

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
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.	3KT
S	EX .520	76/42	298	107		

ROCKER RATIO 1 to 1

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

* 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.

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