

LEINEWEBER **ENTERPRISES**

51720 HACIENDA ROAD #72 JOHNSON VALLEY CA 92285
PHONE (760) 364-4432 FAX (760) 364-3402
E-MAIL info@leinewebercams.com

All Leineweber Camshafts are manufactured in THE UNITED STATES OF AMERICA from heat-treated Aircraft Quality Materials. The gear is pressed on in the conventional manner. Leineweber Camshafts encompass cam designs that produce more power than provided by other cams. Leineweber camshafts are the constant velocity type, which lifts the valve very quickly to its maximum lift. Therefore the valve is at or near maximum lift for most of the duration, creating a wider torque range. Naturally the cam with the longer period of maximum lift will have superior flow characteristics. All Leineweber camshafts have superior duration, which offers a wider torque range than other manufacturers.

- Minimum order is \$25.00.
- Valve timing is checked at .020".
- Custom cam grinding is available.
- Call and let us discuss your special needs.
- Super charged & Turbo cams available for racing engines.
- For a perfect fit we will install your stock gear at no extra charge.
- Retail & Dealer Sales Only, 10% discount on four (4) or more cams ordered at the same time.

For your convenience payment is now available by credit card on [PayPal.com](https://www.paypal.com)!

PRODUCTS ARE NOT FOR INSTALLATION ON ANY 1979 AND LATER MOTORCYCLE OPERATED IN CALIFORNIA

**ALL 2007 &
2006 DYNA**

TWIN CAM ROCKER RATIO 1.62 TO 1

**1999 – 2006
EXCEPT 2006 DYNA**

At 1.62	TIMING			AT	.020	
VALVE LIFT	OPEN	VALVE	CLOSE	DUR.	LOBE CTR	TDC LIFT
.510	34	IN	58	272	102	.176
.510	68	EX	28	276	110	.138
CAM LIFT	TIMING			AT	.053	
.315	17	IN	41	238	102	.109
.315	51	EX	11	242	110	.085

T3S & T3SG

Broad power band, no head work required. Available in chain or gear drive.

Bolt-in cams Stock hydraulic or solid lifters & stock springs o.k.

At 1.62	TIMING			AT	.020	
VALVE LIFT	OPEN	VALVE	CLOSE	DUR.	LOBE CTR	TDC LIFT
.560	39	IN	56	275	98.5	.231
.560	72	EX	28	280	112	.145
CAM LIFT	TIMING			AT	.053	
.345	24	IN	40	244	98	.142
.345	56	EX	12	248	112	.089

T5S07 & T5SG07

The ultimate twin cam, plenty of bottom and mid-range power. Minor head work required. Available in chain or gear drive.

T5S & T5SG

The ultimate twin cam, plenty of bottom and mid-range power. Minor head work required. Available in chain or gear drive.

Stock hydraulic or solid lifters ok Leinweber 2EA or 2ET valve springs recommended.

T7SG07

Designed for gas bikes 95 cubic inch or larger. Minor head work required. Has a broad power band and a wide torque range. Available in gear drive only.

At 1.62	TIMING			AT	.020	
VALVE LIFT	OPEN	VALVE	CLOSE	DUR.	LOBE CTR	TDC LIFT
.603	38	IN	68	286	105	.241
.603	74.5	EX	35.5	290	109.5	.186
CAM LIFT	TIMING			AT	.053	
.372	23	IN	51	254	104	.149
.372	59	EX	19	258	110	.115

T7SG

Designed for gas bikes 95 cubic inch or larger. Minor head work required. Has a broad power band and a wide torque range. Available in gear drive only.

Stock hydraulic or solid lifters ok Leinweber 2ET or 2ETR valve springs recommended.

T9SG07

Truly a high performance race cam designed with the 124 cubic inch class in mind; excellent torque. Requires head work with heavy springs. Available in gear drive only.

At 1.62	TIMING			AT	.020	
VALVE LIFT	OPEN	VALVE	CLOSE	DUR.	LOBE CTR	TDC LIFT
.660	52	IN	82	314	105	.266
.640	83	EX	39	302	112	.175
CAM LIFT	TIMING			AT	.053	
.407	33	IN	63	276	105	.164
.395	66	EX	20	266	113	.108

T9SG

Truly a high performance race cam designed with the 124 cubic inch class in mind; excellent torque. Requires head work with heavy springs. Available in gear drive only.

Solid lifters or stock hydraulics acceptable
Leinweber 2ETR valve springs recommended.

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	NEW - 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	NEW - 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	NEW - 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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PART #	VALVE LIFT	OPEN/CLOSE	DURATION		LOBE CTR	TDC LIFT	V-V **	DESCRIPTION	RECOMMENDED SPRINGS	
			at .020	at .053						
L1*	IN	.419	38/65	283	247.5	103.5	.159	.240	A bolt in camshaft that has good low and mid-range power. Designed to increase performance on street machines. No valve spacing required.	STOCK O.K.
H-S	EX	.419	70/32	282	247.5	109	.143	min		
L2S*	IN	.443	40/66	286	250	103	.173	.245	Gives a broad power band, it requires no head work.	STOCK O.K.
H-S	EX	.443	74/32	286	250	111	.136	min		
L2	IN	.443	39/71	290	254	106	.167	.252	For stock or smaller stroker engines. Good mid-range and top end cam. Requires valve spacing.	2SA or 2ST
H-S	EX	.443	70/34	284	249	108	.153	min		
L3S	IN	.482	33/59	272	241	103	.152	.213	Absolutely the finest cam for a shovelhead on the market today for bottom and mid-range power. Requires minor head work.	2SA or 2ST
H-S	EX	.482	66/26	272	241	110	.107	min		
L31	IN	.480	32/65	277	244	106.5	.159	.233	Similar to the L3S, designed for larger motors.	2SA or 2ST
S	EX	.480	65/30	275	243	107.5	.131	min		
L3	IN	.486	44/69	293	260	102.5	.228	.290	Excellent bottom-end cam for street use. Mild stroker OK. Requires valve spacing for lift.	2SA or 2ST
S	EX	.486	77/36	293	260	110.5	.153	min		
J2	IN	.483	50/80	310	278	105	.237	.317	Street or strip. Requires valve spacing. Great mid-range and top-end RPM. Good for all stroker engines.	2ST or 3ST
S	EX	.483	74/41	295	265	106.5	.187	min		
TL3	IN	.480	28/65	273	241	108.5	.143	.201	Works well on stroked motors that are running a turbo. Will require head modifications to fit. Most powerful turbo cam available.	2ST or 3ST
S	EX	.480	74/22	276	245	116	.096	min		
J4	IN	.496	46/78	304	271	106	.240	.307	For street or strip strokers. Requires solid lifters and valve spacing. All around great RPM range.	2ST or 3ST
S	EX	.486	73/40	293	260	106.5	.168	min		
L51	IN	.508	40/65	285	256	102.5	.218	.280	Similar to L5 with lower RPM band.	2ST or 3ST
S	EX	.508	74/30	284	255	112	.146	min		
L5	IN	.519	42/72	294	264	105	.220	.310	A good street or strip camshaft. Excellent stroker cam with good mid-range and top-end.	2ST or 3ST
S	EX	.519	75/38	293	263	108.5	.192	min		
L61	IN	.550	43/85	308	278	111	.215	.292	Drag racing camshaft for stroked motors. Power band developed through the 3000 - 7000 RPM range. Serious racers only.	3ST
S	EX	.520	78/34	292	263	112	.169	min		
L6	IN	.550	47/81	308	278	107	.239	.322	Similar to the L61 in performance, but with different lobe centers. Again drag racing only. Heavy mods required including extra valve clearance.	3ST
S	EX	.520	74/38	292	263	108	.192	min		
L7	IN	.565	48/86	314	281	109	.250	.312	All out racing cam. Best for Fuel or Alcohol. Requires extensive head work. Excellent torque cam with high RPM potential.	3ST
S	EX	.544	80/36	296	265	112	.166	min		
L8	IN	.598	50/82	312	281	106	.266	.329	All out drag racing cam designed for Fuel and Alcohol use. Heavy modifications needed to use this cam. For the expert engine builder only.	3ST
S	EX	.568	83/39	302	270	112	.176	min		

PANHEAD ROCKER RATIO: 1.5 TO 1

SHOVELHEAD ROCKER RATIO: 1.43 TO 1

EARLY 1948-1969 GENERATOR LATE 1970 – 1976 EARLY CONE LATE LATE 1977-1984 LATE CONE

* BOLT IN CAMSHAFT

** 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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CAMSHAFTS FOR KNUCKLEHEADS

PART #	VALVE LIFT	OPEN/CLOSE	DURATION @.020	LOBE CTR	TDC	V-V**	DESCRIPTION	RECOMMENDED SPRINGS
0*	IN	.365	44/69	293	102.5	.164	.248 A bolt-in cam, similar to the old LIGHTNING cam but, with better performance. Installs without modifications to the motor.	STOCK
S	EX	.365	70/43	293	103.5	.144		O.K.
1*	IN	.382	50/77	307	103.5	.177	.264 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	.155		2KT
2	IN	400	50/72	302	101	.175	.248 Designed for stroker engines. Slight modifications required to the engine for installation.	2KA or
S	EX	400	80/42	302	109	.132		2KT
3	IN	.420	54/79	313	102.5	.185	.273 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	.162		2KT
4	IN	.460	53/85	318	106	.187	.249 NEW High RPM racing cam. Major engine modifications required.	3ST
S	EX	.460	86/44	310	111	.122		
5	IN	.540	57/86	323	104.5	.230	.289 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	.142		
6	IN	.520	46/72	298	103	.164	.239 NEW High torque racing cam. An expert engine builder & major engine modifications required.	3ST
S	EX	.520	80/38	298	111	.130		

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

RESTORATIONS & CAMS FOR FLATHEADS

We will re-grind your 45, 55, 74 or 80 Flathead cams to stock or higher lifts at your request. Call for prices and scheduling on this special service.

Cam restoration available for all Harley-Davidson V-twin Flathead cams made since 1929.

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EVOLUTION SPORTSTERS

PART #	VALVE LIFT	OPEN/CLOSE	DURATION @.020	LOBE CTR	TDC	V-V**	DESCRIPTION
ES-5T H-S	IN .544 EX .544	27/66 74/23	273 277	109.5 115.5	.158 .133	.191	Powerful turbo camset for Evolution Sportster 5-speed engines up to 80 cubic in. 2EA or 2ET springs recommended.
ES-5S H-S	IN .543 EX .543	33/63 65/27	276 272	105 109	.185 .127	.201	The ultimate camshafts for bottom and mid range power in Evolution Sportster 5-speeds. 2EA or 2ET springs
ES-5 H-S	IN .550 EX .550	43/70 75/38	293 293	103.5 107.5	.247 .186	.260	Can be used for street or strip. Comes on strong in the mid-range all the way to top-end in Evolution Sportster 5-speeds. 2EA or 2ET springs
ES-6 H-S	IN .574 EX .574	36/67 64/27	283 271	105.5 108.5	.214 .140	.222	Designed for more torque than the ES-E5, for street or strip in Evolution Sportster 5-speeds. 2EA or 2ET springs
ES-7T H-S	IN .574 EX .574	28/64 77/26	272 283	108 112.5	.159 .135	.192	Dynamic turbo camset for Evolution Sportster 5-speed engines up to 100 cubic in. 2EA or 2ET springs
ES-7S H-S	IN .586 EX .586	45/64 75/33	289 288	99.5 111	.289 .174	.274	Higher lift, similar to the ES-5 with a broader powerband. 2EA or 2ET springs recommended.
ES-8 S	IN .622 EX .622	45/80 79/46	305 305	107.5 106.5	.270 .240	.297	Designed for street race bikes. Perfect for 90-100 cubic in. gas Evolution Sportster 5-speeds. 2ETR springs recommended
ES-9 S	IN .650 EX .622	53/84 82/43	317 305	105.5 109.5	.325 .224	.316	All out drag racing camset, designed for Evolution Sportster 5-speeds 100 cu in and larger. 2ETR springs recommended

Rocker Ratio 1.625 to 1

1986-1990 Special Order

** Valve to valve clearance with the valves on the seat

H-S Indicates Stock Hydraulic or Solid Lifters

S Indicates Solid Lifters

VELVA TOUCH HYDRAULIC LIFTER KIT CAN BE USED WITH ANY EVOLUTION SPORTSTER CAMSHAFTS ON THIS PAGE

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IRONHEAD SPORTSTERS

PART #	VALVE LIFT	OPEN/CLOSE	DURATION @.020	LOBE CTR	TDC	V-V**	DESCRIPTION
IJ-1* H-S	IN .445 EX .420	48/66 62/42	294 284	99 100	.216 .175	.327	Offers big boost in torque. OK for stock or modified 900cc or 1000cc motors. Stock springs OK. Spring height must be checked.
IL-1* H-S	IN .483 EX .483	40/70 74/37	290 291	105 108.5	.203 .163	.308	Low-end cam with good torque through entire RPM range. Stronger springs and headwork required. Mild strokers work well with these.
IL-5 S	IN .517 EX .517	44/70 76/38	294 294	103 109	.228 .188	.344	A good street or strip all around RPM camshafts. Excellent for strokers. Stiffer valve springs a must with these cams.
IL-6 S	IN .546 EX .516	50/81 75/41	311 296	105.5 107	.253 .202	.372	Serious racing cams for large strokers. Unlimited top-end. Heavier springs, extensive headwork and valve spacing required.

Rocker Ratio 1.42 to 1

* Bolt in camshaft, no head work required

** Valve to valve clearance with the valves on the seat

Early 1957-1970 Generator

Late 1971-1984 Generator

1985 Alternator

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HIGH PERFORMANCE VALVE TRAIN COMPONENTS

SPRING KITS FOR EVOLUTION, EVO SPORTSTER & NEW TWIN CAM

PART #	DESCRIPTION	
2EA	DOUBLE SPRING KIT WITH ALUMINUM TOP RETAINERS	UP TO .620 LIFT
2ET	DOUBLE SPRING KIT WITH TITANIUM TOP RETAINERS	UP TO .620 LIFT
2ETR	DOUBLE SPRING WITH DAMPER KIT WITH TITANIUM TOP RETAINERS	UP TO .700 LIFT

FITS 1340, 1200, 1100, 883 and NEW TWIN CAMS
4 EACH, SPRINGS, TOP RETAINERS, STEEL BOTTOM RETAINERS AND CHROME MOLY SPLIT KEEPERS

SPRING KITS FOR SHOVELHEAD & PANHEAD

PART #	DESCRIPTION	
2SA	DOUBLE SPRING KIT WITH ALUMINUM TOP RETAINERS	UP TO .560 LIFT
2ST	DOUBLE SPRING KIT WITH TITANIUM TOP RETAINERS	UP TO .560 LIFT
3ST	TRIPLE SPRING KIT WITH TITANIUM TOP RETAINERS	UP TO .625 LIFT

4 EACH, SPRINGS, TOP RETAINERS, STEEL BOTTOM RETAINERS AND 3/8" CHROME MOLY SPLIT KEEPERS

SPRING KITS FOR KNUCKLEHEAD

PART #	DESCRIPTION	
2KA	DOUBLE SPRING KIT WITH ALUMINUM TOP RETAINERS	UP TO .500 LIFT
2KT	DOUBLE SPRING KIT WITH TITANIUM TOP RETAINERS	UP TO .500 LIFT

INCLUDES 4 EACH, SPRINGS AND TOP RETAINERS
USE YOUR STEEL BOTTOM RETAINERS AND STOCK SPLIT KEEPERS

SPRING KIT PARTS

SET OF:	DESCRIPTION
4	DOUBLE SPRINGS FOR EVO, EVO SPORTSTER OR NEW TWIN CAM
4	DOUBLE SPRINGS WITH DAMPER FOR EVO, EVO SPORTSTER OR NEW TWIN CAM
4	DOUBLE SPRINGS FOR SHOVELHEAD, PANHEAD, or KNUCKLEHEAD
4	TRIPLE SPRINGS FOR SHOVELHEAD, PANHEAD, or KNUCKLEHEAD
4	TITANIUM TOP SPRING RETAINERS
4	7075-T6 ALUMINUM TOP SPRING RETAINERS
4	STEEL BOTTOM SPRING RETAINERS (HARDENED & BLACK-OXIDE COATED)
4	PAIR CHROME MOLY SPLIT KEEPERS
10	STAINLESS STEEL SHIMS .060"
10	STAINLESS STEEL SHIMS .015" (SPECIFY SHOVELHEAD OR EVOLUTION)

PUSHRODS

SET OF:	DESCRIPTION
4	RACER UNASSEMBLED CHROME MOLY 12" x 1/2" x .095" WALL
4	RACER UNASSEMBLED CHROME MOLY 12" x 7/16" x .065" WALL
4	IRONHEAD SPORTSTER ASSEMBLED

PUSHROD PARTS

SET OF:	DESCRIPTION
1	BALL ENDS 5/16" OR 3/8" OD
1	4130 TUBING 12" X 1/2" X .095" WALL
1	4130 TUBING 12" X 7/16" X .065" WALL

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**LEINWEBER
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LEINWEBER ENTERPRISES SHIRTS \$20



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51720 HACIENDA RD #72 JOHNSON VALLEY CA 92285

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www.leinewebercams.com

JANUARY 1, 2016

PRICES ARE SUBJECT TO CHANGE WITHOUT NOTICE

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TWIN CAMS FOR 2006 DYNA & ALL 2007	LIST
T5S07 chain drive <i>OR</i> T5SG07 gear drive	\$430.00
T7SG07 gear drive	\$430.00
T9SG07 gear drive	\$480.00
INNER & OUTER GEAR SETS FOR GEAR DRIVES '07	\$523.00
GASKET/GEAR DRIVE KIT '07	\$40.10
TWIN CAMS FOR 1999 – 2006 EXCEPT 06 DYNA	
T3S chain drive <i>OR</i> T3SG gear drive	\$430.00
T5S chain drive <i>OR</i> T5SG gear drive	\$430.00
T7SG gear drive	\$430.00
T9SG gear drive	\$480.00
INNER & OUTER GEAR SETS FOR GEAR DRIVES	\$523.00
GASKET/GEAR DRIVE KIT	\$40.10
EVOLUTION CAMSHAFTS	
E-2	\$278.00
E-3-B	\$303.00
E-3-S	\$278.00
E-31	\$278.00
E-4-S	\$278.00
E-4	\$278.00
E-5-B	\$303.00
E-5-T	\$303.00
E-5-S	\$278.00
E-51	\$278.00
E-5	\$278.00
E-6-S	\$328.00
E-6	\$328.00
E-7-S	\$328.00
E-7	\$328.00
E-8	\$328.00
E-9	\$328.00
SHOVELHEAD & PANHEAD CAMSHAFTS	
L-1	\$278.00
L-2-S	\$278.00
L-2	\$278.00
L-3-S	\$278.00
L-3	\$278.00
L-31	\$278.00
J-2	\$278.00
TL-3	\$290.00
J-4	\$278.00
L-51	\$278.00
L-5	\$278.00
L-61	\$328.00
L-6	\$328.00
L-7	\$328.00
L-8	\$328.00

<p> KNUCKLEHEAD CAMSHAFTS 0 1 2 3 4 5 6 </p>	<p> LIST \$278.00 \$278.00 \$278.00 \$278.00 \$328.00 \$378.00 \$378.00 </p>
<p> EVOLUTION SPORTSTER CAMSHAFTS ES-5T ES-5-S ES-5 ES-6 ES-7T ES-7S ES-8 ES-9 </p>	<p> \$788.00 \$763.00 \$763.00 \$813.00 \$838.00 \$813.00 \$813.00 \$813.00 </p>
<p> IRONHEAD SPORTSTER CAMSHAFTS IJ-1 IL-1 IL-5 IL-6 </p>	<p> \$763.00 \$763.00 \$813.00 \$813.00 </p>
<p> SPRING KITS 2EA Double Evo/Evo Sportster with aluminum 2ET Double Evo/Evo Sportster with titanium 2ETR Double Evo with damper with titanium 2SA Double Shovel/Panhead with aluminum 2ST Double Shovel/Panhead with titanium 3ST Triple Shovel/Panhead with titanium 2KA Double Knucklehead with aluminum 2KT Double Knucklehead with titanium </p>	<p> \$115.60 \$305.50 \$402.00 \$115.60 \$305.50 \$337.00 \$ 92.40 \$273.00 </p>
<p> SPRING KIT PARTS 4 Double Evo/Evo Sportster Springs 4 Double Shovel/Pan/Knucklehead Springs 4 Triple Shovel/Panhead Springs 4 Titanium Top Spring Retainers 4 7075-T6 Aluminum Top Spring Retainers 4 Steel Bottom Spring Retainers 4 Pair Chrome Moly Split Keepers 10 Stainless Steel Shims .060" 10 Stainless Steel Shims .015" 4 3ST Inners </p>	<p> \$ 60.80 \$ 60.80 \$ 92.40 \$215.40 \$ 32.60 \$ 32.60 \$ 18.80 \$ 5.20 \$ 3.20 \$ 38.00 </p>
<p> PUSHROD SETS 4 Racer Unfinished 12"x1/2"x.095" wall 4 Racer Unfinished 12"x7/16"x.065" wall 4 Ironhead Sportster </p>	<p> \$ 92.40 \$ 75.00 \$ 51.40 </p>
<p> PUSHROD PARTS Ball End 5/16" or 3/8" OD 4130 Tubing 12"x1/2"x.095" wall 4130 Tubing 12"x 7/16"x.065" wall </p>	<p> \$ 5.20 \$ 12.80 \$ 8.40 </p>

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PRODUCTS ARE NOT FOR INSTALLATION ON ANY 1979 AND LATER MOTORCYCLE OPERATED IN CALIFORNIA
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