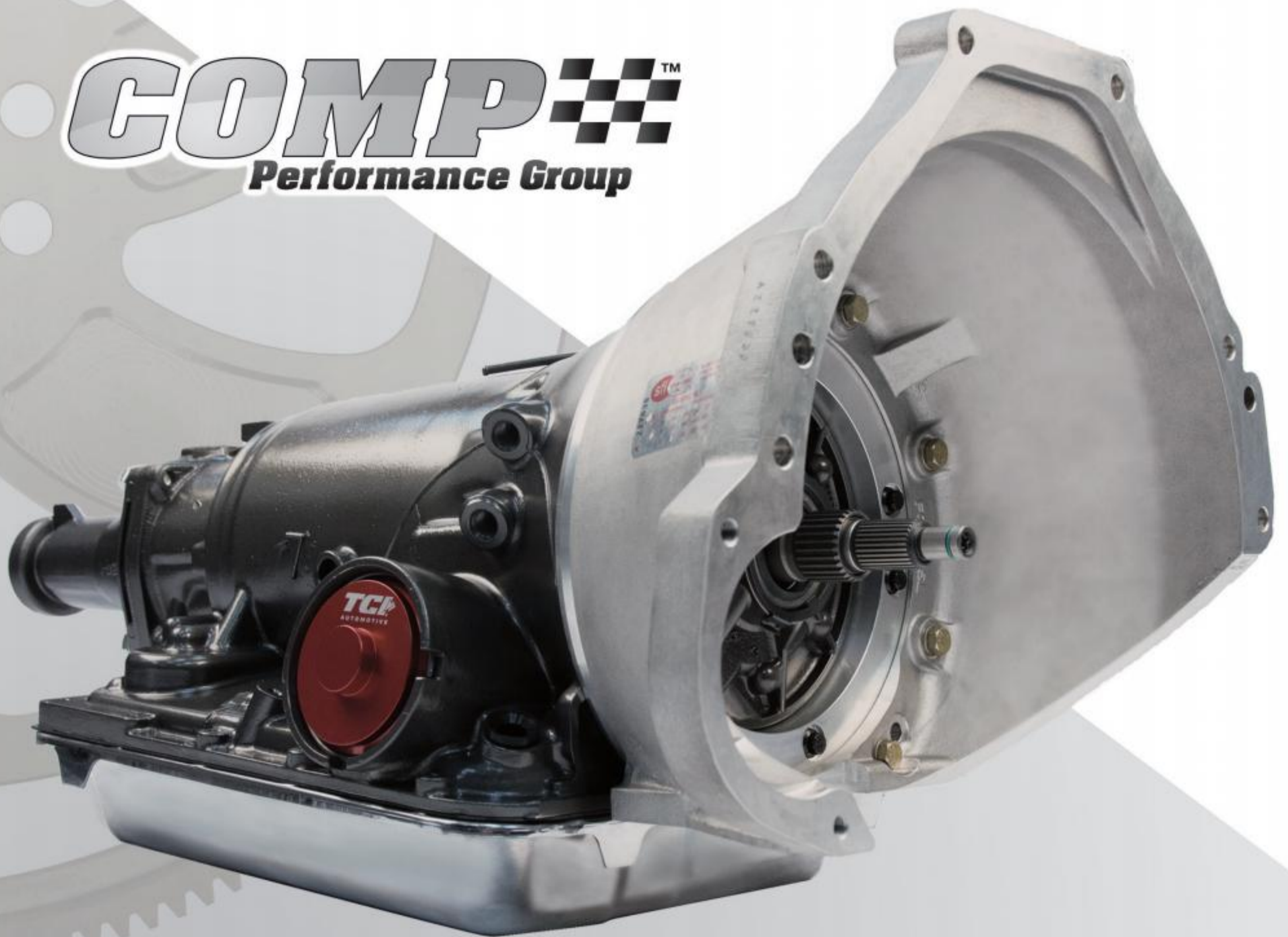


COMP  TM
Performance Group



2018 NEW PRODUCTS



COMP 
GMS

FAST
FUEL AIR SPARK TECHNOLOGY

TCL 
AUTOMOTIVE

Performance That Extends Beyond The Product

At COMP Performance Group™, we recognize that our customers are the only reason we exist. We began this journey more than four decades ago centered on customers, and we continue today with customers as our #1 focus. As we look to the future, we pledge to never forget who has made us what we are today or rest on our past accomplishments. It is our promise to you, our customer, that we will strive EVERY DAY to be better than we were yesterday and do “Whatever It Takes” to exceed your expectations. We will settle for nothing less than being the most customer-friendly and service-focused aftermarket company in the world.

- **RENEWED COMMITMENT TO WORLD-CLASS CUSTOMER SERVICE**
- **ELEVATED TRAINING FOR UNRIVALED STAFF TECH KNOWLEDGE**
- **LARGEST SUPPORT TEAM IN THE PERFORMANCE AFTERMARKET**
- **UNMATCHED PRODUCT QUALITY AND WARRANTY PROMISE**
- **PLEDGE TO TREAT EVERY CUSTOMER AS THE MOST IMPORTANT**

World Class Service With





MICRO SURFACE ENHANCEMENT™

FOR GM LS CAMSHAFTS

COMP Cams® is the first in the automotive aftermarket to employ a new camshaft finish technology for increased strength and performance that far exceeds traditional polishing.

Micro Surface Enhancement™ (MSE) is a finishing process that improves the traditional camshaft lobe and load-bearing faces through a 65% reduction in surface peak roughness and provides a 250% improvement in the effective load bearing area. Spreading the contact area between the roller and cam face allows much higher loads and lower localized stress.

Additionally, MSE utilizes uniform pressure across the camshaft lobe face that reduces the surface waviness common with other finishing techniques, such as belt polishing. The resulting camshaft surface more evenly distributes load for increased durability. MSE also removes the sharp edges and microscopic machining marks that normally result from the grinding process.

- Reduces surface peak roughness of freshly ground camshaft by 65%
- 250% improvement in effective load bearing area to allow for higher loads
- Uniform pressure reduces surface waviness for increased durability

Standard on all COMP Cams® GM LS cams

The charts to the right display a GM LS camshaft's surface "waviness" (red curve) and roughness (blue) to **one-millionth of an inch**. Chart A shows the industry standard in LS camshafts before COMP Cams® Micro Surface Enhancement™. Chart B shows the initial testing of the surface enhancement and how much smoother it is than the standard shown in Chart A. Chart C shows the final Micro Surface Enhancement™ application after testing and refining the process. Note the reduced "waviness" and roughness.

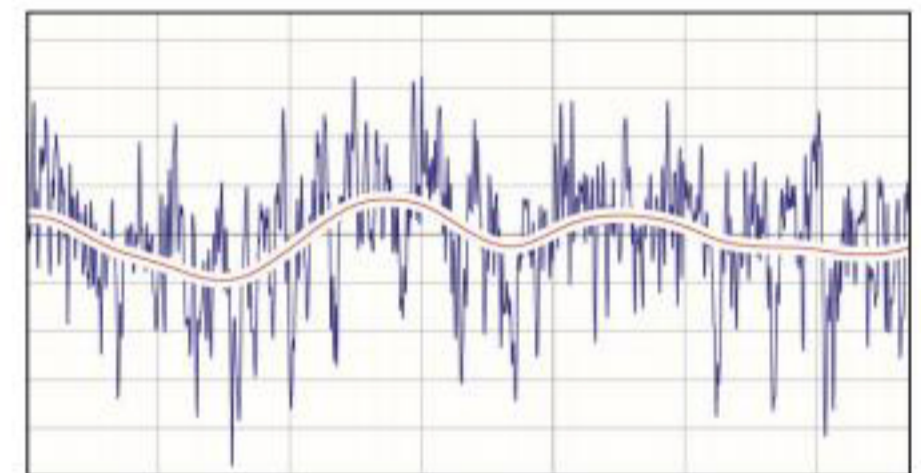


Chart A

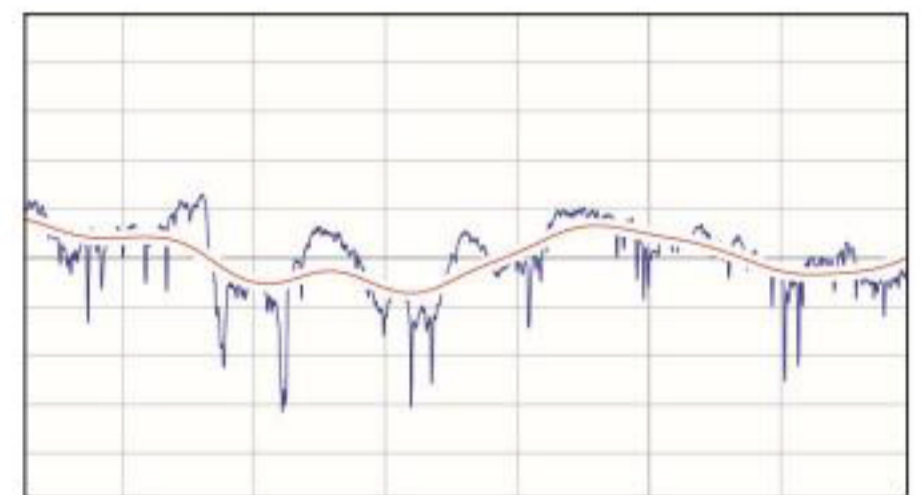


Chart B

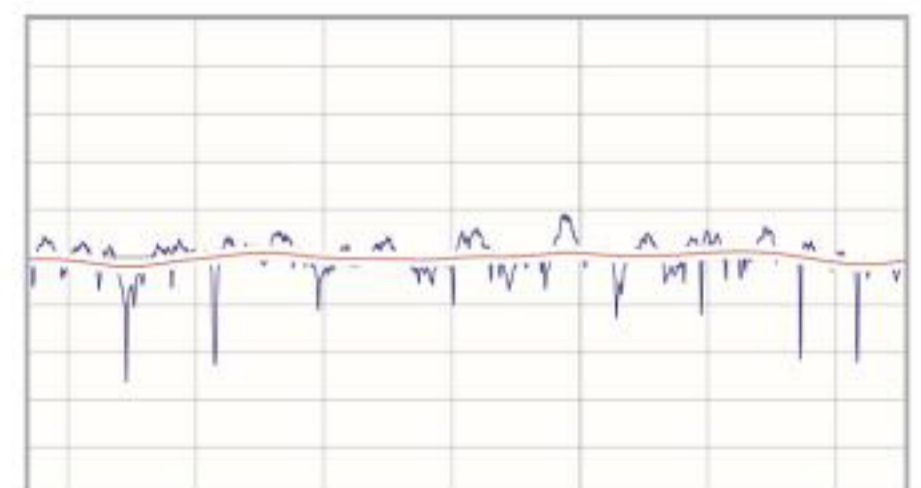


Chart C



FSL™ SERIES CAMSHAFT

FOR GM L99 ENGINES

COMP Cams® is introducing the first performance aftermarket camshaft in 20 years to pass the stringent California Air Resources Board (CARB) Executive Order (E.O.) process for a domestic engine.

The CARB E.O.-pending camshaft offers drop-in convenience with no valve spring change required for Gen V (2010-15) Camaro SS L99 engines. Designed to work with factory Variable Valve Timing and requiring no computer reprogramming, the camshaft also features unique profiles on switching and non-switching cylinders for compatibility with Active Fuel Management systems. It provides the proven 30- to 50-HP improvement typical of smaller COMP Cams® camshafts in LS applications without the risk of non-compliance with emissions regulations.

The COMP Cams® FSL Series™ Camshaft for GM L99 Engines is the first in a new series of 50-state legal camshafts from the leader in valvetrain technology.



CARB E.O.-Pending

DESCRIPTION	PART #
FSL Series™ Camshaft for GM L99 Engines	689-199-13

BILLET VALVE COVERS

FOR GM LS ENGINES

These billet aluminum valve covers feature OE-style gaskets and hardware for superior sealing, a -16AN oil fill port for easy filling, a breather location for dry-sump oiling systems and internal baffling for an optional 3/8" breather/vent line. The valve covers also have provisions for valve spring oil squirters to help cool valve springs and increase their life in endurance racing applications. A bright black anodized finish and stainless steel ARP fasteners offer a clean appearance.

The COMP Cams® LS Billet Valve Covers work on all GM LS center bolt cylinder heads, engines with tall or shaft mount rocker arms and endurance applications requiring extra spring oiling. Coil mounting provisions are available using COMP Cams® brackets sold separately.

- Tall design to clear nearly all types of rocker arm systems, including shaft mount
- Features OE-style gaskets and hardware for superior sealing
- -16AN oil port for easy filling
- Valve spring oiling capability for extended valve train life
- Billet aluminum with black anodized finish

DESCRIPTION	PART #
Billet Valve Covers for GM LS Engines	291



CAM PHASER LIMITER KIT

FOR GM LT4 ENGINES

The COMP Cams® Cam Phaser Limiter Kit for GM LT4 Engines restricts cam phaser motion so higher performance camshafts can be installed in GM LT4 engines. The kit includes a tool that allows simultaneous compression of phaser springs in 2015 or newer GM LT4 engines, as well as ensures the spring lock engages at its optimal location. Installation of the included limiter plug provides the necessary valve clearance for high-performance camshafts while retaining the benefits of VVT technology. Combining this modification with more aggressive camshaft profiles has resulted in large upper-RPM gains without sacrificing bottom- or mid-range performance.



DESCRIPTION	PART #
Cam Phaser Limiter Kit for GM LT4 Engines	5450
Cam Phaser Limiter Tool ONLY for GM LT4 Engines	5451

DOD DELETE KITS

COMP Cams® DOD Delete Kits allow for removal of the Displacement on Demand/Active Fuel Management System on Gen IV 5.3L, 6.0L and 6.2L GM LS engines.

The kits are available in three different levels, each containing components needed to remove the systems that disable four engine cylinders under light-load conditions to improve fuel economy but also limit performance in the process.



PREMIUM KIT INCLUDES:

- 16 OE-Style Drop-In Lifters
- Lifter Trays
- Head Gaskets & Bolt Kit
- Exhaust Gaskets
- Harmonic Balancer Bolt
- LS3 Valley Cover
- Timing Cover Gasket & Seal
- Water Pump Gasket

STANDARD AND BASIC KITS INCLUDE:

- 16 (Standard Kit) or 8 (Basic Kit) OE-Style Drop-In Lifters
- Lifter Trays
- Head Gaskets & Bolt Kit
- LS3 Valley Cover

DESCRIPTION	PREMIUM KIT	STANDARD KIT	BASIC KIT
	PART #	PART #	PART #
DOD Delete Kits – Gen IV 5.3L GM LS	5552-KIT	5552-16KIT	5552-8KIT
DOD Delete Kits – Gen IV 6.0L GM LS	5560-KIT	5560-16KIT	5560-8KIT
DOD Delete Kits – Gen IV 6.2L GM LS	5562-KIT	5562-16KIT	5562-8KIT



E7 PROGRAMMABLE IGNITION

WITH I-COM™ SOFTWARE

The FAST® E7 Programmable Ignition delivers the kind of power and precision required when dealing with the high compression, screaming RPM and power adders used in today's racing engines.

The capacitive discharge ignition provides up to 160mJ of energy and $\pm 1/2^\circ$ of timing accuracy. The powerful spark is matched to a multi-strike function below 3,000 RPM, which keeps the engine running clean and crisp. The E7 Programmable Ignition features two adjustable rev limiters, one for high RPM engine protection and one that can be used while staged and waiting for the green light. To ensure the ultimate in reliability, the E7 is also completely encased in soft urethane for protection against vibration and moisture.

Adjusting the timing features of the E7 is easy with the FAST® I-COM™ software. The easy-to-use interface allows you to create a custom timing curve for your engine, adjust a single stage of nitrous timing retard, and set up to 20° of automatic start retard.

- Delivers 160mJ of spark energy and $\pm 1/2^\circ$ of timing accuracy
- Multi-strike spark below 3,000 RPM for clean, low RPM operation
- Two rev limiters, a single stage nitrous timing retard and automatic start retard
- I-COM™ allows for full programmability
- Ideal for any street, drag or circle track application where reliable ignition is required

DESCRIPTION	PART #
E7 Programmable Ignition with I-COM™ Software	307222



ENGINE TRANSPLANT KITS FOR FORD COYOTE ENGINES

FAST® has assembled an easy-to-install engine control package that is ideal for anyone wanting to swap a modern Ford Coyote engine into a classic muscle car or street rod.

Unlike other systems on the market that require you to convert over to a complicated throttle-by-wire accelerator pedal assembly, the FAST® kit allows you to retain your original car's cable-style factory pedal assembly. This makes for a much easier kit installation, plus you will enjoy the benefit of better throttle response.

For applications using aftermarket stack-type induction systems, a kit without the throttle body is also available.

- Utilizes original car's factory cable-style accelerator pedal
- Simple control of VVT, with no camshaft phaser modifications needed
- Includes ECU, tuning software, ignition and Valve Timing Control modules, cable throttle body and all sensors and wiring

KIT INCLUDES:

- XFI™ Sportsman ECU
- XIM™ Ignition Module
- Valve Timing Control Module
- Engine Wiring Harness
- Coyote-Specific Big Mouth® LT 87mm Cable-Driven Throttle Body

DESCRIPTION	W/ THROTTLE BODY PART #	W/O THROTTLE BODY PART #
Engine Transplant Kits for Ford Coyote Engines	303006	303007

XDi STREET HEI DISTRIBUTOR

Designed for Small and Big Block Chevy engines, the FAST® XDi Street HEI Distributor features a plasma nitrided gear compatible with all popular camshaft materials, including cast iron, austempered iron, 5160 steel and even 8620 steel. Plasma nitriding increases the gear's surface hardness, as well as the "slickness" of the gear teeth. This friction reduction greatly increases cam and distributor gear life. Tested to 8,500+ RPM and almost 700 HP, the FAST® XDi Street HEI distributor has been proven to perform in some of the harshest street engine environments. With its upgraded 6-amp ignition module and 50,000 volt coil, it has all the spark energy needed to ensure you are making maximum horsepower. Includes needed springs, advanced limit plate and instructions to adjust the distributor for your particular engine.

DESCRIPTION	PART #
XDi Street HEI Distributor	303051



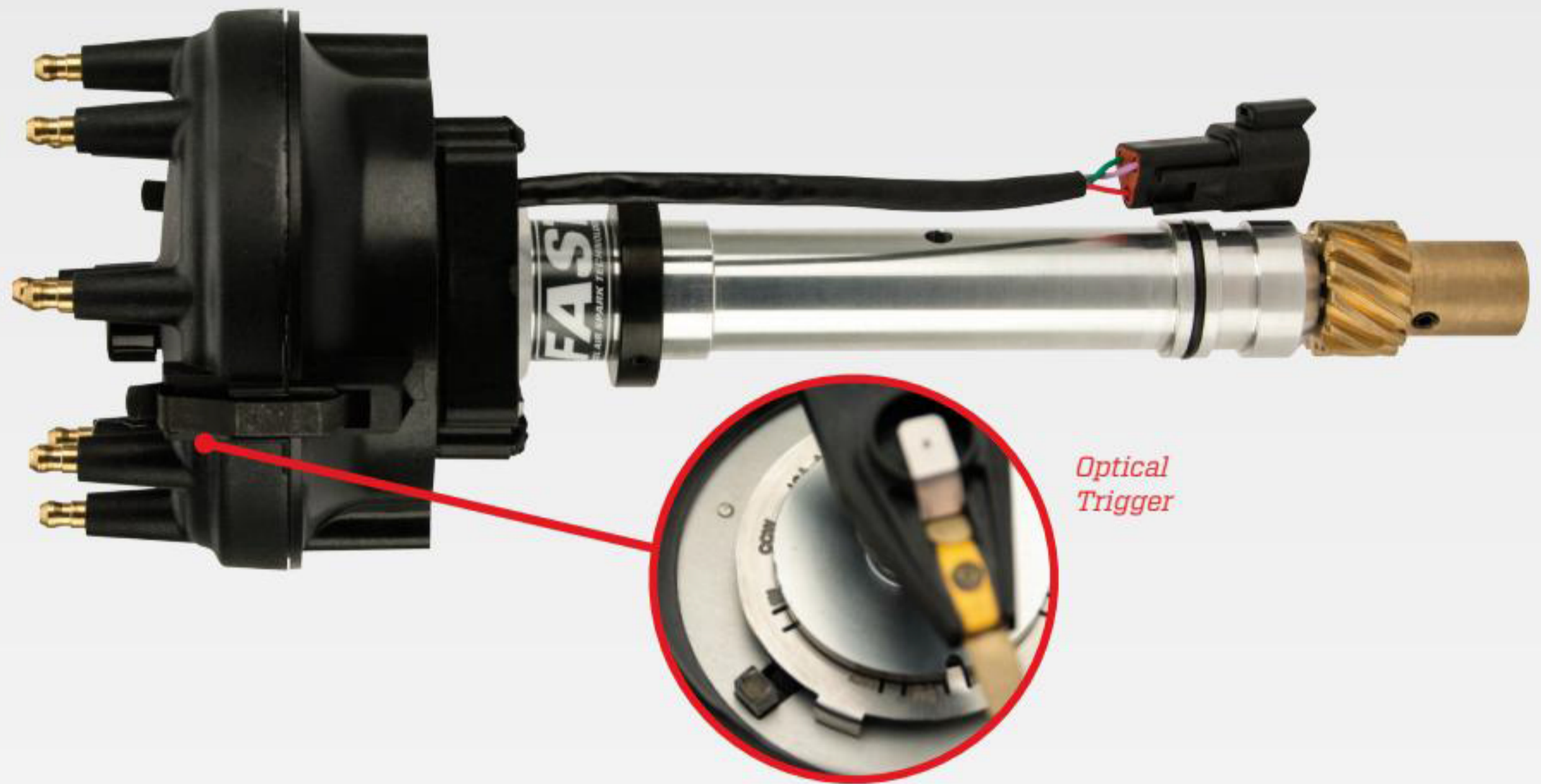
XDi SPORTSMAN DISTRIBUTOR FOR FORD 2.3L ENGINES

The FAST® Ford 2.3L (2300) XDi Sportsman Distributor is ideal for oval track racing or any other performance application. Its advanced optical trigger delivers more precise trigger signals than commonly used magnetic pickups. This accuracy ($\pm 1/2^\circ$) eliminates the inaccuracies common at high RPM in the magnetic style. Constructed with a billet housing, a precision-ground stainless shaft and premium bearings, it is hand-assembled to exacting standards. This maintains a consistent end play that eliminates another common source of timing fluctuation.

Each distributor comes with a precision-machined bronze gear and must be used with a crank trigger and external igniton box.

DESCRIPTION	PART #
XDi Sportsman Distributor for Ford 2.3L Engines	1000-1625





XDi RACE

CAM SYNC DISTRIBUTORS

Designed for applications that typically use a crank trigger, the XDi Race Cam Sync Distributor is an easy, turnkey solution for supplying cam sync signal to your aftermarket ECU. It enables proper functioning of sequential fuel injection, individual cylinder spark timing and fuel injector phasing — a must for maximum power and efficiency. Testing has shown the Hall-effect style optical pickup maintains a steady $\pm 1/2^\circ$ trigger signal, unlike other inductive style pickups that are prone to signal drift at high RPM.

Ideal for drag racing, high-end street and marine applications, the distributor is constructed with a billet housing, precision ground stainless shaft and premium bearings. Hand-assembled parts also maintain consistent shaft end play, eliminating another source of triggering fluctuation.

Each distributor comes with a precision-machined bronze gear and must be used with a crank trigger and external igniton box.

DESCRIPTION	CAP SIZE	PART #
Chevrolet 265-400, 396-454	LARGE	304005
Chevrolet 265-400, 396-455	SMALL	304006
Ford 289/302	LARGE	304007
Ford 351W	LARGE	304009
Ford 351C, 429-460	LARGE	304015
Ford FE 332-428	LARGE	304010
Chrysler LA 273-360	SMALL	304011
Chrysler B Engine 383-400	SMALL	304012
Chrysler RB Engine 426-440	SMALL	304013

FIREWIRE® SPARK PLUG WIRE SETS

FOR GM GEN V ENGINES

FAST® FireWire® Spark Plug Wire Sets make it easy for owners of GM Gen V LT1-powered Camaros or Corvettes to upgrade their ignition in just 5 minutes.

Featuring 8.5mm ignition wire with a low resistance at 25 ohms/ft, FireWire® Plug Wire Sets maximize electrical energy flow to the spark plugs, providing the hotter spark needed in applications with upgrades like high-flow air intakes, custom programming and forced induction. An advanced reactive core wire design provides electro-magnetic “noise” suppression, so that radio, computer and other important electronic controls run smoothly and without interference. Additionally, premium heat-sleeved wire sets are available and provide added protection from high under hood temps (rated up to 1,200°).



	FIREWIRE® SET	FIREWIRE® w/ HEAT SLEEVE
DESCRIPTION	PART #	PART #
Spark Plug Wire Sets for GM Gen V Engines	255-2421	295-2421

FIREWIRE® LONG REACH COIL WIRE KIT



- Longer 45" wire lets you mount your coil anywhere
- Pre-terminated and ready to use out of the box
- Extra terminals and boots for custom fitment
- Heat-sleeved kit offers additional protection up to 1200°
- Stainless steel and solid brass, double-crimped terminals supply max spark energy to the coil

FireWire® w/ Heat Sleeve

	FIREWIRE® SET	FIREWIRE® w/ HEAT SLEEVE
DESCRIPTION	PART #	PART #
Long Reach Coil Wire Kit	235-0005	235-0006



#30386



#30385



#30387

XR SERIES COILS

FOR GM LS ENGINES

Designed for all popular generations of GM LS engines, the FAST® XR Series Coils are ideal for any street or racing application where reliable, powerful ignition output is needed. The coils are constructed from premium, ultra-pure copper alloy windings, resulting in firing performance approaching 50,000 peak volts. Tested to 8,000+ RPM and almost 1,500 HP, the FAST® XR Series Ignition Coils have been proven to perform in some of the harshest street and race engine environments.

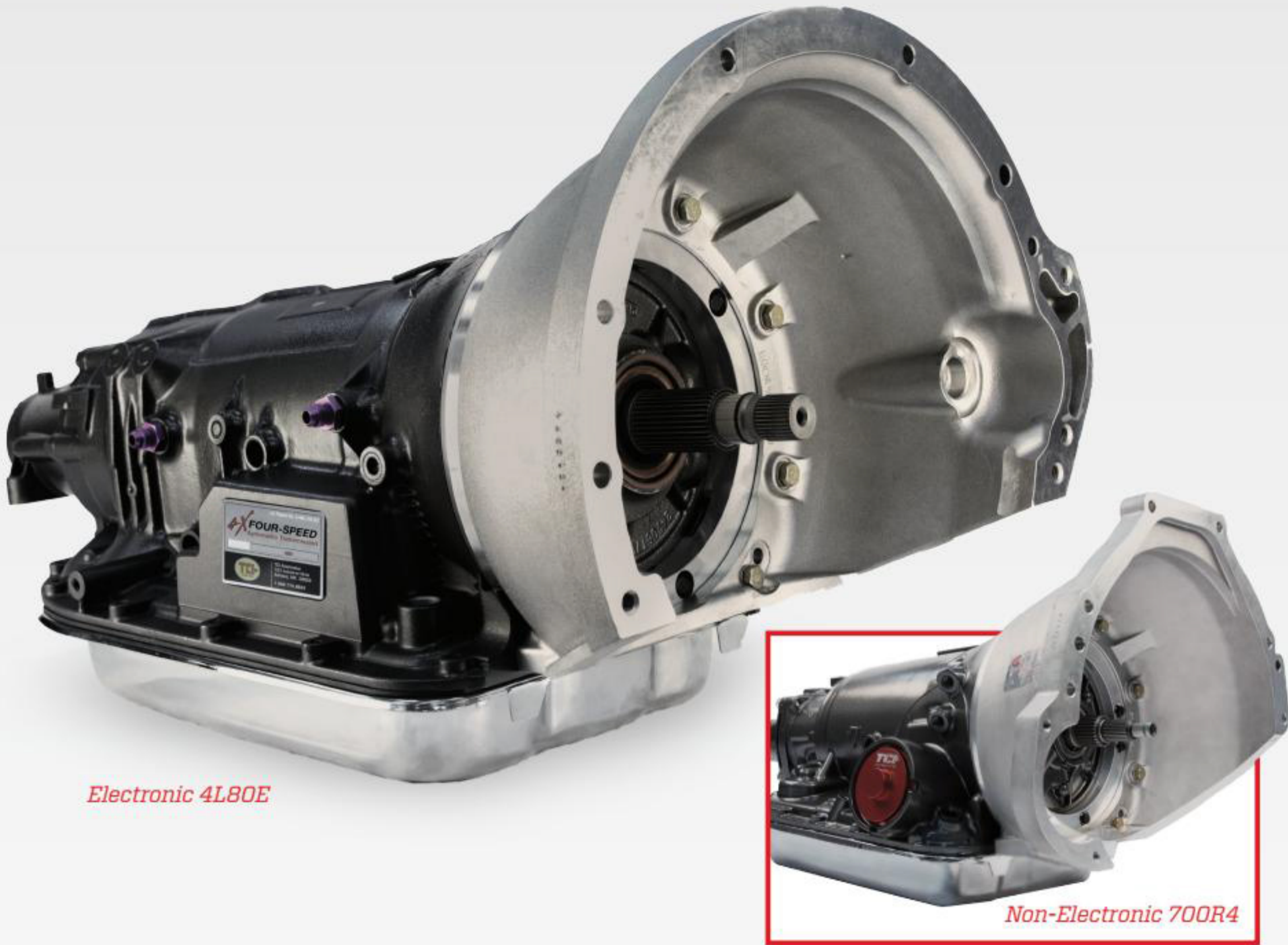
- 15-20% more spark energy than stock ignition coils
- Made from premium, ultra-pure copper alloy windings
- Coil firing performance approaches 50,000 peak volts
- Designed for all popular GM LS engines

DESCRIPTION	PART #
1997-2005 GM 5.7 LS1/LS6, 1998-2001 Medium Duty 7.4/8.1	30386-8
1999-2007 GM 4.8/5.3/6.0 Light Duty Truck Engines w/ Round Delco Coils	30387-8
2005-2015 GM Gen IV 4.8/5.3/6.0/6.2/7.0 Car & Truck Engine	30385-8



STAY CONNECTED





Electronic 4L80E

Non-Electronic 700R4

4x FOUR-SPEED™ AUTOMATIC TRANSMISSIONS

TCI® has expanded its drivetrain lineup with the 4x Four-Speed™ Automatic Transmission Series that allows the use of a popular 4L80E or 700R4 transmission with non-GM performance applications.

Both the 4L80E and 700R4 versions of the 4x Four-Speed™ feature an SFI-spec adapter bellhousing for easy installation behind a Small or Big Block Ford, Ford Mod, Small or Big Block Chrysler, Gen III Hemi, Buick, Pontiac, Olds or GM engine.

The electronic overdrive 4L80E-based version includes an adapter flexplate that uses the engine crankshaft bolt pattern and the GM torque converter pattern. Rated to 875 HP, it can be used with an original GM transmission controller or a TCI® EZ-TCU™.

The fully mechanical 700R4-based version features an adapter flexplate, transmission cooler, dipstick and all necessary hardware. It is designed with street rodders in mind and is available in two power levels: 550 HP and 750 HP. Application-specific kits do not require a transmission controller and use a Constant Pressure Valve Body™ to eliminate the need for a TV cable – the most common source of 700R4 failure. A compact design means the transmission will fit in most applications without the need for tunnel modifications.

CONTINUED ON NEXT PAGE

ELECTRONIC 4L80E-BASED:

- Adapter bellhousing allows installation of 4L80E transmission behind non-GM engines
- Flexplate has specific engine crankshaft bolt pattern and GM torque converter pattern for an easy installation
- Use with original GM transmission controller or a TCI® EZ-TCU™, for custom programming or stand-alone use
- Rated to 875 HP



DESCRIPTION	875 HP	
	PART #	
GM	471800P9	
Small Block Ford	471800P1	
Big Block Ford	471800P4	
Ford Modular 6-Bolt	471800P2	
Ford Modular 8-Bolt	471800P3	
Chrysler Small Block	471800P5	
Chrysler Big Block 6-Bolt	471800P6	
Gen III Hemi	471800P8	
Buick/Oldsmobile	471800P10	
Pontiac	471800P11	

NON-ELECTRONIC 700R4-BASED:

- Allows installation of 700R4 transmission behind non-GM engines without the need for difficult-to-install mid-plates
- No TCU or TV cable needed
- Adapter flexplate, trans cooler, dipstick and all necessary hardware included
- Compact design eliminates tunnel modifications in most applications
- Two power levels: 550 HP and 750 HP

DESCRIPTION	550 HP	750 HP
	PART #	PART #
GM	371700P9	371800P9
Ford Modular 6-Bolt	371700P2	371800P2
Ford Modular 8-Bolt	371700P3	371800P3
Big Block Ford	371700P4	371800P4
Chrysler Small Block	371700P5	371800P5
Chrysler Big Block 6-Bolt	371700P6	371800P6
Chrysler Big Block 8-Bolt	371700P7	371800P7
Gen III Hemi	371700P8	371800P8
Buick/Oldsmobile	371700P10	371800P10
Pontiac	371700P11	371800P11



OUTLAW-X™ SHIFTER

TCI® has taken its most popular shifter and incorporated a slimmer design and new internals to create the Outlaw-X™ Shifter. The shifter is the most compact that TCI® offers for street and race use, measuring just over 2.1 inches wide by 9.6 inches long. It features a powder-coated cover with quick release pins and a pistol-grip handle that is available with optional integrated buttons for controlling transbrake, line lock and nitrous activation. The buttons also enable electronic shifting when used with a TCI® EZ-TCU™. A Park/Neutral safety switch and provisions for a reverse-light system remain from the original TCI® Outlaw™ Shifter design, while new patent-pending gate plate technology borrowed from the TCI® Diablo™ Shifter complies with NHRA/IHRA reverse lock-out regulations. For hands-free automated shifting with the Outlaw-X™ Shifter, TCI® has developed a solenoid kit that can easily be removed for competition in different racing classes.

Available in standard or Blackout versions, the TCI® Outlaw-X™ Shifter is designed for GM Powerglide and TCI® 6x Six-Speed™ and 4x Four-Speed™ Transmissions, as well as popular GM, Ford and Chrysler two-, three- and four-speed transmissions. Each shifter comes with a cable and all hardware needed for installation in a specific application.

	OUTLAW-X™		OUTLAW-X™ BLACKOUT	
	w/ BUTTONS	w/o BUTTONS	w/ BUTTONS	w/o BUTTONS
GM Powerglide	630001	630000	630001BL	630000BL
GM 350/400/700R4	630003	630002	630003BL	630002BL
GM 4L60E/4L80E	630005	630004	630005BL	630004BL
Ford C4/C6	630011	630010	630011BL	630010BL
Ford AOD	630015	630014	630015BL	630014BL
Chrysler 727/904	630021	630020	630021BL	630020BL
ACCESSORIES				
Solenoid Kit	630100			

- Compact design allows for an easy install in tight spaces
- Optional handle buttons for electronic shifting or transbrake, line lock and nitrous activation control
- Complies with NHRA/IHRA reverse lock-out regulations
- Available solenoid kit for hands-free shifting can be removed for competition in different race classes

SFI 29.2 FLEXPATES

FOR GM LT1/LT4 APPLICATIONS

One-piece flexplates from TCI® offer heavy-duty strength with less weight for high-RPM GM LT1 and LT4 applications. Available in standard and lightweight versions, the TCI® SFI 29.2-certified flexplates are made from 4140 forged steel and feature a hobbed-on ring gear and robotic tig-welded converter spacers. Gas nitriding provides for extra surface hardness and strength, while E-coating offers corrosion protection. CNC-milled pockets and lightening holes reduce the flexplate's rotating mass and drop overall weight.

- **Lightweight version – 6.09 lbs; Standard version – 7.6 lbs**
- **Built to withstand 12,000+ RPM**
- **Heavy-duty OEM replacements accept six-bolt LT1 and LT4 converters**



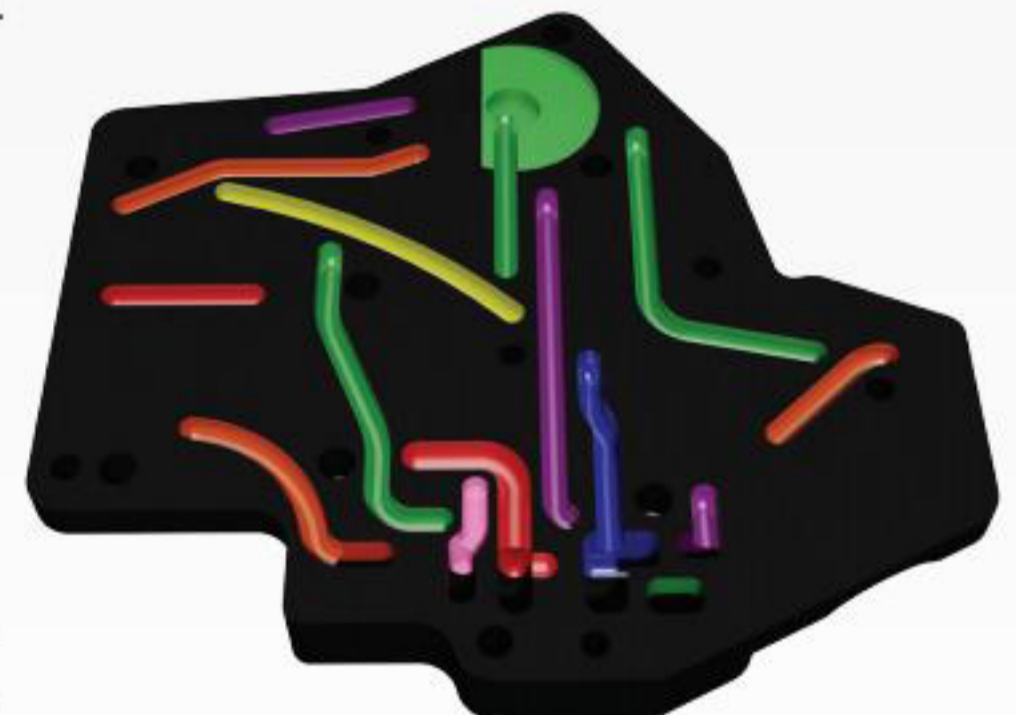
DESCRIPTION	PART #
Lightweight SFI 29.2 Flexplate	399860LW
Standard SFI 29.2 Flexplate	399860

TH400 BILLET VALVE BODY

The TH400 Billet Valve Body from TCI® is optimized to allow for reverse manual, reverse transbrake and reverse engine braking operation, and quicker shifting.

A high-performance replacement for OEM cast iron versions, the TH400 Billet Valve Body features re-routed passages that are simplified, shorter and highly radiused for improved transmission fluid flow and shift speed. It retains reverse gear position, eliminating the need to use a transbrake button. Machined billet aluminum construction offers weight savings without compromising strength.

- **Allows for reverse manual, reverse transbrake and reverse engine braking operation**
- **Shorter and highly radiused passages for better fluid flow and shift speed**
- **Retains reverse gear position on transbrake version**
- **Machined billet aluminum construction is lighter than OEM cast iron versions while maintaining strength**



DESCRIPTION	PART #
TH400 Billet Valve Body – Reverse Manual	221570
TH400 Billet Valve Body – Transbrake Reverse Manual	251560
TH400 Billet Valve Body – Engine Braking Reverse Manual	221550