

PART #	VALVE LIFT	OPEN/CLOSE	DURATION at .020	LOBE CTR	DESCRIPTION	RECOMMENDED SPRINGS
0*	IN .365	44/69	293	102.5	A bolt-in cam, similar to the old <i>LIGHTNING</i> cam but, with better performance. Installs without modifications to the motor.	Stock
S	EX .365	70/43	293	103.5		O.K.
1*	IN .382	50/77	307	103.5	Bolt-in performance for stock Knucklehead motors. Power increases through all RPM ranges. Installs without motor modifications.	2KA or
S	EX .382	80/47	307	106.5		2KT
2	IN 400	50/72	302	101	Designed for stroker engines. Slight modifications required to the engine for installation.	2KA or
S	EX 400	80/42	302	109		2KT
3	IN .420	54/79	313	102.5	Designed for the serious racer. Heavy engine modifications required. High RPM's bring out the best from this cam.	2KA or
S	EX .420	84/48	312	108		2KT
4	IN .460	53/85	318	106	NEW High RPM racing cam. Major engine modifications required.	3ST
S	EX .460	76/44	310	111		
5	IN .540	54/84	318	105	Radical racing cam. Designed for fuel, alcohol or gasoline. An expert engine builder & major engine modifications needed to fit this cam.	3ST
S	EX .520	76/42	298	107		
6	IN .520	46/72	298	103	NEW High torque racing cam. An expert engine builder & major engine modifications required.	3ST
S	EX .520	80/38	298	111		

ROCKER RATIO 1 to 1

**SPECIFY WHEN ORDERING, IF USING NEEDLE BEARINGS OR BUSHINGS.
SUPERCHARGED AND TURBO KNUCKLEHEADS AVAILABLE UPON REQUEST.**

* BOLT IN CAMSHAFT NO HEAD WORK REQUIRED ON ENGINES HAVING NOTCHED PISTONS.

S INDICATES SOLID LIFTERS

TO ORDER, OR FOR MORE INFORMATION CALL (760) 364-4432