray. All Distributor Boots EPDM. THIS IS THE HIGHEST QUALITY RACING PERFORMANCE WIRE MADE TODAY.

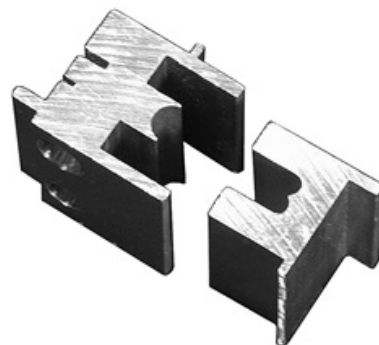


25 OHM Black Wires

Part Number	Description
81193	Universal 8 cyl. Set 180 Spark Plug Boot Set
81203	Universal 8 cyl. Set 45 Spark Plug Boot Set
81233	Universal 8 cyl. Set 90 Spark Plug Boot Set
81323	77-93 Mustang 5.0L
81353	Custom SB Chevy w/HEI
81363	8.5 Black BBC HEI With Coil Wire
81803	Custom BB Chevy w/HE
82813	Custom LS Corvette Set 45* boots 8" Lead
82823	Custom GM LS-General 180* boots 8" Lead
82843	8.5 Black GM LS General 180 12" Lead
82853	8.5 Black GM LS-1 45 Boot 12" Lead
85593	8.5 Black RACE SBC Under the headers

Plug Wire Crimp and Cutting Fixture

A must when stripping plug wires. Cuts just the right amount of wire insulation off for proper installation. Does not Damage the spiro wound conductor. Crimps all terminals when used with a bench vice without damage to wires. Can be used with 8.5MM and 10MM wire sizes.



Plug Wire Crimp and Cutting Fixture

Part Number	Description
900-3395	Plug Wire Crimp and Cut Fixture

Wire Loom Kit

Separates, organizes & supports ignition wires. Molded from non-conductive type 6/6. Black nylon. Will not melt, mar, distort, crack or fade. Stainless steel hardware and allen key included.



Part Number	Description
900-7795	Wire Loom Kit 2 each of 4, 3 , and 2 hole looms

Straub Tech T-Shirts

Part Number	Description
T-LG	Black 100% Cotton T
T-XL	Black 100% Cotton T
T-XXL	Black 100% Cotton T



AN Wrench

Straub Tech's new "Strauby" AN wrench gives the mechanic, engine builder, and owner a 1 in all AN wrench. This wrench features 4 different AN sizes for a quick and handy tool to have at the track or in the tool box. Made out of 6061-T6 aluminum plate this wrench will be with you for years.

Part No.	Description
900-6802	Fits 6, 8, 10, 12 Fittings



Valve Spring Seat Cutters

Our carbide tipped cutters will machine spring pads in both aluminum or iron heads for correct pad size and depth. Pilots are interchangeable with our valve guide cutters or sold separately.

Part Number	Description
990-1460	1.470" OD Cutter x .625 guide boss
990-1458	1.500" OD Cutter x .625 guide boss
990-1461	1.570" OD Cutter x .625 guide boss
990-1462	1.680" OD Cutter x .625 guide boss
990-1435	8MM / 5/16" Pilot
990-1438	11/32" Pilot
990-1442	3/8" Pilot



Valve Spring Testers

Maintaining correct spring pressure at the beginning of a build and during a build is the life of the engine. We offer 2 spring testers for checking valve springs. Our bench mounted spring tester and on the head tester are good for springs up to 600#. We recommend checking the spring pressure at the installed height with the on-head tester. Once the spring has lost 15% of its original seat pressure, replace the springs.

Part Number	Description
990-5075	Bench mounted spring tester, good to 600#
990-5099	On the head spring tester, good to 600#



Valve Lapping Tool

To insure a proper seal between the valve and seat, our lapping tool and compound can be used to accomplish this. We offer lapping tools made with hardwood handles for years of use. Tools and compound sold separately.

990-4480	Lapping tool with suction cup combo of 5/8" and 1 3/16"
990-4481	Lapping tool with suction cup combo of 1 1/8's to 1 3/8"
990-4453	Lapping compound 120 grit Course for roughing 16oz
990-4455	Lapping compound 280 grit Fine for finishing 16oz



Valve Seal Removal Tool

The ability to rotate the plier handles at 90 degrees or 180 degrees allows for seal removal on just about any cylinder head. The jaws of the tool feature ridges to grab any type of seal material for positive grip.

Part Number	990-4609
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Valve Guide Machining Tools

These tools perform 3 machining process at 1 time.

Machines top of valve guide for correct valve seal install height

Machines OD of valve guide for positive fit with seal

Machines a chamfer on top of guide to prevent damaging the seal

Kit comes with 2 pilots and 2 seal cutters. This kit will machine all heads with 1 1/32" and 3/8" stem valve size for seal sizes of .500 and .530".

990-1440	1 x .341" pilot, 1 x .371" pilot, 1 x cutter for .500" valve guide OD, 1 x cutter for .531" valve guide
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Valve Spring Height Mic

Known as a "Swiftly" by engine builders, this mic will allow accurate measurement of spring install height on a cylinder head. This mic has a range of 1.600" to 2.100" which covers all pushrod V-8 engines.

Part Number	990-0712
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Valve Spring Compressors

Manual Heavy Duty Spring Compressor

Our HD valve spring compressor is designed for the high performance engine builder using heads with higher spring rates. Designed to handle up to 600# springs, the cantilever handle allows for easy removal and install of springs.

990-4269	HD Valve Spring Compressor
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Stud Mount Spring Compressor

Our stud mount spring compressor allows for spring change outs while heads are installed. Can be used with both 3/8" and 7/16" Rocker studs.

990-4254	Stud Mount Spring Compressor
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Carburetor Billet Throttle Brackets

Straub Tech billet throttle cable brackets fits 4150 / 4160 /and 4500 carburetors, mount to the carburetor base, and include a return spring and installation hardware. The stainless steel dual return springs are adjustable, as are the cable ends for Morse and OEM GM.



Part No.	Color	Description
901-4150	Blue	Billet Throttle Bracket for Holley 4150/4160
902-4150	Black	Billet Throttle Bracket for Holley 4150/4160
903-4150	Red	Billet Throttle Bracket for Holley 4150/4160
904-4150	Polished	Billet Throttle Bracket for Holley 4150/4160
901-4500	Blue	Billet Throttle Bracket for Holley 4500 Dominator
902-4500	Black	Billet Throttle Bracket for Holley 4500 Dominator
904-4500	Polished	Billet Throttle Bracket for Holley 4500 Dominator



Holley Carb Inlet kits

Straub Tech offers easy to install, pre-assembled fuel lines to help clean up your engine compartment and properly deliver fuel to your carb. We offer a full line of kits for 4150 and 4500. Constructed from stainless braided flex line, we offer quality fit and finish. All inlet kits come with provision for mounting a fuel pressure gauge.

Part No.	Color	Hose Size	Description
902-5108	Black	-8	Fits Holley Dominator/4500 Ultra
901-5114	Red/Blue	-8	Fits Holley Dominator HP
902-5114	Black	-8	Fits Holley Dominator HP
901-5115	Red/Blue	-8	Fits Holley 4150
902-5115	Black	-8	Fits Holley 4150
901-5117	Red/Blue	-6	Fits Holley 4150
902-5117	Black	-6	Fits Holley 4150

Custom Cam Order Form

Name _____ Email _____ Phone Number _____

Application Info:

Brand of Engine: ☐ Chevy ☐ Ford ☐ Mopar ☐ Pontiac ☐ Olds ☐ Holden ☐ Caddy ☐ Buick ☐ Other

Engine Type: ☐ I-4 ☐ I-6 ☐ V-6 ☐ V-8 ☐ V-10 ☐ V-12 **Engine Family** _____ **Cam Type:** ☐ HF ☐ HR ☐ SF ☐ SR

Check One: ☐ Street ☐ Street/Strip ☐ Strip Only ☐ Pull Truck ☐ Mud Bog ☐ Circle Track ☐ Marine Pleasure ☐ Marine Circle ☐ Marine Drag

Power Adders: ☐ None ☐ NOS If so how much _____ ☐ Turbo, if so what boost _____

☐ Blower If so what boost _____ If boosted multi stage ☐ Yes or ☐ No If boosted do you have: ☐ chiller ☐ water injection ☐ both

Fuel Type: ☐ Gas If so what minimum octane will be run _____ ☐ Ethonal ☐ Methanol ☐ Diesel

Operating Range: Desired RPM for max HP _____ Desired RPM for max torque _____

Trans Type: ☐ Fixed gear ratio ☐ Auto If auto stall rpm _____ ☐ Manual If so number of gears _____

Tire Size _____ Rear Gear Ratio _____ Prop Pitch _____

Engine:

Bore _____ Stroke _____ Rod Length _____ Piston To Deck _____

Compression _____ Piston Type ☐ Dish ☐ Flat ☐ Dome Cylinder head type ☐ Cast Iron ☐ Aluminum

Cylinder head _____ Flow Numbers: .100 .200 .300 .400 .500 .600 .700 .800

Intake Flow _____

Exhaust Flow _____

Intake Valve Size _____ Exhaust Valve Size _____ Int. Runner Volume _____ Exh. Runner Volume _____

Minimum Cross Section of Intake Runner _____ Rocker Ratio Int _____ Exh. _____

Compression Ratio _____ Camshaft specs current _____

Lifter size: ☐ .842" ☐ .875" ☐ .903" ☐ .936" ☐ 1.00" ☐ 1.062" ☐ Other: _____

Carb Size _____ Injector # _____ Intake Type ☐ Single ☐ Dual ☐ Tunnel Ram

Exhaust:

Header primary Size _____ Collector Size _____ If marine what brand exhaust manifolds _____

If marine wet exhaust where does water enter exhaust from riser _____ inches

Notes: _____



