

PART #	VALVE LIFT	OPEN/CLOSE	DURATION		LOBE CTR	TDC LIFT	V-V **	DESCRIPTION	RECOMMENDED SPRINGS	
			at .020	at .053						
E2*	IN	.475	43/61	284	250	99	.214	.244	Excellent performance cam. Bolt-in if used with rev-limiter to 5800 RPM. Without rev-limiter 2EA or 2ET.	Stock O.K.
H-S	EX	.475	68/36	284	250	106	.185	min		
E3B*	IN	.502	40/67	287	253	103.5	.200	.226	Bolt in cam designed to be used with K&F Superchargers and other root or vane type blowers.	Stock O.K.
H-S	EX	.504	78/33	291	256	112.5	.163	min		
E3S*	IN	.510	46/62	288	250	98	.222	.236	Gives a broad power band, requires no head work.	Stock O.K.
H-S	EX	.510	71/35	286	250	108	.162	min		
E31*	IN	.510	45/67	292	256	101	.238	.258	Similar to the E3S, with more top end power. No head work required, bolt in.	Stock O.K.
H-S	EX	.512	72/38	290	256	107	.191	min		
E4S*	IN	.528	45/58	283	247	96.5	.228	.228	<b>NEW</b> - Leinweber's highest lift, bolt-in cam.	Stock O.K.
H-S	EX	.528	72/30	282	247	111	.138	min		
E4	IN	.562	48/76	304	272	104	.291	.285	Drag racing camshaft for stroked motors. Power band developed thru the 3000-7000 RMP range.	2EA or 2ET
H-S	EX	.549	75/38	293	262	108.5	.194	min		
E5B	IN	.543	34/59	273	242	102.5	.197	.209	For use with K&P Superchargers as well as other root and vane type blowers. Requires head work.	2EA or 2ET
H-S	EX	.545	70/27	277	247	111.5	.131	min		
E5T	IN	.544	29/64	273	242	107.5	.168	.187	The most powerful turbo cam available for evolution engines. Requires head work.	2EA or 2ET
H-S	EX	.544	74/23	277	247	115.5	.113	min		
E5S	IN	.544	40/54	274	242	97	.230	.222	The ultimate camshaft for an evolution with bottom and mid-range power. Requires minor head work.	2EA or 2ET
H-S	EX	.544	68/26	274	242	111	.125	min		
E51	IN	.544	47/58	285	252	95.5	.278	.255	Similar to the E5S, but designed for larger motors.	2EA or 2ET
H-S	EX	.544	74/29	283	252	112.5	.144	min		
E5	IN	.550	44/69	293	262	102.5	.267	.282	Can be used for street or strip. Comes on strong in the mid-range all the way to top-end.	2EA or 2ET
H-S	EX	.550	74/38	292	261	108	.211	min		
E6S	IN	.560	47/65	292	258	99	.270	.265	<b>NEW</b> - Similar to E6 with more bottom & mid-range.	2EA or 2ET
H-S	EX	.560	75/34	289	258	110.5	.172	min		
E6	IN	.562	47/77	304	272	105	.280	.293	Designed for street or strip in 90 cu. in. or larger applications.	2ET or 2ETR
H-S	EX	.562	82/42	304	272	110	.220	min		
E7S	IN	.577	41.5/66.5	288	257	102.5	.253	.267	<b>NEW</b> - Similar to E7 with plenty of bottom & mid-range.	2EA or 2ET
H-S	EX	.577	71.5/35.5	287	257	108	.195	min		
E7	IN	.585	43.5/73.5	297	269	105	.275	.290	Designed for gas bikes 90 cu. in. or larger. Has a broad power band and a wide torque range.	2ETR
S	EX	.585	77/40	297	268	108.5	.219	min		
E8	IN	.615	53/76	309	278	101.5	.345	.332	Race bikes only, perfect for 90 cu. in. and larger gas dragbikes.	2ETR
S	EX	.600	78/41	299	269.5	108.5	.235	min		
E9	IN	.641	54/83	317	285	104.5	.327	.305	All out drag racing camshaft, designed for 100 cu. in. and larger engines. Excellent fuel cam. Comes on early with nitro.	2ETR
S	EX	.618	86/37	303	273	114.5	.199	min		

### ROCKER RATIO 1.62 to 1

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

\*\* VALVE TO VALVE CLEARANCE WITH THE VALVES ON THE SEAT

H-S INDICATES STOCK HYDRAULIC OR SOLID LIFTERS

S INDICATES SOLID LIFTERS

NOTE: JIMS or VELVA TOUCH HYDRAULIC LIFTER KIT CAN BE USED WITH ANY CAMSHAFT ON THIS PAGE

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