

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

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

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