

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

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

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