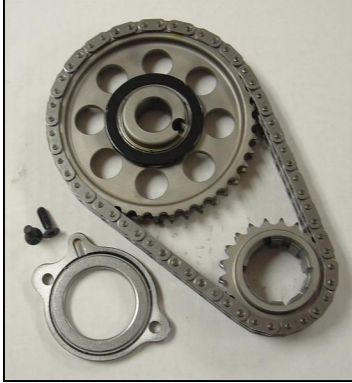


# EXCLUSIVE TIMING PRODUCTS

These products have been specially designed and manufactured for specific applications not addressed by other manufacturers



## Ford 302/351 with Windsor block & crank



*Featuring dual Torrington bearings for reduced friction*

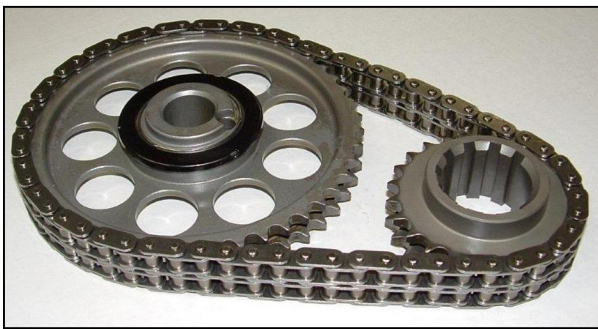
- Premium IWIS chain
- Billet nitrided sprockets
- 9 keyway crank sprocket
- Thrust plate and attaching bolts

CS10025 302-351 Windsor Pre EFI w/ two-piece eccentric up to '85  
CS10030 302-351 Windsor HO & EFI w/ one-piece eccentric



## Ford 351 Cleveland with Windsor style crankshaft

Both of these sets are unique because they have the spacer incorporated into the crank gear eliminating the need to fabricate the required spacer for this application. *For use with Scat, Eagle, Ford SVO Windsor-style crank in Cleveland Block.*



### CS3130

V8 351-400 with single Torrington bearing and nitrided Sprockets, 9 keyway crank sprocket

### CS10065

Includes thrust plate, bolts & dual Torrington bearings, nitrided sprockets; SVO 9 keyway crank sprocket



## 4.6L & 5.4L Ford Modular DOHC 32V Vernier Adjustable Timing Chain Set



### CS3260 Kit includes:

- Four camshaft sprockets
- Two IWIS 3SR22-2 heavy duty chains
- One crankshaft sprocket
- Two Vernier camshaft sprockets
- Four keys

*Requires Lincoln Navigator valve covers. Time all four cams individually*

# EXCLUSIVE BALANCER PRODUCTS

*These products have been specially designed and manufactured for specific applications not addressed by other manufacturers*



**Small Block Chevy  
Blower Balancer  
0337SA/B**



**Big Block Chevy Blower  
Balancer for use with belt  
driven superchargers  
0338SA/B**

- The center of balancer is made from 4340 steel and utilizes the stock Chevy 3 bolt pulley pattern that is double drilled to provide 6 bolts for positive pulley attachment. No need to re-drill balancer or pulleys or use Mopar bolt pattern pulleys.
- The snout of balancer has additional thickness to prevent cracking and utilizes a special thinner radial wall seal to compensate for thickness. No need to modify timing cover.
- Dual 1/4" and 3/16" opposing keyways provide for positive engagement with the crankshaft. No need to have additional keyway cut into balancer.
- Aluminum outer ring dissipates heat and absorbs vibration better than all steel components.
- Balancers are 18.1 SFI approved.