

New Generation of Enhanced Hydraulic Roller Lifters

Simply stated, the engineering and manufacturing teams at Crane Cams have taken a number of key features found in the Ultra-Pro racing rollers and incorporated them into this latest generation of hydraulic roller lifters. What's more, even with all these premium features the pricing remains "standard." Needless to say, Crane Cams has the industry's absolute best value when it comes to hydraulic roller lifters!

Upgrades include manufacturing the lifter bodies from 8620 steel billet, fully CNC machining them, surface-finishing the lifter body, and employing heat-treated steel guide bars with a Monel rivet and flange retaining system. Heavy-duty roller wheels and bearing assemblies are also used.

Precision-valved plunger assemblies are utilized, which have a controlled bleed-down rate that increases RPM potential when a very stable valve train is employed. The added strength of the lifter body coupled with the superior guide bar system assures that the rollers will track straight and true on the camshaft lobes. They will provide more consistent, reliable operation in a very high spring pressure, high RPM environment.

Crane Cams now offers these enhanced hydraulic roller lifters for about two-dozen popular applications—including both retrofit models for vehicles that did not originally come equipped with hydraulic rollers and high performance replacement rollers for those that did. Some are "long travel" models that are designed to be used with reduced base circle camshafts and won't drop below the top of the lifter bore. OEM replacement lifters (standard length) are not made of 8620. Retrofit applications will require special length pushrods.



Part No.	Applications	Part No.	Applications
86532-16	AMC/Jeep V-8 1966-91 290-401 c.i.d. (retrofit)	26535 16	Chevrolet V-8 2001-08 8.1L (8100) (replacement)
11532-16	Chevrolet V-8 1955-87 262-400 c.i.d. (retrofit)	69532-16	Chrysler "LA" V-8 1964-87 273-360 c.i.d. (retrofit)
11562-16	Chevrolet V-8 1955-87 262-400 c.i.d. (retrofit - .904" dia.)	70530-16	Chrysler "LA" V-8 1986-91, 1992-02 Magnum 5.2-5.9L. (replacement)
10530-16	Chevrolet V-8 1987-99 305-350 (+5.7L LS1) c.i.d. (replacement)	68532-16	Chrysler "B" V-8 1968-78 383-440 c.i.d. (retrofit)
10535-16	Chevrolet V-8 1987-99 305-350 (+5.7L LS1) c.i.d. (long travel replacement)	68532-16	Chrysler "Hemi" V-8 1964-71 426 c.i.d. (retrofit)
144530-16	Chevrolet V-8 2000-up LS1/LS6, Vortec 5.7L (replacement)	36532-16	Ford V-8 1962-87, 69-93 351W 221-302 c.i.d. (+351W) (retrofit)
144532-16	Chevrolet V-8 2000-up LS1/LS6, Vortec 5.7L (retrofit w/ tiebar)	36530-16	Ford V-8 1985-2000, 94-97 351W 302, 302 HO, 5.0L, 351W (replacement)
144536-16	Chevrolet V-8 2000-up LS1/LS6, Vortec 5.7L (long travel replacement)	36532-16	Ford V-8 1970-82 302-400 c.i.d. (+Boss 302, Boss351, 351C, 351M) (retrofit)
11532-16	Chevrolet V-8 1958-65 348-427 (Z-11) c.i.d. (retrofit)	35532-16	Ford "FE" V-8 1958-76 332-428 c.i.d. (retrofit)
13532-16	Chevrolet V-8 1965-95 396-502 c.i.d. (retrofit)	35532-16	Ford "385" V-8 1968-97 370-460 c.i.d. (retrofit)
13562-16	Chevrolet V-8 1965-95 396-502 c.i.d. (retrofit - .904" dia.)	28532-16	Oldsmobile V-8 1964-84 260-455 c.i.d. (retrofit - .842" dia.)
16535-16	Chevrolet V-8 1996-2000 454-502 c.i.d. Gen VI (replacement)	28532-16	Pontiac V-8 1955-81 (except 77-81 265-301) 287-455 c.i.d. (retrofit)
24533-16	Holden V-8 1969-99 253-308-350 c.i.d (retrofit)		