

LEINWEBER ENTERPRISES

**P.O. BOX 335 YUCCA VALLEY CA 92286
PHONE (760) 364-4432 FAX (760) 364-3402
E-MAIL info@leinwebercams.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.

International purchases may be made by credit card through PayPal.com

**ALL 2007 &
2006 DYNA**

**1999 – 2006
EXCEPT 2006 DYNA**

COMING SOON

T3SG07

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.

T5S07 & T5SG07

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

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

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 Leineweber 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 Leineweber 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

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

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.

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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	99	.214	.244	Excellent performance cam. Bolt-in if used with rev-limiter to 5800 RPM. Without rev-limiter 2EA or 2ET.	Stock
H-S	EX	.475	68/36	284	106	.185	min		O.K.
E3B*	IN	.502	40/67	287	103.5	.200	.226	Bolt in cam designed to be used with K&F Superchargers and other root or vane type blowers.	Stock
H-S	EX	.504	78/33	291	112.5	.163	min		O.K.
E3S*	IN	.510	46/62	288	98	.222	.236	Gives a broad power band, requires no head work.	Stock
H-S	EX	.510	71/35	286	108	.162	min		O.K.
E31*	IN	.510	45/67	292	101	.238	.258	Similar to the E3S, with more top end power. No head work required, bolt in.	Stock
H-S	EX	.512	72/38	290	107	.191	min		O.K.
E4S*	IN	.528	45/58	283	96.5	.228	.228	NEW - Leineweber's highest lift, bolt-in cam.	Stock
H-S	EX	.528	72/30	282	111	.138	min		O.K.
E4	IN	.562	48/76	304	104	.291	.285	Drag racing camshaft for stroked motors. Power band developed thru the 3000-7000 RMP range.	2EA
H-S	EX	.549	75/38	293	108.5	.194	min		or 2ET
E5B	IN	.543	34/59	273	102.5	.197	.209	For use with K&P Superchargers as well as other root and vane type blowers. Requires head work.	2EA
H-S	EX	.545	70/27	277	111.5	.131	min		or 2ET
E5T	IN	.544	29/64	273	107.5	.168	.187	The most powerful turbo cam available for evolution engines. Requires head work.	2EA
H-S	EX	.544	74/23	277	115.5	.113	min		or 2ET
E5S	IN	.544	40/54	274	97	.230	.222	The ultimate camshaft for an evolution with bottom and mid-range power. Requires minor head work.	2EA
H-S	EX	.544	68/26	274	111	.125	min		or 2ET
E51	IN	.544	47/58	285	95.5	.278	.255	Similar to the E5S, but designed for larger motors.	2EA
H-S	EX	.544	74/29	283	112.5	.144	min		or 2ET
E5	IN	.550	44/69	293	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
H-S	EX	.550	74/38	292	108	.211	min		or 2ET
E6S	IN	.560	47/65	292	99	.270	.265	NEW - Similar to E6 with more bottom & mid-range.	2EA
H-S	EX	.560	75/34	289	110.5	.172	min		or 2ET
E6	IN	.562	47/77	304	105	.280	.293	Designed for street or strip in 90 cu. in. or larger applications.	2ET or
H-S	EX	.562	82/42	304	110	.220	min		2ETR
E7S	IN	.577	41.5/66.5	288	102.5	.253	.267	NEW - Similar to E7 with plenty of bottom & mid-range.	2EA
H-S	EX	.577	71.5/35.5	287	108	.195	min		or 2ET
E7	IN	.585	43.5/73.5	297	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	108.5	.219	min		
E8	IN	.615	53/76	309	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		
E9	IN	.641	54/83	317	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		

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

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

PART #	SHOVELHEAD 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	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		
L2S*	IN	.443	40/66	286	250	103	.173	Gives a broad power band, it requires no head work.	STOCK O.K.
H-S	EX	.443	74/32	286	250	111	.136		
L2	IN	.443	39/71	290	254	106	.167	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		
L3S	IN	.482	33/59	272	241	103	.152	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		
L31	IN	.480	32/65	277	244	106.5	.159	Similar to the L3S, designed for larger motors.	2SA or 2ST
S	EX	.480	65/30	275	243	107.5	.131		
L3	IN	.486	44/69	293	260	102.5	.228	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		
J2	IN	.483	50/80	310	278	105	.237	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		
TL3	IN	.480	28/65	273	241	108.5	.143	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		
J4	IN	.496	46/78	304	271	106	.240	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		
L51	IN	.508	40/65	285	256	102.5	.218	Similar to L5 with lower RPM band.	2ST or 3ST
S	EX	.508	74/30	284	255	112	.146		
L5	IN	.519	42/72	294	264	105	.220	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		
L61	IN	.550	43/85	308	278	111	.215	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		
L6	IN	.550	47/81	308	278	107	.239	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		
L7	IN	.565	48/86	314	281	109	.250	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		
L8	IN	.598	50/82	312	281	106	.266	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		

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

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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

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



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

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
<i>4 EACH, SPRINGS, TOP RETAINERS, STEEL BOTTOM RETAINERS AND 3/8" CHROME MOLY SPLIT KEPPERS</i>		

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
<i>INCLUDES 4 EACH, SPRINGS AND TOP RETAINERS</i>		
<i>USE YOUR STEEL BOTTOM RETAINERS AND STOCK SPLIT KEEPERS</i>		

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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JANUARY 1, 2010

PRICES ARE SUBJECT TO CHANGE WITHOUT NOTICE

TWIN CAMS FOR 2006 DYNA & ALL 2007	LIST
T5S07 chain drive <i>OR</i> T5SG07 gear drive	\$372.00
T7SG07 gear drive	\$372.00
T9SG07 gear drive	\$422.00
INNER & OUTER GEAR SETS FOR GEAR DRIVES '07	\$451.50
GASKET/GEAR DRIVE KIT '07	\$34.50
 TWIN CAMS FOR 1999 – 2006 EXCEPT 06 DYNA	
T3S chain drive <i>OR</i> T3SG gear drive	\$372.00
T5S chain drive <i>OR</i> T5SG gear drive	\$372.00
T7SG gear drive	\$372.00
T9SG gear drive	\$422.00
INNER & OUTER GEAR SETS FOR GEAR DRIVES	\$451.50
GASKET/GEAR DRIVE KIT	\$34.50
 EVOLUTION CAMSHAFTS	
E-2	\$240.00
E-3-B	\$265.00
E-3-S	\$240.00
E-31	\$240.00
E-4-S	\$240.00
E-4	\$240.00
E-5-B	\$265.00
E-5-T	\$265.00
E-5-S	\$240.00
E-51	\$240.00
E-5	\$240.00
E-6-S	\$290.00
E-6	\$290.00
E-7-S	\$290.00
E-7	\$290.00
E-8	\$290.00
E-9	\$290.00
 SHOVELHEAD & PANHEAD CAMSHAFTS	
L-1	\$240.00
L-2-S	\$240.00
L-2	\$240.00
L-3-S	\$240.00
L-3	\$240.00
L-31	\$240.00
J-2	\$240.00
TL-3	\$265.00
J-4	\$240.00
L-51	\$240.00
L-5	\$240.00
L-61	\$240.00
L-6	\$240.00
L-7	\$290.00
L-8	\$290.00

KNUCKLEHEAD CAMSHAFTS		LIST
0		\$240.00
1		\$240.00
2		\$240.00
3		\$240.00
4		\$290.00
5		\$340.00
6		\$340.00
EVOLUTION SPORTSTER CAMSHAFTS		
E-3-S		\$529.00
E-5-S		\$529.00
E-5		\$529.00
E-7		\$579.00
E-9		\$579.00
IRONHEAD SPORTSTER CAMSHAFTS		
J-1		\$529.00
L-1		\$529.00
L-2		\$529.00
L-5		\$529.00
L-6		\$579.00
L-7		\$579.00
L-8		\$579.00
SPRING KITS		
2EA	Double Evo/Evo Sportster with aluminum	\$100.00
2ET	Double Evo/Evo Sportster with titanium	\$264.00
2ETR	Double Evo with damper with titanium	\$348.00
2SA	Double Shovel/Panhead with aluminum	\$100.00
2ST	Double Shovel/Panhead with titanium	\$264.00
3ST	Triple Shovel/Panhead with titanium	\$292.00
2KA	Double Knucklehead with aluminum	\$ 80.00
2KT	Double Knucklehead with titanium	\$236.00
SPRING KIT PARTS		
4	Double Evo/Evo Sportster Springs	\$ 52.00
4	Double Shovel/Pan/Knucklehead Springs	\$ 52.00
4	Triple Shovel/Panhead Springs	\$ 80.00
4	Titanium Top Spring Retainers	\$186.00
4	7075-T6 Aluminum Top Spring Retainers	\$ 28.00
4	Steel Bottom Spring Retainers	\$ 28.00
4	Pair Chrome Moly Split Keepers	\$ 16.00
10	Stainless Steel Shims .060"	\$ 4.60
10	Stainless Steel Shims .015"	\$ 2.60
4	3ST Inners	\$ 33.60
PUSHROD SETS		
4	Racer Unfinished 12"x1/2"x.095" wall	\$ 80.00
4	Racer Unfinished 12"x7/16"x.065" wall	\$ 65.00
4	Ironhead Sportster	\$ 37.00
PUSHROD PARTS		
	Ball End 5/16" or 3/8" OD	\$ 4.60
	4130 Tubing 12"x1/2"x.095" wall	\$ 11.00
	4130 Tubing 12"x 7/16"x.065" wall	\$ 7.20

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