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## VOODOO: THREE NEW CAMSHAFTS FOR HEMI 5.7 & 6.1 LITER ENGINES FROM LUNATI



Lunati is introducing three new Voodoo high performance billet camshafts for Chrysler 5.7 and 6.1 liter Hemi engines as well as a new custom grind program for the same engines.

Designated mild, intermediate, and aggressive, the three new cams are aimed at high performance Hemi engines in Street Machines, Street Rods, Muscle Cars, Drag Race Cars, 4x4

Off-Road vehicles and, if applicable, Marine.

### Features:

- **All three** camshafts work well with blown and nitrous applications
- **Mild** cam (PN 61900) provides excellent torque at low speeds thru mid-range; it is also ideal for Hemi-engine pick-up trucks pulling boat trailers or similar
- **Intermediate** cam (PN 61901) is ideally suited for higher performance engines with upgraded valve springs, aftermarket programmers, and higher stall-speed converters
- **Aggressive** cam (PN 61902) serves a wide range of modified applications, including those with an aftermarket converter, upgraded intake, a blower or nitrous induction
- **Beehive valve springs** are recommended. The springs are available in two different heat treatments; the retainers are available in two different materials: steel or titanium
- **Compared with the performance of the original equipment**, Lunati has applied faster acceleration and deceleration ramps to their lobes. They open the valves faster, allow them to remain open for longer, and close them faster. The final act in the closing process is to set the valves into their seats gently. This method increases vacuum and builds cylinder pressure with less lobe separation
- **Reduced** lobe separation angles improve throttle response
- **Priced** at \$ 413.60
- **Available** for immediate delivery



### Briefly...

Success or failure for a competition camshaft maker often depends upon their understanding of engine combinations: gross valve lift at the required rocker ratio, lobe separation, rpm range, duration, choice of camshaft materials, and so on. Often OE makers select cast ductile iron or perhaps low-carbon steel cams with a lethargic lobe separation of 117 to 120 degrees. Why should they choose otherwise? They are, after all, selling passenger cars. Lunati, in contrast, makes competition engine components for those passenger cars, and they can easily produce cams from ductile iron and low-carbon steels. But their gift is in shaping competition cams from billet alloy steels with faster ramp profiles and tighter lobe separation. Here is their latest Hemi contribution: three new camshafts, an extensive range of custom grinds, and accompanying Beehive valve springs.

For further information on these cams and the new custom lobe profile program contact:

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