

Worldwide Specialists for the Cadillac 500 / 472 / 425 cid Engines



MAXIMUM TORQUE
Specialties

PRODUCT CATALOG



13641 John Glenn Rd #B
Apple Valley, CA 92308
(760) 247-2533

101 E. 9th St.
Ashland, OH 44805
(419) 651-1802

Www.500cid.com

Not Just a Cadillac, An *MTS* Cadillac

Welcome to *MTS*. With over 27 years of experience in the Cadillac Stock & Performance after-market, and the featured company for the *MTS* Cadillac build on Horsepower TV, *MTS* has more than \$250,000 of inventory dedicated to the 1968 - 1979 Cadillac engines. We are pleased to be recognized as the #1 company and worldwide leader in promoting the resurgence and power of the increasingly popular 500 / 472 / 425 CID big block torque monsters.



With *MTS*' primary warehouse and engine build shop in SoCal, long considered the Hot Rod Capital of the world, and *MTS* East's engine build and R&D facility near Indy, we are within an hour of thousands of the most respected industry leaders available. We have local access to the very best companies the world has to offer and we are partners with many other top-flight industry professionals throughout the USA and the World.

MTS is lead by Master Technicians Marty Lane and John Walker. Combined, both have over 75 years experience in the automotive industry and are widely know as experts in the Cadillac 425/472/500 Performance field.

At *MTS*, 99% of all the parts listed as stock in our catalog or Web Store are actually on the shelf, so there is usually no annoying wait to get your Caddy project started. From a stock gasket, "refresh" kit, custom designed *MTS* stable of parts, or right up to the complete 1,200+ HP Cadillac "Blown Monster," we have truly earned our title as "The Leader in Cadillac Quality Parts & Service."



Marty Lane



John Walker

HPtv MTS CADILLAC BUILD - COMPLETE



MTS Expert Complete Engine Block prep
Cam bearings
Brass Freeze and steel galley plugs
Balance rotating assembly
Crankshaft main bearings
Rod bearings
Cloyes Street Full Roller timing set
MTS Hydraulic Roller Cam w/ melanite gear
MTS .842 hydraulic roller lifter set
MTS FR Aluminum cylinder head pair
CNC porting for head set
MTS Single Plane aluminum manifold
Port match intake manifold
MTS 1.70 Shaft Rocker System - adjustable
Chrome Moly Pushrod set
MTS Dipstick tube
MTS Billet aluminum Water Outlet
MTS Billet aluminum Timing Marker
MTS Billet aluminum Distributor Hold Down
MTS Billet aluminum Pulley set
MTS Street Billet Hub/Balancer assembly
MTS Billet aluminum Fuel Block-Off Plate

MTS Cam button
Piston ring set
MTS Forged Pistons. .075 over. 10.5-1
6.75" MTS H-beam Connecting Rods, Forged
Oil pump - "F" style. Blueprinted
Engine gasket set
MTS Fabricated Rear Sump pan & pickup
Thermostat
MTS Hi-Flow water pump
ARP head stud kit
ARP main cap stud kit
Stainless, full engine bolt kit. Made in USA
"MTS" Finned aluminum valve covers - Black
Custom Holley 950 carburetor w/ Spacer
Accel 8mm plug wires
MTS Epoxy E-core ignition coil
MTS electronic billet distributor
Crankshaft bolt kit
Engine paint. High temp. Dark Blue
NKG Spark plug for aluminum head
F-pump stock oil filter
500 Core (\$500) Refundable if you provide

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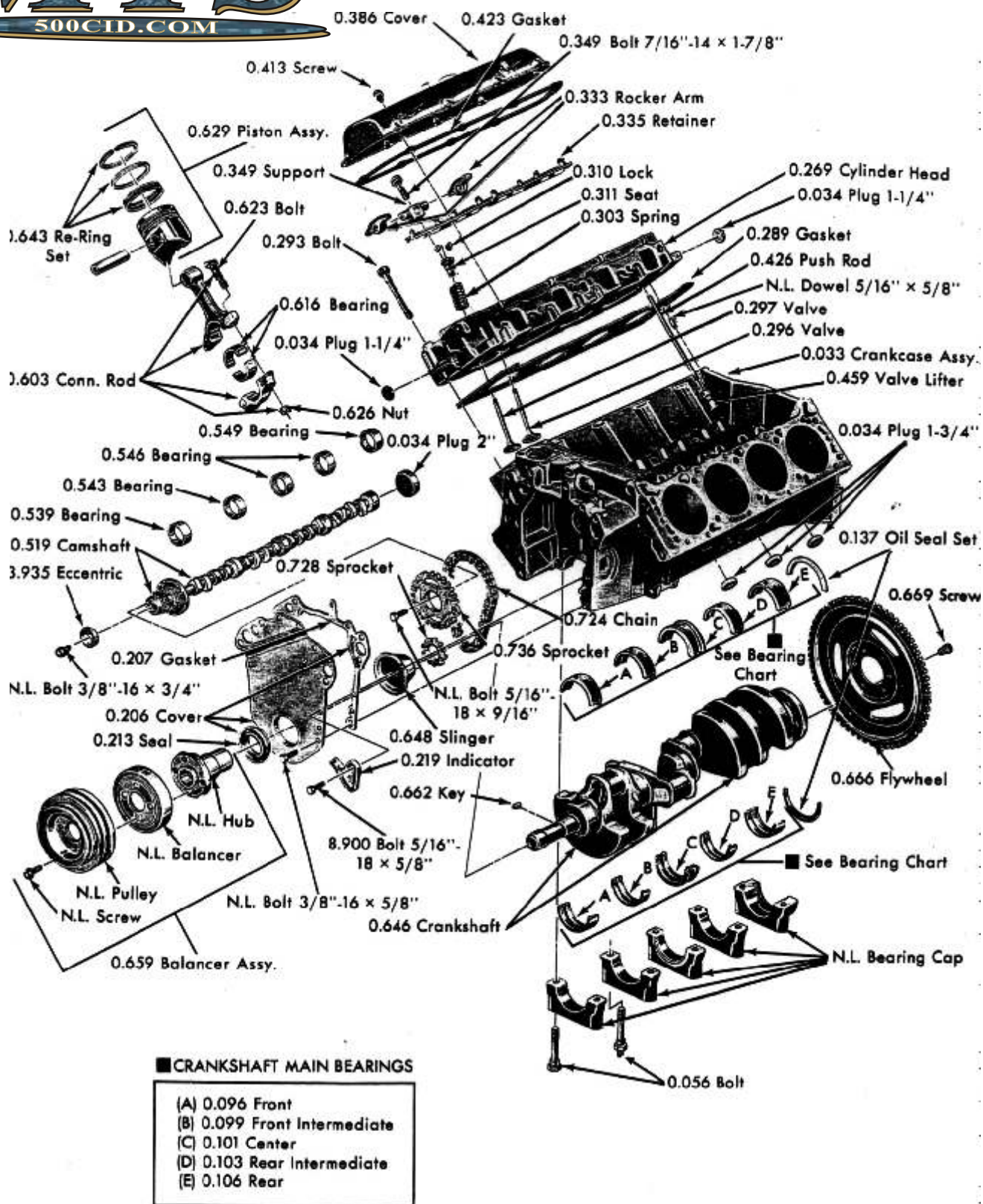
Web Site: www.500cid.com

Phone: 760-247-2533

Fax: 760-247-0062

E-mail: Info@500cid.com

P4	Mechanical Drawing 472/500
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ENGINE MECHANICAL PARTS—SERIES 1968; 1969



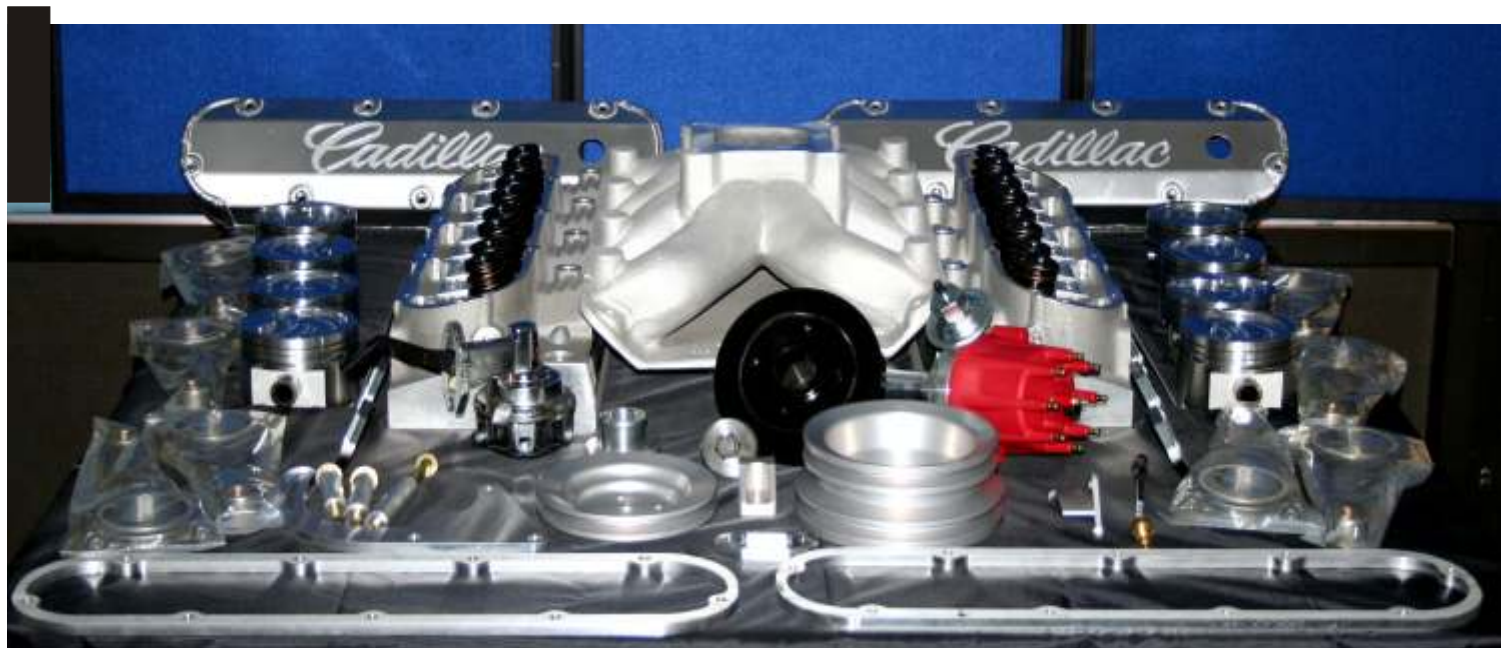
**MTS Designed
Cadillac Parts**

THE MTS “CADILLAC DESIGNED” PROJECT

A primary goal of Maximum Torque Specialties has been to dedicate itself to improve the availability, performance, and cost of the Cadillac 472/500 parts. Listed in the next few pages are the current stable of *MTS*’ designed and manufactured or implemented products. While it’s impressive, we’re not done.

In 2008 MTS began to invest heavily in the R&D aspects, and Cadillac Performance guru John Walker, was brought on board to facilitate this long-term program. The successes of our R&D program will allow everyone additional releases of *MTS* Branded parts which will help all Caddy enthusiasts, either for their stock rebuilds ,or high performance applications.. Some items may take a couple of months, some may take a 10 years, but *MTS* is committed to raise the level of satisfaction for the entire 500/472/community.

Within then past four years *MTS* has bought Bulldog Performance, improved and brought back the now “*MTS*” Aluminum Heads & Intake. We have also designed and produced the Standard and SFI Dampeners, Various “Bling” Products, including the popular Aluminum Pulley Set, Cost effective pistons for most Caddy applications, *MTS* Distributors, Exhaust rails, High-Flow Water Pumps, Copper Gaskets, Smog-Pump Removal Kits, Rockers Assy’s, Dipstick Tubes , I-Beam Rods, Roller Cams and our popular *MTS* Custom Valve Covers.





**MTS Designed
Cadillac Parts**

MTS Designed Cadillac Camshafts

Choosing the proper camshaft for your Cadillac engine is extremely critical as no other component creates as many variables as its cam. Horsepower, torque, economy, and drivability are all governed by your camshaft choice.

Installation of your cam is just as important as it takes the correct parts and information to get it right. Whether you are a novice or an accomplished engine builder, *MTS* is here to provide the “Cadillac Level of Parts & Service” you need and want. Our dedication and expertise with Cadillac engines comes to you at no extra cost.

From our seven tried and true *MTS Series Cams* to our Billet and Roller Cams, or even custom designs, *MTS* is the best place to come for your Cadillac Performance needs.



CAMSHAFT RECOMMENDATIONS AND CHARACTERISTICS

VT90-3

MTS #3 Series - "The Mileage Cam"

RPM range: Idle to 4,000 / Advertised duration range: 250-255* / Duration @ .050" range: 198-210* / Valve lift range: .470-.485".

The *MTS Mileage Series Cam* is designed for maximum fuel economy, while achieving the original stock performance, and works best in low-compression engines. When tuned to run 92-Octane fuel, the record is 22 MPG from a 1976, 500cid in a full-size Sedan Deville. Great bottom-end torque at the expense of top-end performance as power peak is a slight bit earlier than the stock cam. Advances in cam technology has made this the perfect cam for those trying to get Honda-like MPG from a much more powerful Caddy Big-block engine.

VT90-5

MTS #5 Series - "The Performance + Cam"

RPM range: 1,000 - 4,500 / Advertised duration range: 258-266* / Duration @ .050" range: 210-215* / Valve lift range: .485-.510".

The *MTS Performance + Series Cam* is an excellent choice to replace any year of the 472/500 stock cams. The Performance + grinds are a technology enhanced version of the “Hottest” cam used by Cadillac in their production engines. The 1973 Cad engines were equipped with a stock cam that had specs in this range. *MTS* made it better. These cams run more lift and duration than the 1968-72 and 1974-79 original cams. Stock-type idle with improved economy and a solid performance gain over the stock cam. Works excellent with the stock TH400 transmission shift points. Just leave it in drive, smash the gas, and let the tranny shift by itself. Peak cruise RPM for efficiency is 2,200-2,500.



**MTS Designed
Cadillac Parts**

MTS Designed Cadillac Camshafts

CAMSHAFT RECOMMENDATIONS AND CHARACTERISTICS Cont.

VT90-10: ***MTS #10 Series - "The Stealth Cam"***

RPM range: 1,200 - 4,800 / Advertised duration range: 270-285* / Duration @ .050" range: 220-228* /

Valve lift range: .528-.545".

Now we're talking! The *MTS* Stealth Series Cam provides a major boost in mid-range and top end performance. At this level you really have to listen very, very carefully at idle to tell there is a hotter cam in the engine. The *MTS* Stealth Cam has a smooth and clean idle at about 800 RPM. Slide this cam into your Caddy, add a 2 1/2" dual-exhaust system with H pipe connector for an awesome performance package. Your Caddy will sound and act like your daddy's Caddy with no loss of your Cadillac's excellent street manners until you romp the gas pedal. Ol' Mustang-Boy next to you at the stop light won't believe what just happened to his trampled ego.

This grind also works great with stock TH400 shift points. If this isn't enough, there is even more on tap if you want to show off your Stealth technology. If you manually shift your trans, this cam seems to pull like a freight train to about 4800 RPM. Perfect towing grind for trucks with 3.73 gears. Raises peak cruise efficiency to 2800-3000 RPM.

VT90-15: ***MTS #15 Series - "The Thumper Cam"***

RPM range: 1,500 - 5,000 / Advertised duration range: 286-295* / Duration @ .050" range: 230-238* /

Valve lift range: .540-.560".

Forget the stealth stuff now. The *MTS* Thumper Series Cam will have an impressive sounding "Thump" at idle, about 950 RPM. This *MTS* Cam can produce 500 HP with 600 ft-lbs of torque. Designed primarily for street use, there is more than enough vacuum to run power brakes.

The *MTS* Thumper Cam has very strong mid-range power, to an even more impressive, huge top-end power band. Rev it up to 5,000 RPM in first gear, shift into second gear, and watch your left front fender yank right up from the torque. *MTS* created this cam to become an animal and has awesome response to 150-200 hp shot of nitrous oxide.

RPM bands on the *MTS* Thumper Cam are right at the edge, if not over the boundary of safety, for engines with stock connecting rods. Forged "H" beam connecting rods are preferred. This is also the maximum grind for the *MTS* S/S Spring Kit. If you want durability, aftermarket rocker assemblies are also necessary at this level. Ported heads are strongly recommended to facilitate the performance. If you're going to pump up your motor to this horsepower, you really need to make sure all of the components in your build can hold up to and help promote the performance of the cam. The *MTS* Thumper Cam cams works best with a 3.23 to 3.73 rear gear ratios. Toss in a 2,000 RPM Torque Converter ---- and stand back.

VT90-20: ***MTS #20 Series - "The Street / Strip Cam"***

RPM range: 2,000 - 6,000 / Advertised duration range: 298* and higher / Duration @ .050" range: 240* and higher / Valve lift range: .560-580".

If you're considering the *MTS* Street / Strip Cam, you're really talking about some serious torque and horsepower. The *MTS* Street / Street Cam requires forged "H" beam steel connecting rods, and aftermarket rocker assemblies are also mandatory. The use of our S/S/C valve springs and high performance ported iron heads or *MTS* Aluminum Heads are also needed to facilitate the power of this cam. Use of a 3.50 - 3.73 or higher (numerically) rear gear is recommended. At this level of performance, you and *MTS* should work together to discuss the proper setup and cam info sheet for best results. While this cam has the performance for the race track, street use is also not an issue as there is also plenty of vacuum to run power brakes. **This cam rocks!**



**MTS Designed
Cadillac Parts**

MTS Designed Cadillac Camshafts

CAMSHAFT RECOMMENDATIONS AND CHARACTERISTICS Cont.

VT90-DD1 *MTS DD1 Series - "The Easy Replacement Air Boat Cam"*

RPM range: Idle to 3,300 / Advertised duration range: 290* / Duration @ .050" range: 230* /

Valve lift range: .499" with stock rockers.

The *MTS* DD1 Series Hydraulic Flat Tappet Cam was specifically designed to easily replace the underpowered 500/472/425 stock Cadillac Camshaft without the need to machine down the valve guides when used with stock rockers. The *MTS* DD1 Cam will work with stock valve springs and the lobes are specially engineered for long term durability in Direct Drive applications while giving improved performance to your Air Boat engine.

VT90-DD2 *MTS DD2 Series - "The Performance + Air Boat Cam"*

RPM range: Idle to 3,300 / Advertised duration range: 296* / Duration @ .050" range: 230* /

Valve lift range: .535 - .550".

The *MTS* DD2 series is the Ultimate Hydraulic Flat Tappet Camshaft for Direct Drive Big Block Engines. The *MTS* DD2 camshaft is designed to perform best with stock or mildly ported cylinder heads and the lobes are specially engineered for long term durability.

The *MTS* DD2 Camshaft can be set up in either of two ratios; - .520 with stock rockers or .535 with an *MTS* Shaft Rocker System. As with any lift ratio over .500, the top of the valve guides will need to be machined for added retainer-to-guide clearance and a VT08K Spring Kit is required for proper spring pressure.

VT90-DDR: *MTS DDR Series - "The Air Boat Roller Cam"*

RPM range: Idle to 3,300 / Advertised duration range: 288* / Duration @ .050" range: 226* / Valve lift range with *MTS* Rockers: .620".

The *MTS* DDR series takes your Air Boat engine to the next level of power and performance. The DDR Roller Camshaft is designed to take advantage of higher lift flow from the *MTS* Aluminum or Ported Iron Heads. Sold as a kit with Roller Hydraulic Lifters and Roller Cam Button, the DDR Camshaft also requires the use Shaft Rockers and Roller Valve Spring Kit. This is a top-of-the-line Air Boat Camshaft.



**MTS Designed
Cadillac Parts**

MTS Designed Premium Cadillac Camshafts

For those looking to achieve top-of-the-line performance from your Cadillac Camshaft, this page is for you.

MTS offers two premium Cams, each custom ground to your specs. or available in one of our popular designs.

Cadillac 500 / 472 Billet Roller Cam



MTS Billet Roller Cams can be ground for use with hydraulic or solid lifters.

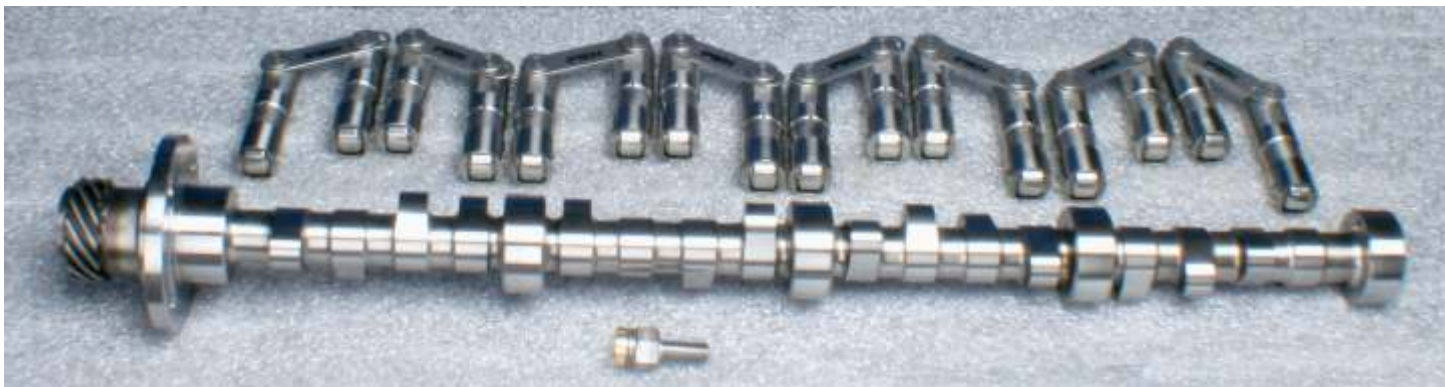
VTHR-Custom: MTS Hydraulic Billet Roller Cam
**Special Order

VTSR-Custom: MTS Solid Billet Roller Cam
**Special Order

VT23-S: MTS Designed Pro Race Solid Lifter Set
VT23-H: MTS Designed Hydraulic Lifter Set

VT23-HRL: MTS .865 HP Hydraulic Roller Lifter Set
VT23-SRL: MTS .865 Solid Roller Lifter Set

Cadillac 500 / 472 / 425 Hydraulic Roller Cam



VTR-E-Custom: MTS Hydraulic Roller Cam. Steel Core. Built with an iron gear on the Camshaft so the stock distributor gear can be used. Custom Lobe sizes from .320 to .375. Duration at .050° from 214° to 254°. LSA 110 to 114. - Special Order

VTR-E-KIT: MTS Hydraulic Roller Cam Kit. Each kit contains a custom designed Roller Cam, Set of MTS designed Hydraulic Lifters, and MTS Cam Button. - Special Order



**MTS Designed
Cadillac Parts**

MTS Custom Aluminum “FR” (Factory Replacement) Heads.



AF 150-FR - We purchased the technology of the old Bulldog Aluminum Head, re-engineered it and Rocketed it to the next Level. The quality and details are obvious.

First, we designed this head to work in at least 99+% of all Cadillac Performance Engines that have ever been or will be built. Similar Flow to iron heads but weighs only 38 lbs ea. For High-End applications, CNC Portings 1 or 2 (341 to 380 CFM's) provides anything up to 750HP, making these the perfect choice. (Figure 1)

Important features such as Cost, Port Velocity Options and Component Compatibility make this best Aluminum Head for nearly all Caddy Applications.

You can spend Thousands more on other Aluminum Heads, just to spend Thousands more for “One-Of” matching parts, and not generate any more HP. Bang for the Aluminum Buck is what the *MTS* customer philosophy is all about.

AF 150-FR (CNC1) - CNC Porting To Take Your Aluminum Heads from 300 to 341 CFM. Supports up to 650 HP

AF150-FR(CNC2) - CNC Porting To Take Your Aluminum Heads from 300 to 380 CFM. Supports up to 750 HP



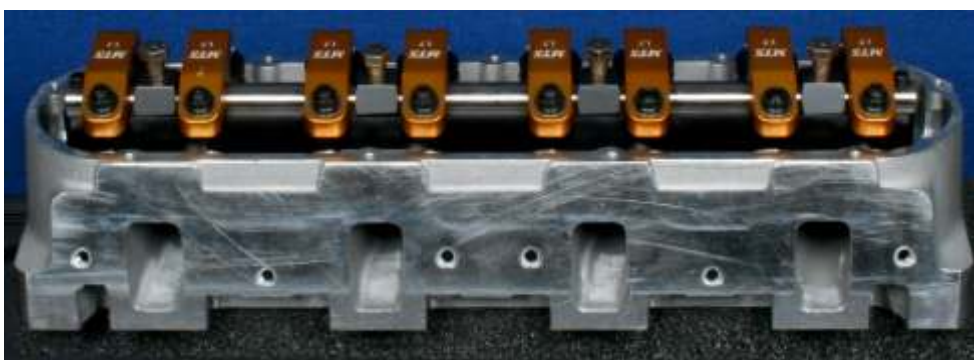
Fig 1



**MTS Designed
Cadillac Parts**

MTS Custom Aluminum “FR” (Factory Replacement) Heads.

- ✍ Similar flow to MTS Ported Iron Heads (300 CFM), but weighs only 38 lbs each.
- ✍ 2.19 HP Pro Flow Swirl-Polished Stainless Intake Valves.
- ✍ 1.84 HP Pro Flow Swirl-Polished Stainless Exhaust Valves.
- ✍ Specially designed for all current Intake and Exhaust system to be direct bolt-ons.
- ✍ Unique design accommodates the *MTS (pictured)* Rockers and all other current Cadillac Rocker Systems as direct bolt on's.



- ✍ Complete and set-up for Hydraulic Flat Tappet, Solid Flat Tappet, or *MTS* Roller Cams.
- ✍ Perfectly designed to be an excellent replacement head for your warmed over Cadillac motor.
- ✍ High Velocity Ports for great street manners, with plenty of extra room to achieve “Huge Flow Numbers” when Porting for High Horsepower applications. Intake flows 300 CFM as cast.
- ✍ Each Pair of Heads are Custom Serialized as a Set.
- ✍ Shipped in Custom “Foam Encased” internal packaging w/ heavy duty protective box.

MTS Shaft Mounted Aluminum Roller Rocker Assemblies

- ✍ Gold Anodized Cadillac Rockers. Extruded From 2024 Aluminum.
- ✍ 1.70 - 1.75 Rocker Ratio
- ✍ Black Anodized Bridge Supports
- ✍ Push Rod End Is Profiled For Additional Valve Cover Clearance.



- VT59** - *MTS* One-Piece Shaft Mounted Aluminum Roller Tipped Rocker Assembly With Full Bridge Support. **1.70 Ratio**
- VT60** - *MTS* Full Adjustable System. **1.70 Ratio**
- VT61** - *MTS* Adjustable, Full Roller Rocker System: 9/16” Shaft, Steel Bridge Supports - **1.72 Ratio** (see pg 25)
- VT62** - *MTS* Adjustable, Full Roller Rocker System: 5/8” Shaft, Steel Bridge Supports - **1.75 Ratio. The Ultimate!**



**MTS Designed
Cadillac Parts**

MTS Single Plane Aluminum Intake Manifold.

MTS Single Plane Aluminum Manifold. Maximum Torque and Horsepower for you Caddy 4720500 engine.

The Single Plane air gap intake has enough air flow to support 6,500 RPM, yet streetable with great throttle response.

Direct "Line-of-Sight flow path provides Maximum Flow with plenty of material for port matching.

AF05-SQ - MTS Aluminum Manifold drilled Specifically for 4150 Bore Carbs.

AF05-DOM - MTS Aluminum Manifold drilled Specifically for Dominators.



Ported Stock Intake Manifolds

When you want more power and have limited hood clearance, an MTS Ported Intake Manifold is the way to go.

Each Manifold is Custom Ported to best match your engine build. Over Five Hours are devoted to each porting, ensuring you get the right job done right.

AF08 - Ported Stock Intake Manifold ** EGR**

AF09 - Ported Stock Intake Manifold **Non-EGR**





MTS Designed Cadillac Parts

MTS Forged Pistons & Matching Billet Rod Set

During The R&D Process, MTS Took A Long Look at What The Cadillac Engine Really Needed For a Rod & Piston Combination. Digging Deep, We Discovered That By Using 7.1" Long Rods & Lighter Weight Pistons, The Caddy Engine Could Be Made Even Better by Allowing the Engine To Rev Up Quicker.

Lightweight Forged Pistons

These MTS Designed 2618 Allow Lightweight Forged Pistons Feature a Redesigned Dish to Take Advantage of the High Compression Cadillac and MTS Aluminum 76cc Chamber Heads and Match the 7.1" MTS Rods.

The 28cc, CNC Machined Dish Features a Compression Height of 1.555, Which Sets the Compression Ratio at Approximately 10:1, Depending on Head Gasket and Combustion Chamber Modifications.



These Pistons Also Have Anti-Detonation and Pressure Equalization Grooves, Typical of Premium, High End Pistons.

Available in 4.320 (.020 overbore), 4.350 (.050 overbore), and 4.375 (.075 overbore), These Pistons Are Also Designed For Use With a 1/16 - 1/16 - 3/16 Ring Package Ideal for Decreased Friction and To Take Advantage of the More Commonly Available Premium Ring Packages That GM Used in a Wide Variety of Engines.

EP119-020 - MTS Custom Piston; .020 overbore.
EP119-050 - MTS Custom Piston; .050 overbore.
EP119-075 - MTS Custom Piston; .075 overbore.

7.1" Forged Connecting Rods

Designed by MTS, These 4340 Steel H-Beam Connecting Rods Are 7.1" in Length. Each Rod Is Closely Monitored for Material Mechanical Properties for Optimum Performance, and Finish Honed in the U.S.A...

The Specs Are held to Some of the Tightest Tolerances in the Industry, +/- .0001" and +/- 1 Gram Per End. These Are Serious Standards.

Shot-Peened for Improved Fatigue Life and Bronze Wrist Pin Bushings, Exclusively Using ARP 2000 Fasteners.



EP116 - MTS Custom 7.1" Rod; .990 Floating Pin.



MTS Designed Cadillac Parts

MTS Custom Accessories. **These MTS Designed Parts Add Performance or a Pristine Look to Any Caddy Project.**

MTS One-Piece Billet Balancer & Hub assemblies have a unique, high tech durable etched semi-gloss finish that has proven to prevent rust and offers a long service life.

EP08 - One-Piece Billet Hub & Balancer Assembly. Street Performer. Power-bond dampening rubber with race standard balance, castings and finish in an affordable Caddy custom package.

EP09 - One-Piece Billet Hub & Balancer Assembly - SFI Race. Ultimate Strength with Power-Forged Hubs, Billet Steel Dampening Rings and Power-Bond Technology. SFI Race approved applications.



BL57 - 500 / 472 / 425 Cadillac Under-Drive MTS Billet Aluminum Pulley Set.

- ✍ 2-Groove Billet Aluminum Pulley.
- ✍ Single Groove Billet Aluminum Waterpump Pulley.
- ✍ CNC Machined and Hard Anodized for Unbeatable Wear Protection.
- ✍ 12% Under-Driven for Increased Horsepower and Fuel Economy.
- ✍

Crank Pulley Specs

Inside Groove Designed to Align with Factory Power Steering and A/C.

✍ Outside Groove Aligns with Waterpump Pulley AND Alternator.

✍ ****NO SMOG PUMP REQUIRED.**

✍ MTS One-Piece Billet Balancer & Hub Assembly (EP 08 or EP09) or 1968-1973 Factory Balancer **MUST** be used for proper belt alignment. Used Balancers available for an additional \$35.00 (\$10.00 off) when purchased with Pulley Kit.



EL20 - MTS Electronic Billet Distributor. Complete Stand-alone Unit. Needs (EL17) External Coil.

BL82 - MTS Billet Aluminum Distributor Hold Down.





MTS Designed Cadillac Parts

MTS Custom Accessories. **These MTS Designed Parts Add Performance or a Pristine Look to Any Caddy Project.**

BL60 - MTS Billet Aluminum Timing Marker.



BL80 - MTS Billet Water Outlet with (2) 3/8" NP ports



BL81 - MTS Billet Aluminum Water Outlet.

BL85 - MTS Aluminum Alternator Bracket. Includes Hardware.



AF25 - MTS / Carter Performance mech. fuel pump. Custom arm replacement for Cadillac applications. 120 GPH free flow - 50% more than stock pump



CS09 - MTS cast-iron, high flow water pump. Special closed back turbine-style impeller. This pump has 25-30% more flow at idle than a stock Cadillac water pump. Idle conditions place the biggest demands on your cooling system.



EP05 - MTS Fuel Block-Off Plate.



EP06-F - Dipstick Tube: For Front Sump Pans.
EP06-R - Dipstick Tube: For Rear Sump Pans.

EL31 - Sensor, EFI Temperature. For both water and air temperature.





SWAP KITS and TECH ITEMS

PM01 – Cadillac engine tech guide. A complete listing of all specifications, clearances and casting numbers relating to the 472/500 cid Cad engine. Also includes several pages of general performance guidelines for these engines.

PM08 – Big Inch Cadillac book. Revised second printing. Details Cad engine buildup with over 275 photos. New chapters added on performance tuning the Cad Quadrajet carburetor. A must for the Caddy hot rod bookshelf.

PM-COMBO - Get all three books MTS sells; The MTS Tech Guide, Big Inch Book & MTS Bound Catalog.

MT01 – Universal installation kit. This kit will mount the Cadillac engine in most vehicles with a front suspension crossmember -type engine mount. Great with all GM swaps and most other make vehicles. Works great in GM trucks, too. Allows precise engine alignment

MT54 – GM G-body crossmember. This crossmember will let you use the Cadillac TH400 in your 1978-87 Malibu, Cutlass, Regal, Monte, El Camino, etc. Also is of the “double hump” design to allow use of use of true dual exhaust systems and headers. Works with most transmissions.

DT08 - Cadillac engine mount for use with Mt01 swap Kit. This is the Eldorado style mount. It is what our install kit is predrilled for.

DT11 - Solid Motor Mounts to install Cadillac into a “G” Body application

DT13 - Cadillac-to-Chevy trans adapter. Use your Caddy bolt pattern transmission with the Cadillac engine.

DT14 - Transdapt BOP to Chevy adaptor with torque convertor extension

DT22 - Solid Motor Mounts to install Cadillac into a “G” Body application

Swap Kit Package Deals

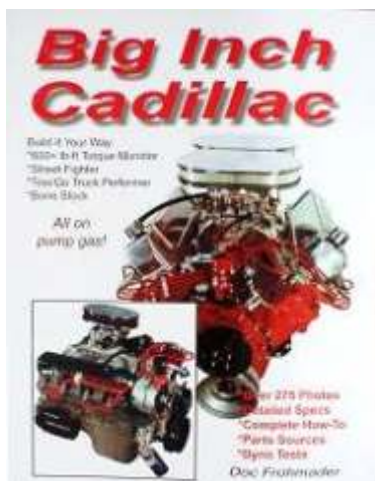
MTS has taken our most popular items and grouped them together, saving you time and money. Save up to 15% off regular prices. Price listed on price sheet is after discount.

SWK01 – Basic swap kit includes MT01 universal install kit, two new engine mounts DT08 to fit MT01 mount plates, oil pan gasket.

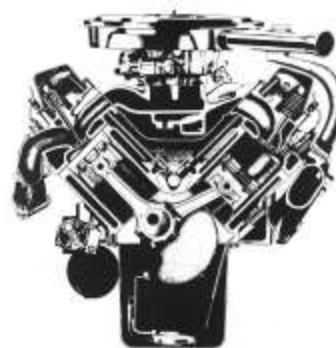
SWK02 – Basic high -performance swap kit includes MT01 install kit, a pair of engine mounts DT08, oil pan gasket set, 3/8” thick steel header flanges in your choice of 1.75” or 2” o.d. pipe use, set of header bolts, set of exhaust port gaskets.

SWK05 – GM G-body car 1977 -87 Malibu, Cutlass, Regal, Grand Prix, El Camino, etc. custom swap kit includes MT01, two DT08 engine mounts, GSK07 oil pan gasket set, MT54 cross-member, and DT07 transmission mount.

Solid Engine Mounts (DT11) may be swapped for DT08.



CADILLAC ENGINE TECH GUIDE



MTS



INDIVIDUAL ENGINE PARTS - NEW

At MTS, we carry only high quality parts that are designed to perform best in your Cadillac engine. If you need something for your 500/472/425 that is not listed, please give us a call and we will gladly assist you to help you find what you are looking for.

Air and Fuel Delivery

Carburetors

AF01 - Edelbrock EPS 800 Carburetor. Designed and calibrated for maximum street performance with most Performer RPM, RPM Air-Gap and Torker II manifolds and with Performer manifolds on large cid engines.

AF02 - Holley Street Avenger 4-barrel, 870 CFM Carburetor. The fuel calibration for this carburetor is nearly ideal out of the box for most 472/500cid big block Cadillac engines.

AF03 - Holley Street Avenger, 770 CFM, 4-barrel Carburetor.

AF04 - Edelbrock 750 CFM, 4-barrel Carburetor.



AF10 - A/C bracket for use with after-market intake manifold and Sanden SC-508 style compressor.



AF11 - A/C compressor - Sanden 508 Style for use with AF10 bracket.

AF07 - Edelbrock Performer aluminum intake manifold. Dual plane design works with square or spread-bore carburetors. Shaves almost 30 pounds off the Cadillac engine. Fits under Deville Hood, does not fit under Eldorado hood. A/C will not fit stock location, compressor must be relocated.

Uses fiber intake gasket (GSK22) for proper seal.





INDIVIDUAL ENGINE PARTS - NEW

Intake Accessories

AF15 - Big Flow 14 X 3 air filter assembly, CENTER BASE, serviceable cotton gauze top and element.



AF16 - Big Flow 14 X 3 air filter assembly, OFFSET BASE, serviceable cotton gauze top and element.

AF20 - Holley carburetor base gasket.

AF21 - Quadrajets carburetor base gasket



AF22 - Carburetor adapter for Holly, Edelbrock or other square bolt pattern carb to Quadrajets pattern intake. Maintains true divide plenum of factory dual-plane intake. Prevents low-end torque loss. Includes mounting hardware and gaskets.

AF47 - Fuel injector 472/500cid.



Intake Accy's Cont.



AF23 - 1" thick Quadrajets carb spacer. Raises carb for better top-end power. For use with stock dual-plane intake manifold. Includes spacer, top and bottom gaskets, and required mounting studs.

AF24 - 1" thick Holly carb spacer. Raises carb for better top-end power. For use Edelbrock Intake (AF07) and Square Bore carburetors for increased torque. Includes spacer, top and bottom gaskets, and required mounting studs. **Please verify proper hood clearance**

AF30 - Quadrajets rebuild kit, 1970 - 1974. Includes instructions, gaskets, and small parts as required.

AF31 - Quadrajets rebuild kit, 1975 - 1980. Includes instructions, gaskets, and small parts as required.

Fuel Pumps



AF25 - MTS / Carter Performance mechanical fuel pump. Custom arm replacement for Cadillac applications. 120 GPH free flow: 50% more than stock



INDIVIDUAL ENGINE PARTS - NEW

Cooling System

CS02 - 195* Thermostat. Has proper disc to block bypass hole. This will let the cooling system function the way Cadillac designed it.

CS03 - 180* Thermostat. Has proper disc to block bypass hole. This will let the cooling system function the way Cadillac designed it.



CS05 - Replacement cooling fan clutch. This unit is both RPM and Temperature sensitive. Engines equipped with direct-drive fans can gain noticeable power by switching to a clutch fan.

CS06 - Water pump pulley shim kit. Use to correct pulley alignment. Keeps fan belts in place at higher RPM where misalignment can toss or break them.

CS08 - "T" Fitting to install in lower hose for heater return in radiators without hose nipple.



CS09 - MTS cast-iron, high flow water pump. Special closed back turbine-style impeller. This pump has 25-30% more flow at idle than a stock Cadillac water pump. Idle conditions place the biggest demands on your cooling system.

Drive Train



DT01 - SFI Flexplate - Dual pattern for all torque converters.

DT02 - Flywheel, Billet steel for use with 10 1/2 or 11" clutches. SFI Certified

DT07 - Transmission mount.

DT08 - Cadillac engine mount for use with MT01 swap kit. This is the Eldorado style mount. It's what our install kit is pre-drilled for.

DT11 - Solid motor mounts for installing a Cadillac into a "G" Body" application.

DT13 - Cadillac-to-Chevy Manual transmission adapter. Use your Chevy bolt pattern transmission with the Cadillac engine. Thin design allows for proper input shaft support.

DT14 - Cadillac-to-Chevy Automatic transmission adapter. Use your Chevy bolt pattern transmission with the Cadillac engine. Thicker design includes torque converter extension



DT22 - Engine Mount, street rod. Very useful in many swaps applications where there is no cross-member under engine.



INDIVIDUAL ENGINE PARTS - NEW

Electrical

EL01 - MSD performance mini-starter.



EL04 - Ignition conversion kit. Eliminates ignition contact points in 1968-1973 Cadillac points-style distributor. Very easy to install. Full reliability of electronic ignition.

EL10 - RWD rebuilt starter.

EL14 - Accel Super Stock Spiral Plug Wires. (Spiral wound stainless steel alloy conductor, magnetic suppression & semi-reactive material, fiberglass/Kevlar core, 500 Ohms floor resistance. 8.0mm, 550°F double silicone construction with a braid.

EL17-R - MTS Ecore high vibration Coil (Red)

EL17-BLU - MTS Ecore high vibration Coil (Blue)

EL17-BLK - MTS Ecore high vibration Coil (Black)

EL18 - Contact points, early style distributor.

EL19 - Condenser, early style distributor.

EL 20 - **MTS** Electronic Billet Distributor. Special, complete stand-a-lone unit; **No CD box required.** Includes vacuum advance. Needs external coil (EL 17).

EL21 - Rebuilt point distributor.

EL22 - Distributor, performance, MSD Pro Billet street/strip model. For use with performance external coil (EL17). **Requires MSD series 6 or higher ignition box to run.** Includes vacuum-advance unit.

Electrical Cont.

EL23 - Rebuilt Cadillac HEI distributor with vacuum advance assembly.



EL24-RED

EL24-BLU

EL24-BLK - HEI cap, 50,000 VOLT coil and rotor kit. Comes in choice of Red, Blue, or Black.



EL31 - Sensor, EFI Temperature. For both water and air temperature.

EL32 - Adjustable vacuum advance, HEI.

EL34 - Advance curve kit, HEI.





INDIVIDUAL ENGINE PARTS - NEW

Internal Parts: Bearings

Bearings

EP02-STD - Crankshaft main bearing set; **Standard.**

EP02-010 - Crankshaft main bearing set; **.010 over.**

EP02-020 - Crankshaft main bearing set; **.020 over.**

EP02-030 - Crankshaft main bearing set; **.030 over.**

EP03-STD - Rod bearing set (8 per motor); **Standard.**

EP03-010 - Rod bearing set (8 per motor); **.010 over.**

EP03-020 - Rod bearing set (8 per motor); **.020 over.**

EP03-030 - Rod bearing set (8 per motor); **.030 over.**



EP03HD-STD - Childs & Albert Heavy Duty rod bearing set (8 per motor); **Standard.**

EP03HD-020 - Childs & Albert Heavy Duty rod bearing set (8 per motor); **.020 over.**

Advantages of C&A CCLI Bearings: *Operates at higher temps without failure *Highest fatigue strength *Lowest surface friction *Highest corrosion resistance *Unsurpassed embeddability *Best properties for conformability

EP04 - Camshaft bearings, full set.



Internal Parts: Cast Pistons

ALL OF OUR PISTONS ARE MADE IN THE USA!

Cast Stock Pistons 472cid - Re-engineered Based Off The Popular 1969 High Compression Piston.

EP61A-STD. (Spec. Order). 472 Cast piston, set of 8, includes wrist pins. For the 76cc Head. **8.5 - 1**



472 Cast piston, set of 8, includes wrist pins. For the 76cc Head. **9.8-1**

EP61B-STD. (Spec. Order).

EP61B-030 - .030 over. **10 - 1.** In Stock

EP61B-060 - .060 over. **10 - 1.** In Stock

Cast Stock Pistons 500cid - Re-engineered Based Off The Popular 1970 High Compression Piston.

EP64A-STD. (Spec. Order). 500 Cast piston, set of 8, includes wrist pins. For the 76cc Head. **9.3 - 1**

EP64A-030 - .030 over. **9.3 - 1.** In Stock

EP64A-040 - .040 over. **9.3 - 1.** In Stock

EP64A-060 - .060 over. **9.3 - 1.** In Stock



500 Custom cast piston, set of 8, includes wrist pins. For the 120cc Head. True 9-1 Compression. Made in USA

EP64B-STD- Standard. 9-1. (Special Order)

EP64B-030 - .030 over. 9 - 1. In Stock

EP64B-040 - .040 over. 9 - 1. In Stock

EP64B-060 - .060 over. 9 - 1. In Stock



INDIVIDUAL ENGINE PARTS - NEW

Internal Parts Cont.

Forged Pistons - 500cid

Premium High Performance forged pistons are a worthwhile upgrade to your 500cid Cadillac engine. These beautiful pistons are for the 76cc heads - 10-1 compression engines, and come in sets of 8 including wrist pins. If you need sizes over .050, give us a call. We can special order a set for you!



EP65-030 - Probe Forged piston set, 500cid - .030 over.

EP65-050 - Probe Forged piston set, 500cid - .050 over.

EP65-050F - Flat Top piston set, 500cid - .050 over.



EP119-020 - Piston set for use with *MTS* custom 7.1" rods (EP116) - 1/16, 1/16, 3/16 rings. **.990" pin .020**

EP119-050 - Piston set for use with *MTS* custom 7.1" rods (EP116) - 1/16, 1/16, 3/16 rings. **.990" pin .050**

EP119-075 - Piston set for use with *MTS* custom 7.1" rods (EP116) - 1/16, 1/16, 3/16 rings **.990" pin .075**

Internal Parts Cont.

Piston Ring Sets, Hastings

EP66-STD - Hastings ring set, 472/500cid; **Standard.**

EP66-020 - Hastings ring set, 472/500cid; **.020 over.**

EP66-030 - Hastings ring set, 472/500cid; **.030 over.**

EP66-040 - Hastings ring set, 472/500cid; **.040 over.**

EP66-060 - Hastings ring set, 472/500cid; **.060 over.**

EP66-080 - Hastings ring set, 472/500cid; **.080 over.**

EP68-STD - Piston Ring Set, 425cid; **Standard.**



Piston Ring Sets, Moly

EP67-STD - Moly ring set, 472/500cid; **Standard.**

EP67-020 - Moly ring set, 472/500cid; **.020 over.**

EP67-030 - Moly ring set, 472/500cid; **.030 over.**

EP67-040 - Moly ring set, 472/500cid; **.040 over.**

EP67-050 - Moly ring set, 472/500cid; **.050 over.**

EP67-060 - Moly ring set, 472/500cid; **.060 over.**

EP67-080 - Moly ring set, 472/500cid; **.080 over.**



EP115-P - 6.75" Forged "H" Beam - .999 Pressed Pin.

EP115-F - Same as above. Bushed for floating pin.

EP115-I - 6.75" Forged "I" Beam. - Pressed Pin.

EP116 - 7.1" *MTS* Custom 4340 Steel "H" Beam Forged Connecting Rod. For use with Ep119 *MTS* Piston set. Floating .990" Pin.



INDIVIDUAL ENGINE PARTS - NEW

Internal Parts Cont.

MTS Performance CNC'd Cylinder Heads

Each set of heads is ported to improve flow without loss of low speed velocity. **Made Better, Not Just Bigger.** All heads are assembled using only our High Performance (HP) series Swirl Polished, Stainless Steel valves and *MTS* Spring Kit. Set of two heads.



EP130 - 76cc heads with 2.19 intake & 1.84 exhaust

EP130-950 - 76cc head (950 casting). Same as above.

EP131 - 120cc head with 2.11 intake & 1.77 exhaust.

**For Technical Information or
To Place An Order:**

**Www.500cid.com
Techsupport@500cid.com
Info@500cid.com
(760) 247-2533**

Internal Parts Cont.

Engine Parts Miscellaneous

EP18 - NGK Spark plug - for *MTS* Aluminum Head

EP19 - Spark plug - for iron head

EP56 - "F" pump stock oil filter

EP57 - "G" pump stock oil filter

EP58 - Special "Short" oil filter- for engine swaps



INDIVIDUAL ENGINE PARTS - NEW

Miscellaneous Parts

Timing Sets

MTS offers three grades of timing sets to meet any of your performance needs. If you are still running a factory set, it's time to get rid of those nylon-tipped gears before they cause a much larger problem.



- EP20 - Heavy duty, all steel, 3-piece set.
- EP21 - Cloyes Street Full Roller timing set.
- EP22 - Cloyes Super HP Race Full roller timing set.

Oil Pumps and Accessories.

All oil pumps are inspected and blueprinted to eliminate any potential malfunctions that could cause severe engine oil problems with the "factory finish."

- EP52F - Heavy duty oil pump, "F" style. Blueprinted
- EP52G - Heavy duty oil pump "G" style. Best Choice for "Swap" Applications. Blueprinted



"F" Style Pump



"G" Style Pump

Miscellaneous Parts.

- EP10 - 472/500cid cylinder head expansion plug.
- EP11 - 425cid cylinder head expansion plug.
- EP12 - Thermostat bi-pass plug.
- EP13 - A.I.R cup plug for passages in cylinder head.
- EP14 - Freeze plug set, Steel.



- EP15 - Freeze plug set, Brass.
- EP16 - Mid-sump oil pan pick-up.
- EP17 - Oil passage cup plug.
- EP23 - NOS timing cover.



- EP50 - ZDDPlus oil additive.
- EP50 - 6pak - 6-Pak of ZDDPlus oil additive.

- EP51 - Melling #K 58F Oil Pump rebuild kit.
- EP53 - Oil filter relocation kit. Very popular as it easily solves many engine swap issues.
- EP54 - Oil filter bypass adapter - 90°



- EP96 - Crank Key.
- EP97 - Crank Key, offset 2-degree.



INDIVIDUAL ENGINE PARTS - NEW

Exhaust Parts

Exhaust Flanges



EX09 - Header Flange for 2" Tubing - 3/8 steel.



EX11 - Header flange for 472/500cid Cadillac. For use with 1.75" or 1.875" tubing, 3/8" steel.

Exhaust Headers



EX49 - Header, Cadillac 472/500cid block-hugger style. Direct bolt on, no modifying required. Includes bolts and street hook-ups. Fits many street rod applications.

EX50 - Same as EX49, with ceramic coating. Coated headers lowers under-hood temperature, and creates an awesome long term look for your Caddy engine.

Exhaust Parts.



EX52 - 1968 - 1979 Deville Headers, plain. Slight chassis modification required for 1977-79 Deville's.

EX53 - Same as EX52, with long life ceramic coating.

For Technical Information or To Place An Order:

Www.500cid.com
Techsupport@500cid.com
Info@500cid.com
(760) 247-2533



INDIVIDUAL ENGINE PARTS - NEW

Gaskets

GSK01-425 - 425cid full gasket set.
GSK01-500 - 472/500cid full gasket set.



GSK04 - 472/500cid intake tub gasket.
GSK05 - O-ring, oil pickup to block.
GSK07 - Oil pan gasket set.
GSK08 - Felpro exhaust manifold gasket set.
GSK09 - Oil pump to block gasket, 472/500.

GSK10 - Corteco head gasket, up to .080 over, priced ea
GSK11 - Head gasket 472/500cid, up to .050, priced ea.



GSK12 - Head gasket, 425cid, priced ea.
GSK14 - Timing cover gasket set.

GSK15 - Cadillac 500: 4.440 bore x .043" thick Copper head gasket set for O'ringed blocks.
GSK16 - Cadillac 500: 4.380 bore x .043 thick Copper head "PRINTED" gasket set w/ fire ring.



GSK17 - Cadillac 500: 4.520 bore x .043 thick "PRINTED" Copper head gasket set.

Gaskets Cont.

GSK18 - Valve cover gasket set.

GSK19-BB - Head Gasket - Composite big bore - Complete set of (2) for both heads.



GSK22 - Fibre intake gasket set. For Aluminum intakes.



GSK23 - Fuel pump mounting to crankcase gasket..

GSK24 - Oil pan drain plug gasket.

GSK25 - Rear main bearing seal set.

GSK26 - Water outlet gasket.

GSK27 - Water pump to block gasket.

GSK29 - Fuel injection to manifold O-ring seal.

GSK30 - Injector to fuel rail O- ring seal for factory EFI.

GSK32 - Grommet for fuel rail to bracket for fact. EFI.

GSK34 - Composite Exhaust Gasgets



GSK35 - Copper exhaust gasket set - 8 separate pieces.



INDIVIDUAL ENGINE PARTS - NEW

Valve Train

Valves

At MTS, We sell only premium quality, one-piece stainless steel valves. You won't find any cheap 2-piece Chinese stuff here. Available in both standard stock and Swirl Polished High Performance (HP) Pro Flow grinds.

VT46 - Intake, 96 & 120cc head. Standard stock.

VT47 - Exhaust, 96 & 120cc head. Standard stock.

VT46HP - Intake, 96 & 120cc head. High Performance Swirl Polished Pro Flow.

VT47HP - Exhaust, 96 & 120cc head. High Performance Swirl Polished Pro Flow.

VT50HP - Intake, Oversized (2.110) 96 & 120cc head. High Performance Swirl Polished Pro Flow.

VT51HP - Exhaust, Oversized (1.770) 96 & 120cc head. High Performance Swirl Polished Pro Flow..



VT81HP - Intake, Oversized (2.19) 76cc head. High Performance Swirl Polished Pro Flow.

VT82HP - Exhaust, Oversized (1.840) 76cc head. High Performance Swirl Polished Pro Flow.

VT83 - Exhaust, 76cc head. Standard stock.

VT84 - Intake, 76cc head. Standard stock.

VT83HP - Exhaust, 76cc head. High Performance Swirl Polished Pro Flow.

VT84HP - Intake, 76cc head. High Performance Swirl Polished Pro Flow.

Valve Train, Cont.

Performance Rocker Systems



VT59 - MTS Designed Cadillac Specific Roller Tipped Full Support Shaft Rocker System, NON Adjustable - 1.70 ratio. Built from the ground up for the Cadillac. The only shaft system to use all brand new parts. No used or re-ground rockers here.

Vt60 - MTS Designed Cadillac Specific Roller Tipped Adjustable Full Support Shaft Rockers System. **1.70 ratio**. Built from the ground up for the Cadillac. The only shaft system to use all brand new parts. No used or re-ground rockers here. Nice choice for solid lifter cams or for precise cylinder-to-cylinder adjustment.



VT61 - Adjustable, FULL-Roller Shaft Rocker System. **1.72 Ratio**. Steel Bridge Support, 9/16" shafts.

VT62 - Adjustable, FULL-Roller Shaft Rocker System. **1.70 or 1.75 Ratio**. Steel Bridge Support, 5/8" shafts. The Ultimate System for Solid Roller Cam Engines or for those who just want the best that MTS and the world has to offer.



ENGINE PARTS & HARDWARE- NEW

Valve Train, Con't

Pushrods

VT13 - Stock length pushrods.

VT38 - 9.985", for use with shaft rocker system.

VT41 - .040 longer than stock.

VT45 - .075 longer than stock.

Springs and Accessories

VT03 - Seal, Vitron Umbrella valve stem for use with any MTS spring kit.

VT04-00 - Valve Lock - .000 installed height, each pair.

VT04-30 - Valve Lock - .030 installed height, each pair.

VT04-60 - Valve Lock - .060 installed height, each pair.

VT05 - Spring retainer, set of 16 - steel.

VT05-M - Spring retainer, set of 16 - chrome moly.

VT06 - S/S valve spring, each.

VT07 - Dual valve spring kit with spring cups. For solid lift camshafts. Requires machining of spring seats.

VT07R - Valve spring kit - For use with #10 & #15 billet roller camshaft & iron heads

VT12 - Retainers, set of 16, stock, includes stem seal. For use w/ stock springs. Not for performance engines.



VT21 - Lifter, Hydraulic - each.

VT22 - Lifter Set, High Performance anti-pump, (16)

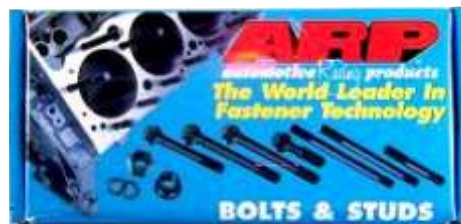
VT92 - Cam Button for use with Flat Tappet cams w/ fuel pump eccentric installed.

VT93 - Cam Button for Flat Tappet w/o fuel pump eccen

VT95 - Cam Button w/ Roller Bearing. Use to eliminate cam walk and ignition timing changes.

Standard Hardware

HW03 - ARPro bolt set.



HW05 - Head stud kit.

HW26 - Bolt set, Flexplate

HW27 - Bolt set, Billet Flexplate or flywheel. Longer than stock. For use with MTS parts DT01 or DT02.

HW30 - Crankshaft bolt kit. Includes washer.

HW39 - Main cap stud kit, 472/500cid.

HW44 - Grade 9 main cap bolt for 472/500. 10 needed per engine, priced each.

HW45 - Grade 9 head bolt, short. 2 needed per engine, priced each.

HW46 - Grade 9 head bolt, medium. 10 needed per engine, priced each.

HW47 - Grade 9 head bolt, long. 8 needed per engine, priced each.

HW50 - Oil drain plug, w/ gasket.

HW53 - Weld ring, oxygen sensor.

HW54 - Cylinder head locating dowel pin.

HW92 - Water pump fan stud

(For Stainless Hardware, See Next Page)



STAINLESS HARDWARE - NEW

Stainless Hardware

We can't rave enough about these products. To not have to deal with rusted and filthy engine hardware is almost worth ANY price! Add in the fact that these fasteners are stainless steel, extremely affordable, look fabulous and never will corrode, you can see why upgrading to stainless is the best way to go.

MTS stocks only stainless hardware from the industry's leader, Totally Stainless. All items are available as complete kits or individual sets.

HW61 - Small hex, grade 8, complete engine bolt kit.

HW62 - 12pt, grade 8, complete engine bolt kit.

HW63 - Indented head, complete engine bolt kit.
Made in the USA

HW64 - Allen head, complete engine kit.

HW65 - Hex head, complete engine kit.



HW66 - Button head, complete engine kit.

HW67 - 2 1/4" x 3/8 exhaust manifold bolt.

HW68 - 3/8 thick ex.. bolt washer. For use with HW67.

HW69 - Hex head valve cover bolt kit.

HW70 - 12pt, grade 8, valve cove bolt kit.

Stainless Hardware Cont.



HW71 - Allen head valve cover bolt kit.

HW78 - Button head oil pan kit.

HW79 - Hex head oil pan kit.

HW80 - Distributor hold down nut.

HW81 - 12pt, grade 8, crank pulley kit.

HW82 - Small hex, grade 8, crank pulley kit.

HW83 - Hex head, timing cover kit.

HW84 - Hex head water pump kit.

HW85 - Hex head oil filter housing kit.

HW86 - Button head oil filter housing kit.

HW87 - 12pt, grade 8, oil filter housing kit.

HW88 - Button head fuel pump kit.

HW89 - Hex head fuel pump kit.

HW90 - Button head thermostat housing kit.

HW91 - Hex head thermostat housing kit.

HW94 - Grade 8, small hex, header bolt kit

HW95 - Hex head intake bolt kit.

HW96 - 12pt, grade 8, intake manifold kit



BLING ITEMS

Bling-Bling.

Bling-Bling Cont.

MTS Valve Covers

These Top Quality *MTS* valve covers provide a premium look and fit for your Cadillac *MTS* engine. These covers are designed with extra clearance to facilitate all *MTS* and other aftermarket rocker systems at a great price. All *MTS* covers includes one set of holes in the pricing, but can be ordered without them, it's your choice. Show off your Cadillac proudly with a great set of *MTS* valve covers.



BL71 - Finned "MTS Logo" Valve Cover, As Cast. W/ Bolts (IN STOCK)



BL71-BLK - Finned "MTS Logo" Valve Covers, As Cast, Black Powder Coat. W/ Bolts (IN STOCK)



BLING ITEMS

Bling-Bling.

Bling-Bling Cont.

MTS Valve Covers



BL72 - Finned Valve Cover, As Cast. W/ Bolts (IN STOCK)



BL72-BLK - Finned Valve Covers, As Cast, Black Powder Coat. Includes Bolts (IN STOCK)



BL75 - MTS Designed Flat Top Aluminum Valve Covers, As Cast. Includes Bolts. (IN STOCK)

BL75-BLK - Same as BL75 with Black Powder Coat. Includes Bolts. (SPECIAL ORDER)

BL75-BLK - Same as BL75 with Blue Powder Coat. Includes Bolts. (SPECIAL ORDER)



BLING ITEMS

Bling-Bling.

Bling-Bling Cont.

MTS Valve Covers

Valve Covers - Other



BL76-Blue - Cast, PML Finned Aluminum covers.. Blue powder coated w/ "Cadillac" script.

BL76-Blk - Same as above, but in Black powder coat.

BL76-Red - Same as above, but in Red powder coat.

(All BL 76 are SPECIAL ORDER)

BL73 - *MTS* Designed 3/8" Billet Rail Fabricated Aluminum Valve Covers. Plain Top. Includes Bolts. (IN STOCK)



BL77 - PML Polished flat top w/ "Cadillac" script. (SPECIAL ORDER)



BL78 - Cast, Finned, Aluminum w/ "Cadillac" script. (SPECIAL ORDER)

BL74-CUSTOM - (BL 73 w/ "Cadillac" Script). *MTS* Designed Billet Rail Fabricated Aluminum Valve Covers. Includes bolts. (IN STOCK)

(Note on PML Covers - BL76 through BL78.

HOLES ARE EXTRA COST. BL-HOLES)



BL74-CUSTOM - (BL 73 w/ Custom Script). Billet Rail fabricated aluminum valve covers with or without hole. Includes bolts. (SPECIAL ORDER)

BL70 - Quality Chrome Covers. Will not clear Adjustable Rockers Systems, only Non-Adjustable. (IN STOCK)



BLING ITEMS

Bling-Bling Cont.

Miscellaneous

- EP05** - MTS Fuel Block-Off Plate..
- BL07** - Breather, round, chrome push in.
- BL09** - Grommet set, valve cover. (Special w/ baffle).
- BL10** - Grommet set, for cast aluminum valve covers.
- BL18** - Paint - Dark Blue, High Temp.
- BL19** - Paint, Cadillac Blue Super Durable Enamel.
- BL50** - Stud & Nuts for offset air cleaner.



BL51 - Offset air cleaner base.

BL52 - Chrome air cleaner lid.

BL53 - Air cleaner element



BL57 - MTS Custom Designed 12% Underdrive Pulley Set.

- * **2-Groove Billet Aluminum Crank Pulley.**
- * **Single Groove Billet Aluminum Waterpump Pulley.**

- *CNC Machined and Hard Anodized for Unbeatable Wear Protection.
- * 12% Under-Driven for Increased Horsepower and Fuel Economy.
- * Use to Remove Smog Pump for 74-79 engines

* **NO SMOG PUMP REQUIRED** for Proper Alignment and Adjustment.

*MTS One-Piece Billet Balancer & Hub Assembly (EP 08 or EP09) or 1968-1973 Factory Balancer **MUST** be used for proper belt alignment. Used Balancers available for \$35.00 (\$10.00 off) when purchased with Pulley Kit.

Bling-Bling Cont.

BL60 - MTS custom Billet aluminum timing marker. Replace the fragile stock marker with this pristine piece.



BL80 - MTS Billet Water Outlet with 2 3/8" np ports.
BL81 - MTS Custom Billet aluminum water outlet.



BL82 - MTS Billet aluminum distributor holddown.

BL85 - MTS Billet aluminum alternator bracket w/ Grade 8 mounting hardware.





Discounted Kits

Package Discounts

Engine Rebuild Kits

Maximum Torque Specialties engine kits are simply the best. Our packages are assembled from top name brand items, and perfectly matched to give you the best performance for your hard earned dollar. With no compromises made in quality, and being "The Leader In Cadillac Quality Parts & Service", we know you'll find our kits the best value in the 425/472/500cid Cadillac market.

Our standard kit includes cast pistons and cast iron ring sets up to .060". Crankshaft and rod bearings are available up to .030" for re-ground cranks.

Yes, we have upgrades! Need .080" or larger racing pistons? How about an MTS custom Camshaft or C&A CCLI rod bearings? Maybe a Cloyes Street Full or Super HP timing set? MTS has precisely what you want, when you want it.

Premium Engine Rebuild Kit - 472/500cid

- * Iron piston rings
- * Connecting Rod Bearings
- * Full set of lifters
- * 3-piece, all steel timing gears and chain set
- * Crankshaft main bearings
- * Intake manifold valley pan
- * MTS Designed Performance Camshaft
- * Steel freeze plugs
- * Full engine gasket set
- * Cast iron oil pump (Blueprinted)
- * Cam bearings
- * Cast aluminum pistons w/ wristpins

Part #	425cid	472cid	500cid
	EPK01-425	EPK01-472	EPK01-500

Deluxe Engine Rebuild Kit - 425/472/500cid

Same as the Premium kit minus the pistons and pins.

Part #	425cid	472cid	500cid
	EPK02-425	EPK02-472	EPK02-500

Package Discounts Cont.

Standard Engine Rebuild Kit - 472/500cid

Same as Deluxe kit minus the cam and lifters.

Part #	425cid	472cid	500cid
	EPK03-425	EPK03-472	EPK03-500

Light Duty Engine Rebuild Kit - 472/500cid

- * Crankshaft main bearings
- * Full engine gasket set
- * Connecting rod bearings
- * Intake manifold valley pan
- * Cast iron piston rings

Part #	425cid	472cid	500cid
	EPK04-425	EPK04-472	EPK04-500

Miscellaneous Kits

HWK01-HB. 20 piece head bolt kit. HW 45,46,47

BLK01-70. Chrome valve cover kit. BL70 covers, chrome breather, grommets, gaskets, & stainless H/W.

VT08. Complete Performance Valve Spring kit. For use with MTS #3, #5, #10 & #15 camshafts. Includes: Springs, Retainers, Locks, & Seals.

VTK-46/47. 96 & 120cc steel valve kit. VT 46 & VT 47

VTK-46HP/47HP. 96 & 12cc HP kit. VT46HP & VT 47HP

VTK-50HP/51HP. 96 & 120cc O/S kit. VT50HP & VT51HP

VTK-81HP/82HP. 76cc O/S HP kit. VT81HP & VT82HP

VTK-83/84. 76cc steel valve kit. VT83 & VT84.

VTK-83HP/84HP. 76cc HP kit. VT83HP & VT84HP.

VTR-E-KIT. Hydraulic Roller Cam Kit. Cam, Rockers, Button.

EXK01-1.875. 1.875" Header flange kit. 2) EX11 flanges, 16) header bolts, Exhaust gasket set.

EXK01-2.00. 2.00" Header flange kit. 2) EX09 flanges,



REBUILT ENGINES

NOT JUST A CADILLAC - AN MTS CADILLAC

If you are looking for a big, bad powerhouse, an *MTS* Cadillac is the best way to go. From our standard 472 or 500cid motors to our super-insane High Horsepower Pump Gas "Monster," or the *MTS*/Horsepower TV build, *MTS* has the perfect power plant for you and your project.

All of our engines are complete rebuilds using custom designed, high performance *MTS* Cam Shafts and either stock or high quality Rods and Pistons, specially fitted for each motor. We only offer One-Piece valves (no cheap two-piece Chinese valves here), and our heads and cranks are machined to strict tolerances.

When you are ready for the benefits of Cadillac Power Plant, consider a ready built *MTS* engine. Both long term Caddy enthusiasts, and recent Cadillac inductees who have examined the numerous benefits of a Caddy over that of Chevy or Ford, have discovered it can be much more cost and time effective to let *MTS* design and build their motor.

Being experts in the Cadillac arena, and having the best local support in the industry, makes *MTS* the best option to build your engine for you, typically within 15 - 90 days. Yes, we have thousands of customers who buy the parts packages and successfully do the assembly themselves, but if you have a time constraint, or intend to have your *MTS* Cadillac machined and assembled at a local engine shop, a 15 minute chat with Marty or John will give you the best ideas for what's right in your situation.

This, plus the added benefit of using our Cadillac expertise and industry insight, ensures you will get the maximum value for your money.

Long Blocks from *MTS* start at \$3,495.00 (with exchange) for our 472 "Phantom," up to \$40,000.00 or more for a Twin-Turbo race motor.

If you're ready to discover the awesome advantages of an *MTS* Cadillac engine, please give us a call. We'll be glad to help you walk through the process of picking just the right power & priced engine for your Airboat, Dually, Motor Home, Cadillac, or Custom Hot Rod. From the standard Long Block assembly to complete turn key motors, *MTS* is the best place to fill your High Torque Cadillac Engine needs.



MTS LONG BLOCK 472/500cid REBUILDS

An *MTS* Cadillac Long Block is tough to beat. 472/500 Cadillac engines are the only thing we do, all day, everyday. They are designed to provide you with a custom-built *MTS* Cadillac engine at a chain-store price.

These engines are jam packed with new name-brand components. At *MTS*, we take no short cuts on quality.

Each engine is machined individually and assembled just like our custom performance engines. The price savings comes from offering these engines in the below-listed configurations only.

VALUE TORQUE (VT) LONG-BLOCK REBUILDS

All VT rebuilt engines are based on a Cadillac 500cid engine core. These engines use the 120cc head castings. This produces an engine with a finished compression ratio of approx. 8.5:1.

VT LONG BLOCK COMPONENTS

Cast pistons with pins, *MTS* #3 or #5 cam and lifters, cam bearings, one-piece intake and exhaust valves, cast piston rings, crank main bearings, connecting rod bearings, all steel timing gears and chain set, connecting rod bolts and nuts, full head-bolt set, select rocker arm assemblies, freeze plugs, oil gallery plugs, pushrods, rocker hold-down hardware, and 40 years of experience.

VT ENGINE MACHINING AND ASSEMBLY

VT rebuilt engines receive the same attention to detail as our custom or performance engines. Each core engine is disassembled, cleaned, boiled, inspected, machined, and finish-assembled. Our years of experience ensure a top quality finished product done only to an *MTS* Cadillac standards.

CUSTOM PERFORMANCE ENGINES

We love custom projects! If you're ready for a high power *MTS* Cadillac engine, *MTS* is the **ONLY** place to get one. We have many engine combinations including our popular stroker motor and HorsePower TV assemblies.

All custom performance engines start with a hot *MTS* designed Cam, Forged Pistons, H-Beam Rods, and an *MTS* rocker assembly. There are many, many performance additions you can do, including an all *MTS* Aluminum Head & Intake setup. Just tell us what you want and we'll be happy to help you design and quote you a price for your custom *MTS* Cadillac performance engine.

**"The Worldwide Leader For
Cadillac 425 / 472 / 500"**



REAR SUMP OIL PANS & GIRDLE KIT

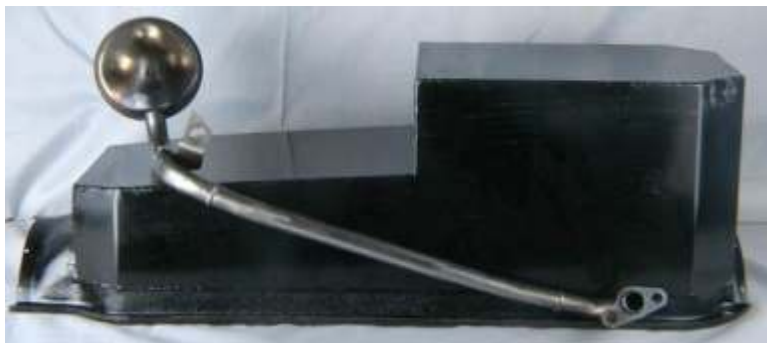


Fabricated Rear Sump Pan

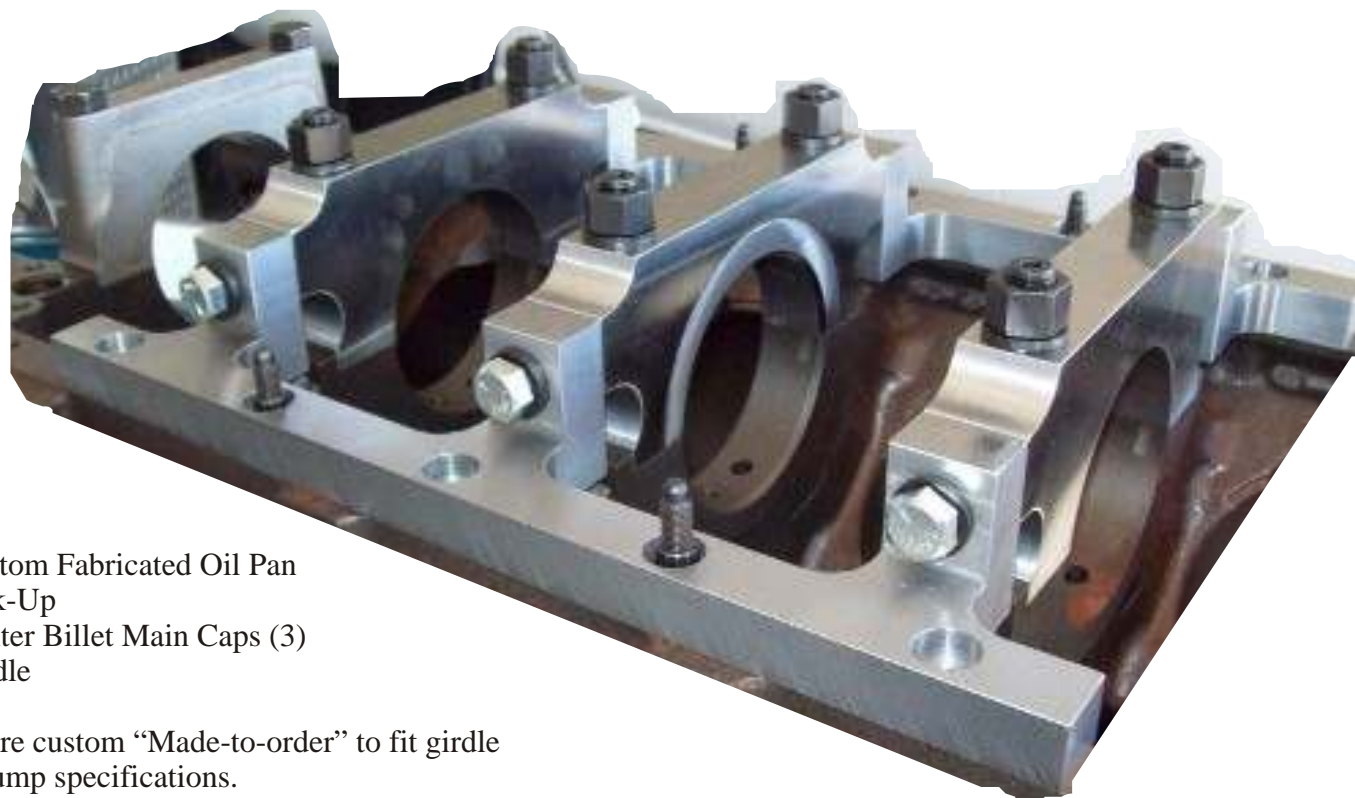
EP121- Rear sump design, 6.5 quart capacity. Pan and pickup tube are designed to clear our main cap girdle as well. Drop on installation. Pickup tube is included.

MTS Main Cap Girdle Kit

EP123 - Tested on the Salt Flats at Bonneville and perfected on 1,700 HP Tractor Pullers, this is by far the best Girdle Kit available for your high HP & Torque Caddy.



Six Bolt design to tie the block and three caps together as one piece. Includes:



- * Custom Fabricated Oil Pan
- * Pick-Up
- * Center Billet Main Caps (3)
- * Girdle

Pans are custom “Made-to-order” to fit girdle and Sump specifications.



MTS
500CID.COM

13641 John Glenn Rd #B - Apple Valley, CA 92308
(760) 247-2533 (office) - (760) 247-0062 (fax)
Web: www.500cid.com - E-mail: info@500cid.com