Hex-A-Just® for Ford Mod

Hex-A-Just® for GM LS

Cloyes Exclusive Hand Matching!

Timed... To Perfection!
# WHICH SET DO YOU NEED?

## Heavy Duty Sets = Good
This standard double row chain set offers that little extra durability and peace of mind.
- **Heavy Duty Sets** - Double row sprockets and .200 or .220 double row chain. 100% Made in USA

## Street True® Rollers = Better
Entry-level True® Roller offerings for the budget-minded street enthusiast.
- These sets are 100% Made in USA.
  - **Street True®** - offering a .250 True® Roller chain and 3 keyway crank sprocket.
  - **Street Billet** - same as above with added features of billet steel cam sprocket and 9 key crank sprocket.

## Race True® Rollers = Best
Race-proven speed sets. These custom hand-matched sets give the professional racer the assurance needed for a race-dedicated engine.
- **Race True®** - Induction heat-treated sprockets hand-matched with Premium .250 True® Roller chain. This Original RACE Set put Cloyes in the race business!
- **Race Billet** - We took a good idea and made it better. Similar to above with the added assurance of all billet sprockets and added benefit of versatility with 3 or 9 keyway crank sprockets.

## Adjustable Race True® Rollers = Best
Like above, these custom hand-matched sets give the professional racer the assurance needed for a race-dedicated engine, with the added feature of infinite adjustability anywhere between plus or minus 6°.
- **Hex-A-Just®** - Our number one seller to the professional race crowd. All the assurances of our top-of-the-line speed set - billet steel heat-treated sprockets, hand-matched with our Premium .250 True® Roller chain - and infinitely adjustable (from plus 6° to minus 6°) with the simple turn of a wrench. Add our Quick Button Two Piece Timing Cover and you are way ahead of the field!
- **Quick Adjust®** - Highly recommended for our Ford racers. Like above, our top-of-the-line speed set - billet steel heat-treated sprockets, hand-matched with our Premium .250 True® Roller - and infinitely adjustable (from plus 6° to minus 6°) with the turn of a wrench.

## Z-Racing® True® Rollers = Z-Best
Developed for those extreme racing conditions that push your internal engine components to their limits. With the addition of the exclusive Cloyes “Z” Chain, the “Z-Racing” series is available as an upgrade for a select number of popular racing applications on all race categories discussed above. See application listings on pages 9-22 for available coverage.

For more details on “Z-Racing” see page 17. For “Z-Racing” for LS see page 13.
Why Advance or Retard Valve Timing?

Adjusting your valve timing gives you the ability to customize your torque and power curves to optimize your desired engine output for your specific application needs.

ADVANCED TIMING = MAXIMUM TORQUE AT LOW RPM

Recommended for towing, performance street driving, and drag racing with automatic transmissions.

RETARDED TIMING = MAXIMUM TORQUE AT HIGH RPM

Recommended for circle track, drag racing with manual transmissions and other all-out racing applications.

How to Advance or Retard Valve Timing

Cloyes offers several different options to adjust your valve timing:

HEX-A-JUST®

With the simple turn of an allen wrench or fuel pump eccentric, our patented Hex-A-Just® systems allow you to infinitely adjust valve timing within a window of +/- 6 degrees.

QUICK ADJUST®

Another Cloyes patented and innovative way to adjust your valve timing. By simply loosening the six fasteners and using the supplied tool you can infinitely adjust valve timing within a window of +/- 6 degrees.

MULTIPLE KEYWAYS

Use our three or nine keyway crank sprockets for incremental adjustments.

CD = MOS - (CRANK DIA./2 + CAM DIA./2)

What is Center Distance?

Center Distance (or CD) is the measurement from the center of the camshaft to the center of the crankshaft. Accurately matching your timing set to the center distance of your engine will determine the performance and longevity of your timing set.

Hand Matching… A Cloyes Exclusive!

Each and every Cloyes Premium Race set (Hex-A-Just®, Quick Adjust®, Race Billet, and Original Race True®) is hand-matched at the Cloyes facility by trained technicians. This process starts with a detailed component fitment and critical feature analysis. Each set is then measured on a pneumatic matching fixture, allowing rotation of the timing set under a predetermined load to both qualify center distance and control runout. It is this attention to detail that sets Cloyes apart from all competitors.

Accurate and consistent valve timing is a key component to maximizing engine performance. The illustrations below show a typical mass-produced OE timing set versus a hand-matched Cloyes True® Roller Set.

Contact Cloyes Tech Line at (479) 646-1662 ext 228 for the custom center distance needed for your align honed or aluminum block engine.
Quick Button™ Two-Piece Timing Cover

The perfect compliment to our Chevy Hex-A-Just® True® Roller Sets. The Quick Button™ Two Piece Timing Cover provides easy access to cam timing adjustment saving hours of set-up time on the dyno or at the track. The built-in cam button allows you to adjust cam endplay with the cover in place.

- Made from Die Cast Aluminum
- Designed for easy access to Hex-A-Just®
- Easily-Adjustable, Thrust Bearing Cam Button
- O-Ring Seal & Timing Cover Bolts Included
- Accepts OEM-style timing cover gasket and crank shaft seal

Note: Not designed to work with Cloyes Quick Adjust Timing Sets.

<table>
<thead>
<tr>
<th>Chevy Small Block</th>
<th>Part #</th>
<th>Chevy Big Block</th>
<th>Part #</th>
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<tbody>
<tr>
<td>1955-UP (non-Factory Roller Cam)</td>
<td>9-221</td>
<td>1965-UP (up to and including Gen 4)</td>
<td>9-231</td>
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<tr>
<td>with BB Cam Snout</td>
<td>9-221</td>
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<tr>
<td>with BB Crank Snout</td>
<td>9-227</td>
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<tr>
<td>with BB Cam &amp; Crank Snout</td>
<td>9-227</td>
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<tr>
<td>Rocket Block (Raised Cam)</td>
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<tr>
<td>with BB Crank Snout</td>
<td>9-229</td>
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<tr>
<td>1985-UP (w/Facotry Roller Cam)</td>
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<tr>
<td>with BB Crank Snout</td>
<td>9-234</td>
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Replacement Parts

<table>
<thead>
<tr>
<th>Replacement Plate Only (cam button not included)</th>
<th>For Cover#</th>
<th>order part#</th>
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<tbody>
<tr>
<td>Repair Kit Part #9-221D</td>
<td>9-221</td>
<td>9-221B</td>
</tr>
<tr>
<td>Bolt/Ring Kit Part #9-221E</td>
<td>9-225</td>
<td>9-225B</td>
</tr>
<tr>
<td>Includes O-Ring Seal, the 4 mounting bolts, locking screw, and cam button.</td>
<td>9-226</td>
<td>9-226B</td>
</tr>
<tr>
<td>Includes the O-Ring seal and the 4 mounting bolts.</td>
<td>9-227</td>
<td>9-221B</td>
</tr>
<tr>
<td></td>
<td>9-229</td>
<td>9-226B</td>
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<td></td>
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<td>9-221B</td>
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<td></td>
<td>9-234</td>
<td>9-225B</td>
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</table>

Hex-A-Just® True® Roller Speed Sets

Hex-A-Just® Sets (9-3100A series) feature:
- Patented Hex-A-Just® allows +/- 6 degrees
- Induction Heat-Treated, Billet Steel Sprockets
- 3 Keyway Billet Steel Crank Sprocket
- Premium True® Roller Chain with .250” Diameter Rollers
- Hand Matched to qualify center distance and control run-out
- Many applications available .005” and .010” undersize
- Some sets available with Z-Chain

Cloyes Tech Tip

When making cam timing adjustments with a Cloyes Hex-A-Just® set you must LOOSEN THE CAM BOLTS AND RELEASE THE CAMSHAFT LOAD!

The Industry Standard in Adjustable Cam Timing.

An industry breakthrough when introduced in 1992. Since then the accuracy and simplicity of our Hex-A-Just® system remains unequaled by our competitors. The Hex-A-Just® True® Roller Set is infinitely adjustable to +/- 6 degrees. No machining required and no fumbling with offset bushings. Simply dial in your cam timing with the turn of a wrench, then tighten the cam bolts to lock the cam position in place. When combined with our Quick Button™ Two Piece Timing Cover (see opposite page) this Cloyes’ patented technology will ensure accurate timing and save you hours of valuable set-up time. Set it, and forget it!

Sprockets are machined from premium billet steel on our state-of-the-art CNC equipment. Both sprockets are then induction hardened and oil-quenched using our in-house multi-stage heat treat process. Our Premium True® Roller chain features superior strength with full roller action. Side plates are cut and shaved from high strength steel and heat-treated for maximum fatigue resistance. The .250” rollers are “cold rolled” and hardened to exacting standards increasing load and RPM capabilities. All Hex-A-Just® sets are hand-matched at the Cloyes facility to qualify center distance and control run-out. An additional feature on Chevrolet applications is the Cloyes’ patented “cheater” sprocket tooth profile that provides exacting center distance and improved load distribution. Check out this and other Cloyes patents at www.USPTO.gov. Whether your destination is the street or the track, Hex-A-Just® will get you there faster!

Visit WWW.CLOYES.COM to see a video simulation of the Hex-A-Just® in action!

Replacement hex bushing for Chevy sets
Part #9005

Repair Kit
Part #9-221D
Includes O-Ring Seal, the 4 mounting bolts, locking screw, and cam button.

Bolt/Ring Kit
Part #9-221E
Includes the O-Ring seal and the 4 mounting bolts.

Ford & Oldsmobile
Hex-A-Just® works in similar manner using the supplied fuel pump eccentric as the adjustment component.

Note: All applicable Chevy Sets and BB Chrysler sets include Captured Thrust Bearing.
Quick Adjust® True® Roller Speed Sets

Quick Adjust® Sets (9-3700 series) feature:
- Patented Quick Adjust® allows +/- 6 degrees
- Induction Heat-Treated, Billet Steel Sprockets
- 3 Keyway Billet Steel Crank Sprocket
- Premium True® Roller Chain with .250” Diameter Rollers
- Hand Matched to qualify center distance and control run-out
- Many applications available in .005” and .010” undersize
- Some settings available with Z-Chain

Adjust your Valve Timing with Confidence!
Cloyes patented Quick Adjust® True® Roller Speed Sets keep you ahead of the competition by offering a new way to adjust cam timing up to +/- 6 degrees. Just loosen the six bolts around the cam sprocket, insert the patented Quick Adjust® tool, and tune your way to faster times. Sprockets are machined from premium billet steel on our state-of-the-art CNC equipment. Both sprockets are then induction hardened and oil-quenched using our in-house multi-stage heat treat process.

Our Premium True® Roller chain features superior strength with full roller action. Side plates are cut and shaved from high strength steel and heat-treated for maximum fatigue resistance. The .250” rollers are “cold rolled” and hardened to exacting standards increasing load and RPM capabilities. All Quick Adjust® sets are hand-matched at the Cloyes facility to qualify center distance and control run-out, ensuring you the best with every set. Available with 3 or 9 keyway crank sprocket. An additional feature on Chevrolet applications is the Cloyes patented “cheater” sprocket tooth profile that provides exacting center distance and improved load distribution. Check out this and other Cloyes patents at www.USPTO.gov.

Race Billet True® Roller Speed Sets

Race Billet Sets (9-3600 series) feature:
- Induction Heat-Treated, Billet Steel Sprockets
- 3 or 9 Keyway Billet Steel Crank Sprocket ( +/- 8°, 2° incr)
- Premium True® Roller Chain with .250 Diameter Rollers
- Hand Matched to qualify center distance and control run-out
- Many applications available in .005” and .010” undersize
- Some applications available with Z-Chain

Race Ready Timing Sets!
Cloyes Race Billet True® Roller sets are race ready. Both sprockets are machined from premium billet steel on our state-of-the-art CNC equipment, then induction hardened and oil-quenched using our in-house, multi-stage heat treat process. Our Premium True® Roller chain features superior strength with full roller action. Side plates are cut and shaved from high strength steel and heat-treated for maximum fatigue resistance. The .250” rollers are “cold rolled” and hardened to exacting standards increasing load and RPM capabilities. All Race Billet sets are hand-matched at the Cloyes facility by trained technicians to qualify center distance and control run-out, ensuring you the best with every set. Available with 3 or 9 keyway crank sprocket. An additional feature on Chevrolet applications is the Cloyes patented “cheater” sprocket tooth profile that provides exacting center distance and improved load distribution. Check out this and other Cloyes patents at www.USPTO.gov.

Original Race True® Roller Speed Sets

Original True Roller® Sets (9-3100 series) feature:
- Ductile Iron or Induction Heat-Treated Cast Iron Cam Sprocket
- Induction Heat-Treated, Billet Steel, Crank Sprocket
- 3 Keyways allow +/- 4 degrees
- Premium True® Roller Chain with .250 Diameter Rollers
- Hand Matched to qualify center distance and control run-out
- Many applications available in .005” and .010” undersize
- Some applications available with Z-Chain

Introduced in 1970 — the one that started it all!
Our competitors may say they have a true roller but only Cloyes has the Original. The Original Race True® Roller remains the benchmark against which all others are measured. Cam sprockets are machined from premium ductile iron or induction hardened cast iron. The three keyway billet steel crank sprockets are induction hardened then oil-quenched using our in-house multi-stage heat treat process. Our Premium True® Roller chain features superior strength with full roller action. Side plates are cut and shaved from high strength steel and heat-treated for maximum fatigue resistance. The .250” rollers are “cold rolled” and hardened to exacting standards increasing load and RPM capabilities. All Original True® sets are hand-matched at the Cloyes facility to qualify center distance and control run-out, ensuring you the best with every set. An additional feature on Chevrolet applications is the Cloyes’ patented “cheater” sprocket tooth profile that provides exacting center distance and improved load distribution. Check out this and other Cloyes patents at www.USPTO.gov.
Street Billet True® Roller Speed Sets

Street Billet Sets (9-3500 series) feature:
- Billet Steel Cam Sprocket
- Induction Heat-Treated, Billet Steel Crank Sprocket
- 9 Keyways allow +/- 8 degrees
- Adjustability in 2 crank degree increments
- True® Roller Chain with .250” Diameter Rollers
- Set is 100% Made in USA

Serving the needs of the Weekend Racer!
Offering a new level of True® Roller advantage for the value driven racer. We upgraded the cam sprockets to feature the strength of billet steel and added critical functioning features. The billet steel durability, 9 keyway induction hardened crank sprocket, .250 True® Roller chain, and precise CNC machining, together offer unmatched quality and adjustability in its class.

Street True® Roller Speed Sets

Street True® Roller Sets (9-1100 series) feature:
- Cast Iron Cam Sprocket
- Induction Heat-Treated, Billet Steel Crank Sprocket (3 keyway)
- True® Roller Chain with .250” Diameter Rollers
- Set is 100% Made in USA

Performance and Value brought to you by Cloyes!
These sets feature cast iron cam sprockets, 3 keyway induction hardened billet steel crank sprockets, and .250 True® Roller chains. These, combined with our precision CNC machining offer unmatched quality in its class.

Heavy Duty Speed Sets

Heavy Duty Sets feature:
- Cast Iron Cam Sprocket
- Induction Heat-Treated, Billet Steel Crank Sprocket
- Heavy Duty. 200 or .222 Diameter Double Roller Chain
- Set is 100% Made in USA

High Quality / Low Cost Performance
Cam sprockets machined from cast iron, induction hardened crank sprockets, .200” diameter double roller chains for small blocks or .222” double roller chains for big blocks. These sets are the industry’s most reliable workhorse!
### Chevrolet / Engine / Year

#### V-6 & Small Block V-8 factory roller cam

- **1955-96**: C-3023X
- **1988-92**: C-3055

**Center distance**: 4.521

- **9-3100B**
- **9-3100A**
- **9-3100AZ**
- **9-3100BZ**

**Available in Race Sets Only**

#### SEE NEXT PAGE FOR QUICK BUTTON TIMING COVERS

**GOOD**

**BETTER**

**STREET SETS**

HEAT-TREATED, BILLET STEEL CHAIN

**MAKE / ENGINE / YEAR**

1. **V-6 2.8 S, X, Z**
   - **1980-92**: Available in Race Sets Only

2. **V-6 & Small Block V-8 except factory roller cam**
   - **1988-92**: Available in Race Sets Only

3. **V-6 Truck 4.3L w/ Balance Shaft**
   - **1992-06**: Available in Race Sets Only

4. **V-6 & Small Block V-8 factory roller cam**
   - **1985-02**: Available in Race Sets Only

5. **V-8 Small Block “Rocket” cam raised 0.391”**
   - **1958-65**: Available in Race Sets Only

6. **V-8 348, 409**
   - **1996-02**: Available in Race Sets Only

7. **V-8 Small Block Vortec (L31)**
   - **1995-97**: Available in Race Sets Only

8. **LT-1 / LT-4 (Vented Opti-Spark)**
   - **1998-99**: Available in Race Sets Only

**Race True® ROLLER SETS**

**RACE**

**BILLET TRUE®**

**TRUE®**

**Z-Racing**

**HEX-A-JUST®**

**QUICK ADJUST®**

<table>
<thead>
<tr>
<th>MAKE</th>
<th>ENGINE / YEAR</th>
<th>RACE TRUE® X9 = KEYWAY</th>
<th>RACE BILLET TRUE® X3 = KEYWAY</th>
<th>TRUE® Z-Racing</th>
<th>HEX-A-JUST® ADJUSTABLE + or - 6°</th>
<th>QUICK ADJUST® ADJUSTABLE + or - 6°</th>
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<tr>
<td><strong>SEE NEXT PAGE FOR QUICK BUTTON TIMING COVERS</strong></td>
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**CHEVROLET - continued** (for LS coverage - see next page)

<table>
<thead>
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<th>MAKE / ENGINE / YEAR</th>
<th>9 V-8 Big Block</th>
<th>10 V-8 Big Block “Merlin” 454</th>
<th>11 V-8 Big Block Vortec</th>
<th>12 V-8 Big Block Gen VI</th>
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<td>1965-98</td>
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<td>9-226</td>
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<td>Rocket Block (Raised Cam)</td>
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**Quick Button™ Two-Piece Timing Cover**

The perfect compliment to our Chevy Hex-A-Just® True® Roller Sets. The Quick Button™ Two Piece Timing Cover provides easy access to cam timing adjustment saving hours of set-up time on the dyno or at the track. The built-in cam button allows you to adjust cam endplay with the cover in place.

- Made from Die Cast Aluminum
- Designed for easy access to Hex-A-Just®
- Easily-Adjustable, Thrust Bearing Cam Button
- O-Ring Seal & Timing Cover Bolts Included
- Accepts OEM-style timing cover gasket and crank shaft seal

Note: Not designed to work with Cloyes Quick Adjust Timing Sets.
Take your LS engine to the next level with the #1 choice of top professional teams in Sprint, Circle Track, Drag, and Off-Road racing.

For All-Out racing, Cloyes offers its single roller “Z-Racing” series for GM LS applications featuring the race-proven Cloyes “Z” chain. Our custom hand-matched sets offer center distance accuracy, easy installation (no engine modifications required), exact cam timing and race-proven durability. Starting with precision machined induction heat-treated billet steel sprockets, we hand-match every set for center distance correction and runout control. Exact cam timing is achieved with our patented Hex-A-Just® system for infinite adjustability or our Race Billet for incremental adjustability. Our LS “Z-Racing” series has exceeded expectations in the most demanding of race environments, including high horsepower, high valve spring pressure, and while driving ignition/fuel/accessories off the cam nose.

If you’re looking for the ultimate in valve train stability, Cloyes Z-Racing series is the answer! LS sets also available for 0.390 raised blocks!

“Z-RACING” TRACK-PROVEN FOR:
• Abusive on-and-off throttle applications
• Power levels exceeding 1200 horsepower
• Valve spring pressures approaching 800 lb/in open
• Drive mechanical fuel pumps/distributor ignition systems
• Drive your front accessory drive units (water pump, oil pump, etc.)

This Cloyes sprocket replaces GM no sensor hub and single sensor hub sprockets.

For the weekend racer, our LS sets are also available with our standard Cloyes Premium True® Roller chains. See listings on opposite page.

How to Identify your LS Engine Management System

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For the weekend racer, our LS sets are also available with our standard Cloyes Premium True® Roller chains. See listings on opposite page.
# Z-Racing Series

The exclusive Cloyes “Z” chain is the most durable and dependable chain available today - offering 33% more overall strength than our current premium chain.

The double roller Z-Chain is made from high strength steel with proprietary heat-treat processing. The fine blanked links reduce stress risers, thus reducing fractures under severe load. The press fit center links improve load share by reducing load spikes on any single component and providing greater overall strength.

The “Z Racing” series is the choice for those extreme custom engine builds that demand no compromise.

## Available for These (and More) Popular Engines

<table>
<thead>
<tr>
<th>Make/Engine/Year</th>
<th>3 KEYWAY</th>
<th>9 KEYWAY</th>
<th>RACE BILLET</th>
<th>HEX-A-JUST®</th>
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<tbody>
<tr>
<td><strong>CHRYSLER BB</strong></td>
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<td></td>
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<tr>
<td>THREE BOLT</td>
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<td>“Z-Racing” Series</td>
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<td>Part #9-3625TX9Z</td>
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See opposite page for more details of Cloyes “Z-Racing”

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**UPGRADE YOUR THREE BOLT TO Z-RACING!!**

**CHRYSLER BB**

See opposite page for more details of Cloyes “Z-Racing”

---

**The only choice for SERIOUS RACING!**

Some Race True Roller sets are available in reduced center distance as noted by optional -5 and -10. To order, just add suffix to the part number. For example, 9-3100 becomes 9-3100-5 (for .005 undersized).
"We have been using Cloyes Quick Adjust Timing sets with their Premium chains and cam sprockets in our big block Ford blown alcohol injected engines for three years. Our monster trucks put these components to the test as we run high temperatures in our motors during the 90 second to 3 minute freestyle competitions and during racing. In the 27 years we have been racing monster trucks we haven’t come across a roller chain set that lasts as long with little stretch as Cloyes. We also like the adjustability of the cam sprocket which enables us to dial our cam degree in easier than other brands. Based on our experience and compared to other products Cloyes is your best bet for any application be it performance or street vehicles."

Michael Vaters
Black Stallion Monster Truck Racing
Hex-A-Just® on Ford Modular
Increase both torque and horsepower with improved cam timing

HEX-A-JUST® DESIGN
This exclusive Hex-A-Just® product utilizes a one-piece cam sprocket design that functions in the same way as the OE configuration. It uses a stainless steel adjuster plate of specified hardness and thickness that replaces the OE cam sprocket washer. The sprockets are precision machined from premium billet steel on our state-of-the-art CNC equipment. They are then induction hardened and oil-quenched using our in-house multi-stage heat treat process.

In addition to this unique design, every Hex-A-Just® cam sprocket is hand-matched by a qualified technician. Much effort is applied to the indexing features of these parts. This ensures proper fitment and accurate adjustability.

HEX-A-JUST® BENEFITS
The patented Cloyes Hex-A-Just® system allows you to fine tune your modular engine to meet any custom camshaft requirement to maximize engine output.

The 2V engine contains individual bank valve trains that are controlled by two separate chains and cam sprockets. The patented Cloyes Hex-A-Just® system allows you to quickly make adjustments to balance the right and left banks.

In addition, the 4V engine contains secondary drives to control the intake cams. The Hex-A-Just® primary cam sprockets allow you to balance the banks, while the 9-keyway secondary cam sprockets give you the tools required to adjust exhaust cam to intake cam overlap.

NEW! Get the Most Out of Your Racecar!

\[ \text{\textbf{FORD 4.6L/5.4L V8}} \]

<table>
<thead>
<tr>
<th>YEARS</th>
<th>UPGRADE KIT</th>
<th>SPROCKET KIT</th>
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<tr>
<td>96-00</td>
<td>9-3165A</td>
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<td>01-04</td>
<td>9-3166A</td>
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2V

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4V

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<tbody>
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<td>96-00</td>
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<td>9-3169A</td>
</tr>
<tr>
<td>01-04</td>
<td>9-3175A</td>
<td>Secondary</td>
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</tbody>
</table>

- Patented Hex-A-Just® allows +/- 4°
- Precision machined, billet steel sprockets
- Induction heat-treated for wear resistance
- 9-keyway secondary cam sprockets allow +/- 4°
- Secondary sprockets adjustable in 1° increments
- Upgraded Z-Racing secondary racing roller chains
- All components compatible with OE

NEW!
Get the Most Out of Your Racecar!
Replace your stock timing chain with a Precision Gear Drive. Known for years to simulate that "blower" sound. The gears are machined from premium billet steel on our state-of-the-art CNC equipment then induction hardened and oil-quenched using our in-house multi-stage heat treat process. Our Idler Gear assembly, with its honed idler gear bores, precision ground pins, and heavy duty idler brackets, ensures precise timing through the entire RPM range.

Dual Idler Gear Drive features:
- Induction Heat-Treated, Billet Steel Gears
- 3 Keyway Crank Gear, +/- 4°
- Precision Idler Gear Assembly
- Includes Cam Button and Thrust Washer (where applicable)
- Designed to fit under stock cover (see GM note below)
- Hand-Assembled for Quality Assurance

**GM Application notes:**
1. Only functions properly with GM-style sheet metal timing covers.
2. Not designed for use on engines with crank reluctor wheels.

**Ford Application notes:**
1. Only functions properly with one piece or no fuel pump eccentric.
2. Designed to work with both non-roller and roller cam.

---

**Pontiac Coverage**
See page 17 for more details

- Race Billet 3 Key 9-3612X3Z
- Race Billet 9 Key 9-3612X9Z

---

**FORD SMALL BLOCK**

<table>
<thead>
<tr>
<th>Year</th>
<th>Part #</th>
<th>GEARS DRIVE</th>
<th>CAM BUTTON</th>
<th>THRUST WASHER</th>
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<td>1962-2001</td>
<td>8-5135</td>
<td>8-5145</td>
<td>NOT REQUIRED</td>
<td>P9075</td>
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</table>

**CHEVROLET SMALL BLOCK**

- **1955-1996 non-Factory Roller Cam**
  - V-6 200 229 262 (4.32 w/o Balance Shaft)
  - V-8 262 265 267 283 302 305G 305H 307 327 350L 400
  - 8-5100 8-5100Q (quiet)

- **1985-2002 with Factory Roller Cam**
  - V-6 200 229 262 (4.32 w/o Balance Shaft)
  - V-8 262 265 267 283 302 305G 305H 307 327 350L 400
  - 8-5145

**CHEVROLET BIG BLOCK**

- **1965-1998 non-Factory Roller Cam**
  - V-8 396 400 402 427 454
  - 8-5110

**FORD SMALL BLOCK**

<table>
<thead>
<tr>
<th>Year</th>
<th>Part #</th>
<th>GEARS DRIVE</th>
<th>CAM BUTTON</th>
<th>THRUST WASHER</th>
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**Pontiac Coverage**
See page 17 for more details

- Race Billet 3 Key 9-3612X3Z
- Race Billet 9 Key 9-3612X9Z

---

**Cloyes Coverage**
See page 17 for details of Cloyes "Z-Racing" series 9-3612X3Z Race Billet 3 Keyway

FOR PONTIAC LT and LS ENGINES, see CHEVROLET APPLICATIONS

1985-2002 with Factory Roller Cam

**FORD SMALL BLOCK**

<table>
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<tr>
<th>Year</th>
<th>Part #</th>
<th>GEARS DRIVE</th>
<th>CAM BUTTON</th>
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<td>NOT REQUIRED</td>
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</tr>
</tbody>
</table>

Ford Application notes:
1. Only functions properly with one piece or no fuel pump eccentric.
2. Designed to work with both non-roller and roller cam.

---

**JEEP**

- I-4 150 (2.5) 1993-02
- I-6 232, 242, 258 1964-98
- V-8 304, 360, 401 1971-81

<table>
<thead>
<tr>
<th>Make/Engine/Year</th>
<th>STREET SETS</th>
<th>RACE TRUE® SETS</th>
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<tbody>
<tr>
<td>STREET SETS</td>
<td>HEAD-TREATED, BILLET STEEL CRANK</td>
<td>BOTH SPINDLETS INDUCTION HEAT-TREATED and HARDENED with PREMIUM TRUE® ROLLER CHAIN</td>
</tr>
<tr>
<td>HEAVY DUTY</td>
<td>x = 3 KEYWAY</td>
<td>3 KEYWAY</td>
</tr>
</tbody>
</table>

**OLDSMOBILE**


**RANGE ROVER**

- V-8 215 (3.5) 1985-96

---

**UPGRADE YOUR PONTIAC with Cloyes Z-RACING!!**

- "Grocery Getter" 1963 Tempest
Cloyes has been making engine timing gears since the 1920's. No other company has the experience of Cloyes in making precision engine gears. Designed for true performance!

Matched Gear Sets feature:

- Precision Hobbed and Crown Shaved Gears
- Billet Steel, Three Keyway Crank Gears allow +/- 4° Adjustment
- Hand Matched to Qualify Proper Center Distance and Backlash

### CHEVROLET I-4 & I-6

**PART #**

1962-1993 (also used in GMC)  Steel Crank Gear – Aluminum Cam Gear  8-1016

1962-1993 (also used in GMC)  Steel Crank Gear – Ductile Iron Cam Gear (SPUR CUT)  8-1018

### FORD I-6

**PART #**

1965-1996  Steel Crank Gear – Aluminum Cam Gear  8-1014

### PONTIAC I-4

**PART #**

1980-1990 (also used in Buick & Oldsmobile)  Steel Crank Gear – Ductile Iron Cam Gear (SPUR CUT)  8-1018

### CAM BUTTONS

Cam Buttons, Thrust Washers and Thrust Bearings prevent the cam from walking and provide anti-friction surface between block and cam sprocket.

<table>
<thead>
<tr>
<th>CAM BUTTONS</th>
<th>Part #</th>
</tr>
</thead>
<tbody>
<tr>
<td>SB/BB Chevrolet  .025 (5/64&quot;) long used with old style 3 spoke covers</td>
<td>9-200</td>
</tr>
<tr>
<td>SB/BB Chevrolet  .040 (1/8&quot;) long used with newer style covers</td>
<td>9-202</td>
</tr>
<tr>
<td>BB Chrysler  .714 (23/32&quot;) long</td>
<td>9-204</td>
</tr>
</tbody>
</table>

Cam Button is a MUST for aftermarket roller cams

### REPLACEMENT ADJUSTING TOOLS FOR HEX-A-JUST® and QUICK ADJUST®

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Used in all SB/BB Chevrolet &amp; BB Chrysler HEX-A-JUST® sets</td>
<td>Use ONLY with Cloyes Ford HEX-A-JUST® sets</td>
<td>Use with Ford Modular V-8 Adjustable Cam Sprockets</td>
<td>Used in all QUICK ADJUST® sets</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Description</th>
<th>Part #</th>
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<tbody>
<tr>
<td>Part #P9005</td>
<td>Part #9-215</td>
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</table>

For Replacement Gear Drive Parts, Refer to Page 23

For Replacement Quick Button Parts, Refer to Page 4
MARINE ENGINE GUIDE

Engine Make / Description  Recommended  Set #  Links

Chevrolet 2.5L I-4 9-3600WX3 or X9 2528S
4.3L V-6 w/o Balance Shaft 9-3654X3
4.3L V-6 w/Balance Shaft 9-3600WX3 or X9
350 V-8 Small Block w/o Factory Roller Cam 9-3600WX3 or X9
350 V-8 Small Block w/Factor Roller Cam 9-3645X3 or X9
350 V-8 SB Vortec (L31) 9-3157
454 V-8 Big Block w/o Factory Roller Cam 9-3610WX3 or X9
Gen 5 V-8 Big Block w/o Factory Factory Cam 9-3670X3
Gen 5/6 V-8 Big Block w/Factor Roller Cam 9-3670X3
8.1L V-8 Big Block 9-9110

Chrysler

318/360 V-8 Big Block - single bolt 9-3604X3 or X9
318/360 V-8 Big Block - three bolt 9-3625X3 or X9

Ford

289/302/351 V-8 – one pc fuel pump eccentric 9-3635X3 or X9
289/302/351 V-8 – two pc fuel pump eccentric 9-3138
351C/351M/400 V-8 9-3621X3 or X9
428 V-8 FE 9-3608X3 or X9
429/460 V-8 Big Block 9-3622X3 or X9

All of the above are Standard Rotation sets.

Refer to our Stock Replacement Catalog for OE Reverse Rotation sets.

<table>
<thead>
<tr>
<th>Replacement Chain Info</th>
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MARINE APPLICATIONS

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<th>Marine Applications</th>
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<th>Description</th>
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<th>Set #</th>
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Chevrolet

350 V-8 SB Vortec (L31) 9-3157

Chrysler

318/360 V-8 Big Block - single bolt 9-3604X3 or X9
318/360 V-8 Big Block - three bolt 9-3625X3 or X9

Ford

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## REPLACEMENT CHAIN REFERENCE

### REPLACEMENT CHAIN GUIDE

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## Quick Reference Lookup

**STREET SETS**

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*This is a partial listing of the most popular applications. For additional applications please refer to full application listings beginning page 9.*

**FOR REPLACEMENT CHAIN LISTINGS FOR ALL SPEED SETS REFER TO PAGES 27-28**

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**For Hex-A-Just and True Rollers**

*HEX-A-JUST® True® Rollers* for our Most Popular Racing Applications

**CHEVROLET**

- **CHEVY SMALL BLOCK**
- **CHEVY BB 'Rocket'** - with BB Crank Snout
- **CHEVY LS Engines**
- **CHEVY BIG BLOCK**

**CHRYSLER**

- **CHRYSLER SB V6/V8**
- **CHRYSLER BB** - THREE BOLT CAM

**FORD**

- **FORD 4.6 L 2V & 4V**
- **FORD V8 SB - Early** - ONE PC FUEL PUMP CNC
- **FORD V8 SB - Late** - TWO PC FUEL PUMP CNC
- **FORD BB 429, 460 TDC**

Ford Modular 2v and 4v Coverage see pages 20-21

Ford Modular 2v and 4v Coverage see pages 20-21

**CHRYSLER BB - THREE BOLT CAM**