KENT CAMS

The Art of High Precision Grinding

25 YEARS OF PRECISION GRINDING

KENT PERFORMANCE CAMS

Nearly three decades ago Kent Cams established the standards other camshaft companies were to follow with the use of the 'Berco' master cam grinding machine.

Kent Cams quickly becomes the number 1 manufacturer of choice with our commitment to producing reliable, cost effective camshafts for competition use.

British, European and World championship crowns are being won using camshafts and valve train components manufactured by Kent Cams.

KENT CAMS©

Post group 'B' rallying arrives and Kent Cams offer camshaft manufacturing expertise to Toyota, Ford and Subaru.

Kent Cams are used in the engines of championship winners in BTCC, WRC and can be found used in all forms of motorsport.

16 years ago Kent Cams enters the world of 2 wheel motorsport culminating in supplying camshafts to multiple World sidecar champions, Supersport champions, WSB winners and latterly MotoGp engine builders.

KENT CAMS

Kent Cams is the manufacturer of choice for Europes leading engine builders. Having supplied cams to more championship winners than both the UK's other leading camshaft manufacturers put together.

Where other specialist camshaft companies have retro fitted Numerical Controls to manual machines or have purchased end of life production line machines Kent Cams have once again set the standard with the commissioning of a bespoke CNC lobe contour grinding centre.

The twin CBN wheels (70mm and 400mm) on our new Schaudt MU03 allow high accuracy grinding with a repeatability of less than 3 microns, once again Kent Cams are setting the standards

Contents

PERFORMANCE CAM KITS

The complete tuning solution - Kits include all the necessary components to ensure trouble free installation.

POWER PULLEYS

Steel and Dural Alloy cam drive pulleys

PERFORMANCE AUTOMOTIVE CAMS

Sport cams
Sports Road cams
Motorsport / Off Road cams

VALVE SPRINGS

Valve Spring Retainers
Valve Spring Platforms
Valve Spring Kits

PERFORMANCE MOTOCYCLE CAMS

Sports Road cams
Motorsport / Racing cams

CAM FOLLOWERS

Steel buckets
Mechanical lightweight followers.
Shims

MOTORCYCLE ADJUSTABLE SPROCKETS

Hardened and tempered slotted cam gears and hubs.

ARP FASTENER KITS

Con Rod Bolts
Head Stud Kits
Main Stud Kits
Flywheel bolts

KENT CAMS

Selecting the right camshaft?

Whether you want to out accelerate the latest so called sports car or are looking for an improvement in the performance of your car, a 'Sports Cam Kit' is a definite necessity.

No other single modification will result in a greater increase in performance.

Picking the right Cam Kit for your car is as easy as ***1, 2, 3****.*

1 'Sports' Fast Road Cams & Kits

These Cam Kits are designed utilising the latest in cam design technology, low overlap and minimal duration to help create a cam package that is unbeatable when installed into a standard production road car. Improves mid-range and upto **+22bhp gains in power** (depending on model). No other modifications are necessary to ensure straightforward installation and trouble free smooth running.

2 'Sports 'R' Fast Road/Rally Cams & Kits

The 'Sports 'R' Cam Kit' is designed specifically for the spirited driver. Utilising maximum valve acceleration technology to design cams for cars that have the benefit of other modifications. This cam range is capable of achieving **+30bhp gains in power**. We recommend the use of a performance exhaust, air filter and chip with this range of cams.

3 Competition' Rally Cams & Kits

This range of cam kits are specifically designed for motorsport/ competition use, and are therefore not recommended for use on the public highway. Please refer to the main catalogue for particular recommendations and applications.

PERFORMANCE AUTOMOTIVE CAMSHAFTS KITS

VEHICLE	SPECIFICATION	PART NO	NOTE
AUDI A3/A4 1.6 1.8 Hydraulic	SPORTS R	GS2HK	D
AUDI 80 2.0 8V Hydraulic	SPORTS INJ	GS22HK	D
BMW 318i M40 non roller type	SPORTS INJ	BM42K	D
BMW 320i 323i 325i M20	SPORTS INJ	BM62K	D
CITROEN SAXO VTS 1.6 16V	SPORTS INJ	PT50K	D
CITREON C2 1.6 16V	SPORTS INJ	PT47K	D
FORD ESCORT/FIESTA 1300/1600 XFLOW	MILD ROAD	BCF1K	A
FORD ESCORT/FIESTA 1300/1600 XFLOW	FAST ROAD	BCF2K	A
FORD ESCORT/FIESTA 1300/1600 XFLOW	FAST ROAD/RALLY	BCF3K	A
FORD ESCORT/FIESTA 1300/1600 XFLOW	HIGH TORQUE	224K	B
FORD ESCORT/FIESTA 1300/1600 XFLOW	FAST ROAD	234K	B
FORD ESCORT/FIESTA 1300/1600 XFLOW	RALLY	244K	B
FORD ESCORT/FIESTA 1300/1600 XFLOW	FAST ROAD	A2K	A
FORD 2000OHC escort/capri/sierra	SPORTS TORQUE	FR30K	C
FORD 2000OHC escort/capri/sierra	SPORTS	FR31K	C
FORD 2000OHC escort/capri/sierra	SPORTS R	FR32K	C
FORD 2000OHC escort/capri/sierra	FAST ROAD/RALLY	FR33K	C
FORD 2000OHC escort/capri/sierra	SPORTS INJ	FR34K	C
FORD 2000OHC escort/capri/sierra	COMPETITION	RL30K	C
FORD 2000OHC escort/capri/sierra	ROAD/RALLY	RL31K	C
FORD 2000OHC escort/capri/sierra	RALLY	RL32K	C
FORD 2000OHC escort/capri/sierra	COMPETITION	RC31K	C
FORD 2000OHC escort/capri/sierra	LIGHTNING ROD	GTS2K	C
FORD 2000OHC escort/capri/sierra	RALLY	GTS3K	C
FORD 2000OHC escort/capri/sierra	RALLY	GTS4K	C
FORD 2000OHC escort/capri/sierra	HOT ROD	GTS5K	C
FORD 2000OHC escort/capri/sierra	HOT ROD	GTS6K	C
FORD 2000OHC escort/capri/sierra	F2 STOCK CAR	GTS7K	C
FORD 2000OHC escort/capri/sierra	F2 STOCK CAR	GTS8K	C
FORD 2000OHC escort/capri/sierra	COMPETITION	HTIK	C
FORD 2000OHC escort/capri/sierra	COMPETITION	GP1K	C
FORD 2000OHC escort/capri/sierra	COMPETITION	RC1K	C
FORD RS2000 DOHC 16V Hydraulic	SPORTS INJ	RS2001K	D
FORD CVH 1.3 1.4 1.6 Hydraulic	SPORTS	CVH21K	E
FORD CVH 1.3 1.4 1.6 Hydraulic	SPORTS R	CVH22K	E
FORD CVH 1.3 1.4 1.6 Hydraulic	SPORTS INJ	CVH32K	E
FORD CVH 1.3 1.4 1.6 Hydraulic	COMPETITION	CVH33K	E
FORD ESCORT/FIESTA RS TURBO	SPORTS	CVH31K	E
FORD ESCORT/FIESTA RS TURBO	SPORTS R	CVH34K	E
FORD ESCORT/FIESTA RS TURBO	SPORTS R	CVH35K	E
FORD ESCORT/FIESTA RS TURBO	COMPETITION	CVH37K	E
FORD COSWORTH 16V TURBO HYD	SPORTS	CW1K	D
FORD ZETEC 16V 1.6 HYD	SPORTS	FZ1601K	D
FORD ZETEC 16V 1.8 up to 1998	SPORTS	FZ1801K	D
FORD ZETEC 16V 1.8 up to 1998	SPORTS R	FZ1802K	D
FORD ZETEC 16V 2.0 up to 1998	SPORTS	FZ2001K	D
FORD CAPRI/GRANADA 3.0L V6 ESSEX	MILD ROAD	V61K	A
FORD CAPRI/GRANADA 3.0L V6 ESSEX	FAST ROAD/RALLY	V62K	A
FORD CAPRI/GRANADA 3.0L V6 ESSEX	FAST ROAD	V63K	A
FORD SIERRA/CAPRI/GRANADA 2.3 2.8 V6	MILD ROAD	V6T1K	A
FORD SIERRA/CAPRI/GRANADA 2.3 2.8 V6	SPORTS	V6T2K	A
FORD SIERRA/CAPRI/GRANADA 2.3 2.8 V6	SPORTS R	V6T3K	A
FORD SIERRA/CAPRI/GRANADA 2.8 V6 INJ	SPORTS INJ	V6T21K	A
FORD SIERRA/CAPRI/GRANADA 2.8 V6 INJ	SPORTS R	V6T31K	A
FORD SIERRA/SCORPIO 2.9 V6 INJ MECH	SPORTS	V6T45K	A
FORD FIESTA 1.1 1.3 HCS ENGINE	SPORTS	FST11K	A
FORD KA1.3 OHV	SPORTS	KA11K	A
LOTUS ELISE 1.8 16V	SPORTS	LE1811K	D
PEUGEOT 205 1300/1600 rallye	SPORTS	PT02K	D
PEUGEOT 205/309/405 1.6/1.9 GTI 8V	SPORTS INJ	PT36K	D
PEUGEOT 306 XSI 2.0 8V	SPORTS INJ	PT46K	D
PEUGEOT 106 1.4/1.6 XSI NON ROLLER	SPORTS INJ	PT11K	D
PEUGEOT 405 MI16 16V UP TO 1992	SPORTS INJ	PT1601K	D
PEUGEOT 306 S16 2.0 16V 1993>96	SPORTS INJ	PT2001K	D
PEUGEOT 206 1.6 16V	SPORTS INJ	PT47K	D
PEUGEOT 106 1.6 GTI 16V	SPORTS INJ	PT50K	D
PEUGEOT GTi6 16V/406 COUPE 2.0 16V	SPORTS INJ	PT80K	D
RENAULT CLIO/MEGANE 1.8 16V	SPORTS INJ	RN1601K	D
RENAULT CLIO/MEGANE 2.0 16V	SPORTS INJ	RN2002K	D
ROVER A SERIES 850/100/1100/1275/1300	HIGH TORQUE	MD246K	A
ROVER A SERIES 850/100/1100/1275/1300	MILD ROAD	MD256K	A
ROVER A SERIES 850/100/1100/1275/1300	FAST ROAD	MD266K	A
ROVER A SERIES INJECTION	SPORTS INJ	MD274K	A
ROVER A SERIES 850/100/1100/1275/1300	FAST ROAD/RALLY	MD276K	A
ROVER A SERIES 850/100/1100/1275/1300	RALLY	MD286K	A
ROVER B SERIES 1600/1800	MILD ROAD	714K	A
ROVER B SERIES 1600/1800	FAST ROAD	715K	A
ROVER B SERIES 1600/1800	RALLY	716K	A
ROVER B SERIES 1600/1800	FAST ROAD	717K	A
ROVER K SERIES 1.4 16V	SPORTS INJ	RK1411K	D
ROVER K SERIES 1.6 16V	SPORTS INJ	RK1611K	D
ROVER K SERIES 1.8 16V	SPORTS INJ	RK1811K	D
ROVER V8 3.5/3.9/4.6/5.0 HYD	SPORTS TORQUE	H180K	A
ROVER V8 3.5/3.9/4.6/5.0 HYD	MILD ROAD	H200K	A
ROVER V8 3.5/3.9/4.6/5.0 HYD	FAST ROAD	H214K	F
ROVER V8 3.5/3.9/4.6/5.0 HYD	FAST ROAD	H218K	A
ROVER V8 3.5/3.9/4.6/5.0 HYD	COMPETITION	H224K	F
SEAT CUPRA SPORT/TOLEDO 2.0 8V	SPORTS INJ	SE1HK	D
SEAT CUPRA SPORT/TOLEDO 2.0 8V	SPORTS R	SE2HK	D
SEAT IBIZA/CORDOBA/TOLEDO 2.0 16V	SPORTS INJ	SE2001K	D
TRIUMPH 1200/1300/1500 4 CYL	HIGH TORQUE	TH12K	A
TRIUMPH 1200/1300/1500 4 CYL	FAST ROAD	TH2K	A
TRIUMPH 1200/1300/1500 4 CYL	RALLY	TH3K	A
TRIUMPH 1200/1300/1500 4 CYL	FAST ROAD	TH5K	A
TRIUMPH 2000/2.5 6 CYL	HIGH TORQUE	TH12-6K	A
TRIUMPH 2000/2.5 6 CYL	FAST ROAD	TH2-6K	A
VAUXHALL ASTRA/NOVA 1.2/1.3 8V	SPORTS	AST11K	D
VAUXHALL ASTRA/NOVA 1.2/1.3 8V	SPORTS	AST1K	F
VAUXHALL ASTRA/NOVA 1.2/1.3 8V	SPORTS R	AST2K	F
VAUXHALL ASTRA/NOVA 1.2/1.3 8V	COMPETITION	AST3K	F
VAUXHALL CORSA 1.4/1.6 8V 1989 ON	SPORTS INJ	NVO51K	D
VAUXHALL CORSA 1.4/1.6 8V 1989 ON	SPORTS R	NVO52K	D
VAUXHALL CORSA 1.4/1.6 8V 1989 ON	SPORTS R	NVO61K	F
VAUXHALL CORSA 1.4/1.6 8V 1989 ON	SPORTS INJ	NOV62K	F
VAUXHALL CORSA 1.4/1.6 8V 1989 ON	COMPETITION	NVO63K	F
VAUXHALL CORSA 1.4 16V	SPORTS INJ	COR1601K	D
VAUXHALL CORSA 1.6 16V	SPORTS INJ	COR1602K	D
VAUXHALL ASTRA 1.6 TO 89/1.8 8V	SPORTS INJ	AST20K	A
VAUXHALL ASTRA 1.6 TO 89/1.8 8V	SPORTS R	AST21K	A
VAUXHALL VECTRA/CALIBRA 2.0 8V	SPORTS INJ	AST52K	D
VAUXHALL VECTRA/CALIBRA 2.0 8V	SPORTS INJ	AST14K	A
VAUXHALL VECTRA/CALIBRA 2.0 8V	SPORTS R	AST15K	A
VAUXHALL VECTRA/CALIBRA 2.0 8V	COMPETITION	AST16K	A
VAUXHALL ASTRA 2.0 16V UP TO 1992	SPORTS INJ	AST1612K	D
VAUXHALL MANTA 1.9/2.0 RWD CIH ENG	SPORTS	OP214K	A
VAUXHALL VECTRA 1.8/2.0/2.2 ECOTEC	SPORTS INJ	EC2001K	D
VW GOLF/SCIROCCO1.6/1.8 8V HYD	SPORTS INJ	GS1HK	D
VW GOLF/SCIROCCO1.6/1.8 8V HYD	SPORTS R	GS2HK	D
VW GOLF/CORRADO 2.0 8V HYD	SPORTS INJ	GS22HK	D
VW GOLF G60 1.8 8V HYD	SPORTS INJ	GS4HK	D
VW GOLF/CORRADO VR6	SPORTS INJ	VR602K	D
VW GOLF 1.8/2.0 16V	SPORTS INJ	GF1602RK	D

NOTE: Kits Include

A	B	C	D	E	F
Camshaft	Camshaft	Camshaft	Camshaft	Camshaft	Camshaft
Followers	Followers	Followers	Followers	Followers	Followers
Valve Springs	Valve Springs	Valve Springs	Cam Lube	Valve Springs	Valve Springs
Cam Lube	Modified	Ball Studs		Stem Seals	Modified
	Retainers	Spray Bar		Cam Lube	Retainers
	Stem Seals	Stem Seals			Cam Lube
	Cam Lube	Cam Lube			

PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	FULL LIFT POSITION INLET/EXHAUST	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST	CAM FOLLOWER	VALVE SPRING	CAM BELT	POWER PULLEY	CONROD BOLT	HEADSTUD KIT	OPTIONS & COMMENTS
ALFA ROMEO 1800/2000 8 Valve Twin Cam	Direct acting. Durations quoted at .010" / .25mm checking height																
AF1	SPORTS	2000-6000	.415" 10.54mm	.407" 10.33mm	282°	35/67 67/35	106° 106°	.008" 0.20mm	.110" 2.79mm	.096" 2.44mm	CF68	-	-	-	BEB49-8	-	Alfa AFJK303 and AFZL1 are as featured in the Alfa tuning book written by Jim Kartalamakis, they are produced from a steel billet and we can supply CF68 Cam Followers.
AFJK303	RALLY	2500-6500	.474" 12.03mm	.464" 11.78mm	303°	45/78 78/45	106° 106°	.010" 0.25mm	.169" 4.29mm	.163" 4.14mm	CF68	VS42 Double	-	-	BEB49-8	-	
AFZL1	RACE	3000-7000	.474" 12.03mm	.464" 11.78mm	320°	58/82 82/58	102° 102°	.010" 0.25mm	.177" 4.50mm	.164" 4.16mm	CF68	VS42 Double	-	-	BEB49-8	-	
AUDI 80, A3, A4 1.6 1.8 Hydraulic 8 Valve	Direct acting. Durations quoted at .004" / .10mm checking height																
GS2H Kit Available	SPORTS 'R' *14bhp approx increase* Suitable for carburation and injection	2000-6500	.446" 11.32mm	.446" 11.32mm	270°	25/65 65/25	110°	.000" 0.00mm	.061" 1.55mm	N/A -	CF38	-	CB06	CA32	-	HSVW4703	Audi competition equipment: Please refer to Volkswagen on page 56-59. "GS2H" was tested by VW Magazine and found to be the best all round. It gave "14 BHP" over the original and idle was no problem. The test car owner had the "GS2H" refitted at the end of the day because of the cams superb characteristics. CA68 - 16V Power Pulley for Belt Drive S69 - 16V Power Pulley for Gear Drive (Pair)
AUDI 80, 1.6 1.8 Mechanical 8 Valve	Direct acting. Durations quoted at .010" / .25mm checking height																
GS2	SPORTS INJECTION No piston mods	2000-6500	.431" 10.94mm	.419" .417" 10.64mm 10.59mm	290°	35/75 75/35	110°	.012" .014" 0.30mm 0.35mm	.072" 1.83mm	N/A -	-	-	CB06	CA32	-	HSVW4703	
AUDI 80, 2.0E Sport Hydraulic 8 Valve	Direct acting. Durations quoted at .004" / .10mm checking height																
GS22H Kit Available	SPORTS INJECTION *10bhp approx increase*	1500-6000	.440" 11.17mm	.440" 11.17mm	260°	18/62 62/18	112°	.000" 0.00mm	.054" 1.37mm	N/A -	CF38	-	CB25	CA32	-	HSVW4703	
AUDI 80, 2.0 Hydraulic 16 Valve	Direct acting. Duration quoted at .004" / .10mm checking height																
GF1602R	SPORTS INJECTION *17bhp approx increase*	2000-6500	.431" .404" 10.94mm 10.26mm	.431" .404" 10.94mm 10.26mm	264° 258°	22/62 59/19	110° 110°	.000" 0.00mm	.055" 1.40mm	.055" 1.40mm	CF62	-	CB24	CA68 S69	-	HSVW4702	
AUSTIN ROVER See **ROVER** Pages 38-44																	
BMW 320i / 323i / 325i M20	Valve lifts quoted using a theoretical Rocker Ratio of 1.56:1 Durations quoted at .010" / .25mm checking height																
BM62 Kit Available	SPORTS INJECTION 15 *15bhp approx increase* Suitable for engines fitted with standard injection and catalyst	2000-6500	.276" 7.01mm	.420" 10.66mm	277°	25/72 72/25	113°	.010" 0.25mm	.055" 1.40mm	N/A -	CF60	-	-	CA39	-	-	
BM63	SPORTS 'R' Modified injection required	2000-6500	.276" 7.01mm	.420" 10.66mm	277°	27/70 70/27	111°	.010" 0.25mm	.062" 1.57mm	N/A -	CF60	-	-	CA39	-	-	
BM64	COMPETITION Modified injection required	3000-8000	.288" 7.31mm	.440" 11.17mm	288°	34/74 74/34	110°	.010" 0.25mm	.110" 2.79mm	.N/A -	CF60	-	-	CA39	-	-	
BMW 318i M40	Valve lifts quoted using a theoretical Rocker Ratio of 1.73:1 Durations quoted at .004" / .1mm checking height																
BM42 Kit Available	SPORTS INJECTION *10 bhp approx increase*	1500-6000	.250" 6.35mm	.433" 11.00mm	254°	17/57 57/17	110°	.000" 0.00mm	.040" 1.00mm	N/A -	CF59	-	-	-	-	-	
BMW 318i M42	Direct acting. Durations quoted at .004" / .10mm checking height																
BM46	SPORTS INJECTION	2000-6500	.408" 10.36mm	.408" 10.36mm	256°	18/58 58/18	110° 110°	.000" 0.00mm	.046" 1.17mm	.035" 0.89mm	-	-	-	-	-	-	
BMW 318i M44	Valve lifts quoted using a theoretical Rocker Ratio of 1.7:1 Durations quoted at .004" / .10mm checking height																
BM48	SPORTS INJECTION	2000-6500	.237" 6.01mm	.402" 10.23mm	244°	12/52 52/12	110° 110°	.000" 0.00mm	N/A -	N/A -	-	-	-	-	-	-	

PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	FULL LIFT POSITION INLET/EXHAUST	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST	CAM FOLLOWER	VALVE SPRING	CAM BELT	POWER PULLEY	OPTIONS & COMMENTS
CITROEN AXGT 1360 / PEUGEOT 205 1.3 / 1360 Front bearing size 42.50mm				Valve lifts quoted using a theoretical Rocker Ratio of 1.40:1 Durations quoted at 0.010" / 0.25mm checking height											
PT02 Kit Available	**SPORTS** *12bhp approx increase*	2000-6000	.275" 6.98mm	.375" 9.52mm	284°	34/70 70/34	108°	.010" 0.25mm	.070" 1.77mm	N/A -	CF61	-	-	CA31	
CITROEN SAXO VTR, VSX,SX 1.4 1.6 Non Roller Type / PEUGEOT 106 '93-'98 1.4 1.6 XSi Front bearing size 44.2mm.Not suitable for roller type engines. Valve lifts quoted using a theoretical Rocker Ratio of 1.40:1											Durations quoted at 0.010" / 0.25mm checking height				
PT11 Kit Available	**SPORTS INJECTION** *12bhp approx increase*	2000-6000	.276" 7.01mm	.376" 9.81mm	276°	28/68 68/28	110°	.010" 0.25mm	.050" 1.27mm	N/A -	CF61	-	CB14 CB15	CA31	
CITROEN SAXO VTR 1.4 - 1.6 Roller Type / PEUGEOT 106 / 206 / 306 Valve lifts quoted using a theoretical Rocker Ratio of 1.75:1 Durations quoted at .010" / .40mm checking height															
PT30	**SPORTS INJECTION** Suitable for 1.4 *9bhp approx increase*	2000-6500	.230" 5.84mm	.392" 9.95mm	258°	14/64 64/14	115°	.010" 0.25mm	.020" 0.50mm	N/A -	-	-	-	CA31	
PT40	**SPORTS INJECTION** Suitable for 1.6 *11bhp approx increase*	2000-6500	.242" 6.14mm	.414" 10.51mm	266°	18/68 68/18	115°	.010" 0.25mm	.030" 0.75mm	N/A -	-	-	-	CA31	
CITROEN SAXO VTS 1.6 16 Valve / PEUGEOT 106 16 Valve Duration of hydraulic profiles quoted at 0.004"/.10mm. Mechanical profiles checked at 0.004" / 0.1mm checking height															
PT50 Kit Available	**SPORTS INJECTION** *22bhp approx increase with filter kit*	1500-6500	.368" 9.34mm	.368" 9.34mm	262°	21/61 61/21	110° 110°	.000" 0.00mm	.035" 0.90mm	.037" 0.95mm	CF65	-	CB16	CA72	
CITROEN C2 1.6 16V VTR															
PT47 Kit Available	**SPORTS INJECTION** Suitable for 1.6 *12bhp approx increase*	1500-6500	.336" 8.53mm	.336" 8.53mm	240°	10/50 50/10	110° 110°	.000" 0.00mm	.019" 0.48mm	.014" 0.35mm	CF65	-	CB16	CA72	
FIAT UNO 1.1 / 1.3 Direct acting. Durations quoted at .010" / .25mm checking height															
FT7	**SPORTS**	2000-6000	.415" 10.54mm	.407" 10.33mm	282°	35/67 67/35	106°	.008" .008" 0.20mm 0.20mm	.110" 2.79mm	N/A -	-	-	-	CA40	
FIAT UNO 1.4i / TIPO 1.4i, 1.6i Direct acting. Durations quoted at .010" / .25mm checking height															
FT14	**SPORTS INJECTION**	2000-6000	.388" 9.85mm	.372" .368" 9.45mm 9.35mm	284° 264°	37/67 57/27	105°	.016" .020" 0.40mm 0.50mm	.087" 2.15mm	N/A -	-	-	-	CA77	
FIAT UNO TURBO & PUNTO GT Direct acting. Durations quoted at .010" / .25mm checking height															
FT15	**SPORTS**	2000-6000	.393" .363" 10mm 9.22mm	.378" .343" 9.60mm 8.72mm	240° 226°	15/45 37/8	105°	.016" .020" 0.40mm 0.50mm	.082" 2.09mm	N/A -	-	-	-	CA77	
FIAT 1.6 - 1.8 - 2.0 8 Valve Twin Cam Direct acting. Durations quoted at .010" / .25mm checking height															
FT10	**SPORTS**	2000-6000	.415" 10.54mm	.407" 10.33mm	282°	35/67 67/35	106° 106°	.008" .008" 0.20mm 0.20mm	.110" 2.79mm	.097" 2.46mm	-	-	-	CA41	
FT11	**COMPETITION**	2500-6500	.426" 10.82mm	.418" 10.61mm	308°	52/76 76/52	102° 102°	.008" .008" 0.20mm 0.20mm	.147" 3.73mm	.139" 3.53mm	-	-	-	CA41	

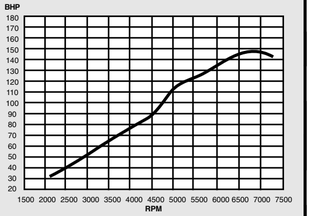
CITROEN Competition Equipment: Please see Peugeot pages 28 to 32

PT30 The latest addition to the Saxo range, giving an increase of 9bhp with no other modifications.

PT50 As tested by one of the leading specialists in Citroen/Peugeot tuning. With a pair of camshafts and an air filter kit, the increase was an incredible 22bhp. Achieved by JA Racing.

CB14 CITROEN AXGT 1360cc with AC

CB15 CITROEN AXGT 1360cc without AC



PT50 Test by J A Racing

PT40 - This Cam is for the later 1.6 model with Roller Rockers, (silver rocker cover engine) and will give an impressive 11 bhp. Don't give up if you have the earlier engine type with black rocker cover. The PT11 also gives an impressive 12 bhp.

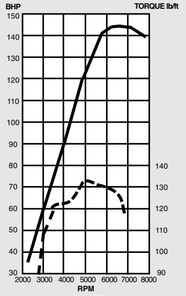
PT47 - Cams for the C2 1.6 16v engine. These cams give an impressive 12bhp

FORD 1300 / 1600 X/FLOW ESCORT Mk1&2 FIESTA Mk1

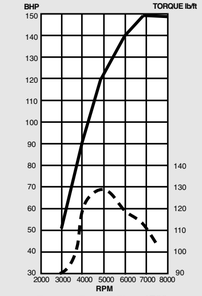
Valve lifts quoted using a theoretical Rocker Ratio of 1.52:1 Durations quoted at .016" / .40mm checking height

PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET TIMING @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST	CAM FOLLOWER	VALVE SPRING	VALVE SPRING RETAINER	POWER PULLEY	CONROD BOLT	FLYWHEEL BOLT	HEADSTUD KIT	MAINSTUD KIT	OPTIONS AND COMMENTS
BCF1 Kit Available	MILD ROAD 6bhp approx over GT Cam	2000-6000	.261" 6.62mm	.384" .378" 9.74mm 9.59mm	270°	26/64 69/21	109°	.012" .018" 0.30mm 0.46mm	.066" 1.67mm	N/A -	CF7 CF6	VS5 Single	ST17	S13 S27	BEB08-8 BEB09-8	FB900-6	HSFX48	MSF375	
BCF2 Kit Available	FAST ROAD 8bhp approx over GT Cam	2000-6500	.261" 6.62mm	.382" .378" 9.69mm 9.59mm	290°	37/73 73/37	108°	.014" .018" 0.36mm 0.46mm	.086" 2.18mm	N/A -	CF7 CF6	VS5 Single	ST17	S13 S27	BEB08-8 BEB09-8	FB900-6	HSFX48	MSF375	
BCF3 Kit Available	FAST ROAD/RALLY 10bhp approx over GT Cam. Maximum cam that will fit without piston mods	2500-7000	.282" 7.15mm	.412" 10.47mm	284°	34/70 70/34	108°	.016" .016" 0.41mm 0.415mm	.098" 2.48mm	N/A -	CF7 CF6	VS5 Single	ST17	S13 S27	BEB08-8 BEB09-8	FB900-6	HSFX48	MSF375	
There is no substitute for this following range of Cams but additional machining will be required. Increase depth of valve cut-outs in piston crown by .100" / 2.54mm																			
224 Kit Available	HIGH TORQUE Autotest *14bhp approx increase over GT Carb*	1000-6500	.287" 7.28mm	.420" .418" 10.66mm 10.61mm	270°	32/58 67/23	103°	.016" .018" 0.41mm 0.46mm	.095" 2.41mm	N/A -	CF7 CF6	VS7 Double	ST17 VR8	S13 S27	BEB08-8 BEB09-8	FB900-6	HSFX48	MSF375	
234 Kit Available	FAST ROAD 18bhp approx over GT Carb	2000-7200	.293" 7.43mm	.423" .421" 10.74mm 10.69mm	280°	37/63 73/27	103°	.022" .024" 0.56mm 0.61mm	.112" 2.84mm	N/A -	CF7 CF6	VS7 Double	ST17 VR8	S13 S27	BEB08-8 BEB09-8	FB900-6	HSFX48	MSF375	
244 Kit Available	RALLY 115bhp with GT Carb 145bhp with 2 x 40's	3000-8000	.309" 7.84mm	.447" .445" 11.35mm 11.30mm	290°	42/68 78/32	103°	.022" .024" 0.56mm 0.61mm	.138" 3.50mm	N/A -	CF7 CF6	VS7 Double	ST17 VR8	S13	BEB08-8 BEB09-8	FB900-6	HSFX48	MSF375	
254	HOT ROD/RACE	4000-8500	.324" 8.22mm	.470" .468" 11.93mm 11.88mm	300°	47/73 83/37	103°	.022" .024" 0.56mm 0.61mm	.169" 4.29mm	N/A -	CF7 CF6	VS39 Double	VRT05 VRT07	S13	BEB08-8 BEB09-8	FB900-6	HSFX48	MSF375	
262	HOT ROD/RACE For use when steel components are prohibited.	4500-8750	.332" 8.43mm	.480" 12.19mm	308°	51/77 87/41	103°	.022" .024" 0.56mm 0.61mm	.185" 4.70mm	N/A -	CF7 CF6	VS39 Double	VRT05 VRT07	S13	BEB08-8 BEB09-8	FB900-6	HSFX48	MSF375	
264	CLUBMANS/FULL RACE	5000-9000	.339" 8.60mm	.493" .491" 12.52mm 12.47mm	310°	52/78 88/42	103°	.022" .024" 0.56mm 0.61mm	.190" 4.82mm	N/A -	CF30	VS39 Double	VRT05 VRT07	S13	BEB08-8 BEB09-8	FB900-6	HSFX48	MSF375	
272	ULTIMATE RACE CAM	5000-9300	.347" 8.81mm	.505" 12.82mm	314°	54/80 90/44	103°	.022" .024" 0.56mm 0.61mm	.218" 5.55mm	N/A -	CF30	VS39 Double	VRT05 VRT07	S13	BEB08-8 BEB09-8	FB900-6	HSFX48	MSF375	
ADDITIONAL PROFILES																			
A2 Kit Available	FAST ROAD	3000-7000	.243" 6.17mm	.349" .347" 8.86mm 8.81mm	286°	35/71 71/35	108°	.020" .022" 0.51mm 0.56mm	.077" 1.95mm	N/A -	CF6 CF7	VS5 Single	ST17	S13 S27	BEB08-8 BEB09-8	FB900-6	HSFX48	MSF375	
A3	RACE	4000-8000	.269" 6.83mm	.388" .386" 9.85mm 9.80mm	310°	47/83 83/47	108°	.020" .022" 0.51mm 0.56mm	.113" 2.87mm	N/A -	CF6 CF7	VS7 Double	ST17 VR8	S13	BEB08-8 BEB09-8	FB900-6	HSFX48	MSF375	
A6	RACE	5000-9000	.278" 7.06mm	.404" .402" 10.36mm 10.21mm	304°	46/78 78/46	106°	.018" .020" 0.46mm 0.51mm	.133" 3.38mm	N/A -	CF6 CF7	VS39 Double	VRT05 VRT07	S13	BEB08-8 BEB09-8	FB900-6	HSFX48	MSF375	
A8	RACE	5500-9000	.284" 7.20mm	.413" .411" 10.49mm 10.43mm	312°	56/76 76/56	100°	.018" .020" 0.46mm 0.51mm	.176" 4.47mm	N/A -	CF6 CF7	VS39 Double	VRT05 VRT07	S13	BEB08-8 BEB09-8	FB900-6	HSFX48	MSF375	
A8+	RACE	5000-9000	.327" 8.30mm	.479" .477" 12.16mm 12.11mm	312°	56/76 76/56	100°	.018" .020" 0.46mm 0.51mm	.195" 4.95mm	N/A -	CF6 CF7	VS39 Double	VRT05 VRT07	S13	BEB08-8 BEB09-8	FB900-6	HSFX48	MSF375	
658	RACE	5000-9000	.274" 6.95mm	.396" 10.05mm	320°	60/80 80/60	100°	.020" .020" 0.51mm 0.51mm	.186" 4.73mm	N/A -	CF6 CF7	VS39 Double	VRT05 VRT07	S13	BEB08-8 BEB09-8	FB900-6	HSFX48	MSF375	
747	RACE	4500-8500	.290" 7.36mm	.422" .420" 10.71mm 10.66mm	295°	49/66 66/49	98°	.018" .020" 0.46mm 0.51mm	.180" 4.58mm	N/A -	CF6 CF7	VS39 Double	VRT05 VRT07	S13	BEB08-8 BEB09-8	FB900-6	HSFX48	MSF375	
260	RACE	4000-8000	.316" 8.02mm	.462" .460" 11.73mm 11.68mm	308°	50/78 78/50	104°	.018" .020" 0.46mm 0.51mm	.177" 4.50mm	N/A -	CF6 CF7	VS39 Double	VRT05 VRT07	S13	BEB08-8 BEB09-8	FB900-6	HSFX48	MSF375	
3FY	FAST ROAD	2500-7000	.264" 6.70mm	.389" .387" 9.88mm 9.82mm	276°	30/66 66/30	108°	.012" .014" 0.30mm 0.36mm	.085" 2.16mm	N/A -	CF6 CF7	VS5 Single	ST17	S13 S27	BEB08-8 BEB09-8	FB900-6	HSFX48	MSF375	
IFR4	RACE	4500-8500	.284" 7.20mm	.413" .411" 10.48mm 10.43mm	310°	51/79 79/51	104°	.018" .020" 0.46mm 0.51mm	.160" 4.06mm	N/A -	CF6 CF7	VS39 Double	VRT05 VRT07	S13	BEB08-8 BEB09-8	FB900-6	HSFX48	MSF375	

CF7 711M Wide Stem Follower
CF6 109E Narrow Stem Follower
CF30 711M Wide Stem Competition Follower
S13 Duplex Power Pulley
S27 Simplex Power Pulley
ST17 Steel Valve Spring Retainer
VR8 Alloy Valve Spring Retainer for VS7- - 5/16 Valve Stem
VRT05 Titanium Valve Spring Retainer for -VS39 - 9/32 Valve Stem
VRT07 Titanium Valve Spring Retainer for -VS39 - 5/16 Valve Stem
BEB08-8 Conrod Bolts for Steel Rods 3/8 x 1.5ARP
BEB09-8 Conrod Bolts for 1.3L/1.6L Rods 3/8 x 1.75ARP
S5 4.000" Crank V Belt Pulley



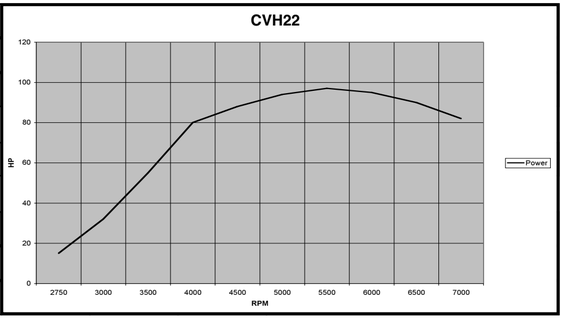
Engine: Ford X/Flow 1830cc
Camshaft: 234



Engine: Ford X/Flow 1700cc
Camshaft: 244

The 234 and 244 cams are probably the most succesfull cams for the Ford X/Flow engine. These Performance Kits will give your X/Flow a new lease of life.
See pages 5-6 for contents.

Performance Ford X/Flow **Oil Pumps** page 74.

PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET TIMING @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST	CAM FOLLOWER	VALVE SPRING	CAM BELT	POWER PULLEY	CONROD BOLT	HEADSTUD KIT	MAINSTUD KIT	OPTIONS AND COMMENTS
FORD	**1300 / 1400 / 1600 CVH Hydraulic**	Valve lifts quoted using a theoretical Rocker Ratio of 1.65:1 Durations quoted at .004" / .10mm checking height																
CVH21 Kit Available	**SPORTS** *8bhp approx increase*	**1500-6000**	**.238"** 6.04mm	**.393"** 9.98mm	**266° 270°**	**21/65 67/23**	**112°**	**.000"** 0.00mm	**.038"** 0.96mm	**N/A** -	**CF28**	**VS48** Single	**CB01** **CBO2**	**CA18**	**BEB22-8**	**HSCVH16**	**MSCVH16**	**CVH22** is the most popular performance cam produced for carburation models and will give an increase of **15bhp** in a 1.6 XR2, as tested by 'CCC' magazine. **CVH32** is the injection version of the CVH22 and will give an increase of **14bhp.** **OPTIONAL COMPONENTS** **CB01** Cam Belt 1.3 1980-92 Escort / Orion **CB02** Cam Belt 1.6 1984-92 Escort / Orion / RS Turbo **PBV38835** EFi Fuel Pressure Regulator **S18** Steel Version of Power Pulley **HSCVH16** ARP Headstud Kit
CVH22 Kit Available	**SPORTS 'R'** *15bhp approx increase* Carburettor models	**2000-6500**	**.265"** 6.80mm	**.437"** 11.10mm	**274° 278°**	**28/66 68/30**	**109°**	**.000"** 0.00mm	**.068"** 1.72mm	**N/A** -	**CF28**	**VS48** Single	**CB01** **CBO2**	**CA18**	**BEB22-8**	**HSCVH16**	**MSCVH16**	
CVH32 Kit Available	**SPORTS INJECTION** *14bhp approx increase*	**1000-6500**	**.272" .264"** 6.90mm 6.70mm	**.448" .435"** 11.37mm 11.04mm	**280° 273°**	**25/75 63/30**	**115°**	**.000"** 0.00mm	**.036"** 0.91mm	**N/A** -	**CF28**	**VS48** Single	**CB01** **CBO2**	**CA18**	**BEB22-8**	**HSCVH16**	**MSCVH16**	
CVH33 Kit Available	**COMPETITION** Carburettor models *20bhp approx increase*	**2500-7000**	**.290" .285"** 7.36mm 7.24mm	**.478" .470"** 12.14mm 11.63mm	**290° 285°**	**36/74 72/33**	**109°**	**.000"** 0.00mm	**.077"** 1.95mm	**N/A** -	**CF28**	**VS42** Double	**CB01** **CBO2**	**CA18**	**BEB22-8**	**HSCVH16**	**MSCVH16**	
FORD	**1600 CVH Turbo Hydraulic**	Valve lifts quoted using a theoretical Rocker Ratio of 1.65:1 Durations quoted at .004" / .10mm checking height																
CVH31 Kit Available	**SPORTS** *15bhp approx increase*	**1500-6500**	**.240"** 6.12mm	**.396"** 10.06mm	**270°**	**23/67 67/23**	**112°**	**.000"** 0.00mm	**.038"** 0.96mm	**N/A** -	**CF28**	**VS22** Single	**CB02**	**CA18**	**BEB22-8**	**HSCVH16**	**MSCVH16**	The "RS Turbo" - Everyone's made a cam for this model but Ahmed Bayjoo has had the last word with the new **CVH34** producing bhp but most importantly torque in conjunction with the Bayjoo chip **OPTIONAL COMPONENTS** **DV26** Single piston dump valve (re-buildable) **FK5** Ford Escort RS Turbo S1/S2 **FK30** Ford Fiesta RS Turbo **BEB22-8** Recommended for engines exceeding 230 BHP. "We designed this cam to bridge the gap between the standard cam and the CVH35, it in no way beats the 35 for power but in a 1600cc the torque is phenominal - spinning wheels in 3rd gear!" *Ahmed Bayjoo*
CVH34 Kit Available	**SPORTS 'R'** ***Bayjoo Power*** *20bhp approx increase*	**1500-7000**	**.275" .240"** 6.98mm 6.12mm	**.453" .396"** 11.50mm 10.06mm	**280° 272°**	**21/79 75/17**	**119°**	**.000"** 0.00mm	**.026"** 0.66mm	**N/A** -	**CF28**	**VS22** Single	**CB02**	**CA18**	**BEB22-8**	**HSCVH16**	**MSCVH16**	
CVH35 Kit Available	**SPORTS 'R'** *26bhp approx increase*	**2000-7000**	**.275" .267"** 6.98mm 6.78mm	**.453" .440"** 11.50mm 11.18mm	**276°**	**20/76 76/20**	**118°**	**.000"** 0.00mm	**.029"** 0.73mm	**N/A** -	**CF28**	**VS22** Single	**CB02**	**CA18**	**BEB22-8**	**HSCVH16**	**MSCVH16**	
CVH36	**COMPETITION**	**2000-7000**	**.272" .262"** 6.90mm 6.65mm	**.448" .432"** 11.37mm 10.97mm	**275° 275°**	**22/73 73/22**	**115°**	**.000"** 0.00mm	**.037"** 0.94mm	**N/A** -	**CF28**	**VS22** Single	**CB02**	**CA18**	**BEB22-8**	**HSCVH16**	**MSCVH16**	
CVH37 Kit Available	**COMPETITION**	**2500-7000**	**.296" .290"** 7.52mm 7.36mm	**.489" .479"** 12.42mm 12.16mm	**280°**	**22/78 78/22**	**118°**	**.000"** 0.00mm	**.041"** 1.04mm	**N/A** -	**CF28**	**VS42** Double	**CB02**	**CA18**	**BEB22-8**	**HSCVH16**	**MSCVH16**	
FORD	**1300 / 1400 / 1600 CVH / RS1600i Mechanical Profiles**	Valve lifts quoted using a theoretical Rocker Ratio of 1.65:1 Durations quoted at .016" / .40mm checking height																
CVH26	**SPORTS** RS1600i direct replacement	**1500-6000**	**.273"** 6.93mm	**.445" .442"** 11.30mm 11.22mm	**261°**	**20/61 61/20**	**110°**	**.006" .008"** 0.15mm 0.20mm	**.055"** 1.40mm	**N/A** -	**CF11**	**VS48** Single	**CB01** **CBO2**	**CA18**	**BEB22-8**	**HSCVH16**	**MSCVH16**	
CVH27	**COMPETITION** For use with solid followers only	**3000-7500**	**.309"** 7.84mm	**.487" .485"** 12.36mm 12.31mm	**290°**	**42/68 78/32**	**103°**	**.022" .024"** 0.56mm 0.61mm	**.149"** 3.78mm	**N/A** -	**CF11**	**VS42** Double	**CB01** **CBO2**	**CA18**	**BEB22-8**	**HSCVH16**	**MSCVH16**	
CVH28	**COMPETITION** For use with solid followers only	**4000-8000**	**.324"** 8.22mm	**.512" .510"** 13.00mm 12.95mm	**300°**	**47/73 83/37**	**103°**	**.022" .024"** 0.56mm 0.61mm	**.177"** 4.49mm	**N/A** -	**CF11**	**VS42** Double	**CB01** **CBO2**	**CA18**	**BEB22-8**	**HSCVH16**	**MSCVH16**	
FORD	**FIESTA 1.1 / 1.3 HCS Engine**	Valve lifts quoted using a theoretical Rocker Ratio of 1.52:1 Durations quoted at .016" / .40mm checking height																
FST11 Kit Available	**SPORTS** *6bhp approx increase*	**1500-5500**	**.220"** 5.58mm	**.324" .322"** 8.22mm 8.18mm	**216° 220°**	**1/35 37/3**	**107°**	**.010" .012"** 0.25mm 0.30mm	**.017"** 0.43mm	**N/A** -	**CF49**	**VS5** Single	**-**	**-**	**-**	**-**	**-**	
FORD	**FIESTA 950 / 1100 Not suitable for HCS Engines**	Valve lifts quoted using a theoretical Rocker Ratio of 1.52:1 Durations quoted at .016" / .40mm checking height																
FST1	**MILD ROAD**	**2000-6000**	**.261"** 6.62mm	**.384" .378"** 9.74mm 9.59mm	**270°**	**26/64 69/21**	**109°**	**.012" .018"** 0.30mm 0.46mm	**.066"** 1.67mm	**N/A** -	**CF7**	**VS5** Single	**-**	**-**	**-**	**-**	**-**	
FST2	**SPORTS**	**2500-6500**	**.241"** 6.11mm	**.346" .344"** 8.78mm 8.73mm	**290°**	**37/73 73/37**	**108°**	**.020" .022"** 0.51mm 0.56mm	**.086"** 2.18mm	**N/A** -	**CF7**	**VS5** Single	**-**	**-**	**-**	**-**	**-**	
FST3	**SPORTS 'R'**	**2500-7000**	**.264"** 6.70mm	**.389" .387"** 9.88mm 9.82mm	**276°**	**30/66 66/30**	**108°**	**.012" .014"** 0.30mm 0.36mm	**.085"** 2.16mm	**N/A** -	**CF7**	**VS5** Single	**-**	**-**	**-**	**-**	**-**	

PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET TIMING @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST	CAM FOLLOWER	VALVE SPRING	VALVE SPRING RETAINER	CAM BELT	ALLOY POWER PULLEY	ALLOY JACK- SHAFT PULLEY	CONROD BOLT	FLYWHEEL BOLT	HEADSTUD KIT	MAINSTUD KIT	OPTIONAL COMPONENTS
FORD 2000 OHC Pinto	Valve lifts quoted using a theoretical Rocker Ratio of 1.69:1- inlet,1.65:1 - exhaust. Durations quoted at .010" / .25mm checking height																				
FR30 Kit Available	**SPORTS TORQUE** *16bhp approx increase* Automatic and Towing Suitable for injection	1000-6000	.290" 7.36mm	.482" .469" 12.24mm 11.91mm	260°	20/60 60/20	110°	.008" .010" 0.20mm 0.25mm	.116" 2.95mm	N/A -	CF36	VS9 Single	-	CB03	CA11	CA75	BEB60-8	FB1150-6	HSP4201	MSF54	
FR31 Kit Available	**MILD ROAD** *10bhp approx increase*	2000-6500	.259' .269"' 6.57mm 6.83mm	.428" .432" 10.87mm 10.97mm	260° 269°	27/53 58/31	103°	.010" .012" 0.25mm 0.30mm	.068" 1.73mm	N/A -	CF36	VS9 Single	-	CB03	CA11	CA75	BEB60-8	FB1150-6	HSP4201	MSF54	
FR32 Kit Available	**FAST ROAD** *16bhp approx increase*	2500-7000	.275" 6.98mm	.455" .442" 11.56mm 11.22mm	285° 280°	34/71 68/32	108°	.010" .012" 0.25mm 0.30mm	.086" 2.18mm	N/A -	CF36	VS9 Single	-	CB03	CA11	CA75	BEB60-8	FB1150-6	HSP4201	MSF54	
FR33 Kit Available	**FAST ROAD / RALLY** *22bhp approx increase* Ultimate for modified road engine	3000-7500	.280" 7.11mm	.463" .450" 11.76mm 11.43mm	300° 297°	42/78 74/43	108°	.010" .012" 0.25mm 0.30mm	.118" 3.00mm	N/A -	CF36	VS41 Single	-	CB03	CA11	CA75	BEB60-8	FB1150-6	HSP4201	MSF54	
FR34 Kit Available	**SPORTS INJECTION**	1000-6250	.300" 7.62mm	.499" .485" 12.67mm 12.31mm	263°	22/61 61/22	110°	.008" .010" 0.20mm 0.25mm	.116" 2.95mm	N/A -	CF36	VS9 Single	-	CB03	CA11	CA75	BEB60-8	FB1150-6	HSP4201	MSF54	
RL30 Kit Available	**LIGHTNING RODS**	2500-7000	.309" .305" 7.84mm 7.74mm	.512" .491" 13.00mm 12.47mm	304° 292°	47/77 71/41	105°	.010" .012" 0.25mm 0.30mm	.135" 3.43mm	N/A -	CF36	VS41 Single	-	CB03	CA11	CA75	BEB60-8	FB1150-6	HSP4201	MSF54	
RL31 Kit Available	**ROAD RALLY** For use with 40/45/48 DCOE and GP1 (Stage 3) head	2750-7500	.307" 7.79mm	.509" .495" 12.92mm 12.57mm	304° 297°	46/78 74/43	106°	.010" .012" 0.25mm 0.30mm	.131" 3.33mm	N/A -	CF36	VS42 Double	VR5	CB03	CA11	CA75	BEB60-8	FB1150-6	HSP4201	MSF54	
RL32 Kit Available	**RALLY**	3000-7750	.313" 7.95mm	.521" .506" 13.23mm 12.85mm	322°	61/81 81/61	100°	.008" .010" 0.20mm 0.25mm	.150" 3.81mm	N/A -	CF36	VS42 Double	VR5	CB03	CA11	CA75	BEB60-8	FB1150-6	HSP4201	MSF54	
RC31 Kit Available	**RACE**	4000-8500	.335" 8.50mm	.554" .539" 14.07mm 13.69mm	323° 336°	53/90 96/60	108°	.012" .014" 0.30mm 0.36mm	.182" 4.62mm	N/A -	CF36	VS42 Double	VR5	CB03	CA11	CA75	BEB60-8	FB1150-6	HSP4201	MSF54	
FORD 2000 OHC Pinto Motorsport Series	Valve lifts quoted using a theoretical Rocker Ratio of 1.69:1-Inlet, 1.65:1- Exhaust Durations quoted at .010" / .25mm checking height																				
GTS2 Kit Available	**LIGHTNING ROD**	3000-7250	.312" 7.92mm	.519" .505" 13.18mm 12.82mm	300°	40/80 80/40	110°	.008" .010" 0.20mm 0.25mm	.136" 3.45mm	N/A -	CF36	VS41 Single	-	CB03	CA11	CA75	BEB60-8	FB1150-6	HSP4201	MSF54	
GTS3 Kit Available	**LOOSE SURFACE** with wide power band for single gear use	3250-8000	.314" 7.97mm	.520" .508" 13.20mm 12.90mm	312°	53/79 89/43	103°	.010" .010" 0.25mm 0.25mm	.160" 4.06mm	N/A -	CF36	VS42 Double	VR5	CB03	CA11	CA75	BEB60-8	FB1150-6	HSP4201	MSF54	
GTS4 Kit Available	**TARMAC RALLY**	3750-8250	.325" 8.25mm	.539" .526" 13.69mm 13.36mm	312°	53/79 89/43	106°	.010" .010" 0.25mm 0.25mm	.185" 4.70mm	N/A -	CF36	VS42 Double	VR5	CB03	CA11	CA75	BEB60-8	FB1150-6	HSP4201	MSF54	
GTS5 Kit Available	**HOT ROD LONG TRACK**	4000-8000	.314" 7.97mm	.520" .508" 13.20mm 12.90mm	300°	44/76 76/44	106°	.010" .010" 0.25mm 0.25mm	.136" 3.45mm	N/A -	CF36	VS42 Double	VR5	CB03	CA11	CA75	BEB60-8	FB1150-6	HSP4201	MSF54	
GTS6 Kit Available	**HOT ROD SHORT TRACK/SUPER STOCK**	4000-8000	.325" 8.25mm	.539" .526" 13.69mm 13.36mm	296°	40/76 74/42	108°	.010" .010" 0.25mm 0.25mm	.148" 3.76mm	N/A -	CF36	VS56 Single	-	CB03	CA11	CA75	BEB60-8	FB1150-6	HSP4201	MSF54	
GTS7 Kit Available	**ULTIMATE F2 STOCK CAR** Valve springs may need replacing after 30 meetings	3750-8250	.322" 8.17mm	.534" .521" 13.56mm 13.23mm	310° 310°	47/83 89/41	108°	.010" .010" 0.25mm 0.25mm	.193" 4.90mm	N/A -	CF36	VS56 Single	-	CB03	CA11	CA75	BEB60-8	FB1150-6	HSP4201	MSF54	
GTS8 Kit Available	**F2 STOCK CAR**	3500-8000	.291" 7.39mm	.482" .470" 12.24mm 11.93mm	312° 312°	50/82 86/46	106°	.010" .010" 0.25mm 0.25mm	.175" 4.44mm	N/A -	CF36	VS56 Single	-	CB03	CA11	CA75	BEB60-8	FB1150-6	HSP4201	MSF54	
HT1 Kit Available	**COMPETITION**	3000-8000	.293" .288" 7.44mm 7.31mm	.485" .465" 12.32mm 11.81mm	314° 308°	51/83 80/48	106°	.010" .010" 0.25mm 0.25mm	.166" 4.21mm	N/A -	CF36	VS42 Double	VR5	CB03	CA11	CA75	BEB60-8	FB1150-6	HSP4201	MSF54	
FORD 2000 OHC Pinto Additional Profiles	Valve lifts quoted using a theoretical Rocker Ratio of 1.69:1- inlet,1.65:1 - exhaust. Durations quoted at .010" / .25mm checking height																				
GP1	**RACE**	3000-7500	.296" 7.51mm	.492" .478" 12.49mm 12.14mm	313° 311°	48/85 84/47	108°	.008" .010" 0.20mm 0.25mm	.135" 3.43mm	N/A -	CF36	VS42 Double	VR5	CB03	CA11	CA75	BEB60-8	FB1150-6	HSP4201	MSF54	
RC1	**RACE**	3000-7500	.290" 7.36mm	.482" .469" 12.24mm 11.91mm	306°	45/81 81/45	108°	.008" .010" 0.20mm 0.25mm	.140" 3.55mm	N/A -	CF36	VS42 Double	VR5	CB03	CA11	CA75	BEB60-8	FB1150-6	HSP4201	MSF54	
WR40	**RACE**	3000-7500	.292" 7.41mm	.483" .470" 12.27mm 11.94mm	295° 287°	41/74 70/37	106°	.010" .012" 0.25mm 0.30mm	.110" 2.79mm	N/A -	CF36	VS42 Double	VR5	CB03	CA11	CA75	BEB60-8	FB1150-6	HSP4201	MSF54	

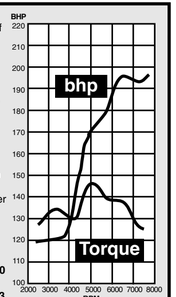
S11 - Steel version of Power Pulley

S62 - Extra long ball studs

VG04 - Bronze valve guides

S49 - Stem seal when valve lift exceeds .430"/10.92mm

S81 - Uprated follower Retaining clips



Engine: Ford 2.0 S.O.H.C
Camshaft: GTS3

The **Motorsport Series** has clearly established that nobody designed successful Pinto cams like 'Kent Cams'. This has been proven in many formulas including **1st** in the **Hot Rod World Championship**.

Performance OHC Oil Pumps page 74

GTS6,7,8 if double valve springs are permitted - use **VS42**

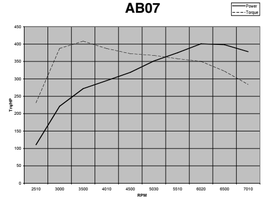
Other profiles available:
FR1, FR2, FR20, FR21, FR22, RC21, RL1, RL2, RL21, RL22
Visit **www.kentcams.com** for timing details

PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET/EXHAUST @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST	CAM FOLLOWER	VALVE SPRING	VALVE SPRING RETAINER	CAM BELT	POWER PULLEY	VALVE SPRING KIT	CONROD BOLT	FLYWHEEL BOLT	HEADSTUD KIT	MAINSTUD KIT
FORD	**COSWORTH 16V TURBO Hydraulic**	Direct acting. Durations quoted at .004" / .10mm checking height																		
BD8	**GPN SPECIFICATION** No piston mods required	1500-6000	.335" 8.50mm	.335" 8.50mm	241°	6/55 50/11	115° 110°	.000" 0.00mm	.009" 0.23mm	.013" 0.33mm	CF51	VS34 Double	ST10	CB09	CA28	VSK32P	BEB19-8	FB1150-9	HSCSW53	MSF54
BD10 Kit Available	**SPORTS** *22bhp approx increase* No Piston Mods Required	1500-6500	.337" 8.56mm	.337" 8.56mm	264°	17/67 62/22	115° 110°	.000" 0.00mm	.026" 0.66mm	.038" 0.96mm	CF51	VS34 Double	ST10	CB09	CA28	VSK32P	BEB19-8	FB1150-9	HSCSW53	MSF54
AB07	**SPORTS 'R'** *Bajaa Power* (NEW) No piston mods required	1500-6500	.349" 8.85mm	.349" 8.85mm	256°	13/63 58/18	115° 110°	.000" 0.00mm	.009" 0.23mm	.015" 0.38mm	CF51	VS34 Double	ST10	CB09	CA28	VSK32P	BEB19-8	FB1150-9	HSCSW53	MSF54
BD14	**SPORTS 'R'** Piston clearance must be checked	2000-7000	.351" 8.91mm	.351" 8.91mm	261°	16/65 60/21	115° 110°	.000" 0.00mm	.026" 0.66mm	.046" 1.17mm	CF51	VS34 Double	ST10	CB09	CA28	VSK32P	BEB19-8	FB1150-9	HSCSW53	MSF54
BD15	**COMPETITION**	2500-8000	.395" 10.03mm	.395" 10.03mm	258°	24/54 57/21	105° 108°	.000" 0.00mm	.071" 1.80mm	.054" 1.37mm	CF51	VS34 Double	VRT02	CB09	CA28	VSK02P	BEB19-8	FB1150-9	HSCSW53	MSF54
BD16	**RACE**	3500-8500	.399" 10.13mm	.399" 10.13mm	265°	28/57 60/25	105° 108°	.000" 0.00mm	.081" 2.05mm	.062" 1.57mm	CF51	VS34 Double	VRT02	CB09	CA28	VSK02P	BEB19-8	FB1150-9	HSCSW53	MSF54
BD16+	**RACE**	3500-8500	.413" 10.49mm	.413" 10.49mm	265°	28/57 60/25	105° 108°	.000" 0.00mm	.086" 2.18mm	.062" 1.57mm	CF51	VS34 Double	VRT02	CB09	CA28	VSK02P	BEB19-8	FB1150-9	HSCSW53	MSF54
FORD	**COSWORTH 16V TURBO Mechanical**	Direct acting. Durations quoted at 0.016" / 0.4mm checking height																		
CW7	**COMPETITION**	2500-8000	.400" 10.16mm	.384" 9.75mm	288°	34/74 74/34	110° 110°	.016" 0.41mm	.078" 1.98mm	.068" 1.72mm	CF46, CF48 CF47	VS34 Double	VRT02	CB09	CA28	VSK02P	BEB19-8	FB1150-9	HSCSW53	MSF54
CW8	**RACE**	3500-8500	.423" 10.74mm	.407" 10.34mm	284°	37/67 70/34	105° 105°	.016" 0.41mm	.0117" 2.97mm	.106" 2.69mm	CF46, CF48 CF47	VS34 Double	VRT02	CB09	CA28	VSK02P	BEB19-8	FB1150-9	HSCSW53	MSF54
FORD	**COSWORTH 16V NON-TURBO Hydraulic**	Direct acting. Durations quoted at .004" / .10mm checking height																		
CW22	**SPORTS** Piston clearances must be checked	2000-7000	.435" 11.04mm	.435" 11.04mm	278°	31/67 67/31	108° 108°	.000" 0.00mm	.080" 2.03mm	.080" 2.03mm	CF51	VS34 Double	ST10	CB09	CA28	VSK32P	BEB19-8	FB1150-9	HSCSW53	MSF54
CW23	**COMPETITION**	2500-7500	.445" 11.30mm	.445" 11.30mm	294°	41/73 73/41	106° 106°	.000" 0.00mm	.124" 3.15mm	.118" 3.00mm	CF51	VS34 Double	VRT02	CB09	CA28	VSK02P	BEB19-8	FB1150-9	HSCSW53	MSF54
CW24	**RACE**	3000-8000	.450" 11.43mm	.450" 11.43mm	304°	50/74 74/50	102° 102°	.000" 0.00mm	.166" 4.21mm	.157" 3.99mm	CF51	VS34 Double	VRT02	CB09	CA28	VSK02P	BEB19-8	FB1150-9	HSCSW53	MSF54
FORD	**COSWORTH 16V NON-TURBO Mechanical**	Direct acting. Durations quoted at 0.010" / 0.25mm checking height																		
CW12	**SPORTS** Piston clearances must be checked	2000-7000	.348" 8.83mm	.338" 8.58mm	290°	35/75 75/35	110° 110°	.010" 0.25mm	.077" 1.95mm	.069" 1.75mm	CF46, CF48 CF47	VS34 Double	ST10	CB09	CA28	VSK32P	BEB19-8	FB1150-9	HSCSW53	MSF54
CW13	**COMPETITION**	2500-8000	.408" .348" 10.36mm 8.83mm	.398" .338" 10.10mm 8.58mm	306° 290°	47/79 75/35	106° 110°	.010" 0.25mm	.130" 3.30mm	.069" 1.75mm	CF46, CF48 CF47	VS34 Double	VRT02	CB09	CA28	VSK02P	BEB19-8	FB1150-9	HSCSW53	MSF54
CW14	**RACE**	3500-8500	.431" 10.94mm	.421" 10.69mm	316°	56/80 80/56	102° 102°	.010" 0.25mm	.168" 4.26mm	.163" 4.14mm	CF46, CF48 CF47	VS34 Double	VRT02	CB09	CA28	VSK02P	BEB19-8	FB1150-9	HSCSW53	MSF54
FORD	**RS2000 DOHC 16V Hydraulic**	Direct acting. Durations quoted at .004" / .10mm checking height																		
RS2001 Kit Available	**SPORTS INJECTION** For use with hydraulic followers *18bhp approx increase*	2000-7000	.410" .397" 10.41mm 10.08mm	.410" .397" 10.41mm 10.08mm	260°	20/60 60/20	110° 110°	.000" 0.00mm	.048" 1.22mm	.048" 1.22mm	CF69	-	-	-	S65	-	-	-	-	-

OPTIONAL COMPONENTS

VG05	7mm Bronze Inlet Guide
VG06	8mm Bronze Exhaust Guide
DV24	Single Piston Dumpvalve (Re-Buildable)
FK10	Ford Sierra/Escort Cosworth STD Position
FK11	Fitting Kit Ford Escort/ Sierra Cosworth 'Cold Side'
FK12	Fitting Kit Ford Escort Cosworth T25 (YBP) 1995 on
VSK02P	Valve Spring Kit with Titanium Retainers and Platforms
VSK32P	Valve Spring KIT with Steel Retainers and Platforms

AB07



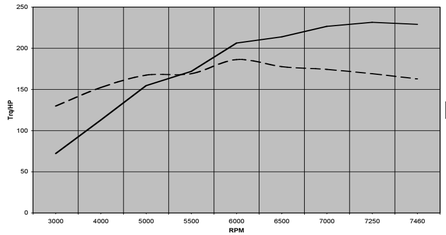
CF46	Mechanical Follower std. Valve position and std Base Circle, including shim.
CF47	Mechanical Follower std. Valve position and reprofiled cam, including shim.
CF48	Mechanical Follower for use with long valves.

RS2000 MOTORSPORT PRODUCTS ARE MANUFACTURED TO ORDER.

PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET/EXHAUST @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST
FORD	**I4 16V DURATEC 2.0**		Direct acting. Durations quoted at .010" / .25mm checking height							
D-TEC10	**SPORTS 'R'** Throttle bodies 4 into 1 manifold	2500-7500	.412" 10.46mm	.402" 10.21mm	260°	20/60 55/25	110° 105°	.010" 0.25mm	.040" 1.01mm	.056" 1.42mm
D-TEC20	**COMPETITION** Piston modifications Throttle bodies 4 into 1 manifold	2500-7500	.444" 11.27mm	.434" 11.02mm	268°	24/64 59/29	110° 105°	.010" 0.25mm	.050" 1.27mm	.073" 1.85mm
D-TEC35	**COMPETITION** *Autograss* Piston modifications Throttle bodies 4 into 1 exhaust	3500-8000	.445" 11.30mm	.435" 11.05mm	280°	32/68 66/34	108° 106°	.010" 0.25mm	.125" 3.17mm	.128" 3.25mm
D-TEC45	**COMPETITION** *Autograss* Piston modifications Throttle bodies 4 into 1 exhaust	3750-8250	.457" .431" 11.60mm 10.94mm	.447" .421" 11.35mm 10.69mm	294° 284°	39/75 70/34	108° 108°	.010" 0.25mm	.120" 3.05mm	.094" 2.38mm
D-TEC50	**COMPETITION** *Rallycross* Piston modifications Throttle bodies 4 into 1 exhaust	4000-8500	.457" 11.60mm	.447" 11.35mm	296°	40/76 74/42	108° 106°	.010" 0.25mm	.120" 3.05mm	.120" 3.05mm
D-TEC65	**COMPETITION** *Rallycross* Piston modifications Throttle bodies 4 into 1 exhaust	4250-8750	.460 .444" 11.68mm 11.27mm	.450 .434" 11.43mm 11.02mm	300° 294°	42/78 73/41	108° 106°	.010" 0.25mm	.128" 3.25mm	.125" 3.17mm
D-TEC80	**RACE** Piston modifications Throttle bodies 4 into 1 exhaust	4500-9000	.472" .444" 11.98mm 11.27mm	.462" .434" 11.73mm 11.02mm	310° 294°	49/81 73/41	106° 106°	.010" 0.25mm	.141" 3.58mm	.125" 3.17mm
FORD	**I4 16V DURATEC 2.3 L**		Direct acting. Durations quoted at .010" / .25mm checking height							
D-TEC2330	**SPORTS 'R'** Piston modification Throttle bodies 4:1 exhaust manifold	2500-7500	.417" .417" 10.60mm 10.60mm	.407" .407" 10.35mm 10.35mm	268° 268°	24/64 59/29	105° 110°	.010" 0.25mm	.101" 2.56mm	.062" 1.57mm
D-TEC2350	**COMPETITION** Piston modification Throttle bodies 4:1 exhaust manifold	3000-7500	.456" .456" 11.58mm 11.58mm	.446" .446" 11.33mm 11.33mm	280° 280°	34/66 68/32	106° 108°	.010" 0.25mm	.140" 3.55mm	.125" 3.17mm
D-TEC2370	**COMPETITION** Piston modification Throttle bodies 4:1 exhaust manifold	3500-7750	.500" .500" 12.70mm 12.70mm	.490" .490" 12.45mm 12.45mm	284° 284°	36/68 70/34	106° 108°	.010" 0.25mm	.144" 3.65mm	.136" 3.45mm
FORD	**FIESTA ST150 DURATEC 16V**		Direct acting. Durations quoted at .010" / .25mm checking height							
ST1502	**SPORTS 'R'** NEW	2000-6500	.400" .338" 10.15mm 8.60mm	.390" .328" 9.90mm 8.35mm	274° 268°	27/67 64/24	110° 110°	.010" 0.25mm	.025" 0.63mm	.014" 0.35mm

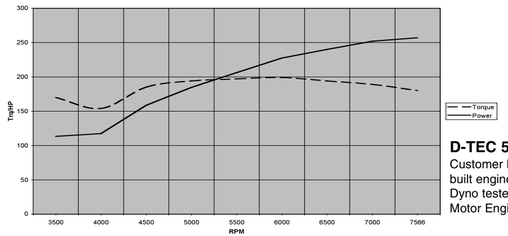
CAM FOLLOWER	VALVE SPRING	VALVE SPRING RETAINER	VALVE SPRING KIT	POWER PULLEY	CONROD BOLT	HEAD STUD KIT	MAIN STUD KIT	OPTIONAL COMPONENTS
-	VS51 Single	ST40	VSK31	S77	BEB46-8	HSFD04	MSFD03	**DURATEC I4 NEW PRODUCTS** **FBFD02** ARP Flywheel Bolts **S77** Slotted cam gears to run with OE chain and Kent Camshafts, These are included when cams are purchased. **CBFD01** ARP Crank Bolt
-	VS51 Single	ST40	VSK31	S77	BEB46-8	HSFD04	MSFD03	
-	VS51 Single	ST40	VSK31	S77	BEB46-8	HSFD04	MSFD03	
-	VS51 Single	ST40	VSK31	S77	BEB46-8	HSFD04	MSFD03	
-	VS59 Double	ST26	VSK26P	S77	BEB46-8	HSFD04	MSFD03	
-	VS59 Double	ST26	VSK26P	S77	BEB46-8	HSFD04	MSFD03	
-	VS59 Double	VRT26	VSK24P	S77	BEB46-8	HSFD04	MSFD03	
-	VS51 Single	ST40	VSK31	S77	BEB46-8	HSFD04	MSFD03	
-	VS51 Single	ST40	VSK31	S77	BEB46-8	HSFD04	MSFD03	
-	VS59 Double	VRT 26	VSK24P	S77	BEB46-8	HSFD04	MSFD03	
-	VS51 Single	ST40	VSK31	-	BEB46-8	HSFD04	MSFD03	

D-TEC 35



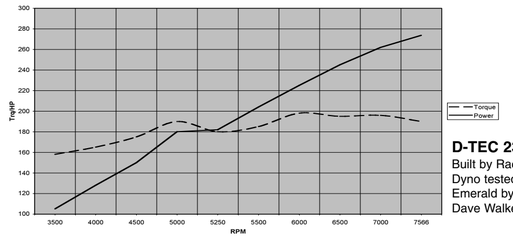
D-TEC 35
Built by Vulcan Engineering.
Dyno tested at Roush/Mountune.

D-TEC 50



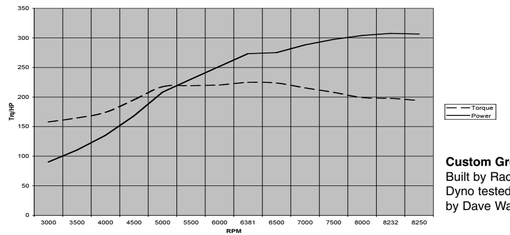
D-TEC 50
Customer home built engine.
Dyno tested at B&J Motor Engineers.

D-TEC 2350



D-TEC 2350
Built by Race co UK.
Dyno tested at Emerald by Dave Walker

Custom Ground Cams



Custom Ground Cams
Built by Race Co Uk
Dyno tested at Emerald by Dave Walker

PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET/EXHAUST @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST
FORD ZETEC 16V 1.6/1.8/2.0 up to 1998 ESCORT - FIESTA - MONDEO			Direct acting. Durations quoted at .004" / .10mm checking height							
FZ1601 Kit Available	**SPORTS** *12bhp approx increase* Suitable for 1.6. For use with hydraulic followers	1500-6500	.368" .341" 9.34mm 8.66mm	.368" .341" 9.34mm 8.66mm	262°	21/61 61/21	110° 110°	.000" 0.00mm	.037" 0.94mm	.031" 0.79mm
FZ1801 Kit Available	**SPORTS** *20bhp approx increase* Suitable for 1.8. For use with hydraulic followers	1500-6500	.397" .368" 10.08mm 9.34mm	.397" .368" 10.08mm 9.34mm	262°	21/61 61/21	110° 110°	.000" 0.00mm	.048" 1.22mm	.036" 0.91mm
FZ1802 Kit Available	**SPORTS 'R'** *14bhp approx increase* Suitable for 1.8 (130BHP). For use with hydraulic followers	1500-6500	.410" .375" 10.41mm 9.52mm	.410" .375" 10.41mm 9.52mm	262°	21/61 61/21	110° 110°	.000" 0.00mm	.048" 1.22mm	.022" 0.56mm
FZ2001 Kit Available	**SPORTS** *12bhp approx increase* Suitable for 2.0. For use with hydraulic followers	1500-6500	.410" .375" 10.41mm 9.52mm	.410" .375" 10.41mm 9.52mm	262°	21/61 61/21	110° 110°	.000" 0.00mm	.048" 1.22mm	.022" 0.56mm
FZ2002	**COMPETITION** For use with hydraulic followers	2500-7000	.435" 11.04mm	.435" 11.04mm	278°	31/67 67/31	108° 106°	.000" 0.00mm	.080" 2.03mm	.089" 2.26mm
FZ2003	**COMPETITION** For use with oversize solid followers	3750-8000	.438" 11.12mm	.428" 10.87mm	304°	46/78 78/46	106° 106°	.010" 0.25mm	.141" 3.58mm	.125" 3.17mm
FZ2004	**RACE** For use with oversize solid followers	4000-8500	.450" 11.43mm	.440" 11.17mm	317°	52/85 85/52	106° 106°	.010" 0.25mm	.162" 4.11mm	.155" 3.94mm
FORD FOCUS RS 16V 2.0L 2002 - 2003			Direct acting. Durations quoted at .016" / .40mm checking height							
FOCUSRS1	**SPORTS 'R'** NEW	2000-6000	.393" .366" 10.00mm 9.30mm	.383" .356" 9.75mm 9.05mm	268° 252°	22/66 58/14	112° 112°	.010" 0.25mm	.046" 1.18mm	.022" 0.57mm
FORD FOCUS 16V 1.8										
FOCUS18	**SPORTS** NEW	2000-6000	.356" .338" 9.05mm 8.60mm	.346" .328" 8.80mm 8.35mm	278° 270°	29/69 65/25	110° 110°	.010" 0.25mm	.020" 0.52mm	.015" 0.37mm
FORD FOCUS 16V 2000			Direct acting. Durations quoted at .010" / .25mm checking height							
FOCUS1	**SPORTS**	2000-6000	.392" .364" 9.95mm 9.25mm	.382" .354" 9.70mm 9.00mm	292° 278°	36/76 69/29	110° 110°	.010" 0.25mm	.053" 1.34mm	.027" 0.68mm
FOCUS12	**SPORTS 'R'** Modified Injection	2000-6500	.406" .392" 10.30mm 9.95mm	.396" .382" 10.05mm 9.70mm	292°	36/76 76/36	110° 110°	.010" 0.25mm	.084" 2.13mm	.043" 1.09mm
FOCUS2	**COMPETITION** Modified Injection	3000-7500	.444" .431" 11.27mm 10.94mm	.434" .421" 11.02mm 10.69mm	297° 284°	42/75 68/36	106° 106°	.010" 0.25mm	.126" 3.20mm	.102" 2.59mm
FOCUS3	**COMPETITION** Modified Injection	3000-7500	.444" .444" 11.27mm 11.27mm	.434" .434" 11.02mm 11.02mm	297°	42/75 75/42	106° 106°	.010" 0.25mm	.126" 3.20mm	.122" 3.10mm

CAM FOLLOWER	VALVE SPRING	VALVE SPRING RETAINER	VALVE SPRING KIT	POWER PULLEY	CONROD BOLT	HEAD STUD KIT	MAIN STUD KIT
CF52	VS46 Single	VR19 VR14	-	CA59	BEB17-8	HSFX02	MSFZ04
CF52	VS46 Single	VR19 VR14	-	CA59	BEB17-8	HSFX02	MSFZ04
CF52	VS46 Single	VR19 VR14	-	CA59	BEB17-8	HSFX02	MSFZ04
CF52	VS46 Single	VR19 VR14	-	CA59	BEB17-8	HSFX02	MSFZ04
CF52	VS46 Single	VR19 VR14	-	CA59	BEB17-8	HSFX02	MSFZ04
CF56**	VS34** Double	VRT11 VRT18**	VSK11**P VSK18**P	CA59	BEB17-8	HSFX02	MSFZ04
CF56**	VS34** Double	VRT11 VRT18**	VSK11**P VSK18**P	CA59	BEB17-8	HSFX02	MSFZ04
-	-	-	-	CA59	BEB36-8	HSFX02	MSFZ04
-	-	-	-	CA59	BEB36-8	HSFX02	MSFZ04
-	-	-	-	CA59	BEB36-8	HSFX02	MSFZ04
CF66	-	-	-	CA59	BEB36-8	HSFX02	MSFZ04
CF66	VS51 Single	VRT16	VSK16	CA59	BEB36-8	HSFX02	MSFZ04
CF66	VS51 Single	VRT16	VSK16	CA59	BEB36-8	HSFX02	MSFZ04

FORD ZETEC 16V 1.8/2.0:-

VR19	Alloy Retainers for VS46. Triple Groove Valve
VR14	Alloy Retainers for VS46. Single Groove Valve
VK384Z1H	Fuel Pressure Regulator
CB10	Cambelt
FBFZ01	ARP Flywheel Bolts

CF56	Oversize lighweight followers (Diameter 32mm)
****VRT11**	Titanium Retainers for VS34. (Single Groove Valve)
****VRT18**	Titanium Retainers for VS34. (Triple Groove Valve)
VSK18P	Valve Spring Kit. (Triple Groove Valve)
VSK11P	Valve Spring Kit. (Single Groove Valve)
****VG16**	Bronze Guide Including Seal. For use with Valve Spring Kit
BEB17-8	Conrod Bolts may require the cap to be reamed 8mm for fitment

CF66 are lightweight Followers with shim underneath and just require the shim machining to size. Once set there are no little adjusters to come loose and cause any unnecessary damage. This is the same principle as the famous Ford BDA.

Valve Spring Kit (VSK16) consists of Valve Spring Retainers and Valve Springs which are designed to work with standard valve and Ford seal/Platform.

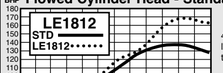
CB28 Cambelt

PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET TIMING @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST
FORD ZETEC 'S' 1.25/1.4/1.6 16V 'Sigma'			Direct acting. Durations quoted at .010" / .25mm checking height							
FZ1411	**SPORTS 'R'** Suitable 1.25/1.4 version	1500-6000	.275" .275" 7.25mm 7.25mm	.265" .265" 7.00mm 7.00mm	264° 264°	22/62 60/24	110° 108°	.010" 0.25mm	.015" 0.39mm	.010" 0.25mm
FZ1611	**SPORTS 'R'** Suitable 1.6 version	1500-6000	.313" .291" 7.95mm 7.39mm	.303" .281" 7.70mm 7.14mm	264° 262°	22/62 56/26	110° 105°	.010" 0.25mm	.015" 0.38mm	.023" 0.58mm
FZ1613	**COMPETITION** Carburettor - Throttle Bodies	3000-7500	.408" .380" 11.36mm 9.65mm	.398" .370" 10.10mm 9.40mm	306° 295°	47/79 73/42	106° 105°	.010" 0.25mm	.130" 3.30mm	.105" 2.66mm
FORD PUMA 1.7 DOHC 16V VVT			Direct acting. Durations quoted at .010" / .25mm checking height							
PUMA1	**SPORTS 'R'**	2000-6800	.352" .313" 8.95mm 7.95mm	.342" .303" 8.75mm 7.75mm	284° 264°	-	ORIGINAL	.010" 0.25mm	N/A -	N/A -
FORD KA 1.3 OHV			Valve Lifts are quoted using a theoretical Rocker Ratio of 1.52:1 Durations quoted at .016"/.40mm checking height							
KA11 Kit Available	**SPORTS** *6bhp approx increase*	1500-5500	.220" .220" 5.58mm 5.58mm	.324" .322" 8.22mm 8.18mm	216° 220°	6/30 36/4	102°	.010" .012" 0.25mm 0.30mm	.023" 0.58mm	N/A -
KA12	**COMPETITION** Modified ECU and Exhaust system	2500-6500	.228" .228" 5.79mm 5.79mm	.336" .334" 8.53mm 8.48mm	248°	24/44 44/24	100°	.010" .012" 0.25mm 0.30mm	.084" 2.13mm	N/A -
FORD V6 2.3 2.8 TAUNUS	**Please state year when ordering as bearing size changed September 1982. Pre 82 No1 Bearing Journal Diameter: 1.652"/41.90mm Post 82 No 1 Bearing Journal Diameter: 1.730"/43.90mm**									
V6T1 Kit Available	**MILD ROAD** *14bhp approx increase*	1000-5500	288" .293" 7.31mm 7.43mm	.409" .414" 10.39mm 10.51mm	270° 280°	32/58 73/27	103°	.014" .016" 0.36mm 0.41mm	.093" 2.36mm	N/A -
V6T2 Kit Available	**SPORTS** *16bhp approx increase*	1500-6500	.293" 7.43mm	.416" .414" 10.56mm 10.51mm	280°	37/63 73/27	103°	.014" .016" 0.36mm 0.41mm	.122" 3.09mm	N/A -
V6T3 Kit Available	**SPORTS 'R'** *20bhp approx increase*	2000-6500	.309" 7.84mm	.440" .438" 11.17mm 11.12mm	290°	42/68 78/32	103°	.014" .016" 0.36mm 0.41mm	.137" 3.48mm	N/A -
V6T4	**RACE**	3000-7500	.324" 8.24mm	.462" .460" 11.73mm 11.68mm	300°	47/73 83/37	103°	.014" .016" 0.36mm 0.41mm	.164" 4.16mm	N/A -
FORD V6 2.8 TAUNUS INJECTION	**Please state year when ordering as bearing size changed September 1982. Pre 82 No1 Bearing Journal Diameter: 1.652"/41.90mm Post 82 No 1 Bearing Journal Diameter: 1.730"/43.90mm**									
V6T21 Kit Available	**SPORTS INJECTION** *22bhp approx increase* Also suitable for Turbo applications	2000-6000	.280" 7.11mm	.397" .395" 10.08mm 10.03mm	276°	24/72 72/24	114°	.014" .016" 0.36mm 0.41mm	.053" 1.34mm	N/A -
V6T31 Kit Available	**SPORTS 'R'** *30bhp approx increase* For modified injection systems	2500-6500	.310" 7.87mm	.441" .439" 11.20mm 11.15mm	284°	32/72 72/32	110°	.014" .016" 0.36mm 0.41mm	.103" 2.61mm	N/A -
FORD V6 2.9 INJECTION **Mechanical Followers only**			Valve Lifts are quoted using a theoretical Rocker Ratio of 1.47:1 Durations quoted at .016" / .40mm checking height							
V6T45 Kit Available	**SPORTS INJECTION** *22bhp approx increase*	2000-6000	.280" 7.11mm	.397" .395" 10.08mm 10.03mm	276°	24/72 72/24	114°	.014" .016" 0.36mm 0.41mm	.053" 1.34mm	N/A -
V6T46	**SPORTS 'R'** For modified injection systems	2500-6000	.310" 7.87mm	.441" .439" 11.20mm 11.15mm	284°	32/72 72/32	110°	.014" .016" 0.36mm 0.41mm	.103" 2.61mm	N/A -

CAM FOLLOWER	VALVE SPRING	CONROD BOLT	MAIN STUD KIT	CAMBELT	POWER PULLEY	FLYWHEEL BOLTS	VALVE SPRING KIT	
-	-	-	-	-	CA96	-	-	
-	-	-	-	-	CA96	-	-	
-	-	-	-	-	CA96	-	-	
-	-	-	-	-	-	-	-	
CF49	VS5 Single	-	-	-	-	-	-	**KA12** is to be used in conjunction with exhaust system and modified ECU. Ford can supply, Part No. 9097104 - Manifold 9097140 - System to suit above 9097106 - ECU
CF49	VS5 Single	-	-	-	-	-	-	
Valve Lifts are quoted using a theoretical Rocker Ratio of 1.47:1 Durations quoted at .016" / .40mm checking height								
CF10	VS25 Single	BEB16-12	MSF64	-	-	-	-	
CF10	VS25 Single	BEB16-12	MSF64	-	-	-	-	
CF10	VS25 Single	BEB16-12	MSF64	-	-	-	-	
CF10	VS42x1.5 Double	BEB16-12	MSF64	-	-	-	-	
Valve Lifts are quoted using a theoretical Rocker Ratio of 1.47:1 Durations quoted at .016" / .40mm checking height								
CF10	VS25 Single	BEB16-12	MSF64	-	-	-	-	**V6T21 KIT** will improve your 2.8 Injection performance by approximately **22bhp**. The Cam Kit contains Camshaft, Valve Springs, and Cam Followers.
CF10	VS25 Single	BEB16-12	MSF64	-	-	-	-	
Valve Lifts are quoted using a theoretical Rocker Ratio of 1.47:1 Durations quoted at .016" / .40mm checking height								
CF10	VS25 Single	BEB16-12	MSF64	-	-	-	-	
CF10	VS25 Single	BEB16-12	MSF64	-	-	-	-	

PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET/ EXHAUST @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST	CAM FOLLOWER	VALVE SPRING	VALVE SPRING RETAINER	MAIN STUD KIT	HEAD STUD KIT	POWER PULLEY	OPTIONAL COMPONENTS
FORD V6 3.0 ESSEX ENGINE	All Cams in this range will fit with no additional machining required but must be checked. Valve Lifts are quoted using a theoretical Rocker Ratio of 1.47:1 Durations quoted at .016" / .40mm checking height																
V61 Kit Available	MILD ROAD *14bhp approx increase*	1000-5500	.273" 6.93mm	.387" 9.82mm	270°	26/64 64/26	109°	.014" 0.36mm	.062" 1.57mm	N/A -	CF9	VS12 Single	-	MSF40	HSF38	-	
V63 Kit Available	FAST ROAD *18bhp approx increase*	1500-6000	.315" 7.99mm	.447" 11.35mm	276°	30/66 66/30	110°	.016" 0.41mm	.087" 2.21mm	N/A -	CF9	VS12 Single	-	MSF40	HSF38	-	
V62 Kit Available	FAST ROAD/RALLY *24bhp approx increase*	2000-6500	.264" 6.70mm	.376" .374" 9.55mm 9.49mm	290°	37/73 73/37	108°	.012" .014" 0.30mm 0.36mm	.082" 2.08mm	N/A -	CF9	VS12 Single	-	MSF40	HSF38	-	
There is no substitute for this next range of cams. They are all high lift/ high torque cams with phenomenal mid-range and top end power. All cams need Kent Special Valve Springs and additional machining may be required.																	
V65	FAST ROAD/RALLY	1500-6000	.309" 7.84mm	.440" .438" 11.17mm 11.12mm	290°	42/68 78/32	103°	.014" .016" 0.36mm 0.41mm	.137" 3.48mm	N/A -	CF9	VS12 Single	-	MSF40	HSF38	-	
V66	RALLY	2500-6500	.324" 8.22mm	.462" .460" 11.73mm 11.68mm	300°	47/73 83/37	103°	.014" .016" 0.36mm 0.41mm	.164" 4.16mm	N/A -	CF9	VS12 Single	-	MSF40	HSF38	-	
V67	RACE	3500-7500	.339" 8.60mm	.484" .482" 12.29mm 12.24mm	310°	52/78 88/42	103°	.014" .016" 0.36mm 0.41mm	.187" 4.75mm	N/A -	CF9	VS12 Single	-	MSF40	HSF38	-	
V68	GP1 SPECIFICATION	4000-8000	.350" 8.89mm	.498" 12.65mm	320°	56/84 84/56	104°	.016" 0.41mm	.170" 4.32mm	N/A -	CF58	VS42x1.5 Double	-	MSF40	HSF38	-	
HONDA V-TEC 1.6	Valve Lifts are quoted using a theoretical Rocker Ratio of 1.5:1. Durations quoted at .010" / .25mm checking height																
HV1602	SPORTS	2000-7500	.266" .244" 6.75mm 6.19mm	.398" .365" 10.12mm 9.28mm	295°	39/76 76/39	108° 108°	.010" 0.25mm	N/A -	N/A -	-	VS34 Double	VRT09	-	-	CA70	The **Honda V-Tec Cams** can now be supplied on specially manufactured chillcast castings. The duration, lift and timing is quoted on the primary lobe. The full lift timing position is quoted from the secondary lobe. (ie. the second largest size lobe)
HV1603	SPORTS 'R'	2500-8000	.289" .268" 7.34mm 6.80mm	.433" .402" 11.01mm 10.21mm	300°	42/78 78/42	108° 108°	.010" 0.25mm	N/A -	N/A -	-	VS34 Double	VRT09	-	-	CA70	
HV1605	COMPETITION	3000-8000	.289" .289" 7.34mm 7.34mm	.433" .433" 11.01mm 11.01mm	306°	48/78 78/48	105° 105°	.010" 0.25mm	N/A -	N/A -	-	VS34 Double	VRT09	-	-	CA70	
JAGUAR 6 Cylinder	Direct Acting. Durations quoted at .010" / .25mm checking height																
JAG2	FAST ROAD	2000-6500	.415" 10.54mm	.409" .407" 10.38mm 10.43mm	282°	35/67 67/35	106° 106°	.008" .010" 0.20mm 0.25mm	.110" 2.79mm	.095" 2.41mm	-	-	-	-	-	-	**Jaguar** Race Camshafts can be manufactured from Steel Billet or Chillcast castings, so more aggressive profiles can be used. For example the profile D598 is a popular cam from our direct acting files and has .501" lift and could not be reprofiled on to an original cam. Cam Followers are custom made as customers have follower bores machined oversize. Most common is the 1.400" O.D. which does not require tappet guides to be replaced.
JAG3	RALLY	2500-7000	.426" 10.82mm	.420" .418" 10.66mm 10.61mm	308°	49/79 79/49	105° 105°	.008" .010" 0.20mm 0.25mm	.152" 3.86mm	.143" 3.63mm	-	-	-	-	-	-	
JAG4	RACE	3000-7500	.445" 11.30mm	.439" .437" 11.15mm 11.10mm	310°	45/85 85/45	110° 110°	.008" .010" 0.20mm 0.25mm	.117" 2.97mm	.108" 2.74mm	-	-	-	-	-	-	
JAGUAR V12	Direct Acting. Durations quoted at .010" / .25mm checking height																
JAG6	FAST ROAD	2000-6500	.415" 10.54mm	.409" .407" 10.38mm 10.43mm	282°	35/67 67/35	106°	.008" .010" 0.20mm 0.25mm	.110" 2.79mm	N/A -	-	-	-	-	-	-	
JAG7	RALLY	2500-7000	.426" 10.82mm	.420" .408" 10.66mm 10.61mm	308°	49/79 79/49	105°	.008" .010" 0.20mm 0.25mm	.152" 3.86mm	N/A -	-	-	-	-	-	-	
JAG8	RACE	3000-7500	.441" 11.20mm	.435" .433" 11.04mm 10.99mm	310°	45/85 85/45	110°	.008" .010" 0.20mm 0.25mm	.117" 2.97mm	N/A -	-	-	-	-	-	-	

PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET/EXHAUST @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST
LOTUS ELISE 1.8	Direct Acting. Duration of hydraulic profiles quoted at .004" / .10mm. Mechanical profiles checked at .010" / .25mm checking height									
LE1811 Kit Available	**SPORTS INJECTION** *22bhp approx increase*	**2000-6000**	**.425"** 10.79mm	**.425"** 10.79mm	**258°**	**19/59 59/19**	**110° 110°**	**.000"** 0.00mm	**.057"** 1.45mm	**.051"** 1.30mm
LE1812	**SPORTS 'R'**	**2000-6000**	**.431"** 10.94mm	**.431"** 10.94mm	**266°**	**23/63 63/23**	**110° 110°**	**.000"** 0.00mm	**.065"** 1.65mm	**.055"** 1.40mm
LE1813	**COMPETITION** Modified injection	**3000-7500**	**.435"** 11.05mm	**.435"** 11.05mm	**276°**	**30/66 66/30**	**108° 108°**	**.000"** 0.00mm	**.090"** 2.28mm	**.090"** 2.28mm
LE1815	**COMPETITION** Mechanical	**3500-8000**	**.444"** 11.27mm	**.434"** 11.02mm	**290°**	**39/71 71/39**	**106° 106°**	**.010"** 0.25mm	**.126"** 3.20mm	**.122"** 3.10mm
LE1816	**RACE** Mechanical	**4000-8500**	**.450"** 11.43mm	**.440"** 11.18mm	**300°**	**46/76 76/46**	**104° 104°**	**.010"** 0.25mm	**.170"** 4.31mm	**.170"** 4.31mm
LOTUS TWIN-CAM - BDA-BDG COSWORTH YB	Direct Acting. Durations quoted at .010" / .25mm checking height									
CPL2	It is impossible to state applications and power bands due to the wide combinations of inlet and exhaust profiles.		**.360"** 9.14mm	**.350"** 8.89mm	**270°**	**25/65 65/25**	**110°**	**.010"** 0.25mm	**.071"** 1.80mm	**.068"** 1.72mm
BD3			**.348"** 8.83mm	**.338"** 8.58mm	**290°**	**35/75 75/35**	**110°**	**.010"** 0.25mm	**.077"** 1.95mm	**.069"** 1.75mm
L2			**.354"** 8.99mm	**.344"** 8.73mm	**302°**	**49/73 73/49**	**102°**	**.010"** 0.25mm	**.122"** 3.10mm	**.127"** 3.22mm
L14			**.415"** 10.54mm	**.407"** 10.33mm	**282°**	**35/67 67/35**	**106°**	**.008"** 0.20mm	**.110"** 2.79mm	**.095"** 2.41mm
L1			**.408"** 10.36mm	**.398"** 10.10mm	**306°**	**47/79 71/55**	**106°**	**.010"** 0.25mm	**.130"** 3.30mm	**.127"** 3.22mm
BD4			**.431"** 10.94mm	**.421"** 10.69mm	**316°**	**56/80 80/56**	**102°**	**.010"** 0.25mm	**.168"** 4.26mm	**.163"** 4.14mm
F1			**.412"** 10.46mm	**.402"** 10.21mm	**324°**	**60/84 84/60**	**102°**	**.010"** 0.25mm	**.187"** 4.75mm	**.172"** 4.37mm
DA1			**.408"** 10.36mm	**.398"** 10.10mm	**326°**	**61/85 85/61**	**102°**	**.010"** 0.25mm	**.170"** 4.32mm	**.165"** 4.19mm
PH4			**.441"** 11.20mm	**.436"** 11.07mm	**314°**	**52/82 82/52**	**105°**	**.005"** 0.13mm	**.172"** 4.37mm	**.167"** 4.24mm
PH5			**.438"** 11.12mm	**.428"** 10.87mm	**324°**	**60/84 84/60**	**102°**	**.010"** 0.25mm	**.195"** 4.95mm	**.190"** 4.82mm
DA10			**.410"** 10.41mm	**.400"** 10.16mm	**312°**	**54/78 78/54**	**102°**	**.010"** 0.25mm	**.159"** 4.03mm	**.149"** 3.78mm
DA12			**.460"** 11.68mm	**.450"** 11.43mm	**322°**	**61/81 81/61**	**100°**	**.010"** 0.25mm	**.210"** 5.33mm	**.202"** 5.13mm
EA1			**.460"** 11.68mm	**.450"** 11.43mm	**324°**	**60/84 84/60**	**102°**	**.010"** 0.25mm	**.190"** 4.82mm	**.185"** 4.70mm
DY1			**.450"** 11.43mm	**.440"** 11.18mm	**317°**	**56/81 81/56**	**102°**	**.010"** 0.25mm	**.180"** 4.57mm	**.173"** 4.39mm
DA2			**.380"** 9.65mm	**.370"** 9.40mm	**295°**	**42/73 73/42**	**105°**	**.010"** 0.25mm	**.113"** 2.87mm	**.105"** 2.66mm

CAM FOLLOWER	VALVE SPRING	VALVE SPRING RETAINER	VALVE SPRING KITS	POWER PULLEY	CAM BELT	CONROD BOLT	FLYWHEEL BOLT	HEADSTUD KIT	MAINSTUD KIT	OPTIONAL COMPONENTS
CF63	**VS51** Single	**ST69**	**VSK29**	**CA67**	**CB27**	**BEB37-8**	**FBKS03**	**HSRK4209**	**-**	BHP **Flowed Cylinder Head - Standard Valve**  42mm lumenition throttle bodies Lumenition ECU
CF63	**VS51** Single	**ST69**	**VSK29**	**CA67**	**CB27**	**BEB37-8**	**FBKS03**	**HSRK4209**	**-**	
CF63	**VS51** Single	**ST69**	**VSK29**	**CA67**	**CB27**	**BEB37-8**	**FBKS03**	**HSRK4209**	**-**	
CF45	**VS34** Double	**VRT19**	**VSK19P**	**CA67**	**CB27**	**BEB37-8**	**FBKS03**	**HSRK4209**	**-**	
CF45	**VS34** Double	**VRT19**	**VSK19P**	**CA67**	**CB27**	**BEB37-8**	**FBKS03**	**HSRK4209**	**-**	
CF40	**-**	**-**	**-**	**S45**	**-**	**BEB09-8**	**FB900-6**	**HSL68** **HSC48**	**MSF375**	
CF40	**-**	**-**	**-**	**S45**	**-**	**BEB09-8**	**FB900-6**	**HSL68** **HSC48**	**MSF375**	
CF40	**-**	**-**	**-**	**S45**	**-**	**BEB09-8**	**FB900-6**	**HSL68** **HSC48**	**MSF375**	
CF40	**-**	**-**	**-**	**S45**	**-**	**BEB09-8**	**FB900-6**	**HSL68** **HSC48**	**MSF375**	
CF40	**-**	**-**	**-**	**S45**	**-**	**BEB09-8**	**FB900-6**	**HSL68** **HSC48**	**MSF375**	
CF40	**-**	**-**	**-**	**S45**	**-**	**BEB09-8**	**FB900-6**	**HSL68** **HSC48**	**MSF375**	
CF40	**-**	**-**	**-**	**S45**	**-**	**BEB09-8**	**FB900-6**	**HSL68** **HSC48**	**MSF375**	
CF40	**-**	**-**	**-**	**S45**	**-**	**BEB09-8**	**FB900-6**	**HSL68** **HSC48**	**MSF375**	
CF40	**-**	**-**	**-**	**S45**	**-**	**BEB09-8**	**FB900-6**	**HSL68** **HSC48**	**MSF375**	
CF40	**-**	**-**	**-**	**S45**	**-**	**BEB09-8**	**FB900-6**	**HSL68** **HSC48**	**MSF375**	
CF40	**-**	**-**	**-**	**S45**	**-**	**BEB09-8**	**FB900-6**	**HSL68** **HSC48**	**MSF375**	
CF40	**-**	**-**	**-**	**S45**	**-**	**BEB09-8**	**FB900-6**	**HSL68** **HSC48**	**MSF375**	
CF40	**-**	**-**	**-**	**S45**	**-**	**BEB09-8**	**FB900-6**	**HSL68** **HSC48**	**MSF375**	
CF40	**-**	**-**	**-**	**S45**	**-**	**BEB09-8**	**FB900-6**	**HSL68** **HSC48**	**MSF375**	

CF40 are for Lotus T/C only.

BDA-BDG Cam Follower are custom manufactured.

CA84 BDA-BDG Power Pulleys

S45 are for Lotus T/C only.

BEB09-8 are for Lotus T/C only.

HSL68 are for Lotus T/C only.

HSC48 are for Ford BDA (4.65" oal).

FB900-6 are for Lotus T/C only.

Lotus Twin Cam, BDG and BDA cams can all be produced from chillcast or steel billet.

PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET/EXHAUST @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST
LOTUS 907 16V 2.2	Direct Acting. Durations quoted at .010" / .25mm checking height									
907-L14	SPORTS	2500-6500	.415' 10.54mm	.407" 10.33mm	282°	35/67 67/35	106° 106°	.008" 0.20mm	.110" 2.79mm	.095" 2.41mm
907-L1	COMPETITION	2500-7000	.408" 10.36mm	.398" 10.10mm	306°	47/79 79/47	106° 106°	.010" 0.25mm	.130" 3.30mm	.127" 3.22mm
907BD4	RACE	3000-7500	.431" 10.94mm	.421" 10.69mm	316°	56/80 80/56	102° 102°	.010" 0.25mm	.168" 4.26mm	.163" 4.14mm
MERCEDES SMART	Direct Acting. Durations quoted at .004" / .10mm checking height. Valve lifts quoted using a theoretical Rocker Ratio of 1.7:1									
MERC02	SPORTS	2000-6500	.198' 5.02mm	.336" 8.54mm	252°	14/58 58/14	112°	.000" 0.00mm	N/A -	N/A -
MINI ONE-COOPER 1.6 16V	Valve lifts quoted using a theoretical Rocker Ratio of 1.55:1. Durations quoted at .004" / .10mm checking height									
MINI01	SPORTS NEW	1500-6000	.240" .228" 6.12mm 5.80mm	.374" .354" 9.5mm 9.0mm	260°	16/64 64/16	114°	.000" 0.00mm	N/A -	N/A -
MITSUBISHI EVO 5 - 6	Valve lifts quoted using a theoretical Rocker Ratio of 1.7:1 Durations quoted at .004"/0.10mm for hydraulic .010"/0.25mm for mechanical									
MITZ01	SPORTS 'R' Hydraulic	2500-7500	.243" .231" 6.17mm 5.86mm	.413" .392" 10.49mm 9.97mm	258°	19/67 67/19	110° 110°	.000" 0.00mm	N/A -	N/A -
NISSAN PRIMERA - ALMERA 16V	Valve lifts quoted using a theoretical Rocker Ratio of 1.53:1 inlet 1.45:1 exhaust. Durations quoted at .004"/0.10mm for hydraulic .010"/0.25mm for mechanical									
NP1600	SPORTS INJECTION	1500-6000	.236" 6.00mm	.362" 9.2mm	240° 240°	14/46 58/2	106° 118°	.000" 0.00mm	N/A -	N/A -
NP2000	SPORTS INJECTION	1500-6000	.236" 6.00mm	.362" 9.2mm	240° 240°	14/46 58/2	106° 118°	.000" 0.00mm	N/A -	N/A -
NP2001	SPORTS INJECTION	1500-6250	.254" .238" 6.47mm 6.07mm	.389" .346" 9.90mm 8.80mm	256° 256°	10/66 61/15	118° 113°	.000" 0.00mm	N/A -	N/A -
NP2002	SPORTS 'R' Modified injection required	2000-6500	.293" .270" 7.46mm 6.88mm	.448" .392" 11.33mm 9.98mm	272° 262°	18/74 64/18	118° 113°	.000" 0.00mm	N/A -	N/A -
NP2003	COMPETITION Mechanical	3000-7500	.291" .276" 7.396mm 7.01mm	.437" .392" 11.10mm 9.98mm	280°	28/72 72/28	112° 112°	.008" 0.20mm	N/A -	N/A -
NISSAN GTiR	Valve lifts quoted using a theoretical Rocker Ratio 1.5:1 Durations quoted at .010"/0.25mm for mechanical									
NGTi01	SPORTS	2000-6500	.263" 6.68mm	.382" 9.71mm	252°	16/56 62/10	110° 116°	.012" 0.30mm	N/A -	N/A -
NGTi02	SPORTS 'R'	3000-7500	.297" .275" 7.54mm 6.98mm	.433" .400" 11.01mm 10.17mm	284° 271°	32/72 69/22	110° 114°	.012" 0.30mm	N/A -	N/A -

CAM FOLLOWER	VALVE SPRING	VALVE SPRING RETAINER	POWER PULLEY	CONROD BOLTS	HEADSTUD KIT	MAINSTUD KIT	OPTIONAL COMPONENTS
-	-	-	CA80 CA93	-	-	-	**Lotus 907** are available from steel billet, or for sports use we can regrind the original cams. **CA80** Lotus 907 Power Pulley Square Tooth **CA93** Lotus 912 Power Pulley Round Tooth
-	-	-	CA80 CA93	-	-	-	
-	-	-	CA80 CA93	-	-	-	
-	-	-	-	-	-	-	
-	-	-	-	BEB47-8	-	-	
-	-	-	-	BEB31-8	HSMT4203	MSMT5402	
-	-	-	-	-	-	-	
-	-	-	-	-	-	-	
-	-	-	-	BEB32-8	-	-	
-	-	-	-	BEB32-8	-	-	
-	-	-	-	BEB32-8	-	-	
-	-	-	-	BEB32-8	-	-	
-	-	-	-	BEB32-8	-	-	

PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET TIMING @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST	CAM FOLLOWER	VALVE SPRING	CAM BELT	POWER PULLEY	CONROD BOLT	VALVE SPRING KIT	OPTIONAL COMPONENTS AND COMMENTS
PEUGEOT 205 1.3 / 1360 / CITROEN AXGT 1360	Front bearing size 42.50mm Valve lifts quoted using a theoretical Rocker Ratio 1.40:1 Durations quoted at .010" / .250mm checking height																
PT02 Kit Available	**SPORTS** *12bhp approx increase*	2000-6000	.275" 6.98mm	.375" 9.52mm	284°	34/70 70/34	108°	.010" 0.25mm	.070" 1.77mm	N/A -	CF61	-	CB14 CB26 CB15	CA31	-	-	
PT03	**COMPETITION**	2500-7000	.286" 7.26mm	.390" 9.90mm	310°	49/81 81/49	106°	.010" 0.25mm	.120" 3.05mm	N/A -	CF61	VS54	CB14 CB26 CB15	CA31	-	VSK23	
PT04	**RACE**	3000-8000	.300" 7.62mm	.410" 10.41mm	315°	53/82 82/53	104°	.010" 0.25mm	.175" 4.44mm	N/A -	CF61	VS54	CB14 CB26 CB15	CA31	-	VSK23	
PEUGEOT 106 '93-'98 on 1.4 1.6 XSi / CITROEN SAXO VTR/VSX/SX 1.4 1.6	Front bearing size 44.20mm Not suitable for roller type engines Valve lifts quoted using a theoretical Rocker Ratio 1.40:1										Durations quoted at .010" / .25mm checking height						
PT11 Kit Available	**SPORTS INJECTION** *12bhp approx increase*	2000-6000	.276" 7.01mm	.376" 9.81mm	276°	28/68 68/28	110°	.010" 0.25mm	.050" 1.27mm	N/A -	CF61	-	CB14 CB15	CA31	-	-	
PT12	**COMPETITION** Carburation	2500-7000	.286" 7.26mm	.390" 9.903mm	310°	49/81 81/49	106°	.010" 0.25mm	.120" 3.05mm	N/A -	CF61	-	CB14 CB15	CA31	-	-	
PT13	**RACE** Carburation	3000-8000	.300" 7.62mm	.410" 10.41mm	315°	53/82 82/53	104°	.010" 0.25mm	.175" 4.44mm	N/A -	CF61	-	CB14 CB15	CA31	-	-	
PEUGEOT 106/206/306 (SAXO VTR) 1.4 1.6 Roller Type	Valve lifts quoted using a theoretical Rocker Ratio 1.75:1 Durations quoted at .010" / .25mm checking height																
PT30	**SPORTS INJECTION** Suitable for 1.4 *9bhp approx increase*	2000-6500	.230" 5.84mm	.392" 9.95mm	258°	14/64 64/14	115°	.010" 0.25mm	.020" 0.50mm	N/A -	-	-	-	CA31	-	-	
PT40	**SPORTS INJECTION** Suitable for 1.6 *11bhp approx increase*	2000-6500	.242" 6.14mm	.414" 10.51mm	266°	18/68 68/18	115°	.010" 0.25mm	.030" 0.75mm	N/A -	-	-	-	CA31	-	-	
PT41	**COMPETITION** (NEW) Modified Injection	2500-7000	.277" 7.03mm	.474" 12.03mm	292°	38/74 80/32	108°	.010" 0.25mm	.120" 3.05mm	N/A -	-	-	-	CA31	-	-	
PEUGEOT 205/309/405 1.6 - 1.9	Direct acting. Durations quoted at .010" / .25mm checking height																
PT36 Kit Available	**SPORTS INJECTION** Suitable for 1.6/1.9 *14bhp approx increase*	2000-6500	.468" 11.88mm	.458" .456" 11.63mm 11.58mm	270°	27/63 63/27	106°	.010" .012" 0.25mm 0.30mm	.077" 1.95mm	N/A -	CF37	-	CB07 CB08	CA31	BEB25-8	-	
PT22	**COMPETITION** Suitable for 1.6	2500-7000	.458" 11.63mm	.448" .446" 11.37mm 11.32mm	281°	34/67 67/34	106°	.010" .012"' 0.25mm 0.30mm	.144" 3.65mm	N/A -	CF37	VS52 Double	CB07 CB08	CA31	BEB25-8	-	
PT23	**RACE** Suitable for 1.6	3000-7800	.492" .482" 12.49mm 12.24mm	.482" .470" 12.24mm 11.93mm	304° 296°	46/78 74/42	106°	.010" .012" 0.25mm 0.30mm	.170" 4.31mm	N/A -	CF37	VS52 Double	CB07 CB08	CA31	BEB25-8	-	
PT27	**COMPETITION** Suitable for 1.9	2500-7000	.492" .482" 12.49mm 12.24mm	.482" .470" 12.24mm 11.93mm	304° 296°	46/78 74/42	106°	.010" .012" 0.25mm 0.30mm	.170" 4.31mm	N/A -	CF37	VS52 Double	CB07 CB08	CA31	BEB25-8	-	
PT28	**RACE** Suitable for 1.9	3000-7800	.489" .496 12.42mm 12.59mm	.479" .484" 12.16mm 12.29mm	309° 314°	49/80 85/49	106°	.010" .012" 0.25mm 0.30mm	.177" 4.49mm	N/A -	CF37	VS52 Double	CB07 CB08	CA31	BEB25-8	-	
PEUGEOT 306 2.0 XSi	Direct acting. Durations quoted at .010 / .25mm checking height																
PT46 Kit Available	**SPORTS INJECTION** *10bhp approx increase*	2000-6500	.468" 11.88mm	.458" .456" 11.63mm 11.58mm	270°	23/67 67/23	112°	.010" .012" 0.25mm 0.30mm	.049" 1.24mm	N/A -	CF37	-	-	CA31	-	-	

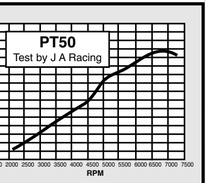
CB26 205 1300 RALLYE.
CB14 205 / 106 1360 WITH AC.
CB15 205 / 106 1360 WITHOUT AC.

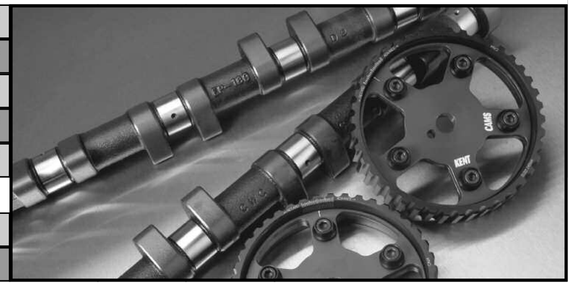
PT40 - This Cam is for the later 1.6 model with Roller Rockers, (silver rocker cover engine) and will give an impressive 11 bhp. Don't give up if you have the earlier engine type with black rocker cover. The PT11 also gives an impressive 12 bhp.
PT30 - The latest addition to the Peugeot range giving an increase of 9bhp with no other modifications.

CB07 205 / 309 1.6i / 1.9i up to '92 Cam Belt.
CB08 205 / 309 1.9i post '92 Cam Belt.
PBV39435 205 / 309 Fuel Pressure Regulator.

PT36 - For all those GTi's that just aren't quick enough. This cam will improve your performance by 14bhp. The kit includes the Gaskets to fit it and shiming is within the Peugeot range. The Peugeot SOHC cams are designed with the larger 12mm bolt. Peugeot Part No. 692193.
VS52 - Will fit the 205 / 309 / 405 / 306 but will require head modifications to the retainer and platform area

PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET/EXHAUST @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST	CAM FOLLOWER	VALVE SPRING	VALVE SPRING RETAINER	VALVE SPRING KIT	ALLOY POWER PULLEY	CAM BELT	HEADSTUD KIT	OPTIONAL COMPONENTS
PEUGEOT 106 16V / CITROEN SAXO VTS 16V 1.6			Duration of hydraulic profiles quoted at .004"/.10mm. Mechanical profiles checked at .010"/.25mm checking height															
PT50 Kit Available	**SPORTS INJECTION** *22bhp approx increase with Air Filter Kit*	1500-6500	.368" 9.34mm	.368" 9.34mm	262°	21/61 61/21	110° 110°	.000" 0.00mm	.037" 0.94mm	.036" 0.91mm	CF65	-	-	-	CA72	CB16	HSPT106	**CF66** 30mm lightweight Mechanical Bucket with shim underneath. The Cam Follower Bore will require machining to accept these. **CF93** Mechanical follower std diameter and shim underneath **PT50** as tested by one of the leading specialists in Citroen/Peugeot tuning with a pair of Camshafts and an Airfilter Kit, the increase was an incredible 22 bhp, achieved by J A Racing. Kit Car custom grind are also available and can produce in excess of 200bhp.
PT51	**SPORTS 'R'** Modified Injection	1500-6500	.397" .368" 10.08mm 9.34mm	.397" .368" 10.08mm 9.34mm	262°	21/61 61/21	110° 110°	.000" 0.00mm	.048" 1.22mm	.036" 0.91mm	CF65	-	-	-	CA72	CB16	HSPT106	
PT52	**COMPETITION** Hydraulic	3000-7500	.435" 11.04mm	.435" 11.04mm	278°	31/67 67/31	106° 106°	.000" 0.00mm	.090" 2.28mm	.090" 2.28mm	CF65	VS51 Single	ST25	VSK33	CA72	CB16	HSPT106	
PT55	**COMPETITION** NEW Mechanical	3000-7500	.434" .434" 11.02mm 11.02	.424" .424" 10.77mm 10.77mm	290° 290°	39/71 71/39	106° 106°	.010" 0.25mm	.108" 2.75mm	.103" 2.62mm	CF93	VS51 Single	ST25	VSK33	CA72	CB16	HSPT106	
PT53	**COMPETITION** Mechanical	3500-8000	.438" 11.12mm	.428" 10.87mm	304°	46/78 78/46	106° 106°	.010" 0.25mm	.141" 3.58mm	.125" 3.17mm	CF93	VS51 Single	ST25	VSK33	CA72	CB16	HSPT106	
PT54	**RACE** Mechanical	4000-8500	.450" 11.43mm	.440" 11.17mm	317°	52/85 85/52	106° 106°	.010" 0.25mm	.162" 4.11mm	.155" 3.94mm	CF66	VS51 Single	VRT25	VSK28	CA72	CB16	HSPT106	
PEUGEOT 206 1.6 16V / CITREON C2 1.6 16V			Duration of hydraulic profiles quoted at .004"/.10mm. Mechanical profiles checked at .010"/.25mm checking height															
PT47 Kit Available	**SPORTS INJECTION** *12bhp approx increase*	1500-6500	.336" 8.53mm	.336" 8.53mm	240°	10/50 50/10	110° 110°	.000" 0.00mm	.019" 0.48mm	.014" 0.35mm	CF65	-	-	-	CA72	CB16	-	**206 1.6 16v -** Citreon C2 1.6 16v use 106 16v for competition equipment
PEUGEOT 206 GTi / 307 GTi			Duration of hydraulic profiles quoted at .004"/.10mm. Mechanical profiles checked at .010"/.25mm checking height															
PT60	**SPORTS INJECTION**	2000-6500	.368" .341" 9.34mm 8.66mm	.368" .341" 9.34mm 8.66mm	258° 262°	19/59 61/21	110° 110°	.000" 0.00mm	.037" 0.94mm	.031" 0.79mm	-	-	-	-	-	CB30	-	**206GTi Motorsport Equipment - On Application.**
PEUGEOT 306 GTi6 16V 1997 on / 406 COUPE			Duration of hydraulic profiles quoted at .004"/.10mm. Mechanical profiles checked at .010"/.25mm checking height															
PT80 Kit Available	**SPORTS INJECTION** Hydraulic *18bhp approx increase*	2000-7000	.425" .409" 10.79mm 10.35mm	.425" .409" 10.79mm 10.35mm	264° 252°	20/64 56/16	110° 110°	.000" 0.00mm	.065" 1.65mm	.030" 0.76mm	CF64	-	-	-	CA78	-	-	
PT81	**SPORTS 'R'** Modified Injection	2500-7000	.431" 10.94mm	.431" 10.94mm	264°	20/64 64/20	110° 110°	.000" 0.00mm	.065" 1.65mm	.055" 1.40mm	CF64	-	-	-	CA78	-	-	
PT82	**COMPETITION** Hydraulic	3000-7200	.435" 11.04mm	.435" 11.04mm	278°	31/67 67/31	108° 108°	.000" 0.00mm	.080" 2.03mm	.080" 2.03mm	CF64	VS34 Double	VRT15	VSK15P	CA78	-	-	
PT84	**COMPETITION** Mechanical	3000-8000	.472" .444" 11.98mm 11.27mm	.462" .434" 11.73mm 11.02mm	314° 296°	51/83 74/42	106° 106°	.010" 0.25mm	.140" 3.55mm	.122" 3.10mm	CF43	VS34 Double	VRT15	VSK15P	CA78	-	-	
PT85	**RACE** Mechanical	4500-8500	.472" 11.98mm	.462" 11.73mm	314°	53/81 81/53	104° 104°	.010" 0.25mm	.151" 3.83mm	.146" 3.70mm	CF43	VS34 Double	VRT15	VSK15P	CA78	-	-	
PEUGEOT 405 Mi16 16V up to 1992			Duration of hydraulic profiles quoted at .004"/.10mm. Mechanical profiles checked at .010"/.25mm checking height															
PT1601 Kit Available	**SPORTS INJECTION** Hydraulic *12bhp approx increase*	1500-6000	.396" 10.06mm	.396" 10.06mm	262°	21/61 61/21	110° 110°	.000" 0.00mm	.058" 1.47mm	.050" 1.27mm	CF55	-	-	-	CA42	CB16 CB31	-	
PT1603	**COMPETITION** Hydraulic	3000-7000	.426" 10.82mm	.426" 10.82mm	290°	37/73 73/37	108° 108°	.000" 0.00mm	.110" 2.79mm	.092" 2.33mm	CF55	-	-	-	CA42	CB16 CB31	-	
PT1604	**COMPETITION** Hydraulic	3500-7500	.427" 10.84mm	.427" 10.84mm	316°	52/84 84/52	106° 106°	.000" 0.00mm	.101" 2.56mm	.101" 2.56mm	CF55	-	-	-	CA42	CB16 CB31	-	
PT1605	**COMPETITION** Mechanical	4000-8000	.438" 11.12mm	.428" 10.87mm	304°	46/78 78/46	106° 106°	.010" 0.25mm	.141" 3.58mm	.125" 3.17mm	CF43	VS34 Double	VRT12	VSK12P	CA42	CB16 CB31	-	



PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET/EXHAUST @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST	CAM FOLLOWER	VALVE SPRING	VALVE SPRING RETAINER	VALVE SPRING KIT	ALLOY POWER PULLEY	CAM BELT	CONROD BOLT	OPTIONAL COMPONENTS
PEUGEOT 306 S16 16V 1993 - 1996	Duration of hydraulic profiles quoted at .004"/.10mm. Mechanical profiles checked at .010"/.25mm checking height																	
PT2001 Kit Available	SPORTS INJECTION Hydraulic	1500-6000	.396" 10.06mm	.396" 10.06mm	262°	21/61 61/21	110° 110°	.000" 0.00mm	.058" 1.47mm	.050" 1.27mm	CF55	-	-	-	CA42	CB16	BEB25-8	The Valve Spring Kit (VSK12P) contains Valve Springs, Titanium Valve Spring Caps and Platforms. It is designed to be used with mechanical cam follower CF43.
PT2002	SPORTS 'R' Hydraulic	2000-6500	.431" 10.94mm	.431" 10.94mm	264°	20/64 64/20	112° 112°	.000" 0.00mm	.065" 1.65mm	.055" 1.40mm	CF55	-	-	-	CA42	CB16	BEB25-8	
PT2003	COMPETITION Hydraulic	3000-7000	.426" 10.82mm	.426" 10.82mm	290°	37/73 73/37	108° 108°	.000" 0.00mm	.110" 2.79mm	.092" 2.33mm	CF55	-	-	-	CA42	CB16	BEB25-8	
PT2005	COMPETITION Mechanical	3000-8000	.472" .444" 11.98mm 11.27mm	.462" .434" 11.73mm 11.02mm	314° 296°	51/83 74/42	106° 106°	.010" 0.25mm	.140" 3.55mm	.122" 3.10mm	CF43	VS34 Double	VRT12	VSK12P	CA42	CB16	BEB25-8	
PT2006	RACE Mechanical	4500-8500	.472" 11.98mm	.462" 11.73mm	314°	53/81 81/53	104° 104°	.010" 0.25mm	.151" 3.83mm	.146" 3.70mm	CF43	VS34 Double	VRT12	VSK12P	CA42	CB16	BEB25-8	
RENAULT CLIO 1.8 16V	Duration of hydraulic profiles quoted at .004"/.10mm. Mechanical profiles checked at .010"/.25mm checking height																	
RN1601 Kit Available	SPORTS INJECTION Hydraulic	2000-6500	.396" .363" 10.05mm 9.24mm	.393" .363" 10.05mm 9.24mm	254°	17/57 57/17	110° 110°	.000" 0.00mm	.046" 1.16mm	.037" 0.94mm	CF53	-	-	-	CA65	CB20	BEB26-8	RN1601 will increase your 1.8 16 Valve by 16 bhp and can be achieved by regrinding the original camshafts. There is also this option for the 2.0 litre 16 Valve. Part No. RN2002
RN1602	SPORTS 'R' Hydraulic	2000-6500	.404" 10.26mm	.404" 10.26mm	258°	21/57 57/21	108° 108°	.000" 0.00mm	.067" 1.70mm	.050" 1.27mm	CF53	-	-	-	CA65	CB20	BEB26-8	
RN1603	COMPETITION Hydraulic	3000-7500	.435" 11.04mm	.435" 11.04mm	278°	31/67 67/31	106° 106°	.000" 0.00mm	.090" 2.28mm	.090" 2.28mm	CF53	-	-	-	CA65	CB20	BEB26-8	
RN1605	COMPETITION Mechanical	4000-8000	.438" 11.12mm	.428" 10.87mm	304°	46/78 78/46	106° 106°	.010" 0.25mm	.141" 3.58mm	.125" 3.17mm	CF44	VS34 Double	VRT03	VSK03P	CA65	CB20	BEB26-8	
RN1606	RACE Mechanical	4500-8500	.470" 11.94mm	.460" 11.68mm	324°	58/86 86/58	104° 104°	.010" 0.25mm	.187" 4.75mm	.174" 4.42mm	CF44	VS34 Double	VRT03	VSK03P	CA65	CB20	BEB26-8	
RENAULT CLIO 2.0 16V	Duration of hydraulic profiles quoted at .004"/.10mm. Mechanical profiles checked at .010"/.25mm checking height																	
RN2002 Kit Available	SPORTS INJECTION Hydraulic	2000-6500	.405" .397" 10.28mm 10.08mm	.405" .397" 10.28mm 10.08mm	260°	20/60 60/20	110° 110°	.000" 0.00mm	.058" 1.47mm	.048" 1.22mm	CF53	-	-	-	CA65	CB21	BEB26-8	
RN2003	SPORTS 'R' Hydraulic	2000-6500	.435" .404" 11.04mm 10.26mm	.435" .404" 11.04mm 10.26mm	278° 258°	31/67 57/21	106° 106°	.000" 0.00mm	.090" 2.28mm	.059" 1.50mm	CF53	-	-	-	CA65	CB21	BEB26-8	
RN2004	COMPETITION Hydraulic	3000-7500	.451" .435" 11.45mm 11.04mm	.451" .435" 11.45mm 11.04mm	286° 278°	38/68 67/31	105° 105°	.000" 0.00mm	.113" 2.87mm	.094" 2.38mm	CF53	-	-	-	CA65	CB21	BEB26-8	
RN2005	COMPETITION Mechanical	3000-8000	.472" .444" 11.98mm 11.27mm	.462" .434" 11.73mm 11.02mm	314° 296°	51/83 74/42	106° 106°	.010" 0.25mm	.140" 3.55mm	.122" 3.10mm	CF44	VS34 Double	VRT03	VSK03P	CA65	CB21	BEB26-8	
RN2006	RACE Mechanical	4500-8500	.472" 11.98mm	.462" 11.73mm	314°	53/81 81/53	104° 104°	.010" 0.25mm	.151" 3.83mm	.146" 3.70mm	CF44	VS34 Double	VRT03	VSK03P	CA65	CB21	BEB26-8	
RENAULT 5 TURBO	Mechanical profiles checked at .016"/.40mm checking height Rocker ratio 1.52:1																	
RT150	SPORTS	2000-6500	.243" 6.17mm	.335" .333" 8.50mm 8.45mm	252°	14/58 58/14	112°	.010" .012" 0.25mm 0.30mm	.066" 1.67mm	N/A -	-	-	-	-	-	-	-	
RT200	COMPETITION	3000-7000	.269" 6.83mm	.371" .369" 9.42mm 9.37mm	264°	20/64 64/20	112°	.010" .012" 0.25mm 0.30mm	.066" 1.67mm	N/A -	-	-	-	-	-	-	-	

PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET/EXHAUST @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST	CAM FOLLOWER	VALVE SPRING	VALVE SPRING RETAINER	POWER PULLEY	CONROD BOLT	HEADSTUD KIT	MAINSTUD KIT
ROVER 3.5 / 3.9 / 4.6 / 5.0 V8 Hydraulic	Valve lifts are quoted using a theoretical Rocker Ratio of 1.6:1 Durations quoted at .004"/.10mm.																
H180 Kit Available	**SPORTS TORQUE** *22bhp approx increase* Suitable for automatics. No valve spring mods but must be checked.	1000-4500	.276" 7.01mm	.441" 11.20mm	262°	23/59 59/23	108°	.000" 0.00mm	.056" 1.42mm	N/A -	CF22	VS44 Single	-	S29	BEBRV60-16	HSRV45	MSRV54
H200 Kit Available	**MILD ROAD** *20bhp approx increase* Suitable for automatics. No valve spring mods but must be checked.	1000-4500	.269" .283" 6.83mm 7.18mm	.429" .453" 10.89mm 11.50mm	270° 282°	23/67 68/34	112°	.000" 0.00mm	.033" 0.83mm	N/A -	CF22	VS44 Single	-	S29	BEBRV60-16	HSRV45	MSRV54
H218 Kit Available	**FAST ROAD** *26bhp approx increase* No valve spring mods but must be checked.	1500-5000	.280" .290" 7.11mm 7.36mm	.448" .464" 11.38mm 11.78mm	278° 284°	27/71 74/30	112°	.000" 0.00mm	.065" 1.65mm	N/A -	CF22	VS44 Single	-	S29	BEBRV60-16	HSRV45	MSRV54
H214 Kit Available	**FAST ROAD** *30bhp approx increase*	1500-5000	.290" .306" 7.36mm 7.77mm	.469" .490" 11.90mm 12.44mm	284° 298°	31/73 78/40	111°	.000" 0.00mm	.062" 1.57mm	N/A -	CF22	VS43 Double	ST47	S29	BEBRV60-16	HSRV45	MSRV54
H224 Kit Available	**COMPETITION**	2000-5500	.308" .322" 7.82mm 8.17mm	.492" .515" 12.49mm 13.08mm	304° 310°	41/83 86/44	111°	.000" 0.00mm	.085" 2.16mm	N/A -	CF22	VS43 Double	ST47	S29	BEBRV60-16	HSRV45	MSRV54
H234	**COMPETITION**	2500-6000	.323" .334" 8.20mm 8.48mm	.516" .534" 13.10mm 13.56mm	310°	44/86 86/44	111°	.000" 0.00mm	.110" 2.79mm	N/A -	CF22	VS43 Double	ST47	S29	BEBRV60-16	HSRV45	MSRV54
ROVER 3.5 / 3.9 / 4.6 / 5.0 V8 Mechanical	Valve lifts are quoted using a theoretical Rocker Ratio of 1.6:1 Durations quoted at .016"/.40mm.																
M228	**FAST ROAD** Use solid lifters	2500-6000	.304" .308" 7.72mm 7.82mm	.464" .470" 11.78mm 11.94mm	280° 290°	32/68 73/37	108°	.022" 0.55mm	.083" 2.10mm	N/A -	CF23	VS43 Double	ST47	S29	BEBRV60-16	HSRV45	MSRV54
M238	**COMPETITION** Use solid lifters	2750-7000	.317" 8.05mm	.485" 12.32mm	284° 290°	34/70 73/37	108°	.022" 0.55mm	.107" 2.71mm	N/A -	CF23	VS43 Double	ST47	S29	BEBRV60-16	HSRV45	MSRV54
M248	**COMPETITION** Use solid lifters	3500-8000	.330" 8.38mm	.506" 12.85mm	300°	43/77 79/41	107°	.022" 0.55mm	.138" 3.5mm	N/A -	CF23	VS43 Double	ST47	S29	BEBRV60-16	HSRV45	MSRV54
M256	**RACE** Use solid lifters	4000-8250	.338" .350" 8.58mm 8.89mm	.514" .534" 13.05mm 13.56mm	304° 310°	48/76 87/43	104°	.026" 0.66mm	.158" 4.01mm	N/A -	CF23	VS43 Double	ST47	S29	BEBRV60-16	HSRV45	MSRV54
AUSTIN HEALEY 3000 / MGC 6Cyl	Valve lifts are quoted using a theoretical Rocker Ratio of 1.46:1 Durations quoted at .016"/.40mm.																
AH2	**FAST ROAD** Approx. 20bhp at wheels increase	1000-6000	.293" 7.43mm	.411" 10.43mm	278°	33/65 63/31	107°	.016" 0.40mm	.092" 2.33mm	N/A -	-	-	-	-	-	-	-
AH4	**RALLY**	2000-6500	.323" 8.19mm	.455" 11.57mm	287° 281°	43/67 61/40	100°	.016" 0.40mm	.158" 4.01mm	N/A -	-	-	-	-	-	-	-
AH6	**RACE**	2500-7000	.323" 8.19mm	.455" 11.57mm	306°	53/73 73/53	100°	.016" 0.40mm	.190" 4.82mm	N/A -	-	-	-	-	-	-	-

PBV 38437225 Rover 3.5 Vitesse Fuel Pressure Regulator

VK38412AQ Range Rover Discovery 3.9 Fuel Pressure Regulator Kit

H180 is the best high torque cam around, giving an impressive 22bhp.

H218 is the biggest cam without machining spring seats, giving you an increase of 26bhp

VS43 Require heads to be machined around the valve guide to achieve the correct fitted length.

S29 is a power pulley roll chain kit. To replace the OE type and improve reliability. As used on the TVR Chimaera 5.0

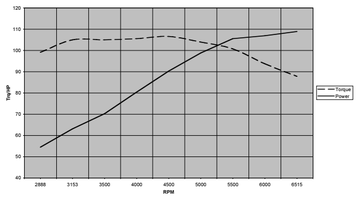
PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET TIMING @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST
ROVER	**'A' Series MINI & METRO** When ordering please add the suffix "P", "S" or "M" to denote Pin, Star or Metro oil pump drive. Valve lifts are quoted using a theoretical Rocker Ratio of 1.28:1 Durations quoted at .016"/.40mm checking height.									
MD246 Kit Available	HIGH TORQUE Suitable for Mini stock	1500-6500	.285" 7.23mm	.348" 8.85mm	252°	18/54 54/18	108°	.016" 0.40mm	.055" 1.40mm	N/A -
MD256 Kit Available	MILD ROAD Smooth idle characteristics in 1275cc	1000-6000	.263" 6.67mm	.320" 8.12mm	254°	21/53 53/21	106°	.016" 0.40mm	.049" 1.24mm	N/A -
MD266 Kit Available	FAST ROAD Smooth idle characteristics in 1275cc	1000-6500	.263" .270" 6.67mm 6.85mm	.320" .330" 8.12mm 8.37mm	260° 270°	24/56 61/29	106°	.016" 0.40mm	.066" 1.67mm	N/A -
MD274 Kit Available	SPORTS INJECTION Single point injection	1000-6000	.285" .281" 7.23mm 7.13mm	.348" .343" 8.85mm 8.71mm	248° 274°	12/56 69/25	112°	.016" 0.40mm	.023" 0.58mm	N/A -
MD276 Kit Available	FAST ROAD/RALLY Slightly lumpy idle in 1275cc	1500-7000	.293" .315" 7.43mm 7.99mm	.360" .388" 9.14mm 9.84mm	270° 280°	29/61 66/34	106°	.016" 0.40mm	.085" 2.16mm	N/A -
MD286 Kit Available	RALLY Slightly lumpy idle in 1275cc	2000-7500	.315" .324" 7.99mm 8.22mm	.388" .400" 9.84mm 10.15mm	280° 290°	34/66 71/39	106°	.016" 0.40mm	.086" 2.18mm	N/A -
MD296	RACE Lumpy idle characteristic in 1275cc. Not available in pin drive	3250-8000	.324" .340" 8.22mm 8.62mm	.400" .420" 10.15mm 10.67mm	290° 300°	39/71 76/44	106°	.016" 0.40mm	.110" 2.79mm	N/A -
MD310	RACE Rough idle characteristics in 1275cc. Not available in pin drive	4000-8500	.340" 8.62mm	.420" 10.67mm	310°	49/81 81/49	106°	.016" 0.40mm	.145" 3.68mm	N/A -
MD315	RACE Not available in pin drive	4500-9000	.347" 8.81mm	.428" 10.87mm	314°	53/81 81/53	104°	.016" 0.40mm	.181" 4.60mm	N/A -
Scatter Pattern Cams	Designed by David Vizard, this range will give the ultimate in performance due to the very special design of lobe centre angle and phasing.									
274SP	HIGH TORQUE	1500-6500	.285" .281" 7.23mm 7.13mm	.348" .343" 8.85mm 8.71mm	248° 274°	16/52 71/29	108°	.016" 0.40mm	.035" 0.89mm	N/A -
286SP	RALLY	2000-7500	.315" .324" 7.99mm 8.22mm	.388" .400" 9.84mm 10.15mm	280° 290°	34/66 71/39	106°	.016" 0.40mm	.086" 2.18mm	N/A -
296SP	RACE	3250-8000	.324" .340" 8.22mm 8.62mm	.400" .420" 10.15mm 10.67mm	290° 300°	39/71 76/44	106°	.016" 0.40mm	.110" 2.79mm	N/A -
310SP	RACE	4000-8500	.340" 8.62mm	.420" 10.67mm	310°	49/81 81/49	106°	.016" 0.40mm	.145" 3.68mm	N/A -

CAM FOLLOWER	VALVE SPRING	VALVE SPRING RETAINER	POWER PULLEY	CONROD BOLT	FLYWHEEL BOLT	HEAD STUD KIT	MAIN STUD KIT
	1.5 Ratio Rockers are not recommended for use in engines under 1275cc. All Cams will be slightly hotter when used in 1000cc engines with slight variations in idle characteristics.						
CF1	VS49 Single	ST33	S12 HV12	BEB6001-8 BEB08-8 BEB1-8	FB900-4 FB900-6	HSA11 HSA11-B HSA9	MSA33 MSA54
CF1	VS2 Double	ST33	S12 HV12	BEB6001-8 BEB08-8 BEB1-8	FB900-4 FB900-6	HSA11 HSA11-B HSA9	MSA33 MSA54
CF1	VS2 Double	ST33	S12 HV12	BEB6001-8 BEB08-8 BEB1-8	FB900-4 FB900-6	HSA11 HSA11-B HSA9	MSA33 MSA54
CF1	VS2 Double	ST33	S12 HV12	BEB6001-8 BEB08-8 BEB1-8	FB900-4 FB900-6	HSA11 HSA11-B HSA9	MSA33 MSA54
CF1	VS2 Double	ST33	S12 HV12	BEB6001-8 BEB08-8 BEB1-8	FB900-4 FB900-6	HSA11 HSA11-B HSA9	MSA33 MSA54
CF1	VS2 Double	ST33	S12 HV12	BEB6001-8 BEB08-8 BEB1-8	FB900-4 FB900-6	HSA11 HSA11-B HSA9	MSA33 MSA54
CF1	VS39 Double	VRT06 VR9	S12 HV12	BEB6001-8 BEB08-8 BEB1-8	FB900-4 FB900-6	HSA11 HSA11-B HSA9	MSA33 MSA54
CF1	VS39 Double	VRT06 VR9	S12 HV12	BEB6001-8 BEB08-8 BEB1-8	FB900-4 FB900-6	HSA11 HSA11-B HSA9	MSA33 MSA54
CF1	VS39 Double	VRT06 VR9	S12 HV12	BEB6001-8 BEB08-8 BEB1-8	FB900-4 FB900-6	HSA11 HSA11-B HSA9	MSA33 MSA54
CF1	VS49 Single	ST33	S12 HV12	BEB6001-8 BEB08-8 BEB1-8	FB900-4 FB900-6	HSA11 HSA11-B HSA9	MSA33 MSA54
CF1	VS2 Double	ST33	S12 HV12	BEB6001-8 BEB08-8 BEB1-8	FB900-4 FB900-6	HSA11 HSA11-B HSA9	MSA33 MSA54
CF1	VS39 Double	VRT06 VR9	S12 HV12	BEB6001-8 BEB08-8 BEB1-8	FB900-4 FB900-6	HSA11 HSA11-B HSA9	MSA33 MSA54
CF1	VS39 Double	VRT06 VR9	S12 HV12	BEB6001-8 BEB08-8 BEB1-8	FB900-4 FB900-6	HSA11 HSA11-B HSA9	MSA33 MSA54

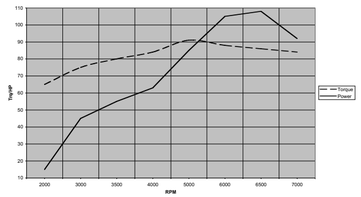
OPTIONAL COMPONENTS

S12 Duplex Power Pulley Kit.
HV12 High Velocity Power Pulley Kit (silent chain).
BEB6001-8 Conrod Bolt 1275 Midget and Cooper 'S' ARP.
BEB08-8 Conrod Bolt 850/1098 3/8" ARP.
BEB1-8 Conrod Bolt 1300 11/32" ARP.
FB900-4 Flywheel Bolt 850 - 1098 3/8" ARP.
FB900-6 Flywheel Bolt 1300 3/8" ARP.
HSA11 Head Stud Kit 11 Stud and Rocker Studs ARP.
HSA11-B Head Stud Kit 11 Stud with Front Bolt and Rocker Studs ARP.
HSA9 Head stud Kit 9 Stud and Rocker Stud ARP.
MSA33 Main Stud Kit 1098 2" Mains and Cooper 'S' (Shouldered) ARP.
MSA54 Mains Stud Kit 1275 (DO not use washers on Mini) ARP
SS8 Valve Spring Seat.
S52 Duplex Chain.
VG01 9/32" Bronze Valves Guides.
OP1 Pin Drive Oil Pump.
OP2 Star Drive Oil Pump.
OP3 Metro Drive Oil Pump.
AMS1 ARP Manifold Stud Kit
CF95 X/Drilled Lightweight Cam Follower

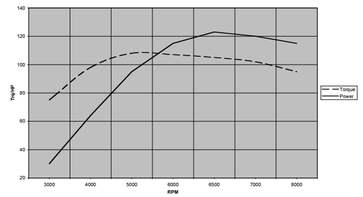
SW5



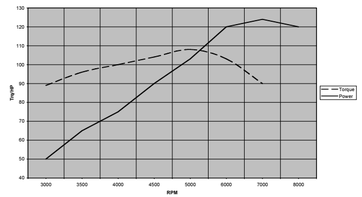
MD276



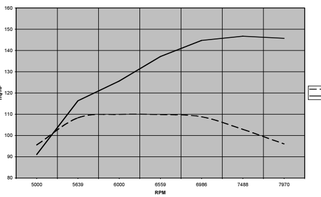
MD286



MD296



MD310SP



ROVER 'A' Series MINI & METRO

When ordering please add the suffix "P", "S" or "M" to denote Pin, Star or Metro oil pump drive.
Valve lifts are quoted using a theoretical Rocker Ratio of 1.28:1 Durations quoted at .016"/.40mm checking height.

PART No.	APPLICATION See page 4 for key to Camshaft descriptions		POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET TIMING @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST
NASA 1-99		NASA CLASS 1 1000cc	SPECIFICATIONS AS PER NASA REGULATION BOOK								
450	500	MILD ROAD and Turbo applications	1500-6000	.263" 6.67mm	.320" 8.12mm	252° 268°	16/56 59/29	110°	.016" 0.40mm	.039" 0.99mm	N/A -
948	567	MILD ROAD	2000-6500	.263" 6.67mm	.320" 8.12mm	252°	16/56 51/21	110°	.016" 0.40mm	.036" 0.91mm	N/A -
550	600	FAST ROAD	2000-7000	.293" 7.43mm	.360" 9.14mm	278° 274°	33/65 63/31	107°	.016" 0.40mm	.078" 1.98mm	N/A -
731	800	FAST ROAD	2500-7000	.263" 7.67mm	.320" 8.12mm	268°	24/64 59/29	110°	.016" 0.40mm	.057" 1.45mm	N/A -
544	643	FAST ROAD-RALLY	2500-7500	.315" 7.99mm	.387" 9.82mm	274°	27/67 67/27	110°	.016" 0.40mm	.073" 1.85mm	N/A -
649	530	RACE	3000-7500	.323" 8.19mm	.397" 10.07mm	287° 281°	43/64 61/40	100°	.016" 0.40mm	.136" 3.45mm	N/A -
STR930	RACE		3000-7500	.327" 8.30mm	.402" 10.22mm	283° 290°	39/64 68/44	102°	.016" 0.40mm	.133" 3.39mm	N/A -
SPRINT 598	RACE		3000-7500	.326" .323" 8.27mm 8.19mm	.401" .397" 10.17mm 10.07mm	304° 282°	52/72 62/41	100°	.016" 0.40mm	.164" 4.16mm	N/A -
SUPER SPRINT 595	RACE		3000-7500	.323" 8.19mm	.397" 10.07mm	306°	53/73 73/53	100°	.016" 0.40mm	.164" 4.16mm	N/A -
895	RACE		3000-7500	.323" 8.19mm	.397" 10.07mm	284° 307°	39/69 76/51	105°	.016" 0.40mm	.118" 3.00mm	N/A -
475	RACE		5000-9000	.371" 9.41mm	.457" 11.60mm	324°	62/82 82/62	100°	.018" 0.46mm	.177" 4.50mm	N/A -

CAM FOLLOWER	VALVE SPRING	VALVE SPRING RETAINER	POWER PULLEY	CONROD BOLT	FLYWHEEL BOLT	HEAD STUD KIT	MAIN STUD KIT
CF1	VS2 Double	ST33	S12 HV12	BEB6001-8 BEB08-8 BEB1-8	FB900-4 FB900-6	HSA11 HSA11-B HSA9	MSA33 MSA54
CF1	VS2 Double	ST33	S12 HV12	BEB6001-8 BEB08-8 BEB1-8	FB900-4 FB900-6	HSA11 HSA11-B HSA9	MSA33 MSA54
CF1	VS2 Double	ST33	S12 HV12	BEB6001-8 BEB08-8 BEB1-8	FB900-4 FB900-6	HSA11 HSA11-B HSA9	MSA33 MSA54
CF1	VS2 Double	ST33	S12 HV12	BEB6001-8 BEB08-8 BEB1-8	FB900-4 FB900-6	HSA11 HSA11-B HSA9	MSA33 MSA54
CF1	VS2 Double	ST33	S12 HV12	BEB6001-8 BEB08-8 BEB1-8	FB900-4 FB900-6	HSA11 HSA11-B HSA9	MSA33 MSA54
CF1	VS39 Double	VRT06 VR9	S12 HV12	BEB6001-8 BEB08-8 BEB1-8	FB900-4 FB900-6	HSA11 HSA11-B HSA9	MSA33 MSA54
CF1	VS39 Double	VRT06 VR9	S12 HV12	BEB6001-8 BEB08-8 BEB1-8	FB900-4 FB900-6	HSA11 HSA11-B HSA9	MSA33 MSA54
CF1	VS39 Double	VRT06 VR9	S12 HV12	BEB6001-8 BEB08-8 BEB1-8	FB900-4 FB900-6	HSA11 HSA11-B HSA9	MSA33 MSA54
CF1	VS39 Double	VRT06 VR9	S12 HV12	BEB6001-8 BEB08-8 BEB1-8	FB900-4 FB900-6	HSA11 HSA11-B HSA9	MSA33 MSA54
CF1	VS39 Double	VRT06 VR9	S12 HV12	BEB6001-8 BEB08-8 BEB1-8	FB900-4 FB900-6	HSA11 HSA11-B HSA9	MSA33 MSA54

1.5 Ratio Rockers are not recommended for use in engines under 1275cc. All Cams will be slightly hotter when used in 1000cc engines with slight variations in idle characteristics.

OPTIONAL COMPONENTS

S12 Duplex Power Pulley Kit.
HV12 High Velocity Power Pulley Kit (silent chain).
BEB6001-8 Conrod Bolt 1275 Midget and Cooper 'S' ARP.
BEB08-8 Conrod Bolt 850/1098 3/8" ARP.
BEB1-8 Conrod Bolt 1300 11/32" ARP.
FB900-4 Flywheel Bolt 850 - 1098 3/8" ARP.
FB900-6 Flywheel Bolt 1300 3/8" ARP.
HSA11 Head Stud Kit 11 Stud and Rocker Studs ARP.
HSA11-B Head Stud Kit 11 Stud with Front Bolt and Rocker Studs ARP.
HSA9 Head stud Kit 9 Stud and Rocker Stud ARP.
MSA33 Main Stud Kit 1098 2" Mains and Cooper 'S' (Shouldered) ARP.
MSA54 Mains Stud Kit 1275 (DO not use washers on Mini) ARP
SS8 Valve Spring Seat.
S52 Duplex Chain.
VG01 9/32" Bronze Valves Guides.
OP1 Pin Drive Oil Pump.
OP2 Star Drive Oil Pump.
OP3 Metro Drive Oil Pump.
AMS1 ARP Manifold Stud Kit
CF95 X/Drilled Lightweight Cam Follower

PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET TIMING @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST
ROVER "B" Series MGB 1600/1800	All cams in this range will fit with no additional machining required but must be checked.									
714 Kit Available	**MILD ROAD**	**1800-5800**	**.264"** 6.70mm	**.358"** 9.08mm	**270°**	**25/65 60/30**	**110°**	**.016"** 0.40mm	**.065"** 1.65mm	**N/A** -
715 Kit Available	**FAST ROAD**	**2000-6000**	**.264"** 6.70mm	**.358"** 9.08mm	**286°**	**37/69 69/37**	**106°**	**.016"** 0.40mm	**.087"** 2.20mm	**N/A** -
716 Kit Available	**RALLY**	**2500-6500**	**.277"** 7.03mm	**.375"** 9.56mm	**302°**	**46/76 76/46**	**105°**	**.018" .020"** 0.46mm 0.50mm	**.127"** 3.22mm	**N/A** -
Cams listed below are all high lift/high torque cams with phenominal mid range and top end power. All cams need Kent Special Valve Springs and additional machining may be required										
717 Kit Available	**FAST ROAD**	**1800-6500**	**.293"** 7.43mm	**.394"** 10.00mm	**280°**	**37/65 73/27**	**103°**	**.022" .024"** 0.56mm 0.61mm	**.110"** 2.79mm	**N/A** -
718	**RALLY**	**2500-7000**	**.309"** 7.84mm	**.416"** 10.57mm	**290°**	**42/68 78/32**	**103°**	**.022" .024'** 0.56mm 0.61mm	**.124"** 3.15mm	**N/A** -
719	**RACE**	**3000-7500**	**.324"** 8.22mm	**.438"** 11.13mm	**300°**	**47/73 83/37**	**103°**	**.022" .024'** 0.56mm 0.61mm	**.150"** 3.81mm	**N/A** -
Scatter Pattern Cams	Designed by David Vizard, this range will give the ultimate in performance due to the very special design of lobe centre angle and phasing.									
717SP	**FAST ROAD**	**1800-6500**	**.293"** 7.43mm	**.394"** 10.00mm	**280°**	**37/65 65/35**	**103°**	**.022" .024"** 0.56mm 0.61mm	**.110"** 2.79mm	**N/A** -
718SP	**RALLY**	**2500-7000**	**.309"** 7.84mm	**.412"** 10.57mm	**290°**	**42/68 70/40**	**103°**	**.022" .024"** 0.56mm 0.61mm	**.124"** 3.15mm	**N/A** -
719SP	**RACE**	**3500-7500**	**.324"** 8.22mm	**.438"** 11.13mm	**300°**	**47/73 75/45**	**103°**	**.022" .024"** 0.56mm 0.61mm	**.150"** 3.81mm	**N/A** -
720SP	**RACE**	**4000-7500**	**.323" .331"** 8.22mm 8.43mm	**.436" .446"** 11.079mm 11.32mm	**300° 308°**	**46/74 80/48**	**104°**	**.022" .024"** 0.56mm 0.61mm	**.145"** 3.68mm	**N/A** -
721SP	**RACE**	**4000-8000**	**.331" .338"** 8.43mm 8.60mm	**.448" .455"** 11.37mm 11.58mm	**308° 310°**	**50/78 81/49**	**104°**	**.022" .024"** 0.56mm 0.61mm	**.171"** 4.34mm	**N/A** -

CAM FOLLOWER	VALVE SPRING	VALVE SPRING RETAINER	POWER PULLEY	CONRAD BOLT	FLYWHEEL BOLT	HEAD STUD KIT	MAIN STUD KIT	OPTIONAL COMPONENTS
Valve lifts are quoted using a theoretical rocker ratio of 1.42:1 Durations quoted @ .016"/.40mm checking height.								
CF94 **CF4**	**VS3** Double	**ST48**	**S19**	**BEB1-8** **BEB12-8**	**FBB716-6**	**HSB42**	**MS5B54**	
CF94 **CF4**	**VS3** Double	**ST48**	**S19**	**BEB1-8** **BEB12-8**	**FBB716-6**	**HSB42**	**MS5B54**	
CF94 **CF4**	**VS3** Double	**ST48**	**S19**	**BEB1-8** **BEB12-8**	**FBB716-6**	**HSB42**	**MS5B54**	
CF94 **CF4**	**VS3** Double	**ST48**	**S19**	**BEB1-8** **BEB12-8**	**FBB716-6**	**HSB42**	**MS5B54**	
CF94 **CF4**	**VS27** Double	**ST48**	**S19**	**BEB1-8** **BEB12-8**	**FBB716-6**	**HSB42**	**MS5B54**	
CF94 **CF4**	**VS27** Double	**ST48**	**S19**	**BEB1-8** **BEB12-8**	**FBB716-6**	**HSB42**	**MS5B54**	
Valve lifts are quoted using a theoretical rocker ratio of 1.42:1 Durations quoted @ .016"/.40mm checking height.								
CF94 **CF4**	**VS3** Double	**ST48**	**S19**	**BEB1-8** **BEB12-8**	**FBB716-6**	**HSB42**	**MS5B54**	
CF94 **CF4**	**VS27** Double	**ST48**	**S19**	**BEB1-8** **BEB12-8**	**FBB716-6**	**HSB42**	**MS5B54**	
CF94 **CF4**	**VS27** Double	**ST48**	**S19**	**BEB1-8** **BEB12-8**	**FBB716-6**	**HSB42**	**MS5B54**	
CF94 **CF4**	**VS27** Double	**ST48**	**S19**	**BEB1-8** **BEB12-8**	**FBB716-6**	**HSB42**	**MS5B54**	
CF94 **CF4**	**VS27** Double	**ST48**	**S19**	**BEB1-8** **BEB12-8**	**FBB716-6**	**HSB42**	**MS5B54**	

715 and **717 Performance Kits** are the most popular conversion for the 1800 MGB engine. The kit contains:

Camshaft

Cam Followers

Valve Springs

Valve Spring Retainers

CF94	B Series Late Type Cam Follower - Post '71
CF4	B Series Early Type Cam Follower - Pre '71
S19	Duplex Power Pulley Kit
BEB1-8	Conrod Bolt Late 8V MGB 11/32" ARP
BEB12-8	Conrod Bolt Diagonal Split MGB Rods 3/8"x2.0" ARP
MS5B54	Main Stud Kit for 5 Main Bearing (use only to replace studs) ARP

720SP and **721SP** Scatter Cams have been developed to improve the top end BHP of the ultimate race engines.

PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET/EXHAUST @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST	CAM FOLLOWER	VALVE SPRING	VALVE SPRING RETAINER	VALVE SPRING KIT	CAMBELT	POWER PULLEY
ROVER "K" Series 1.4 16V	Duration of Hydraulic profile quoted at .004" / .10mm. Direct acting ratio 1:1															
RK1411 Kit Available	**SPORTS INJECTION** Hydraulic *10bhp approx increase*	2000-6000	.383" 9.72mm	.383" 9.72mm	252°	16/56 56/16	110° 110°	.000" 0.00mm	.035" 0.89mm	.040" 1.01mm	CF63	VS51 Single	ST69	-	CB27	CA67
RK1412	**SPORTS 'R'** Modified injection	2000-6500	.425" 10.79mm	.425" 10.79mm	258°	19/59 59/19	110° 110°	.000" 0.00mm	.057" 1.45mm	.051" 1.30mm	CF63	VS51 Single	ST69	-	CB27	CA67
ROVER "K" Series 1.6 16V	Duration of Hydraulic profile quoted at .004" / .10mm. Direct acting ratio 1:1															
RK1611 Kit Available	**SPORTS INJECTION** Hydraulic *12bhp approx increase*	2000-6000	.383" 9.72mm	.383" 9.72mm	252°	16/56 56/16	110° 110°	.000" 0.00mm	.035" 0.89mm	.040" 1.01mm	CF63	VS51 Single	ST69	-	CB27	CA67
RK1612	**SPORTS 'R'** Modified injection	2000-6500	.425" 10.79mm	.425" 10.79mm	258°	19/59 59/19	110° 110°	.000" 0.00mm	.057" 1.45mm	.051" 1.30mm	CF63	VS51 Single	ST69	-	CB27	CA67
RK1613	**COMPETITION** Hydraulic modified injection	3000-7500	.435" 11.05mm	.435" 11.05mm	276°	30/66 66/30	108° 108°	.000" 0.00mm	.090" 2.28mm	.090" 2.28mm	CF63	VS51 Single	ST69	-	CB27	CA67
ROVER "K" Series 1.8 16V Vi-MGF Non VVC	Duration of Hydraulic profile quoted at .004" / .10mm Mechanical .010"/.25mm. Direct acting ratio 1:1															
RK1811 Kit Available	**SPORTS INJECTION** Hydraulic *22bhp approx increase*	2000-6000	.425" 10.79mm	.425" 10.79mm	258°	19/59 59/19	110° 110°	.000" 0.00mm	.057" 1.45mm	.051" 1.30mm	CF63	VS51 Single	ST69	VSK29	CB27	CA67
RK1812	**SPORTS 'R'** Modified injection	2000-6500	.431" 10.94mm	.431" 10.94mm	266°	23/63 63/23	110° 110°	.000" 0.00mm	.065" 1.65mm	.055" 1.40mm	CF63	VS51 Single	ST69	VSK29	CB27	CA67
RK1813	**COMPETITION** Hydraulic modified injection	3000-7500	.435" 11.05mm	.435" 11.05mm	276°	30/66 66/30	108° 108°	.000" 0.00mm	.090" 2.28mm	.090" 2.28mm	CF63	VS51 Single	ST69	VSK29	CB27	CA67
RK1815	**COMPETITION** Mechanical modified injection	3500-8000	.444" 11.27mm	.434" 11.02mm	290°	39/71 71/39	106° 106°	.010" 0.25mm	.126" 3.20mm	.122" 3.10mm	CF45	VS39 Double	VRT19	VSK19P	CB27	CA67
RK1816	**RACE** Mechanical modified injection	4000-8500	.450" 11.43mm	.440" 11.08mm	300°	46/74 74/46	104° 104°	.010" 0.25mm	.170" 4.31mm	.170" 4.31mm	CF45	VS39 Double	VRT19	VSK19P	CB27	CA67
ROVER 220 TURBO 16V	Direct acting. Durations quoted at .004" / .10mm checking height															
ROV2201	**SPORTS**	2000-6000	.348" 8.80mm	.348" 8.80mm	252°	16/56 56/16	110° 110°	.000" 0.00mm	.018" 0.46mm	.015" 0.38mm	-	-	-	-	-	-
SEAT 2.0 8Valve Cupra Sport / Toledo	Direct acting. Durations quoted at .004" / .10mm checking height															
SE1H Kit Available	**SPORTS INJECTION** *10bhp approx increase* Carburation & injection. No piston mods. Suitable for Catalyst	1500-6000	.440" 11.17mm	.440" 11.17mm	266°	21/65 65/21	112°	.000" 0.00mm	.055" 1.40mm	N/A -	CF38	-	-	-	CB25	CA32
SE2H Kit Available	**SPORTS 'R'** *12bhp approx increase* Carburation & injection. No piston mods.	2000-6500	.446" 11.32mm	.446" 11.32mm	270°	25/65 65/25	110°	.000" 0.00mm	.061" 1.55mm	N/A -	CF38	-	-	-	CB25	CA32
SEAT 2.0 16V Ibiza / Cordoba / Toledo	Direct acting. Durations quoted at .004" / .10mm checking height															
SE2001 Kit Available	**SPORTS INJECTION** *17bhp approx increase*	2000-6500	.431" 10.94mm	.431" 10.94mm	264°	22/64 64/22	110° 110°	.000" 0.00mm	.065" 1.65mm	.056" 1.42mm	CF62	-	-	-	CB23	S69 CA68
SE2002	**SPORTS 'R'**	3000-7500	.435" 11.046mm	.435" 11.04mm	278°	31/67 67/31	108° 108°	.000" 0.00mm	.080" 2.03mm	.080" 2.03mm	CF62	-	-	-	CB23	S69 CA68

OPTIONAL COMPONENTS

RK1411 will improve performance by **10 BHP**

RK1611 will improve performance by **12 BHP**

RK1811 will improve your underpowered 1.8K series of 120 BHP to an impressive **145 BHP**. Then a performance exhaust and modified ECU can boost it to **152 BHP**.

CF45 are lightweight followers with shims underneath and the shim just requires machining to size. Once shims are set there are no little adjusters to come loose and cause any unnecessary damage. This is the same principle as the famous Ford BDA.

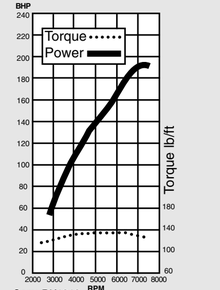
VSK19P is a Spring Kit which includes: Retainers, Valve Springs and Shims. It is designed to work with the standard valve.

BEB37-8 Rover 'K' Series ARP Conrod Bolts.

FBKS03 Rover 'K' Series ARP Flywheel Bolts.

HSRK4209 Rover 'K' Series ARP Headstud Kit

RK1813 Power Graph



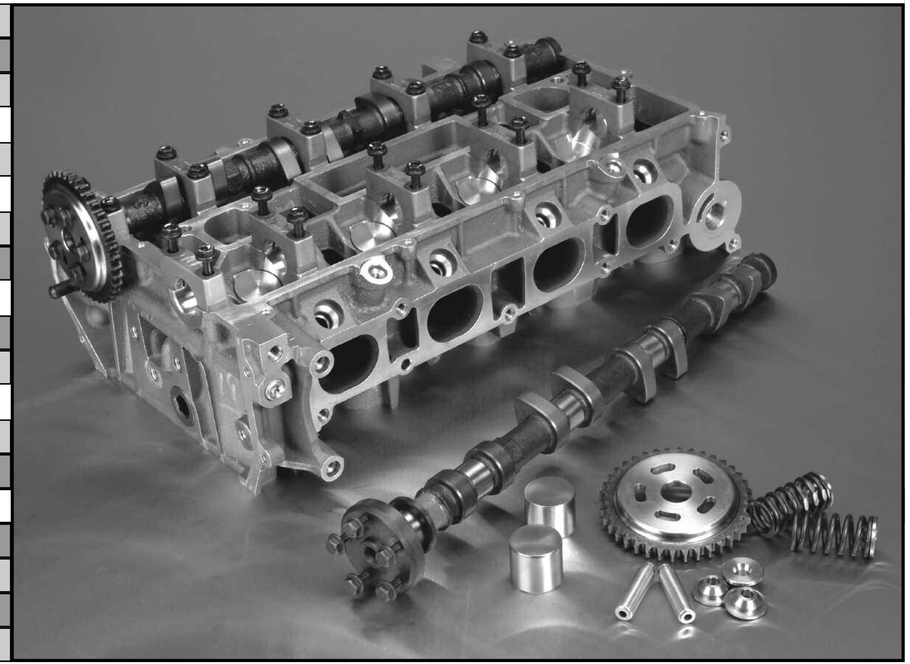
Cam: RK1813
Pulleys: CA67
Jenvey Throttle Bodies
Pectel ECU
Big Valve Cylinder Head
Stainless Exhaust System
No Catalyst
Dyno chart courtesy of Alvan Engineering

Seat motorsport products are manufactured to order:

- Cordoba 16V
- Steel camshafts
- Light weight mechanical cam followers
- Valve springs
- Titanium valve spring retainers

S69 Power pulley for internal gears
CA68 Power pulley for belt drive

PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET EXHAUST @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST	CAM FOLLOWER	VALVE SPRING	POWER PULLEY	OPTIONAL COMPONENTS
SUBARU Impreza Turbo Version 4	Direct acting. Durations quoted @ .004" / .10mm checking height. .010" / .25mm mechanical													
SUB01	SPORTS 'R' Hydraulic road	2000-6000	.337" 8.55mm	.337" 8.55mm	262°	19/63 63/19	112° 112°	.000" 0.00mm	.018" 0.45mm	.018" 0.45mm	-	-	-	
SUB02	SPORTS 'R' Mechanical road	2000-6500	.341" 8.66mm	.331" 8.41mm	249°	15/54 54/15	110° 110°	.010" 0.25mm	.030" 0.76mm	.028" 0.71mm	-	-	-	
SUB03	COMPETITION Mechanical rally	2500-7000	.366" 9.29mm	.356" 9.04mm	260°	20/60 60/20	110° 110°	.010" 0.25mm	.051" 1.29mm	.046" 1.17mm	-	-	-	
SUBARU Impreza Turbo Version 5 & 6	Direct acting. Durations quoted @ .004" / .10mm checking height. .010" / .25mm mechanical													
SUB04	COMPETITION Mechanical	2500-7000	.407" 10.33mm	.397" 10.08mm	272°	26/66 66/26	110° 110°	.010" 0.25mm	.049" 1.24mm	.045" 1.14mm	-	-	-	
SUZUKI SJ410 1000cc	Valve lifts are quoted using a theoretical Rocker Ratio of 1.5:1 durations quoted at .010" / .25mm checking height													
SZ2	SPORTS Carburation	2000-6500	.233" 5.91mm	.339" 8.61mm	268°	22/64 64/22	112°	.010" 0.25mm	N/A -	N/A -	-	-	-	
SZ3	COMPETITION Carburation	3000-7500	.239" 6.07mm	.348" 8.83mm	276°	28/68 68/28	110°	.010" 0.25mm	N/A -	N/A -	-	-	-	
SUZUKI SJ413 1325cc	Valve lifts are quoted using a theoretical Rocker Ratio of 1.5:1 durations quoted at .010" / .25mm checking height													
SZ5	SPORTS	2000-6500	.239" 6.07mm	.384" 8.83mm	276°	28/68 68/28	110°	.010" 0.25mm	N/A -	N/A -	-	-	-	
SZ6	COMPETITION	3000-7500	.275" 6.98mm	.402" 10.21mm	285°	34/71 34/71	108°	.010" 0.25mm	N/A -	N/A -	-	-	-	
TOYOTA 1200 / 1300	Valve lifts are quoted using a theoretical Rocker Ratio of 1.52:1 durations quoted at .016" / .40mm checking height													
T121	MILD ROAD	2000-6000	.261" 6.62mm	.384" .378" 9.74mm 9.59mm	270°	26/64 69/21	109°	.012" .018" 0.30mm 0.46mm	.066" 1.67mm	N/A -	-	VS35 Single	S63	
T122	SPORTS	2500-6500	.241" 6.11mm	.346" .344" 8.78mm 8.73mm	290°	37/73 73/37	108°	.012" .014" 0.30mm 0.36mm	.086" 2.18mm	N/A -	-	VS35 Single	S63	
There is no substitute for these cams. They are all high lift/high torque cams with phenonenal mid-range and top end power, ranging from mild-road to full race. All cams need Kent Special Valve Springs and additional machining may be required.														
T124	SPORTS 'R'	2000-6000	.288" .293" 7.31mm 7.43mm	.421" .419" 10.71mm 10.64mm	270° 280°	32/58 73/27	103°	.016" .018" 0.41mm 0.46mm	.095" 2.41mm	N/A -	-	VS35 Single	S63	
T125	COMPETITION	2500-6500	.293" 7.43mm	.423" .421" 10.74mm 10.69mm	280°	37/63 73/27	103°	.022" .024" 0.56mm 0.61mm	.112" 2.84mm	N/A -	-	VS35 Single	S63	
T126	RACE	3000-7000	.309" 7.84mm	.447" .445" 11.35mm 11.30mm	290°	42/68 78/32	103°	.022" .024" 0.56mm 0.61mm	.138" 3.50mm	N/A -	-	VS35 Single	S63	
T254	RACE Ultimate Stock Rod	3500-7750	.324" 8.22mm	.470" .468" 11.93mm 11.88mm	300°	47/73 83/37	103°	.022" .024" 0.56mm 0.61mm	.169" 4.29mm	N/A -	-	VS35 Single	S63	



PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET/EXHAUST @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST
TOYOTA 16V D.O.H.C. 4AGE MR2 & COROLLA 1.6GT	Direct Acting. Durations quoted at .010" / .25mm checking height									
T1602	SPORTS	2000-7000	.313" 7.95mm	.303" 7.70mm	272°	26/66 66/26	110° 110°	.010" 0.25mm	.034" 0.86mm	.032" 0.81mm
T1604	COMPETITION	3000-7500	.346" 8.79mm	.336" 8.54mm	290°	37/73 73/37	108° 108°	.010" 0.25mm	.084" 2.13mm	.076" 1.93mm
T1606	RACE	4000-8000	.352" 8.94mm	.342" 8.69mm	306°	48/78 78/48	105° 105°	.010" 0.25mm	.109" 2.76mm	.105" 2.66mm
TRIUMPH 1200 / 1300 / 1500	Valve lifts are quoted using a theoretical Rocker Ratio of 1.52:1 Durations quoted at .016" / .40mm checking height.									
TH12 Kit Available	HIGH TORQUE	1500-6500	.287" 7.29mm	.420" .418" 10.66mm 10.61mm	270°	31/59 67/23	104°	.016" .018" 0.41mm 0.46mm	.090" 2.28mm	N/A -
TH2 Kit Available	FAST ROAD	2500-6500	.261" 6.62mm	.382" .378" 9.69mm 9.59mm	295°	39/76 76/39	108°	.014" .018" 0.36mm 0.46mm	.086" 2.18mm	N/A -
TH3 Kit Available	RALLY	2500-6800	.282" 7.15mm	.412" 10.47mm	284°	34/70 70/34	108°	.016" 0.41mm	.098" 2.48mm	N/A -
Camshafts listed below are all high lift/high torque cams with phenonenal mid-range and top end power.										
TH5 Kit Available	FAST ROAD	2200-7000	.293" 7.44mm	.423" .421" 10.74mm 10.69mm	280°	37/63 73/27	103°	.022" .024" 0.56mm 0.61mm	.112" 2.84mm	N/A -
TH6	RALLY	3000-7500	.309" 7.84mm	.447" .445" 11.35mm 11.30mm	290°	42/68 78/32	103°	.022" .024" 0.56mm 0.61mm	.138" 3.50mm	N/A -
TH7	RACE	3750-8000	.324" 8.22mm	.470" .468" 11.93mm 11.88mm	300°	47/73 83/37	103°	.022" .024" 0.56mm 0.61mm	.169" 4.29mm	N/A -
TRIUMPH TR4 2.2	Valve lifts are quoted using a theoretical Rocker Ratio of 1.52:1 durations quoted at .016" / .40mm checking height.									
TR4-5	FAST ROAD	2200-7000	.293" 7.44mm	.423" .421" 10.74mm 10.69mm	280°	37/63 73/27	103°	.022" .024" 0.56mm 0.61mm	.112" 2.84mm	N/A -
TR4-6	RALLY	3000-7500	.309" 7.84mm	.447" .445" 11.35mm 11.30mm	290°	42/68 78/32	103°	.022" .024" 0.56mm 0.61mm	.138" 3.50mm	N/A -
TR4-7	RACE	3750-8000	.324" 8.22mm	.470" .468" 11.93mm 11.88mm	300°	47/73 83/37	103°	.022" .024" 0.56mm 0.61mm	.169" 4.29mm	N/A -
TRIUMPH 2000 / 2.5 6 Cylinder	Valve lifts are quoted using a theoretical Rocker Ratio of 1.52:1 durations quoted at .016" / .40mm checking height.									
TH12-6 Kit Available	HIGH TORQUE	1500-6500	.287" 7.29mm	.420" .418" 10.66mm 10.61mm	270°	31/59 67/23	104°	.016" .018" 0.41mm 0.46mm	.090" 2.28mm	N/A -
TH2-6 Kit Available	FAST ROAD	2500-6500	.261" 6.62mm	.382" .378" 9.69mm 9.59mm	295°	39/76 76/39	108°	.014" .018" 0.36mm 0.46mm	.086" 2.18mm	N/A -
TH5-6	FAST ROAD	2200-7000	.293" 7.44mm	.423" .421" 10.74mm 10.69mm	280°	37/63 73/27	103°	.022" .024" 0.56mm 0.61mm	.112" 2.84mm	N/A -
TH6-6	RALLY	3000-7500	.309" 7.84mm	.447" .445" 11.35mm 11.30mm	290°	42/68 78/32	103°	.022" .024" 0.56mm 0.61mm	.138" 3.50mm	N/A -
TH7-6	RACE	3750-8000	.324" 8.22mm	.470" .468" 11.93mm 11.88mm	300°	47/73 83/37	103°	.022" .024" 0.56mm 0.61mm	.169" 4.29mm	N/A -

CAM FOLLOWER	VALVE SPRING	POWER PULLEY	CAM BELT	CONROD BOLT	HEAD STUD KIT	FLYWHEEL BOLT	MAIN STUD KIT	OPTIONAL COMPONENTS
-	-	CA79	CB22	BEB27-8	HST4201	-	-	**VK384TOY1H** POWER BOOST VALVE **CF70** are lightweight Cam Followers with the shim underneath, the standard bucket with the shim on top and can fail at high rpm.
CF70	-	CA79	CB22	BEB27-8	HST4201	-	-	
CF70	-	CA79	CB22	BEB27-8	HST4201	-	-	
CF24	VS15 Double	S72 S73	-	BEB15-8	HST425-10	FBT716-4	MST54	
CF24	VS15 Double	S72 S73	-	BEB15-8	HST425-10	FBT716-4	MST54	
CF24	VS15 Double	S72 S73	-	BEB15-8	HST425-10	FBT716-4	MST54	
All cams need Kent Special Valve Springs and additional machinig may be required.								
CF24	VS15 Double	S72 S73	-	BEB15-8	HST425-10	FBT716-4	MST54	**HST425-10** Head Stud Kit 10 stud 1300/1500cc **S72** Power Pulley Kit 1300 4cyl early **S73** Power Pulley Kit 1300/1500 4cyl late **S74** Power Pulley Kit TR2, 3, 4 **S75** Power Pulley Kit 2.0/2.5 6cyl The Pulley kits consist of Crank Sprocket, Duplex Endless Timing Chain and adjustable Cam Sprocket. **VS52** can be used on the TR4 but machining to the retainer and spring seating area may be required.
CF24	VS15 Double	S72 S73	-	BEB15-8	HST425-10	FBT716-4	MST54	
CF24	VS15 Double	S72 S73	-	BEB15-8	HST425-10	FBT716-4	MST54	
-	VS52 Double	S74	-	BEB20-8	HSTR4	-	-	
-	VS52 Double	S74	-	BEB20-8	HSTR4	-	-	
-	VS52 Double	S74	-	BEB20-8	HSTR4	-	-	
CF25	VS17 Double	S75	-	BEB15-12	HSGT6	-	-	
CF25	VS17 Double	S75	-	BEB15-12	HSGT6	-	-	
CF25	VS17 Double	S75	-	BEB15-12	HSGT6	-	-	
CF25	VS17 Double	S75	-	BEB15-12	HSGT6	-	-	
CF25	VS17 Double	S75	-	BEB15-12	HSGT6	-	-	

PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET TIMING @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST	CAM FOLLOWER	VALVE SPRING	MECHANICAL ADJUSTERS	COMPETITION LASH CAPS	POWER PULLEY	CAM BELT	CONROD BOLT	FLYWHEEL BOLT	HEADSTUD KIT	MAINSTUD KIT	OPTIONAL COMPONENTS
VAUXHALL / OPEL 1300 ASTRA, KADETT, NOVA, CORSA	Hydraulic Valve Lifts are quoted using a theoretical Rocker Ratio of 1.69:1 Durations quoted at .004" / .10mm checking height																				
AST11 Kit Available	**SPORTS** *8bhp approx increase* Hydraulic	1500-5500	.240" 6.09mm	.405" 10.30mm	262°	25/57 57/25	106°	.000" 0.00mm	N/A -	N/A -	CF20	-	-	-	CA23	CB04	BEB23-8	-	HSV2084	-	
AST1 Kit Available	**SPORTS** *10bhp approx increase* Hydraulic	2000-6000	.246" 6.24mm	.415" 10.55mm	270°	29/61 61/29	106°	.000" 0.00mm	N/A -	N/A -	CF20	VS31 Single	-	-	CA23	CB04	BEB23-8	-	HSV2084	-	
AST2 Kit Available	**SPORTS 'R'** *12bhp approx increase* Hydraulic	3000-7000	.240" 6.09mm	.405" 10.30mm	290°	36/74 74/36	109°	.000" 0.00mm	N/A -	N/A -	CF20	VS31 Single	-	S64	CA23	CB04	BEB23-8	-	HSV2084	-	
AST3 Kit Available	**COMPETITION** Hydraulic	2500-7000	.295" 7.49mm	.498" 12.66mm	280°	34/66 66/34	106°	.000" 0.00mm	N/A -	N/A -	CF20	VS30 Single	-	S64	CA23	CB04	BEB23-8	-	HSV2084	-	
Mechanical valve lifts are quoted using a theoretical Rocker Ratio of 1.69:1 Durations quoted at .010" / .25mm checking height																					
AST17	**COMPETITION** Mechanical - High torque for loose surface use	2800-7500	.274" 6.95mm	.446" 11.36mm	284°	37/67 77/27	105°	.010" 0.25mm	.120" 3.05mm	N/A -	CF20 CF50	VS30 Single	S36 S50	S64	CA23	CB04	BEB23-8	-	HSV2084	-	
AST18	**COMPETITION** Mechanical - Where power is more important than torque	3250-8000	.305" 7.75mm	.498" 12.66mm	304°	44/80 80/44	108°	.010" 0.25mm	.145" 3.68mm	N/A -	CF20 CF50	VS30 Single	S36 S50	S64	CA23	CB04	BEB23-8	-	HSV2084	-	
AST19	**RACE** Mechanical - Tarmac use only	4000-8500	.294" 7.46mm	.479" 12.19mm	313°	48/85 85/48	108°	.010" 0.25mm	.155" 3.94mm	N/A -	CF20 CF50	VS30 Single	S36 S50	S64	CA23	CB04	BEB23-8	-	HSV2084	-	
VAUXHALL / OPEL 1400 and 1600 Post 89 CAVALIER, VECTRA, ASTRA, KADETT, NOVA, CORSA	Hydraulic Vlave Lifts are quoted using a theoretical Rocker Ratio of 1.69:1										Durations quoted at .004" / .10mm checking height										
NVO51 Kit Available	**SPORTS INJECTION** Hydraulic Injection Catalyst *8bhp approx increase*	1500-5500	.256" 6.50mm	.432" 10.98mm	262°	17/65 65/17	114°	.000" 0.00mm	N/A -	N/A -	CF20	-	-	-	CA55	CB17 CB18	BEB24-8	-	HSV2084	-	
NVO52 Kit Available	**SPORTS 'R'** *10bhp approx increase* Hydraulic Injection with adjustable fuel regulator	1500-5500	.265" 6.73mm	.447" 11.37mm	262°	25/57 57/25	106°	.000" 0.00mm	N/A -	N/A -	CF20	-	-	-	CA55	CB17 CB18	BEB24-8	-	HSV2084	-	
NVO61 Kit Available	**SPORTS 'R'** Hydraulic *12bhp approx increase* Injection Recommended with adjustable fuel regulator	2000-6000	.272" 6.90mm	.459" 11.67mm	270°	30/60 60/30	105°	.000" 0.00mm	N/A -	N/A -	CF20	VS31 Single	-	-	CA55	CB17 CB18	BEB24-8	-	HSV2084	-	
NVO62 Kit Available	**SPORTS INJECTION** *10bhp approx increase* Hydraulic Injection / catalyst camshaft	1500-6000	.272" 6.90mm	.459" 11.67mm	270°	21/69 69/21	114°	.000" 0.00mm	N/A -	N/A -	CF20	VS31 Single	-	-	CA55	CB17 CB18	BEB24-8	-	HSV2084	-	
NVO63 Kit Available	**COMPETITION** Hydraulic	3000-7000	.275" 6.98mm	.464" 11.80mm	312°	52/80 80/52	104°	.000" 0.00mm	N/A -	N/A -	CF20	VS30 Single	-	S64	CA55	CB17 CB18	BEB24-8	-	HSV2084	-	
Mechanical valve lifts are quoted using a theoretical Rocker Ratio of 1.69:1 Durations quoted at .010" / .25mm checking height																					
AST28	**SUPERSPORTS STOCK ROD**	3250-8000	.281" 7.31mm	.464" 11.80mm	303°	45/78 78/45	106°	.010" 0.25mm	.135" 3.43mm	N/A -	CF20 CF50	-	S36 S50	S64	CA55	CB17 CB18	BEB24-8	-	HSV2084	-	
NVO82	**COMPETITION**	3250-7750	.314" 7.97mm	.514" 13.05mm	308°	46/82 82/46	108°	.010" 0.25mm	.145" 3.68mm	N/A -	CF20	VS45 Double	S36 S50	S64	CA55	CB17 CB18	BEB24-8	-	HSV2084	-	
NVO83	**RACE**	4000-8500	.312" 7.92mm	.510" 12.95mm	316°	52/83 83/52	105°	.010" 0.25mm	.160" 4.06mm	N/A -	CF20	VS45 Double	S36 S50	S64	CA55	CB17 CB18	BEB24-8	-	HSV2084	-	
VAUXHALL / OPEL 1600 up to 89 and 1800 CAVALIER, VECTRA, ASTRA, KADETT	Hydraulic Vlave Lifts are quoted using a theoretical Rocker Ratio of 1.69:1										Durations quoted at .004" / .10mm checking height										
AST20 Kit Available	**SPORTS INJECTION** *14bhp approx increase* Hydraulic Injection	2000-6000	.295" 7.49mm	.498" 12.64mm	272°	22/66 66/22	110°	.000" 0.00mm	N/A -	N/A -	CF20	VS33 Single	-	-	CA30	CB05	-	-	-	-	
AST21 Kit Available	**SPORTS 'R'** *16bhp approx increase* Hydraulic Use with Adj. Pressure regulator or Carbs.	2000-6000	.295" 7.49mm	.498" 12.64mm	272°	28/64 64/28	108°	.000" 0.00mm	N/A -	N/A -	CF20	VS33 Single	-	-	CA30	CB05	-	-	-	-	
AST22	**COMPETITION** Hydraulic	3000-7000	.275" 6.98mm	.464" 11.80mm	312°	52/80 80/52	104°	.000" 0.00mm	N/A -	N/A -	CF20	VS33 Single	-	-	CA30	CB05	-	-	-	-	

NEW HSV2084 ARP Stud and Nut Head Stud Kit.

AST18 & AST19 are the ultimate cams for the 1300 Stock Rod and have won many championships. **DLRD** is only one of the many engine builders to use these cams with great results.

S36 Mechanical Adjusters
Straight forward installation tappet adjustment to be set with cam carrier removed.

S50 Mechanical Adjusters
Semi permanent fit competition adjusters with top adjustment via 6mm hex tool.

CF20 Cam Followers
Cam Followers to be used with S36 and hydraulic cams

CF50 Cam Followers
Cam Followers to be used with S50

CB17 Cam Belt 1.4/1.6 up to '91
CB18 Cam Belt 1.4/1.6 post '91

NV062 This Cam kit includes Cam, Cam Followers, Valve Springs, Valve Spring Retainers and Gasket fitment kit. The improvement with this kit is **10bhp** and idle characteristics are smooth.

With the **Vauxhall 'J' series** engine, if it has done excessive mileage we suggest the hydraulic pedistall is changed with new genuine parts.

KENT CAMS

PERFORMANCE AUTOMOTIVE CAMSHAFTS

PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET EXHAUST @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST
VAUXHALL / OPEL 16 Valve 2000 upto 1992			Durations of hydraulic profiles quoted at .004" / .10mm. Mechanical profiles checked at .010" / .25mm checking height Direct acting ratio 1:1							
AST1601	**GP 'N'** Hydraulic	1000-6000	.374" 9.50mm	.374" 9.50mm	260°	18/62 62/18	112° 112°	.000" 0.00mm	.040" 1.01mm	.034" 0.86mm
AST1612 Kit Available	**SPORTS INJECTION** Hydraulic *16bhp approx increase*	1500-6500	.397" 10.08mm	.397" 10.08mm	260°	20/60 60/20	110° 110°	.000" 0.00mm	.048" 1.22mm	.048" 1.22mm
AST1603	**COMPETITION** Hydraulic. High Torque - Loose surface. Rally	3000-7500	.435" 11.04mm	.435" 11.04mm	278°	31/67 67/31	108° 108°	.000" 0.00mm	.080" 2.03mm	.080" 2.03mm
AST1608	**COMPETITION** Hydraulic. Torque - BHP. Autograss Combination	3250-7750	.445" .435" 11.30mm 11.04mm	.445" .435" 11.30mm 11.04mm	290° 278°	37/73 67/31	108° 108°	.000" 0.00mm	.113" 2.87mm	.080" 2.03mm
AST1613	**COMPETITION** Hydraulic. Midrange - Loose surface. Autograss Class 3	3500-8000	.445" 11.30mm	.445" 11.30mm	290°	37/73 69/41	108° 108°	.000" 0.00mm	.113" 2.87mm	.107" 2.71mm
AST1623	**COMPETITION** Hydraulic. Ultimate Hard Surface Tarmac. Rally	3750-8000	.450" .445' 11.43mm 11.30mm	.450" .445" 11.43mm 11.30mm	304° 290°	44/80 69/41	108° 108°	.000" 0.00mm	.135" 3.43mm	.107" 2.71mm
AST1604	**COMPETITION** National Hot=Rod Hydraulic	4000-8500	.450" .411" 11.43mm 10.44mm	.450" .411" 11.43mm 10.44mm	304° 294°	46/78 73/41	106° 106°	.000" 0.00mm	.145" 3.68mm	.108" 2.74mm
AST1614	**COMPETITION** Autograss / Rally Mechanical	3000-8000	.455" 11.55mm	.445" 11.30mm	304°	46/78 78/46	106° 106°	.010" 0.25mm	.120" 3.04mm	.112" 2.84mm
AST1605	**COMPETITION** Tarmac Rally Mechanical	4000-8000	.438" 11.12mm	.428" 10.87mm	304°	46/78 78/46	106° 106°	.010" 0.25mm	.141" 3.58mm	.125" 3.17mm
AST1615	**RACE** Mechanical National Hot Rod	4250-8250	.459" .453" 11.65mm 11.50mm	.449" .443" 11.40mm 11.25mm	298° 296°	43/75 74/42	106° 106°	.010" 0.25mm	.131" 3.32mm	.084" 2.13mm
AST1616	**RACE** Mechanical	4500-8500	.472" .444" 11.98mm 11.27mm	.462" .434" 11.73mm 11.02mm	314° 296°	51/83 74/42	106° 106°	.010" 0.25mm	.140" 3.55mm	.122" 3.10mm
AST1627	**RACE Pick-Up Spec** Mechanical	4000-7500	.458" 11.63mm	.448" 11.38mm	294°	41/73 71/43	106° 104°	.010" 0.25mm	.110" 2.79mm	.138" 3.50mm
VAUXHALL / OPEL 2000 8 Valve CAVALIER, VECTRA, CARLTON, ASTRA, KADETT, NOVA, CORSA, CALIBRA Hydraulic Valve Lifts are quoted using a theoretical Rocker Ratio of 1.69:1 Durations quoted at .004" / .10mm checking height										
AST52 Kit Available	**SPORTS INJECTION** Hydraulic Injection catalyst *12bhp approx increase*	1000-6000	.290" 7.36mm	.490" 12.44mm	262°	21/61 61/21	110°	.000" 0.00mm	N/A -	N/A -
AST14 Kit Available	**SPORTS INJECTION** *14bhp approx increase* Hydraulic. For use on catalyst engines. Adjustable Fuel Regulator recommended.	1000-6000	.295" 7.49mm	.498" 12.64mm	272°	26/66 66/26	110°	.000" 0.00mm	N/A -	N/A -
AST15 Kit Available	**SPORTS 'R'** *20bhp approx increase* Hydraulic. For use on catalyst engines. Adjustable Fuel Regulator recommended.	2000-6500	.295" 7.49mm	.498" 12.64mm	272°	31/61 61/31	105°	.000" 0.00mm	N/A -	N/A -
AST16 Kit Available	**COMPETITION** Hydraulic. For use with - Carburettors or programmable injection	3000-7000	.275" 6.98mm	.464" 11.80mm	312°	52/80 80/52	104°	.000" 0.00mm	N/A -	N/A -
IMPORTANT - Read notes Re. components required to fit the next three cams in this range Mechanical Valve Lifts are quoted using a theoretical Rocker Ratio of 1.69:1 Durations quoted at .010" / .25mm checking height										
AST30	**COMPETITION** Mechanical. Ultimate High Torque Camshaft for Injection or Carburettors	1000-7000	.290" 7.36mm	.473' 12.02mm	266°	20/60 60/20	110°	.010" 0.25mm	.090" 2.28mm	N/A -
AST31	**COMPETITION** Mechanical. Loose surface Camshaft. Excellent mid range on Carburettors	3000-8000	.309" .305" 7.84mm 7.74mm	.505" .498" 12.82mm 12.66mm	304° 292°	42/82 76/36	110°	.010" 0.25mm	.145" 3.68mm	N/A -
AST32	**RACE** Mechanical. Ultimate Power Camshaft	4500-8750	.310" 7.87mm	.507" 12.88mm	322°	55/87 87/55	106°	.010" 0.25mm	.170" 4.32mm	N/A -

CAM FOLLOWER	VALVE SPRING	VALVE SPRING RETAINER	VALVE SPRING KIT	ALLOY POWER PULLEY	CAM BELT	CONROD BOLT	FLYWHEEL BOLT	HEADSTUD KIT	MAINSTUD KIT	OPTIONAL COMPONENTS
CF54	-	-	-	CA64	CB11	BEB18-8	FBV985-8	HSV4301	MSV5401	
CF54	-	-	-	CA64	CB11	BEB18-8	FBV985-8	HSV4301	MSV5401	
CF54	VS55 Single	ST55	VSK25P	CA64	CB11	BEB18-8	FBV985-8	HSV4301	MSV5401	
CF54	VS55 Single	ST55	VSK25P	CA64	CB11	BEB18-8	FBV985-8	HSV4301	MSV5401	
CF54	VS55 Single	ST55	VSK25P	CA64	CB11	BEB18-8	FBV985-8	HSV4301	MSV5401	
CF54	VS34 Double	VRT01	VSK01P	CA64	CB11	BEB18-8	FBV985-8	HSV4301	MSV5401	
CF54	VS34 Double	VRT01	VSK01P	CA64	CB11	BEB18-8	FBV985-8	HSV4301	MSV5401	
CF41	VS34 Double	VRT01	VSK01P	CA64	CB11	BEB18-8	FBV985-8	HSV4301	MSV5401	
CF41	VS34 Double	VRT01	VSK01P	CA64	CB11	BEB18-8	FBV985-8	HSV4301	MSV5401	
CF41	VS34 Double	VRT01	VSK01P	CA64	CB11	BEB18-8	FBV985-8	HSV4301	MSV5401	
CF41	VS34 Double	VRT01	VSK01P	CA64	CB11	BEB18-8	FBV985-8	HSV4301	MSV5401	
CF41	VS34 Double	-	-	CA64	CB11	BEB18-8	FBV985-8	HSV4301	MSV5401	
CF20	-	-	-	CA30	CB05	BEB18-8	FBV985-6	-	-	
CF20	VS37 Single	-	-	CA30	CB05	BEB18-8	FBV985-6	-	-	
CF20	VS37 Single	-	-	CA30	CB05	BEB18-8	FBV985-6	-	-	
CF20	VS37 Single	-	-	CA30	CB05	BEB18-8	FBV985-6	-	-	
CF20 CF50	VS38 Double - Kit	S36 S50	S64	CA30	CB05	BEB18-8	FBV985-6	-	-	
CF20 CF50	VS38 Double - Kit	S36 S50	S64	CA30	CB05	BEB18-8	FBV985-6	-	-	
CF20 CF50	VS38 Double - Kit	S36 S50	S64	CA30	CB05	BEB18-8	FBV985-6	-	-	

VSK25P Single Valve Spring Kit Including **ST55**

VSK01P Double Valve Spring kit including **VRT01**

CA66 Low Noise Belt Alloy Power Pulley

FBV985-8 12 point for STD Flywheel

Motorsport cam choice has never been easy - now Kent Cams offer the definitive range of cams to suit all applications.

Contact our technical team to discuss your requirements.

Kent Cams Vauxhall 16V powered cars have probably won more races than all the other cam manufacturers put together - call for the latest information or visit **www.kentcams.com.**

AST14 is the cam for your SRi 130 giving an impressive increase of 14 bhp at the top end and 9 bhp in the mid range.

S36 Mechanical Adjusters - Straightforward installation - tappet adjustment to be set with cam carrier removed

S50 Mechanical Adjusters - Semi-permanent fit competition adjusters with top adjustment via 6mm hex tool

CF50 Cam Followers - to be used with S50

CF20 Cam Followers - to be used with S36 and hydraulic cams

PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET EXHAUST @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST	CAM FOLLOWER	VALVE SPRING	VALVE SPRING RETAINER	VALVE SPRING KIT	POWER PULLEY	CAM BELT	CONROD BOLT	HEADSTUD KIT	OPTIONAL COMPONENTS
VAUXHALL / OPEL 1.4 1.6 16V CORSA, TIGRA, ASTRA	Durations of hydraulic profiles quoted at .004" / .10mm. Mechanical profiles checked at .010" / .25mm checking height																		
COR1601 Kit Available	SPORTS INJECTION Hydraulic Suitable for 1.4 *10bhp approx increase*	2000-6500	.335" 8.50mm	.335" 8.50mm	244°	12/52 52/12	110° 110°	.000" 0.00mm	.007" 0.18mm	.012" 0.30mm	CF54	-	-	_	-	CB19	BEB24-8	HSCOR 16V	**FBV 826/6** ARP Flywheel Bolts (NEW)
COR1602 Kit Available	SPORTS INJECTION Hydraulic Suitable for 1.6 *12bhp approx increase*	2000-6500	.372" 9.45mm	.372" 9.45mm	256°	18/58 58/18	110° 110°	.000" 0.00mm	.028" 0.71mm	.028" 0.71mm	CF54	-	-	_	-	CB19	BEB24-8	HSCOR 16V	**VSK27** Single Valve Spring Kit
COR1612	SPORTS 'R' Hydraulic Modified Injection	2500-7000	.397" 10.08mm	.397" 10.08mm	260°	20/60 60/20	110° 110°	.000" 0.00mm	.048" 1.22mm	.048" 1.22mm	CF54	VS55 Single	ST45	VSK27P	-	CB19	BEB24-8	HSCOR 16V	**ST45** Competition Steel Valve Spring Retainer
COR1603	COMPETITION Hydraulic	3000-7500	.435" 11.04mm	.435" 11.04mm	278°	31/67 67/31	108° 108°	.000" 0.00mm	.080" 2.03mm	.080" 2.03mm	CF54	VS55 Single	ST45	VSK27P	CA74	CB19	BEB24-8	HSCOR 16V	
COR1615	COMPETITION Mechanical	3500-8000	.453" 11.50mm	.443" 11.25mm	296°	42/74 74/42	106° 106°	.010" 0.25mm	.100" 2.54mm	.084" 2.13mm	CF41	VS34 Double	VRT08	VSK08P	CA74	CB19	BEB24-8	HSCOR 16V	**Corsa Power Pulleys (CA74)** are suitable for competition use only, where the standard ECU is not used.
COR1616	COMPETITION Mechanical	4000-8500	.453" 11.50mm	.443" 11.25mm	300°	46/74 74/46	104° 104°	.010" 0.25mm	.145" 3.68mm	.145" 3.68mm	CF41	VS34 Double	VRT08	VSK08P	CA74	CB19	BEB24-8	HSCOR 16V	
VAUXHALL / OPEL 1.8 2.0 2.2 16V ECOTEC	Durations of hydraulic profiles quoted at .004" / .10mm. Mechanical profiles checked at .010" / .25mm checking height																		
EC2001 Kit Available	SPORTS INJECTION Hydraulic *12bhp approx increase*	2000-6500	.400" 10.16mm	.400" 10.16mm	256°	18/58 58/18	110° 110°	.000" 0.00mm	.033" 0.84mm	.036" 0.91mm	CF54	-	-	-	-	-	-	-	
EC2002	COMPETITION Hydraulic	3000-7500	.435" 11.04mm	.435" 11.04mm	278°	31/67 67/31	108° 108°	.000" 0.00mm	.080" 2.03mm	.080" 2.03mm	CF54	VS55 Single	VRT21	VSK38P	CA71	-	BEB18-8	-	**EC2001** will give an improvement of 12 bhp
EC2005	COMPETITION Mechanical	4000-8000	.444" 11.27mm	.434" 11.02mm	296°	42/74 74/42	106° 106°	.010" 0.25mm	.126" 3.20mm	.122" 3.10mm	CF41	VS34 Double	VRT21	VSK21P	CA71	-	BEB18-8	-	**CA71** adjustable Power Pulley. Competition use only.
EC2006	RACE Mechanical	4500-8500	.472" 11.98mm	.462" 11.73mm	314°	53/87 87/53	104° 104°	.010" 0.25mm	.151" 3.83mm	.146" 3.70mm	CF41	VS34 Double	VRT21	VSK21P	CA71	-	BEB18-8	-	
VAUXHALL / OPEL 1600/1900/2000 RWD CIH ENGINE	All Cams in this range will fit with no additional machining requiured but must be checked. Solid Followers must be used throughout this range.										Valve Lifts are quoted using a theoretical Rocker Ratio of 1.52:1 Durations quoted at .016"/.40mm checking height								
OP214 Kit Available	SPORTS *8bhp approx increase*	2000-6500	.293" 7.43mm	.429" 10.89mm	278°	33/65 65/33	107°	.016" 0.41mm	.096" 2.44mm	N/A -	CF21	VS26 Single	VR7	-	S14	-	-	-	
OP234	COMPETITION For 2000cc	2000-6000	.293" 7.43mm	.429" 10.89mm	280°	37/63 73/27	103°	.016" 0.41mm	.112" 2.84mm	N/A -	CF21	VS26 Single	VR7	-	S14	-	-	-	
There is no substitute for the next three cams. they are all high lift/high torque cams with phenomenal mid range and top end power.											All Cams need Kent Special Valve Springs and additional machining may be required.								**Oil Raiser** supplied with cam to be fitted to head drain hole to raise the oil level in the cylinder head
OP244	SPORTS 'R'	2500-7000	.309" 7.84mm	.447" .445" 11.35mm 11.30mm	290°	42/68 78/32	103°	.022" .024" 0.56mm 0.61mm	.138" 3.50mm	N/A -	CF21	VS26 Single	VR7	-	S14	-	-	-	**VS26** Spring Spacers are to replace rotators on the exhaust valves.
OP254	COMPETITION	3000-7500	.324" 8.22mm	.470" .468" 11.93mm 11.88mm	300°	47/73 83/37	103°	.022" .024" 0.56mm 0.61mm	.169" 4.29mm	N/A -	CF21	VS26 Single	VR7	-	S14	-	-	-	
OP264	RACE	4000-8000	.339" 8.60mm	.493" .491" 12.52mm 12.47mm	310°	52/78 88/42	103°	.022" .024" 0.56mm 0.61mm	.190" 4.82mm	N/A -	CF21	VS26 Single	VR7	-	S14	-	-	-	

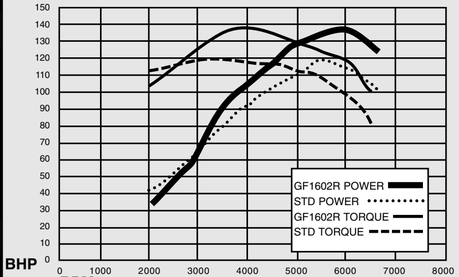
PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET TIMING @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST	CAM FOLLOWER	VALVE SPRING	VALVE SPRING RETAINER	VALVE SPRING KIT	POWER PULLEY	CAM BELT	CONROD BOLT	HEADSTUD KIT	OPTIONAL COMPONENTS
VW GOLF / SCIROCCO 1600/1800 Mechanical Profiles Pre '86	Direct acting.Durations quoted at .010"/.25mm checking height																		
GS1	**SPORTS** Carburation models. No piston mods	2000-6000	.405" 10.82mm	.393" 9.98mm	280°	30/70 70/30	110°	.012" 0.30mm	.083" 2.10mm	N/A -	-	-	-	-	CA32	CB06	BEB34-8 BEB35-8	HSVW4703	**GS3 & GS6** Now have Spring Kits available including: Valve Springs, Titanium Valve Spring Retainers and Platforms.
GS2 Kit Available	**SPORTS INJECTION** No piston mods *14bhp approx increase*	2000-6500	.431" 10.94mm	.419" .417" 10.64mm 10.59mm	290°	35/75 75/35	110°	.012" .014" 0.30mm 0.35mm	.074" 1.88mm	N/A -	-	-	-	-	CA32	CB06	BEB34-8 BEB35-8	HSVW4703	**CF71** Uses shim underneath for ultimate reliability
GS25	**SPORTS 'R'** Carburation and Injection. No piston mods	2250-6750	.426" 10.82mm	.416" 10.56mm	294°	42/72 72/42	105°	.010" 0.25mm	.081" 2.05mm	N/A -	-	-	-	-	CA32	CB06	BEB34-8 BEB35-8	HSVW4703	**BEB34-8** VW Late 8mm Type Conrod Bolt
GS3	**COMPETITION** For best results use twin 40's Valve springs must be checked - minimal clearance	2500-7000	.470" 11.93mm	.458" .456" 11.63mm 11.58mm	300°	48/72 80/40	102°	.012" .014" 0.30mm 0.35mm	.187" 4.75mm	N/A -	CF71	VS39 Double	VRT22	VSK22P	CA32	CB06	BEB34-8 BEB35-8	HSVW4703	**BEB35-8** VW Early 9mm Type Conrod Bolt
GS6	**RACE**	4000-8500	.480" 12.19mm	.470" .468" 11.93mm 11.88mm	316°	57/79 83/53	101°	.010" .012" 0.25mm 0.30mm	.231" 5.86mm	N/A -	CF71	VS39 Double	VRT22	VSK22P	CA32	CB06	BEB34-8 BEB35-8	HSVW4703	
VW GOLF / SCIROCCO 1600/1800 Hydraulic Profiles Post '86	Direct acting. Durations quoted at .004"/.10mm checking height																		
GS1H Kit Available	**SPORTS INJECTION** *10bhp approx increase* Carburation and injection. No piston mods. Suitable for catalyst	1500-6000	.440" 11.17mm	.440" 11.17mm	266°	21/65 65/21	112°	.000" 0.00mm	.054" 1.37mm	N/A -	CF38	-	-	-	CA32	CB06	BEB34-8 BEB35-8	HSVW4703	**GS2H** was tested by VW Magazine and found to be the best all round. It gave **14bhp** over the original and idle was no problem. The test car owner had the **GS2H** refitted at the end of the test day because of the characteristics.
GS2H Kit Available	**SPORTS 'R'** *14bhp approx increase* Carburation and injection. No piston mods.	2000-6500	.446" 11.32mm	.446" 11.32mm	270°	25/65 65/25	110°	.000" 0.00mm	.061" 1.55mm	N/A -	CF38	-	-	-	CA32	CB06	BEB34-8 BEB35-8	HSVW4703	
GS3H	**COMPETITION** Modified injection	2500-7000	.454" 11.53mm	.454" 11.53mm	285°	33/72 72/33	110°	.000" 0.00mm	.078" 1.98mm	N/A -	CF38	-	-	-	CA32	CB06	BEB34-8 BEB35-8	HSVW4703	**BEB34-8** VW Late 8mm Type Conrod Bolt
VW GOLF / CORRADO / BEETLE 2.0 LITRE Hydraulic Profiles	Direct acting. Durations quoted at .004"/.10mm checking height																		**BEB35-8** VW Early 9mm Type Conrod Bolt
GS22H Kit Available	**SPORTS INJECTION** *10bhp approx increase*	1500-6000	.440" 11.17mm	.440" 11.17mm	260°	18/62 62/18	112°	.000" 0.00mm	.054" 1.37mm	N/A -	CF38	-	-	-	CA32	CB25	-	HSVW4703	**CA76** is for Beetle 2.0 8V Power Pulley C/W Phaze Sensor
GS23H	**SPORTS 'R'** Modified injection	2500-7000	.454" 11.53mm	.454" 11.53mm	285°	33/72 72/33	110°	.000" 0.00mm	.078" 1.98mm	N/A -	CF38	-	-	-	CA32	CB25	-	HSVW4703	
VW GOLF G60 1.8 Litre	Direct acting. Durations quoted at .004"/.10mm checking height																		**GS4H** Was tested by the Golf Magazine and found 14bhp increase.
GS4H Kit Available	**SPORTS** *14bhp approx increase* No piston mods. Suitable for catalyst	1500-6000	.440" 11.17mm	.440" 11.17mm	266°	21/65 65/21	112°	.000" 0.00mm	.054" 1.37mm	N/A -	CF38	-	-	-	CA32	CB06	-	HSVW4703	

PART No.	APPLICATION See page 4 for key to Camshaft descriptions	POWER BAND	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	TIMING FIGURES	INLET EXHAUST @ FULL LIFT	V/CLEARANCE INLET/EXHAUST	VALVE LIFT INLET	@ TDC EXHAUST
VW GOLF VR6			Duration of hydraulic profiles quoted at .004"/.10mm.							
VR602	SPORTS INJECTION	2000-6500	.431"	.431"	264°	22/62 62/22	110°	.000"	.065"	N/A
VW GOLF 16 Valve 1800 / 2000			Duration of hydraulic profiles quoted at .004"/.10mm. Mechanical profiles checked at .010"/.25mm checking height							
GF1602R Kit Available	SPORTS INJECTION Hydraulic *17bhp approx increase*	2000-6500	.431" .404" 10.94mm 10.26mm	.431" .404" 10.94mm 10.26mm	264° 258°	22/62 59/19	110° 110°	.000" 0.00mm	.055" 1.40mm	.055" 1.40mm
GF1603	SPORTS 'R' Hydraulic	3000-7500	.435" 11.04mm	.435" 11.04mm	278°	31/67 67/31	108° 108°	.000" 0.00mm	.080" 2.03mm	.080" 2.03mm
GF1604	COMPETITION Hydraulic	3500-8000	.445" 11.30mm	.445" 11.30mm	296°	42/74 74/42	106° 106°	.000" 0.00mm	.124" 3.15mm	.117" 2.97mm
GF1605	COMPETITION Mechanical	4000-8000	.455" 11.55mm	.445" 11.30mm	304°	46/78 78/46	106° 106°	.010" 0.25mm	.120" 3.05mm	.112" 2.84mm
GF1606	RACE Mechanical	4500-8500	.472" 11.98mm	.462" 11.73mm	314°	53/81 81/53	104° 104°	.010" 0.25mm	.151" 3.83mm	.146" 3.70mm
VW GOLF 1.8 D.O.H.C. 5 Valve GTi			Duration of Hydraulic profiles quoted at .004"/.10mm. Mechanical profiles checked at .010"/.25mm checking height							
GF5V1	SPORTS Hydraulic	1000-6000	.358" .409" 9.10mm 10.40mm	.358" .409" 9.10mm 10.40mm	268° 260°	22/66 64/16	112° 114°	.000" .000" 0.00mm 0.00mm	.040" 1.01mm	.022" 0.55mm
GF5V2	SPORTS 'R' Hydraulic - Modified Injection/Carburettors	2500-7000	.380" .445" 9.65mm 11.30mm	.380" .445" 9.65mm 11.30mm	293° 295°	38/75 76/39	108° 108°	.000" 0.00mm	.108" 2.74mm	.108" 2.74mm
GF5V4	COMPETITION Mechanical	3000-7500	.384" .444" 9.75mm 11.27mm	.374" .434" 9.50mm 11.02mm	308° 297°	48/80 75/42	106° 106°	.010" .010" 0.25mm 0.25mm	.106" 2.69mm	.122" 3.10mm
VW GOLF 1.8T D.O.H.C. 5 Valve GTi TURBO			Duration of Hydraulic profiles quoted at .004"/.10mm. Mechanical profiles checked at .010"/.25mm checking height							
GF5VT3	SPORTS Hydraulic	1000-6000	.341" .401" 8.68mm 10.21mm	.341" .401" 8.68mm 10.21mm	250°	11/59 59/11	114° 114°	.000" .000" 0.00mm 0.00mm	.015" 0.38mm	.014" 0.35mm

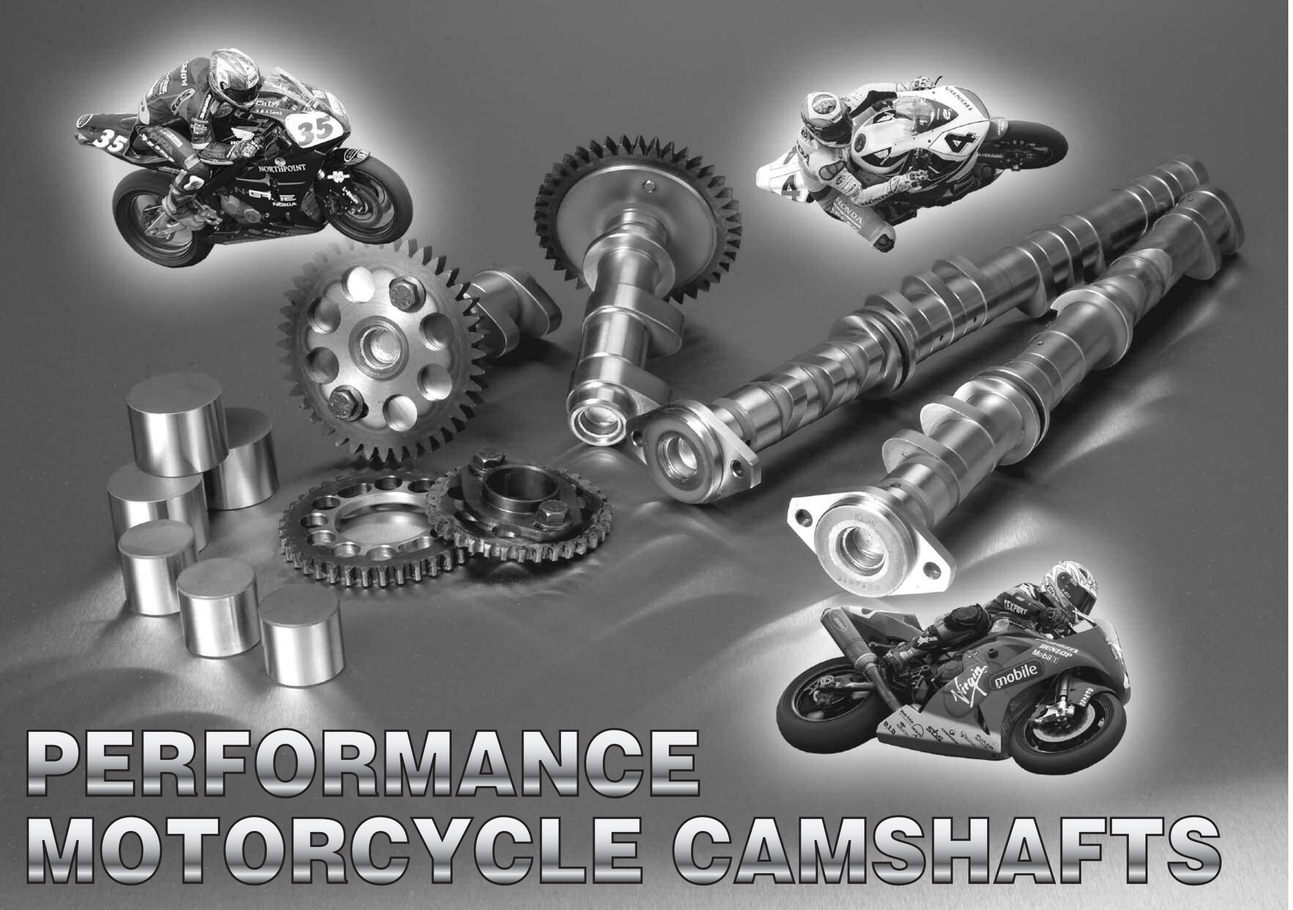
CAM FOLLOWER	VALVE SPRING	VALVE SPRING RETAINER	VALVE SPRING KIT	ALLOY POWER PULLEY	CAM BELT	HEAD STUD KIT	CONROD BOLT
CF67	-	-	-	-	-	HSVW4705	BEB39-12
CF62	-	-	-	CA68 S69	CB23 CB24	HSVW4702	BEB34-8
CF62	VS34 Double	VRT14 VRT27	VRT14P VSK37P	CA68 S69	CB23 CB24	HSVW4702	BEB34-8
CF62	VS34 Double	VRT14 VRT27	VRT14P VSK37P	CA68 S69	CB23 CB24	HSVW4702	BEB34-8
CF42	VS34 Double	VRT14 VRT27	VRT14P VSK37P	CA68 S69	CB23 CB24	HSVW4702	BEB34-8
CF42	VS34 Double	VRT14 VRT27	VRT14P VSK37P	CA68 S69	CB23 CB24	HSVW4702	BEB34-8
-	-	-	-	-	CB29	-	-
-	-	-	-	-	CB29	-	-
-	-	-	-	-	CB29	-	-
-	-	-	-	-	CB29	-	-

OPTIONAL COMPONENTS

GF1602R KIT VOLKSWAGEN GOLF 16V 2000 Mk 3



VRT14 Titanium Retainer for Triple Groove Valve
VRT27 Titanium Retainer for Single Groove Valve
CA68 Golf/Scirocco/Corrado 1800-2000 16V Power Pulley for Belt Drive
S69 Golf/Scirocco/Corrado 1800-2000 16V Power Pulley for Gear Drive
CB23 Golf/Scirocco/Corrado 2.0 16V Cam Belt
CB24 Golf/Scirocco/Corrado 1.8 16V Cam Belt
VSK14P Suitable for 1.8/2.0 16V Triple Groove Type Valve
VSK37P Suitable for 1.8/2.0 16V Single Groove Type Valve



PART No.	APPLICATION	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	VALVE TIMING FIGURES	LOBE CENTRE ANGLE INLET/EXHAUST	VALVE CLEARANCE INLET/EXHAUST	CAM LIFT @ TDC INLET/EXHAUST
APRILLIA Durations quoted at .040" /1mm checking height								
SUPERBIKE	SUPERBIKE	SUPERBIKE	SUPERBIKE	SUPERBIKE	SUPERBIKE	SUPERBIKE	SUPERBIKE	SUPERBIKE
APR01	STREET	.437" 11.12mm / .437" 11.12mm	.429" 10.92mm / .429" 10.92mm	262°	21/61 61/21	110° 110°	.008" 0.20mm / .008" 0.20mm	.129" 3.28mm / .103" 2.63mm
APR02	STREET	.449" 11.4mm / .417" 10.6mm	.441" 11.2mm / .409" 10.4mm	272° 270°	26/66 65/25	110° 110°	.008" 0.20mm / .008" 0.20mm	.145" 3.70mm / .131" 3.33mm
APR03	RACE	.472" 12.0mm / .449" 11.4mm	.464" 11.8mm / .441" 11.2mm	282° 272°	31/71 66/26	110° 110°	.008" 0.20mm / .008" 0.20mm	.161" 4.09mm / .139" 3.53mm
HONDA Durations quoted at .040" /1mm checking height								
SUPERSPORT	SUPERSPORT	SUPERSPORT	SUPERSPORT	SUPERSPORT	SUPERSPORT	SUPERSPORT	SUPERSPORT	SUPERSPORT
HON33	CBR600RR7 SUPERSPORT (NEW)	Under Development						
HON30	CBR600RR3 SUPERSPORT	.334" 8.50mm / .291" 7.40mm	.326" 8.30mm / .281" 7.15mm	260° 242°	25/55 46/16	105° 105°	.008" 0.20mm / .010" 0.25mm	.116" 2.94mm / .071" 1.80mm
HON25	CBR600RR3 SUPERSPORT	.334" 8.5mm / .291" 7.4mm	.326" 8.3mm / .281" 7.15mm	252° 240°	20/52 48/12	106° 108°	.008" 0.20mm / .010" 0.25mm	.113" 2.87mm / .059" 1.51mm
HON20	CBR600FSX 1999 SUPERSPORT	.340" 8.63mm / .292" 7.41mm	.332" 8.43mm / .282" 7.16mm	252° 240°	22/50 44/16	104° 104°	.008" 0.20mm / .010" 0.25mm	.110" 2.80mm / .076" 1.93mm
HON23	CBR600FS1 2002 SUPERSPORT	.328" 8.33mm / .291" 7.4mm	.320" 8.13mm / .281" 7.15mm	255° 240°	24/51 44/16	104° 104°	.008" 0.20mm / .010" 0.25mm	.115" 2.93mm / .076" 1.93mm
HON11	CBR600 Post FM SUPERSPORT	.322" 8.18mm / .291" 7.39mm	.316" 8.03mm / .283" 7.19mm	242° 240°	18/44 44/16	103° 104°	.006" 0.15mm / .008" 0.20mm	.099" 2.52mm / .079" 2.00mm
HON12	CBR600 Post FM SUPERSPORT Good Top End Power	.325" 8.25mm / .292" 7.41mm	.319" 8.10mm / .284" 7.21mm	250° 240°	21/49 44/16	104° 104°	.006" 0.15mm / .008" 0.20mm	.113" 2.87mm / .079" 2.00mm
HON14	CBR600 Post FM RACE	.354" 8.99mm / .324" 8.22mm	.348" 8.84mm / .316" 8.02mm	247° 242°	19/48 44/18	104° 103°	.006" 0.15mm / .008" 0.20mm	.113" 2.88mm / .090" 2.30mm
SUPERBIKE	SUPERBIKE	SUPERBIKE	SUPERBIKE	SUPERBIKE	SUPERBIKE	SUPERBIKE	SUPERBIKE	SUPERBIKE
HON34	CBR1000RR6 RACE (NEW)	.380" 9.66mm / .365" 9.27mm	.372" 9.46mm / .353" 8.97mm	264° 262°	25/59 56/26	107° 105°	.008" 0.20mm / .012" 0.30mm	.126" 3.22mm / .112" 2.85mm
HON29	CBR1000RR4 RACE	.356" 9.06mm / .344" 8.74mm	.348" 8.86mm / .336" 8.54mm	258° 258°	24/54 54/24	105° 105°	.008" 0.20mm / .008" 0.20mm	.114" 2.90mm / .106" 2.70mm
HON28	CBR1000RR4 RACE	.360" 9.14mm / .338" 8.60mm	.352" 8.94mm / .330" 8.40mm	252° 246°	21/51 50/16	105° 107°	.008" 0.20mm / .008" 0.20mm	.104" 2.64mm / .086" 2.19mm
OFF ROAD	OFF ROAD	OFF ROAD	OFF ROAD	OFF ROAD	OFF ROAD	OFF ROAD	OFF ROAD	OFF ROAD
HON31	CRF250 SUPERMOTO	.342" 8.70mm / N/A -	.334" 8.50mm / N/A -	252°	21/51	105°	.008" 0.20mm / N/A -	.105" 2.67mm / N/A 0.00mm
HON32	CRF450 SUPERMOTO	.403" 10.25mm / N/A -	.395" 10.05mm / N/A -	260°	25/55	105°	.008" 0.20mm / N/A -	.128" 3.25mm / N/A 0.00mm
STREET/COMPETITION	STREET/COMPETITION	STREET/COMPETITION	STREET/COMPETITION	STREET/COMPETITION	STREET/COMPETITION	STREET/COMPETITION	STREET/COMPETITION	STREET/COMPETITION
HON4	XBR500 STREET	.256" 6.50mm / .256" 6.50mm	.335" 8.50mm / .333" 8.45mm	249° 249°	16/53 53/16	109° -	.005" 0.13mm / .007" 0.18mm	- -
HON5	XBR500 RACE	.292" 7.41mm / .292" 7.41mm	.383" 9.72mm / .381" 9.67mm	260° 260°	29/63 63/29	107° -	.005" 0.13mm / .007" 0.18mm	- -
HON15	CBR900 FIREBLADE STREET	.327" 8.30mm / .322" 8.17mm	.321" 8.15mm / .314" 7.97mm	250° 242°	21/49 45/17	104° 104°	.006" 0.15mm / .008" 0.20mm	.113" 2.87mm / .087" 2.20mm
HON26	CBR900RR2 RACE 954cc	.356" 9.04mm / .347" 8.81mm	.348" 8.843mm / .337" 8.56mm	248° 251°	19/49 53/18	105° 108°	.008" 0.20mm / .010" 0.25mm	.098" 2.49mm / .079" 2.00mm

PART No.	APPLICATION	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	VALVE TIMING FIGURES	LOBE CENTRE ANGLE INLET/EXHAUST	VALVE CLEARANCE INLET/EXHAUST	CAM LIFT @ TDC INLET/EXHAUST
STREET/COMPETITION	**STREET/COMPETITION**	**STREET/COMPETITION**		**STREET/COMPETITION**		**STREET/COMPETITION**	**STREET/COMPETITION**	
HON22	CBR900 RRY Injection Model RACE 929cc	.360" 9.14mm / .352" 8.94mm	.354" 8.99mm / .344" 8.74mm	254° 248°	25/49 48/20	102° 104°	.006" 0.15mm / .008" 0.20mm	.128" 3.25mm / .100" 2.53mm
HON21	VTR1000 SP1 RACE	.438" 11.12mm / .438" 11.12mm	.430" 10.92mm / .426" 10.82mm	263° 263°	26/57 55/28	106° 104°	.008" 0.20mm / .012" 0.30mm	.147" 3.73mm / .127" 3.22mm
HON18	CBR1100 BLACKBIRD RACE	.365" 9.27mm / .338" 8.58mm	.359" 9.12mm / .330" 8.38mm	248° 242°	20/48 45/17	104° 104°	.006" 0.15mm / .008" 0.20mm	.109" 2.76mm / .087" 2.20mm

KAWASAKI Durations quoted at .040" /1mm checking height

SUPERSPORT	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**
KAW24	ZX6RR 2003 SUPERSPORT	.321" 8.15mm / .282" 7.16mm	.313" 7.95mm / .274" 6.96mm	250° 232°	20/50 41/11	105° 105°	.008" 0.20mm / .008" 0.20mm	.092" 2.35mm / .060" 1.52mm
KAW21	ZX6R SUPERSPORT Short Circuit	.362" 9.19mm / .331" 8.45mm	.354" 8.99mm / .323" 8.25mm	252° 246°	23/49 49/17	103° 106°	.008" 0.20mm / .008" 0.20mm	.111" 2.83mm / .088" 2.25mm
KAW11	ZX6R SUPERSPORT	.362" 9.19mm / .331" 8.45mm	.354" 8.99mm / .323" 8.25mm	255° 249°	26/49 49/20	102° 105°	.008" 0.20mm / .008" 0.20mm	.115" 2.91mm / .092" 2.34mm
KAW12	ZX6R RACE	.384" 9.75mm / .331" 8.45mm	.376" 9.55mm / .323" 8.25mm	249° 249°	23/46 49/20	102° 105°	.008" 0.20mm / .008" 0.20mm	.124" 3.15mm / .092" 2.34mm
KAW2	ZZR600 RACE	.354" 8.99mm / .332" 8.43mm	.348" 8.84mm / .326" 8.28mm	255° 237°	23/52 43/14	105° 105°	.006" 0.15mm / .006" 0.15mm	.113" 2.88mm / .113" 2.88mm
SUPERBIKE	**SUPERBIKE**	**SUPERBIKE**	**SUPERBIKE**	**SUPERBIKE**	**SUPERBIKE**	**SUPERBIKE**	**SUPERBIKE**	**SUPERBIKE**
KAW25	ZX10-R 2005 RACE	.352" 8.94mm / .341" 8.67mm	.344" 8.74mm / .333" 8.47mm	254° 250°	22/52 50/20	105° 105°	.008" 0.20mm / .008" 0.20mm	.111" 2.83mm / .090" 2.30mm
KAW27	ZX10-R 2005 RACE	.382" 9.70mm / .342" 8.70mm	.374" 9.50mm / .335" 8.50mm	260° 252°	26/54 52/20	104° 106°	.008" 0.20mm / .008" 0.20mm	.129" 3.27mm / .096" 2.44mm
OFF ROAD	**OFF ROAD**	**OFF ROAD**	**OFF ROAD**	**OFF ROAD**	**OFF ROAD**	**OFF ROAD**	**OFF ROAD**	**OFF ROAD**
KAW26	KX250F SUPERMOTO	.356" 9.04mm / .324" 8.22mm	.348" 8.84mm / .316" 8.02mm	248° 242°	21/47 45/17	103° 104°	.008" 0.20mm / .008" 0.20mm	.116" 2.96mm / .087" 2.20mm
STREET/COMPETITION	**STREET/COMPETITION**	**STREET/COMPETITION**		**STREET/COMPETITION**		**STREET/COMPETITION**	**STREET/COMPETITION**	
KAW15	ZXR400 RACE	.227" 5.76mm / .218" 5.35mm	.292" 7.41mm / .279" 7.08mm	244° 244°	17/47 47/17	105° 105°	.006" 0.15mm / .008" 0.20mm	- -
KAW18	ZX7RR RACE Steel Billet Only	.376" 9.55mm / .338" 8.58mm	.368" 9.35mm / .328" 8.33mm	250° 242°	20/50 46/16	105° 105°	.008" 0.20mm / .010" 0.25mm	.111" 2.82mm / .081" 2.06mm
KAW19	ZX7RR RACE	.376" 9.55mm / .306" 7.77mm	.368" 9.35mm / .296" 7.52mm	250° 238°	20/50 44/14	105° 105°	.008" 0.20mm / .010" 0.25mm	.111" 2.82mm / .079" 2.00mm
KAW20	ZX9R RACE 'C' MODEL	.384" 9.75mm / .353" 8.96mm	.376" 9.55mm / .343" 8.71mm	250° 238°	20/50 44/14	105° 105°	.008" 0.20mm / .010" 0.25mm	.112" 2.84mm / .075" 1.90mm
KAW22	ZX9RF RACE	.384" 9.75mm / .356" 9.04mm	.376" 9.55mm / .346" 8.79mm	250° 248°	20/50 49/19	105° 105°	.008" 0.20mm / .010" 0.25mm	.112" 2.84mm / .085" 2.15mm
KAW8	GPZ900 STREET	.262" 6.65mm / .262" 6.65mm	.401" 10.18mm / .399" 10.13mm	244° 244°	18/46 46/18	104° 104°	.006" 0.15mm / .008" 0.20mm	- -
KAW10	Z900 STREET 1973 - 1982	.354" 8.99mm / .354" 8.99mm	.349" 8.86mm / .347" 8.81mm	255° 255°	18/57 57/18	110° 110°	.005" 0.13mm / .007" 0.18mm	.094" 2.40mm / .094" 2.40mm
KAW16	Z900 COMPETITION 1973 - 1982	.389" 9.88mm / .389" 9.88mm	.383" 9.73mm / .381" 9.68mm	260° 260°	20/60 60/20	110° 110°	.006" 0.15mm / .008" 0.20mm	.104" 2.65mm / .102" 2.60mm
KAW17	Z900 RACE 1973 - 1982	.416" 10.56mm / .416" 10.56mm	.410" 10.41mm / .408" 10.36mm	266° 266°	23/63 63/23	110° 110°	.006" 0.15mm / .008" 0.20mm	.118" 3.00mm / .114" 2.90mm
KAW4	ZZR1100 RACE	.287" 7.29mm / .280" 7.11mm	.387" 9.83mm / .375" 9.52mm	260° 243°	25/55 55/8	105° 105°	.006" 0.15mm / .008" 0.20mm	- -

KENT CAMS

PART No.	APPLICATION	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	VALVE TIMING FIGURES	LOBE CENTRE ANGLE INLET/EXHAUST	VALVE CLEARANCE INLET/EXHAUST	CAM LIFT @ TDC INLET/EXHAUST
STREET/COMPETITION	**STREET/COMPETITION**	**STREET/COMPETITION**		**STREET/COMPETITION**		**STREET/COMPETITION**	**STREET/COMPETITION**	
KAW23	ZX12R RACE	.397" 10.08mm / .379" 9.62mm	.389" 9.88mm / .369" 9.37mm	260° 258°	22/58 57/21	108° 108°	.008" 0.20mm / .010" 0.25mm	.121" 3.07mm / .106" 2.70mm
KAW28	ZX12 R STREET (NEW)	.382" 9.70mm / .360" 9.15mm	.374" 9.50mm / .350" 8.90mm	260° 254°	22/58 55/19	108° 108°	.008" 0.20mm / .010" 0.25mm	.112" 2.85mm / .084" 2.15mm

SUZUKI Durations quoted at .040" /1mm checking height

SUPERSPORT	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**
SUZ41	GSXR600K6 SUPERSPORT (NEW)	.334" 8.50mm / .315" 8.00mm	.326" 8.30mm / .307" 7.80mm	252° 232°	21/51 43/9	105° 107°	.008" 0.20mm / .008" 0.20mm	.106" 2.70mm / .062" 1.57mm
SUZ33	GSXR600K4 SUPERSPORT	.334" 8.50mm / .284" 7.23mm	.326" 8.30mm / .276" 7.03mm	262° 250°	26/56 55/15	105° 110°	.008" 0.20mm / .008" 0.20mm	.120" 3.05mm / .074" 1.87mm
SUZ34	GSXR600K4 SUPERSPORT	.334" 8.50mm / .284" 7.23mm	.326" 8.30mm / .276" 7.03mm	262° 238°	26/56 44/14	105° 105°	.008" 0.20mm / .008" 0.20mm	.120" 3.05mm / .074" 1.87mm
SUZ26	GSXR600 KI SUPERSPORT	.334" 8.50mm / .284" 7.23mm	.326" 8.30mm / .276" 7.03mm	252° 237°	21/51 43/14	105° 105°	.008" 0.20mm / .008" 0.20mm	.106" 2.69mm / .065" 1.66mm
SUZ27	GSXR600 KI SUPERSPORT	.334" 8.50mm / .284" 7.23mm	.326" 8.30mm / .276" 7.03mm	252° 250°	21/51 57/13	105° 112°	.008" 0.20mm / .008" 0.20mm	.106" 2.69mm / .067" 1.71mm
SUZ15	GSXR600 1998 MODEL RACE	.342" 8.68mm / .264" 6.70mm	.334" 8.48mm / .254" 6.45mm	250° 240°	23/47 44/16	102° 104°	.008" 0.20mm / .010" 0.25mm	.115" 2.92mm / .071" 1.80mm
SUZ14	GSXR600 1997 MODEL RACE	.318" 8.07mm / .289" 7.34mm	.310" 7.87mm / .279" 7.09mm	250° 238°	23/47 43/15	102° 104°	.008" 0.20mm / .010" 0.25mm	.110" 2.79mm / .077" 1.95mm
SUPERBIKE	**SUPERBIKE**	**SUPERBIKE**	**SUPERBIKE**	**SUPERBIKE**	**SUPERBIKE**	**SUPERBIKE**	**SUPERBIKE**	**SUPERBIKE**
SUZ40	GSXR1000K5 RACE More top end	.401" 10.18mm / .347" 8.81mm	.391" 9.93mm / .337" 8.56mm	261° 256°	25/54 55/22	105° 105°	.008" 0.20mm / .008" 0.20mm	.126" 3.2mm / .109" 2.78mm
SUZ37	GSXR1000K5 RACE	.401" 10.18mm / .338" 8.60mm	.393" 9.98mm / .331" 8.40mm	260° 244°	25/55 47/17	105° 105°	.008" 0.20mm / .008" 0.20mm	.126" 3.20mm / .083" 2.10mm
SUZ31	GSXR1000 2003 RACE More top end	.403" 10.23mm / .333" 8.45mm	.393" 9.98mm / .323" 8.2mm	258° 236°	24/54 43/13	105° 105°	.010" 0.25mm / .010" 0.25mm	.126" 3.20mm / .063" 1.61mm
SUZ29	GSXR1000 RACE	.378" 9.60mm / .338" 8.60mm	.368" 9.35mm / .328" 8.35mm	258° 243°	24/54 46/17	105° 105°	.010" 0.25mm / .010" 0.25mm	.126" 3.20mm / .081" 2.07mm
SUZ28	GSXR1000 RACE	.383" 9.72mm / .332" 8.43mm	.373" 9.47mm / .322" 8.18mm	254° 236°	22/52 43/13	105° 105°	.010" 0.25mm / .010" 0.25mm	.112" 2.85mm / .064" 1.63mm
OFF ROAD	**OFF ROAD**	**OFF ROAD**	**OFF ROAD**	**OFF ROAD**	**OFF ROAD**	**OFF ROAD**	**OFF ROAD**	**OFF ROAD**
SUZ36	RMZ250 SUPERMOTO	.356" 9.04mm / .324" 8.22mm	.348" 8.84mm / .316" 8.02mm	248° 242°	21/47 45/17	103° 104°	.008" 0.20mm / .008" 0.20mm	.116" 2.96mm / .087" 2.20mm
SUZ39	RMZ450 COMPETITION	.328" 9.70mm / .334" 8.48mm	.374" 9.50mm / .326" 8.28mm	252° 258°	21/51 54/24	105° 105°	.008" 0.20mm / .008" 0.20mm	.114" 2.90mm / .109" 2.77mm
TRACK CAR	**TRACK CAR**	**TRACK CAR**	**TRACK CAR**	**TRACK CAR**	**TRACK CAR**	**TRACK CAR**	**TRACK CAR**	**TRACK CAR**
SUZ24	GSXR1300 HAYABUSA RACE	.365" 9.27mm / .321" 8.15mm	.357" 9.07mm / .314" 7.95mm	248° 234°	19/49 42/12	105° 105°	.008" 0.20mm / .008" 0.20mm	.102" 2.60mm / .065" 1.66mm
SUZ38	GSXR1300 HAYABUSA RACE Steel Billet use standard valve springs	.381" 9.70mm / .354" 9.00mm	.374" 9.50mm / .346" 8.80mm	260° 248°	25/55 49/19	105° 105°	.008" 0.20mm / .008" 0.20mm	.124" 3.16mm / .096" 2.43mm
SUZ35	GSXR1300 HAYABUSA Autograss Class 7-8 Steel Billet only must use competition valve springs	.401" 10.18mm / .354" 8.99mm	.393" 9.98mm / .346" 8.79mm	260° 240°	25/55 45/15	105° 105°	.008" 0.20mm / .008" 0.20mm	.128" 3.25mm / .083" 2.12mm
STREET/COMPETITION	**STREET/COMPETITION**	**STREET/COMPETITION**		**STREET/COMPETITION**		**STREET/COMPETITION**	**STREET/COMPETITION**	
SUZ18	GSF600 BANDIT STREET	.230" 5.84mm / .230" 5.84mm	.350" 8.89mm / .350" 8.89mm	244° 244°	12/52 52/12	110° 110°	.006" 0.15mm / .006" 0.15mm	- -

PERFORMANCE MOTORCYCLE CAMSHAFTS

PART No.	APPLICATION	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	VALVE TIMING FIGURES	LOBE CENTRE ANGLE INLET/EXHAUST	VALVE CLEARANCE INLET/EXHAUST	CAM LIFT @ TDC INLET/EXHAUST
STREET/COMPETITION	**STREET/COMPETITION**	**STREET/COMPETITION**		**STREET/COMPETITION**		**STREET/COMPETITION**	**STREET/COMPETITION**	
SUZ22	SV650 - RACE	.332" 8.43mm / .265" 6.73mm	.324" 8.23mm / .257" 6.53mm	236° 214°	10/46 33/1	108° 106°	.008" 0.20mm / .008" 0.20mm	.068" 1.73mm / .037" 0.95mm
SUZ10	DR650 ENDURO	.275" 6.98mm / .265" 6.73mm	.390" 9.90mm / .380" 9.65mm	244° 244°	12/52 52/12	110° -	.004" 0.10mm / .004" 0.10mm	- / -
SUZ11	GSXR750 WW RACE	.352" 8.94mm / .330" 8.38mm	.344" 8.74mm / .322" 8.18mm	248° 248°	20/48 48/20	104° 104°	.008" 0.20mm / .008" 0.20mm	.111" 2.83mm / .096" 2.43mm
SUZ42	GSXR750KI RACE (NEW)	.383" 9.72mm / .332" 8.43mm	.373" 9.47mm / .332" 8.18mm	254° 236°	22/52 43/13	105° 105°	.010" 0.25mm / .010" 0.25mm	.112" 2.85mm / .064" 1.63mm
SUZ4	GS750 - GS1000 STREET	.354" 8.99mm / .354" 8.99mm	.349" 8.86mm / .347" 8.81mm	255° 255°	18/57 57/18	110° 110°	.005" 0.13mm / .007" 0.18mm	.094" 2.40mm / .094" 2.40mm
SUZ16	GS750 - GS1000 RACE	.389" 9.88mm / .389" 9.88mm	.383" 9.73mm / .381" 9.68mm	260° 260°	20/60 60/20	110° 110°	.006" 0.15mm / .008" 0.20mm	.104" 2.65mm / .102" 2.60mm
SUZ5	GSX750 - 1100 STREET	.218" 5.54mm / .218" 5.54mm	.321" 8.15mm / .320" 8.12mm	249° 249°	17/52 52/17	108° 108°	.006" 0.15mm / .007" 0.18mm	- / -
SUZ17	GSX750 - GSX1100 RACE	.237" 6.02mm / .237" 6.02mm	.350" 8.89mm / .349" 8.86mm	256° 256°	20/56 56/20	108° 108°	.006" 0.15mm / .007" 0.18mm	- / -
SUZ6	GSXR750 STREET (Dual Rocker Type)	.230" 5.84mm / .230" 5.84mm	.350" 8.89mm / .350" 8.89mm	244° 244°	12/52 52/12	110° 110°	.006" 0.15mm / .006" 0.15mm	- / -
SUZ1	GSXR750 - GSXR1100 RACE (Dual Rocker Type)	.256" 6.50mm / .256" 6.50mm	.390" 9.90mm / .390" 9.90mm	249° 249°	16/53 53/16	109° 109°	.006" 0.15mm / .006" 0.15mm	- / -
SUZ7	GSXR1100 STREET (Dual Rocker Type)	.240" 6.10mm / .240" 6.10mm	.365" 9.27mm / .365" 9.27mm	245° 245°	13/52 52/13	110° 110°	.006" 0.15mm / .006" 0.15mm	- / -
SUZ8	GSXR1100 M-N (Single Rocker Per Valve)	STANDARD SPECIFICATION AVAILABLE						
SUZ19	TL1000R STREET	.433" 11.00mm / .383" 9.75mm	.425" 10.80mm / .375" 9.55mm	257° 250°	19/58 55/15	110° 110°	.008" 0.20mm / .008" 0.20mm	.113" 2.88mm / .088" 2.23mm
SUZ20	TL1000S STREET	.408" 10.36mm / .383" 9.75mm	.400" 10.16mm / .375" 9.55mm	256° 250°	18/58 55/15	110° 110°	.008" 0.20mm / .008" 0.20mm	.105" 2.68mm / .088" 2.23mm
SUZ21	TL1000R / TL1000S RACE	.433" 11.00mm / .401" 10.18mm	.425" 10.80mm / .393" 9.98mm	257° 258°	21/56 56/21	108° 108°	.008" 0.20mm / .008" 0.20mm	.123" 3.13mm / .108" 2.75mm
SUZ25	GSXR1100 WP RACE (Water Cooled Shim and Bucket Type)	.384" 9.75mm / .384" 9.75mm	.376" 9.55mm / .378" 9.50mm	250° 250°	17/53 53/17	108° 108°	.008" 0.20mm / .010" 0.25mm	.100" 2.53mm / .094" 2.40mm
SUZ12	GSF1200 BANDIT STREET	.240" 6.10mm / .240" 6.10mm	.365" 9.27mm / .365" 9.27mm	245° 245°	13/52 52/13	110° 110°	.006" 0.15mm / .006" 0.15mm	- / -
SUZ30	GSXR1400 STREET	.306" 7.77mm / .266" 6.75mm	.298" 7.57mm / .258" 6.55mm	237° 236°	14/43 43/13	105° 105°	.008" 0.20mm / .008" 0.20mm	.083" 2.10mm / .070" 1.77mm

YAMAHA

Durations quoted at .040" /1mm checking height

SUPERSPORT	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**
YAM26	YZF R6 2006 SUPERSPORT	.347" 8.82mm / .315" 8.00mm	.339" 8.62mm / .307" 7.70mm	256° 238°	23/53 49/9	105° 110°	.008" 0.20mm / .012" 0.30mm	.100" 2.55mm / .054" 1.37mm
YAM18	YZF R6 2003 SUPERSPORT MORE TOP END	.330" 8.4mm / .295" 7.5mm	.322" 8.2mm / .287" 7.3mm	262° 246°	26/56 53/13	105° 110°	.008" 0.20mm / .008" 0.20mm	.124" 3.15mm / .069" 1.76mm
YAM21	YZF R6 2003 SUPERSPORT	.330" 8.40mm / .295" 7.50mm	.322" 8.20mm / .287" 7.30mm	256° 246°	23/53 51/15	105° 108°	.008" 0.20mm / .008" 0.20mm	.111" 2.83mm / .076" 1.93mm
YAM14	YZF R6 SUPERSPORT	.320" 8.12mm / .299" 7.59mm	.312" 7.92mm / .289" 7.34mm	250° 242°	21/49 45/17	104° 104°	.008" 0.20mm / .010" 0.25mm	.103" 2.63mm / .081" 2.05mm
YAM15	YZF R6 SUPERSPORT MORE TOP END	.320" 8.12mm / .299" 7.59mm	.312" 7.92mm / .289" 7.34mm	260° 250°	25/55 57/13	103° 112°	.008" 0.20mm / .008" 0.20mm	.126" 3.20mm / .068" 1.74mm

PART No.	APPLICATION	CAM LIFT INLET/EXHAUST	VALVE LIFT INLET/EXHAUST	DURATION INLET/EXHAUST	VALVE TIMING FIGURES	LOBE CENTRE ANGLE INLET/EXHAUST	VALVE CLEARANCE INLET/EXHAUST	CAM LIFT @ TDC INLET/EXHAUST
SUPERSPORT	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**	**SUPERSPORT**
YAM2	FZR 600 SUPERSPORT	.307" 7.80mm / .297" 7.54mm	.299" 7.60mm / .287" 7.29mm	239° 239°	15/44 44/15	105° 105°	.008" 0.20mm / .010" 0.25mm	.083" 2.10mm / .079" 2.00mm
YAM8	FZR600 RACE	.324" 8.23mm / .299" 7.59mm	.316" 8.02mm / .289" 7.34mm	250° 239°	21/49 44/15	104° 105°	.008" 0.20mm / .010" 0.25mm	.111" 2.82mm / .079" 2.00mm
SUPERBIKE	**SUPERBIKE**	**SUPERBIKE**	**SUPERBIKE**	**SUPERBIKE**	**SUPERBIKE**	**SUPERBIKE**	**SUPERBIKE**	**SUPERBIKE**
YAM27	R1 2007 RACE (NEW)	Under Development						
YAM24	R1 - 2004 RACE (TOP END)	.342" 8.70mm / .332" 8.45mm	.334" 8.50mm / .324" 8.25mm	262° 254°	26/56 52/22	105° 105°	.008" 0.20mm / .008" 0.20mm	.126" 3.20mm / .107" 2.72mm
YAM22	R1 - 2004 RACE	.347" 8.83mm / .332" 8.45mm	.339" 8.63mm / .324" 8.25mm	256° 256°	23/53 53/23	105° 105°	.008" 0.20mm / .008" 0.20mm	.106" 2.70mm / .104" 2.65mm
YAM19	YZF R1 RACE Must Use Kit Valve Springs	.372" 9.47mm / .339" 8.63mm	.364" 9.27mm / .329" 8.38mm	267° 250°	30/57 49/21	104° 104°	.008" 0.20mm / .010" 0.25mm	.124" 3.15mm / .108" 2.75mm
YAM11	YZF R1 RACE Steel Billet Only	.318" 8.07mm / .340" 8.63mm	.310" 7.87mm / .330" 8.38mm	252° 252°	22/50 50/22	104° 104°	.008" 0.20mm / .010" 0.25mm	.101" 2.58mm / .108" 2.75mm
YAM17	YZF R1 RACE Steel Billet Only	.301" 7.64mm / .320" 8.12mm	.293" 7.44mm / .310" 7.87mm	242° 249°	17/45 48/21	104° 104°	.008" 0.20mm / .010" 0.25mm	.090" 2.30mm / .098" 2.50mm
OFF ROAD	**OFF ROAD**	**OFF ROAD**	**OFF ROAD**	**OFF ROAD**	**OFF ROAD**	**OFF ROAD**	**OFF ROAD**	**OFF ROAD**
YAM20	YZF 250 F	.334" 8.48mm / .334" 8.48mm	.328" 8.33mm / .328" 8.33mm	250° 250°	25/54 54/25	105° 105°	.006" 0.15mm / .006" 0.15mm	.101" 2.57mm / .094" 2.40mm
YAM25	YZF 450 COMPETITION Inlet	.348" 8.83mm	.340" 8.63	256°	23/53	105°	.008" 0.20mm	.106" 2.70mm
STREET/COMPETITION	**STREET/COMPETITION**	**STREET/COMPETITION**	**STREET/COMPETITION**	**STREET/COMPETITION**	**STREET/COMPETITION**			
YAM1	FZR 400 RACE	.307" 7.80mm / .297" 7.54mm	.299" 7.60mm / .287" 7.29mm	239° 239°	15/44 44/15	105° 105°	.008" 0.20mm / .010" 0.25mm	.083" 2.10mm / .079" 2.00mm
YAM5	SRX600 RACE	.314" 7.97mm / .314" 7.97mm	.422" 10.71mm / .420" 10.66mm	259° 259°	22/57 57/22	108° -	.005" 0.13mm / .007" 0.18mm	- / -
YAM6	XT600 ENDURO	.289" 7.34mm / .289" 7.34mm	.388" 9.85mm / .386" 9.80mm	259° 259°	21/58 58/21	109° -	.005" 0.13mm / .007" 0.18mm	- / -
YAM12	XTZ660 5 VALVE RACE	.283" 7.18mm / .283" 7.18mm	.380" 9.65mm / .378" 9.60mm	262° 262°	23/59 59/23	108° -	.005" 0.13mm / .007" 0.18mm	- / -
YAM16	YZF R7 RACE Steel Billet Only	.338" 8.58mm / .328" 8.33mm	.330" 8.38mm / .318" 8.08mm	250° 255°	20/50 52/23	105° 105°	.008" 0.20mm / .010" 0.25mm	.105" 2.67mm / .106" 2.70mm
YAM3	YZF 750 RACE SPEC Steel Billet Only	.322" 8.18mm / .334" 8.48mm	.317" 8.05mm / .327" 8.30mm	257° 259°	24/53 54/25	105° 105°	.005" 0.13mm / .007" 0.18mm	.113" 2.87mm / .094" 2.40mm
YAM4	FZR 1000 RACE Steel Billet Only	.334" 8.48mm / .334" 8.48mm	.329" 8.35mm / .328" 8.33mm	259° 259°	25/54 54/25	105° 105°	.005" 0.13mm / .006" 0.15mm	.101" 2.57mm / .094" 2.40mm
YAM9	TDM850 ENDURO	.332" 8.43.m / .332" 8.43mm	.326" 8.28mm / .326" 8.28mm	240° 240°	15/45 49/11	105° 109°	.006" 0.15mm / .006" 0.15mm	.081" 2.05mm / .065" 1.65mm
YAM7	FJ1200 STREET	.332" 8.43mm / .332" 8.43mm	.326" 8.28mm / .324" 8.23mm	237° 237°	14/43 43/14	105° 105°	.006" 0.15mm / .008" 0.20mm	.081" 2.05mm / .079" 2.00mm

MOTORCYCLE CAM SPROCKET KITS

MOTORCYCLE CAM SPROCKET KITS

MODEL		BORE SIZE	PART NO.
HONDA			
CBR600RM-FX-RR			CS01
CBR600FS			CS02
CRF250	INC BOSS		CS22
CBR900RR			CS03
CBR900RRY			CS04
CBR1100XXX			CS05
KAWASAKI			
ZXR400	INC BOSS		CS20
ZX6R	INC BOSS		CS21
SUZUKI			
GSXR600	INC BOSS	24MM	CS40
GSXR600 K1 2001	INC BOSS	24MM	CS41
GSXR750WT	INC BOSS	25MM	CS42
GSXR750 K1	INC BOSS	24MM	CS43
GSXR1300	INC BOSS	25MM	CS44
RMZ250	INC BOSS		CS45
RMZ450	INC BOSS		CS46
YAMAHA			
R6			CS60
R1 UP TO 2003			CS61
YZF250	INC BOSS		CS64
MOTORCYCLE OVER SIZE SHIMS			
S78	7.5MM X 4.5MM		
S80	9.5MM X 4.8MM		
MOTORCYCLE SHIMS CAN BE GROUND TO SIZE ON REQUEST.			

PERFORMANCE
COMPONENTS

POWER PULLEYS

		PART No. ALLOY	PART No. STEEL
AUDI			
80 4 CYL		CA32	
BMW			
6 CYL SMALL BLOCK SERIES		CA39	
CITROEN			
CITROEN AX/SAXO 1.3/1.4/1.6 8V		CA31	
CITROEN SAXO VTS 16V 1.6		CA72	
FIAT			
SOHC 1.4 1.6 UNO, TIPO, PUNTO		CA77	
SOHC 1.1 1.3 UNO		CA40	
TWIN CAM 8V 1.6 / 1.8 / 2.0 (Per pair)		CA41	
TWIN CAM 16V 2.0 (Per pair)		CA83	
FORD			
1600 / 2000 OHC PINTO		CA11	S11
X/FLOW SIMPLEX CAM SPROCKET (Not suitable Fiesta)			S27
X/FLOW DUPLEX KIT (Not suitable Fiesta)			S13
COSWORTH 16V SIERRA (Per pair)		CA28	
ESCORT CVH		CA18	S18
RS2000 16V (Per pair)			S65
ZETEC 16V 1.6 1.8 2.0 (Per pair)		CA59	
ZETEC 'S' 16V 1.25 1.4 1.6 (Per pair)	NEW	CA96	
BDA - BDG (Per pair)		CA84	
HONDA			
VTEC (Per pair)		CA70	

	PART No. ALLOY	PART No. STEEL
LOTUS		
LOTUS TWIN CAM 8 VALVE (Per pair)		S45
LOTUS ELISE 16 VALVE (Per pair)	CA67	
LOTUS 2.2 907 16V (Per pair) Square Tooth	CA80	
LOTUS 2.2 912 16V (Per pair) Round Tooth	CA93	
PEUGEOT		
106/205/206/306 1.3/1.4/1.6 8V (42 Tooth)	CA31	
205/306/309/405 1.6/1.9/2.0 8V (42 Tooth)	CA31	
405 16V / 306 S16 16V (Per pair)	CA42	
106 16V (Per pair)	CA72	
306 GTi 6 1997 on + 406 COUPE (Per pair)	CA78	
RENAULT		
CLIO 16 VALVE (Per pair)	CA65	
ROVER		
A SERIES DUPLEX KIT (Roll chain)		S12
B SERIES DUPLEX KIT (Roll chain)		S19
ROVER V8 CAM SPROCKET ONLY (To suit OE chain)		S15
ROVER V8 DUPLEX KIT ROLL CHAIN		S29
K SERIES 16VMGF 1.8 non VVC (Per pair)	CA67	
SUZUKI	**ALLOY**	**STEEL**
1.6 SWIFT 16V (Per pair)	CA81	

	PART No.	PART No.
TOYOTA		
1200/1300		S63
1.6 16V 4AGE (Per pair)	CA79	
TRIUMPH		
DOLOMITE SPRINT		S43
6 CYL CAM SPROCKET		S44
4 CYL 1300 DUPLEX (Crank pulley I.D. 1.000") KIT		S72
4 CYL 1300/1500 DUPLEX (Crank pulley I.D. 1.375") KIT		S73
TR2, 3, 4 DUPLEX KIT		S74
6 CYL DUPLEX KIT		S75
VAUXHALL/OPEL		
MANTA/CAVALIER RWD 1600/1900/2000 CIH HEAD		S14
HS CHEVETTE 16V PER PAIR	CA95	
ASTRA/NOVA 1300	CA23	
ASTRA/CAVALIER/CALIBRA 1600/1800/2000 8 VALVE	CA30	
ASTRA/CAVALIER/CALIBRA 1600/1800/2000 8 VALVE	CA82	(Post 93)
NOVA 1.6 GTE/CORSA 1.4/1.6 8 VALVE	CA55	
ASTRA/CALIBRA/CAVALIER 2.0 16 VALVE	CA64	(Per pair)
ASTRA/CALIBRA/CAVALIER 2.0 16V Low noise type belt	CA66	(Per pair)
VECTRA/ASTRA 1.8/2.0/2.2 16V ECOTEC Competition use only	CA71	(Per pair)
CORSA/TIGRA/ASTRA 1.4/1.6 16V Competition use only	CA74	(Per pair)
VW		
GOLF/CORRADO 1600/1800	CA32	
GOLF/CORRADO 1800/2000 16V POWER PULLEY FOR BELT DRIVE	CA68	
GOLF/CORRADO 1800/2000 16V POWER PULLEY FOR GEAR DRIVE (Pair)		S69
GOLF/CORRADO/BEETLE 2.0 8V POWER PULLEY FOR CW PHASE SENSOR	CA76	

COMPETITION CAM BELTS

	PART No.
CITROEN SAXO VTS 1.6 16V	CB16
FIAT UNO TURBO/PUNTO GT	CB12
FORD ESCORT/ORION 1.3 1980-92	CB01
FORD ESCORT/ORION/ RS TURBO 1.6 1984-92	CB02
FORD PUMA 1.7 16V	CB32
FORD FOCUS 1.6 1.8 2.0 16V	CB28
FORD SIERRA/CORTINA/RS2000 2.0 1977-90	CB03
FORD COSWORTH 16V 1986-93	CB09
FORD 16V ZETEC 1.8 2.0 1992 on	CB10
PEUGEOT 106 16V	CB16
PEUGEOT 205/309 1.6i/1.9i upto 92	CB07
PEUGEOT 205/309 1.6i/1.9i post 92	CB08
PEUGEOT 205/106 1360cc with AC	CB14
PEUGEOT 205/106 1360cc without AC	CB15
PEUGEOT 205 1300 RALLYE	CB26
PEUGEOT 206 GTi 2.0 16V	CB30
PEUGEOT 405/306 16V 2.0 Litre	CB16
PEUGEOT 405 Mi6 1.9 16V	CB31
RENAULT 1.8 16V POST 91	CB20
RENAULT 2.0 16V	CB21
ROVER K SERIES 1.8/1.6/1.4 16V UP TO 1989	CB27
TOYOTA 4AGE 1.6 16V	CB22
VAUXHALL 2.0 16V upto 92	CB11
VAUXHALL ASTRA/NOVA 1.3 1980-93	CB04
VAUXHALL ASTRA/CAVALIER/CALIBRA 1.8 1981-92 2.0 1988 on	CB05
VAUXHALL NOVA/ASTRA 1.4/1.6 upto 91	CB17
VAUXHALL CORSA/ASTRA 1.4/1.6 Post 91	CB18
VAUXHALL CORSA 1.4/1.6 16V	CB19

	PART No.
VW GOLFIV GTi 1.8/1.8 TURBO 20V	CB29
VW GOLF/SCIROCCO/CORRADO 1.6/1.8 8V	CB06
VW GOLF/SCIROCCO/CORRADO 2.0 16V	CB23
VW GOLF/SCIROCCO/CORRADO 1.8 16V	CB24
VW GOLF/SCIROCCO/CORRADO 2.0 8V	CB25

VALVE SPRINGS

PART NO.	TYPE	INSTALLED HEIGHT	INSTALLED PRESSURE	MINIMUM HEIGHT	MAXIMUM PRESSURE	COIL BIND	I.D	O.D	MAXIMUM LIFT
VS1	DOUBLE	34.0mm	70lbs	20.0mm	240lbs	19.0mm	15.5mm	28.1mm	14.0mm
VS2	DOUBLE	36.0mm	74lbs	20.0mm	200lbs	19.0mm	16.0mm	29.2mm	16.0mm
VS3	DOUBLE	38.0mm	120lbs	26.0mm	260lbs	25.0mm	18.8mm	34.0mm	12.0mm
VS5	SINGLE	32.0mm	80lbs	20.0mm	205lbs	19.0mm	21.0mm	28.5mm	12.0mm
VS7	DOUBLE	34.0mm	90lbs	21.0mm	250lbs	20.0mm	16.0mm	28.8mm	13.0mm
VS9	SINGLE	36.5mm	58lbs	23.0mm	190lbs	22.0mm	23.8mm	32.4mm	13.5mm
VS12	SINGLE	38.8mm	64lbs	23.5mm	225lbs	22.5mm	23.0mm	31.4mm	15.3mm
VS15	DOUBLE	34.0mm	90lbs	21.0mm	250lbs	20.0mm	16.0mm	28.8mm	13.0mm
VS17	DOUBLE	34.0mm	90lbs	21.0mm	250lbs	20.0mm	16.0mm	28.8mm	13.0mm
VS22	SINGLE	37.0mm	104lbs	26.0mm	220lbs	25.0mm	23.6mm	32.5mm	11.0mm
VS25	SINGLE	40.0mm	65lbs	23.0mm	270lbs	22.0mm	25.4mm	34.0mm	17.0mm
VS26	SINGLE	40.0mm	65lbs	23.0mm	270lbs	22.0mm	25.4mm	34.0mm	17.0mm
VS27	DOUBLE	40.0mm	100lbs	26.0mm	260lbs	25.0mm	18.8mm	34.0mm	14.0mm
VS30	SINGLE	32.0mm	68lbs	20.0mm	175lbs	19.0mm	20.7mm	28.1mm	13.0mm
VS31	SINGLE	32.0mm	85lbs	21.0mm	188lbs	20.0mm	21.3mm	28.8mm	11.0mm
VS33	SINGLE	37.5mm	74lbs	24.0mm	190lbs	23.0mm	24.8mm	33.2mm	13.5mm
VS34	DOUBLE	34.0mm	90lbs	21.0mm	250lbs	20.0mm	16.0mm	28.8mm	13.0mm
VS35	SINGLE	38.0mm	80lbs	25.0mm	205lbs	24.0mm	23.0mm	31.3mm	13.0mm
VS37	SINGLE	38.0mm	64lbs	25.0mm	198lbs	24.0mm	21.3mm	29.1mm	13.0mm
VS38	DOUBLE	34.0mm	70lbs	20.0mm	240lbs	19.0mm	15.5mm	28.1mm	14.0mm
VS39	DOUBLE	34.0mm	90lbs	21.0mm	250lbs	20.0mm	16.0mm	28.8mm	13.0mm
VS41	DOUBLE	38.0mm	70lbs	23.5mm	225lbs	22.5mm	23.0mm	31.4mm	14.5mm
VS42	DOUBLE	37.0mm	70lbs	21.0mm	224lbs	20.0mm	17.3mm	30.5mm	16.0mm
VS43	DOUBLE	38.0mm	60lbs	21.0mm	224lbs	20.0mm	17.3mm	30.5mm	17.0mm
VS44	SINGLE	40.0mm	74lbs	25.0mm	205lbs	24.0mm	23.0mm	31.3mm	15.0mm
VS45	DOUBLE	34.0mm	90lbs	21.0mm	250lbs	20.0mm	16.0mm	28.8mm	13.0mm
VS46	SINGLE	37.0mm	48lbs	26.0mm	146lbs	25.0mm	17.6mm	24.9mm	11.0mm
VS48	SINGLE	37.0mm	85lbs	23.5mm	225lbs	22.5mm	23.0mm	31.4mm	13.5mm
VS49	SINGLE	36.0mm	80lbs	24.0mm	140lbs	23.0mm	21.6mm	29.0mm	12.0mm
VS51	SINGLE	37.0mm	70lbs	24.0mm	190lbs	23.0mm	18.2mm	25.6mm	13.0mm
VS52	DOUBLE	37.0mm	100lbs	21.5mm	230lbs	20.5mm	17.4mm	30.5mm	15.5mm
VS54	DOUBLE	38.0mm	140lbs	25.5mm	296lbs	24.5mm	17.3mm	31.1mm	12.5mm
VS55	SINGLE	34.0mm	70lbs	21.0mm	185lbs	20.0mm	21.3mm	28.8mm	13.0mm
VS56	SINGLE	38.0mm	120lbs	23.5mm	230lbs	22.5mm	23.8mm	31.7mm	14.5mm
VS59	DOUBLE	37.0mm	64lbs	23.0mm	210lbs	22.0mm	14.7mm	27.0mm	14.0mm

VALVE SPRING RETAINERS

ENGINE TYPE	TITANIUM RETAINER PART Nº	ALLOY RETAINER PART Nº	STEEL RETAINER PART Nº
FORD X/FLOW 5/16 VALVE RETAINERS SUITABLE FOR VS1	VRT07-S	VR2	ST17
FORD X/FLOW 9/32 VALVE RETAINERS SUITABLE FOR VS39/VS7	VRT05	VR9	ST33
FORD X/FLOW 5/16 VALVE RETAINERS SUITABLE FOR VS39/VS7	VRT07	VR8	ST17
FORD COSWORTH 16V RETAINERS SUITABLE FOR VS34	VRT02	VR10	ST10
FORD DURATEC I4 16V RETAINERS SUITABLE FOR VS51	VRT24	-	ST40
FORD DURATEC I4 16V RETAINERS SUITABLE FOR VS59	VRT26	-	ST26
FORD FOCUS 2.0 16V OVERSIZE RETAINERS SUITABLE FOR VS51	VRT16	-	-
FORD OHC PINTO RETAINERS SUITABLE FOR VS42	-	VR5	-
FORD ZETEC 16V RETAINERS SUITABLE FOR VS46 WITH SINGLE GROOVE VALVE	-	VR14	-
FORD ZETEC 16V RETAINERS SUITABLE FOR VS46 WITH TRIPLE GROOVE VALVE	-	VR19	-
FORD ZETEC RETAINERS SUITABLE FOR USE WITH CF56/VS34 WITH SINGLE GROOVE VALVE	VRT11	-	-
FORD ZETEC RETAINERS SUITABLE FOR USE WITH CF56/VS34 WITH TRIPLE GROOVE VALVE	VRT18	-	-
HONDA 1.6 V/TEC RETAINERS SUITABLE FOR VS34	VRT09	-	-
LOTUS ELISE OVERSIZE RETAINERS SUITABLE FOR VS34	VRT19	-	-
PEUGEOT 106 16V RETAINERS SUITABLE FOR VS51	VRT25	-	ST25
PEUGEOT 405 Mi 16V RETAINERS SUITABLE FOR VS34	VRT12	-	-
PEUGEOT 205 8V RETAINERS SUITABLE FOR VS54	VRT23	-	-
PEUGEOT 306GTi6 16V RETAINERS SUITABLE FOR VS34	VRT15	-	-
RENAULT 1.8/2.0i 16V RETAINERS SUITABLE FOR VS34	VRT03	-	-
ROVER "A" SERIES RETAINERS SUITABLE FOR VS39	VRT06	VR9	ST33
ROVER "A" SERIES RETAINERS SUITABLE FOR VS1	VRT06-S	VR1	ST33
ROVER "B" SERIES RETAINERS SUITABLE FOR VS3/VS27	-	-	ST48
ROVER "K" SERIES RETAINERS SUITABLE FOR VS51	-	-	ST69
ROVER "K" SERIES OVERSIZE RETAINERS SUITABLE FOR VS34	VRT19	-	-
ROVER V8 RETAINERS SUITABLE FOR VS43	-	-	ST47
VAUXHALL 1.3 RETAINERS SUITABLE FOR VS1/VS30/VS31	-	-	ST30
VAUXHALL 8V 2.0 RETAINERS SUITABLE FOR VS1	-	VR15	-
VAUXHALL ASTRA 16V RETAINERS SUITABLE FOR VS34/VS55	VRT01	VR11	ST55
VAUXHALL CORSA 16V RETAINERS SUITABLE FOR VS34/VS55	VRT08	VR12	ST45
VAUXHALL 2.0 ECOTEC 16V RETAINERS SUITABLE FOR VS34/VS55	VRT21	VR12	ST45
VW 1.8/2.0 8V MECHANICAL RETAINERS SUITABLE FOR VS39	VRT22	-	-
VW 1.8/2.0 TRIPLE GROOVE VALVE 16V RETAINERS SUITABLE FOR VS34	VRT14	-	-
VW 1.8/2.0 SINGLE GROOVE VALVE 16V RETAINERS SUITABLE FOR VS34	VRT27	-	-

VALVE SPRING KITS and CONTENTS

ENGINE TYPE	VALVE SPRING KIT PART Nº	RETAINER	SPRING
FORD X/FLOW 9/32 VALVE STEM DIAMETER	VSK05	VRT05	VS39
FORD X/FLOW 9/32 VALVE STEM DIAMETER	VSK35	ST33	VS39
FORD X/FLOW 5/16 VALVE STEM DIAMETER	VSK07	VRT07	VS39
FORD X/FLOW 5/16 VALVE STEM DIAMETER	VSK36	ST17	VS39
FORD COSWORTH 16V	VSK02P	VRT02	VS34
FORD COSWORTH 16V	VSK32P	ST10	VS34
FORD DURATEC I4 16V	VSK30	VRT24	VS51
FORD DURATEC I4 16V	VSK31	ST40	VS51
FORD DURATEC I4 16V	VSK24P	VRT26	VS59
FORD DURATEC I4 16V	VSK26P	ST26	VS59
FORD FOCUS 16V 2.0L	VSK16	VRT16	VS51
FORD ZETEC SINGLE GROOVE VALVE	VSK11P	VRT11	VS34
FORD ZETEC TRIPLE GROOVE VALVE	VSK18P	VRT18	VS34
LOTUS ELISE	VSK19P	VRT19	VS34
PEUGEOT 106 16V	VSK28	VRT25	VS51
PEUGEOT 106 16V	VSK33	ST25	VS51
PEUGEOT 405 MI 16V	VSK12P	VRT12	VS34
PEUGEOT 205 8V 8MM VALVE STEM DIAMETER	VSK23	VRT23	VS54
PEUGEOT 306GTI6 16V	VSK15P	VRT15	VS34
RENAULT 1.8/2.0I 16V	VSK03P	VRT03	VS34
ROVER "K" SERIES	VSK29	ST69	VS51
ROVER "K" SERIES	VSK19P	VRT19	VS34
VAUXHALL ASTRA 16V	VSK01P	VRT01	VS34
VAUXHALL ASTRA 16V	VSK25P	ST55	VS55
VAUXHALL CORSA 16V	VSK08P	VRT08	VS34
VAUXHALL CORSA 16V	VSK27P	ST45	VS55
VAUXHALL ECOTEC 16V	VSK21P	VRT21	VS34
VAUXHALL ECOTEC 16V	VSK38P	VRT21	VS55
VW 1.8/2.0 8V	VSK22P	VRT22	VS39
VW 1.8/2.0 8V TRIPLE GROOVE VALVE 16V	VSK14P	VRT14	VS34
VW 1.8/2.0 8V SINGLE GROOVE VALVE 16V	VSK37P	VRT27	VS34

	PART No.
ALFA ROMEO	
1800 - 2000 8 V TWIN CAM	CF68
AUDI	
80 HYDRAULIC	CF38
BMW	
M40 HYDRAULIC 88 onwards ROCKERS	CF59
M20 6 CYL ROCKERS	CF60
CITROEN	
SAXO VTR, VSX, SX 1.4 1.6 8V ROCKERS	CF61
BX 1.6 1.9 GTi	CF37
SAXO VTS 1.6 16V HYDRAULIC	CF65

	PART No.
FORD	
1600/2000 OHC STANDARD PAD	CF36
1600/2000 OHC SPECIAL PAD	CF12
X/FLOW 109E NARROW STEM	CF6
X/FLOW 711M WIDE STEM	CF7
X/FLOW 711M SPECIAL MATERIAL RACE APPLICATIONS	CF30
V6 3000	CF9
V6 3000 GPI FOLLOWER	CF58
V6 2.3/2.8 TAUNUS	CF10
CVH ESCORT SOLID ADJUSTABLE	CF11
CVH ESCORT HYDRAULIC	CF28
LOTUS TWIN CAM SPECIAL STEEL	CF40
RS2000 16V DOHC HYDRAULIC	CF69
COSWORTH STD VALVE, STD BASE CIRCLE SOLID	CF46
COSWORTH STD VALVE, REPROFILED CAMS SOLID	CF47
COSWORTH LONG STEM VALVE SOLID	CF48
COSWORTH HYDRAULIC	CF51
ZETEC HYDRAULIC	CF52
ZETEC SOLID OVERSIZE 32mm	CF56
FOCUS SOLID STANDARD SIZE	CF66
KA 1.3 and 1.1/1.3 HCS	CF49

CAM FOLLOWERS

	PART No.
PEUGEOT	
205/106 CITROEN AX	CF61
205/306 1.6/1.9 GTI/2.0 XSI	CF37
306/405 16 VALVE SOLID	CF43
306/405 16 VALVE HYDRAULIC	CF55
306 16 VALVE 6 SPEED GTi6 HYDRAULIC	CF64
106 16 VALVE HYDRAULIC	CF65
106 16 VALVE SOLID Standard Diameter	CF93
106 16 VALVE SOLID Oversize 30mm Diameter	CF66
RENAULT	
CLIO 16 VALVE HYDRAULIC	CF53
CLIO 16 VALVE SOLID	CF44
ROVER	
V8 HYDRAULIC	CF22
V8 SOLID	CF23
A SERIES	CF1
B SERIES LATE TYPE	CF94
A SERIES CROSS-DRILLED LIGHTWEIGHT	CF95
MGB EARLY PRE 1971	CF4
K SERIES 16 VALVE SOLID	CF45
K SERIES 16 VALVE HYDRAULIC	CF63
SEAT	
2.0 LITRE 8 VALVE CUPRA SPORT/TOLEDO	CF38
2.0 LITRE 16 VALVE IBIZA/CORDOBA/TOLEDO	CF62
TOYOTA	
COROLLA/MR2/4AGE COMPETITION FOLLOWER	CF70
TRIUMPH	
1300/1500	CF24
2000/2.5PI	CF25

CAM FOLLOWERS

		PART No.
VAUXHALL		
MANTA/CAVALIER 1600/1900/2000 RWD CIH HEAD SOLID		CF21
ASTRA/CALIBRA/CORSA/NOVA 1.3/1.4/1.6/1.8/2.0 8V FWD	To be used with S36 & Hydraulic Cams	CF20
ASTRA/CALIBRA/CORSA/NOVA 1.3/1.4/1.6/1.8/2.0 8V FWD	To be used with S50	CF50
ASTRA/CALIBRA/CORSA 16 VALVE SOLID		CF41
ASTRA/CALIBRA/CORSA 16 VALVE HYDRAULIC		CF54
VW		
GOLF 8 VALVE HYDRAULIC		CF38
GOLF 16 VALVE SOLID		CF42
GOLF 16 VALVE HYDRAULIC		CF62
GOLF VR6 HYDRAULIC		CF67
GOLF 8 VALVE MECHANICAL COMPETITION FOLLOWER		CF71

SHIM KITS

PART No.	INTERNAL DIAMETER	INTERNAL DEPTH	EXTERNAL DIAMETER	SHIM THICKNESS
S67-5.50	5.5MM	3.3MM	10MM	5MM
S67-6.00	6MM	2.5MM	10MM	5MM
S67-7.00	7MM	2.5MM	10MM	5MM
S67-9.32	9/32”	2.5MM	10MM	5MM
S67-8.00	8MM	2.5MM	10MM	5MM

OIL PUMPS

OIL PUMPS

	PART No.
ROVER	
"A" SERIES PIN DRIVE Std Pressure	OP1
"A" SERIES STAR DRIVE Std Pressure	OP2
"A" SERIES METRO Std Pressure	OP3
"A" SERIES METRO 3 Bolt Std Pressure	OP13
FORD	
1600/2000 OHC PINTO HIGH PRESSURE	OP8
1600/2000 OHC PINTO HIGH PRESSURE/HIGH CAPACITY	OP9
X/FLOW - LOTUS T/C HIGH PRESSURE	OP4
X/FLOW - LOTUS T/C HIGH PRESSURE/HIGH CAPACITY	OP5
FIESTA HIGH PRESSURE	OP6
V6/V4 UK HIGH PRESSURE LATE TYPE	OP10
V6 2.3/2,8 TAUNUS HIGH PRESSURE	OP11

BRONZE VALVE GUIDES

	O.A.L.	EXTERNAL DIAMETER	INTERNAL DIAMETER	PART No.
FORD BDA INLET	1.557"	0.472"	9/32"	VG07
FORD BDA EXHAUST	1.465"	0.473"	9/32"	VG08
FORD BDG INLET	1.537"	0.512"	9/32"	VG09
FORD COSWORTH INLET	43mm	13mm	7mm	VG05
FORD COSWORTH EXHAUST	43mm	13mm	8mm	VG06
FORD PINTO	51mm	12.7mm	8mm	VG04
FORD X/FLOW	2.000"	0.501"	5/16"	VG03
FORD ZETEC	36mm	12mm	6mm	VG16
MITSIBISHI 16V	50mm	12mm	7mm	VG14
ROVER "A" SERIES	1.645"	0.471"	9/32"	VG01
TOYOTA 16V	36mm	12mm	6mm	VG11
VAUXHALL ASTRA 16V	45mm	11mm	7mm	VG15

MISCELLANEOUS ITEMS

	PART No.
ASTRA ADJUSTABLE BALL STUDS FOR MECHANICAL CONVERSIONS use CF20 Cam Follower	S36
ASTRA ADJUSTABLE BALL STUDS THROUGH FOLLOWER ADJUSTMENT use CF50 Cam Follower	S50
ASTRA HYDRAULIC PEDESTALS	S79
CROSS DRILLING ANY CAM	S25
CAM LUBE (BOX OF 20)	CL
CAMSHAFT TIMING DISC (PROTRACTOR)	S26
FORD X/FLOW STEEL POSTS STD LENGTH	S2
FORD X/FLOW ROCKER SPACER SET	S16
FORD X/FLOW ROCKER SHAFT	S34
FORD 2000OHC PINTO ALLOY JACKSHAFT PULLEY	CA75
FORD OHC SPRAY BARS	S7
FORD OHC BALL STUDS EXTRA LONG	S62
FORD X/FLOW OFFSET DOWEL KIT	S10
FORD X/FLOW GEARS FOR USE WITH STEEL CAMS	S6
FORD X/FLOW TENSIONER PAD FOR S13	S70
FORD X/FLOW DUPLEX CHAINS	S46
ROVER "A" SERIES DUPLEX CHAINS	S52
ROVER V8 DUPLEX CHAINS	S54

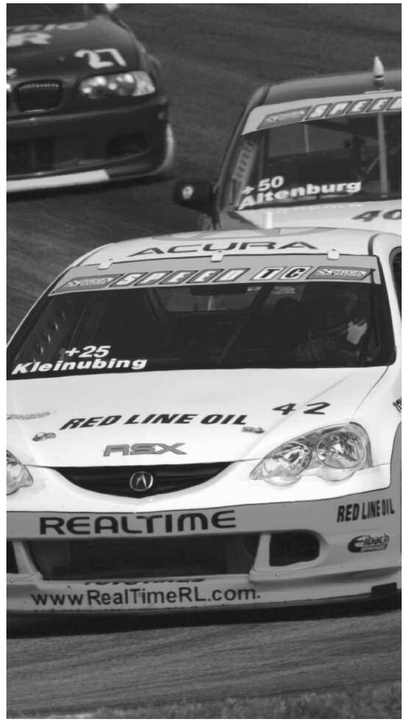
STEEL DUPLEX KITS (NON ADJUSTABLE)

FORD X/FLOW DUPLEX KITS	S8

VALVE STEM OIL SEALS

	PART No.
FORD PINTO FOR USE IN ENGINES WHERE VALVE LIFT EXCEEDS .430"/10.92mm	S49
FORD X/FLOW FOR USEWITH DOUBLE VALVE SPRING ASSEMBLIES	S37
FORD CVH FOR USEWITH DOUBLE VALVE SPRINGS	S71
FORD ZETEC FOR USE WITH VG16	S38

Eibach SPRINGS® Racing Valvesprings



PART NO.	TYPE	O.D	I.D	SEAT PRESSURE	OPEN PRESSURE	MAXIMUM LIFT	COIL BIND
ACURA RSX / TSX K20 ENGINE							
20411.216	Dual Spring	29.4 mm	16.9 mm	82 lbs @ 40.5 mm	238 lbs @ 27.0 mm	13.5 mm	25.3 mm
ACURA NSX C30 ENGINE							
20402.224	Dual Spring	29.3 mm	16.8 mm	80 lbs @ 36.4 mm	226 lbs @ 23.4 mm	13.0 mm	21.9 mm
ACURA INTEGRA B18 ENGINE							
20401.216	Dual Spring	29.3 mm	16.8 mm	78 lbs @ 33.4 mm	212 lbs @ 21.4 mm	12.0 mm	18.8 mm
BMW E36 330 ENGINE							
20454.224	Dual Spring	29.6 mm	16.8 mm	70 lbs @ 40.0 mm	203 lbs @ 29.0 mm	14.5 mm	23.8 mm
BMW E46 M3 ENGINE							
20455.224	Dual Spring	27.1 mm	19.9 mm	70 lbs @ 40.0 mm	200 lbs @ 29.0 mm	14.0 mm	24.7 mm
HONDA ACCORD VTEC B18 ENGINE							
20401.216	Dual Spring	29.3 mm	16.8 mm	78 lbs @ 33.4 mm	212 lbs @ 21.4 mm	12.0 mm	18.80 mm
HONDA CIVIC R / CIVIC SI / S2000 K20 / F20 ENGINE							
20411.216	Dual Spring	29.4 mm	16.9 mm	82 lbs @ 40.5 mm	238 lbs @ 27.0 mm	13.5 mm	25.3 mm
HONDA PRELUDE H22 ENGINE							
20402.224	Dual Spring	29.3 mm	16.8 mm	80 lbs @ 36.4 mm	226 lbs @ 23.4 mm	13.0 mm	21.9 mm
MAZDA 3 / 6 2.0L / 2.3L 16V ENGINE							
25407.116	Conical Spring	24.8 mm	18.0 mm	47 lbs @ 35.0 mm	140 lbs @ 223.5 mm	11.5 mm	21.6 mm
NISSAN 350Z 3.5L ENGINE							
20452.124	Single Spring	24.8 mm	17.6 mm	65 lbs @ 38.0 mm	175 lbs @ 24.5 mm	13.5 mm	22.9 mm
PORSCHE 911 AIR COOLED ENGINE							
20701.212	Dual Spring	31.6 mm	17.6 mm	55 lbs @ 36.5 mm	183 lbs @ 25.5 mm	11.0 mm	20.5 mm
20444.212	High Lift Spring	31.75 mm	17.3 mm	90 lbs @ 36.0 mm	277 lbs @ 23.3 mm	12.7 mm	20.7 mm
PORSCHE 996 GT3 / TURBO ENGINE							
20453.224	Double Spring	29.6 mm	17.0 mm	70 lbs @ 32.5 mm	225 lbs @ 18.5 mm	14.0 mm	16.8 mm
SUBARU IMPREZA WRX / STI ENGINE							
20457.116	Single Spring	26.7 mm	19.1 mm	62 lbs @ 36.0 mm	175 lbs @ 25.0 mm	11.0 mm	23.2 mm
TOYOTA 1ZZ ENGINE							
20409.116	Single Spring	22.2 mm	16.2 mm	39 lbs @ 33.4 mm	97 lbs @ 22.4 mm	11.0 mm	20.6 mm
TOYOTA 2ZZ ENGINE							
20407.116	Single Spring	22.5 mm	15.7 mm	48 lbs @ 39.4 mm	147 lbs @ 26.9 mm	12.5 mm	25.0 mm
VW GOLF / JETTA / PASSAT 2.0L 8V ENGINE							
20406.208	Dual Spring	30.2 mm	17.9 mm	74 lbs @ 31.75 mm	189 lbs @ 20.25 mm	11.5 mm	16.1 mm
VW GOLF / JETTA / PASSAT VR6 ENGINE							
20406.212	Dual Spring	30.2 mm	17.9 mm	74 lbs @ 31.75 mm	189 lbs @ 20.25 mm	11.5 mm	16.1 mm

CONROD BOLTS	PART Nº	FT/LBS/ARP LUBE	STRETCH (INCHES)
ALFA ROMEO 2.0 GTV	BEB49-8	45	0.008”
FORD X/FLOW STEEL RODS 3/8” 220,000 PSI 12 POINT 1.5” UHL	BEB-08/8	45	0.006”
FORD X/FLOW 1300/1600 3/8” 220,000 PSI 12 POINT 1.75” UHL	BEB-09/8	45	0.007”
FORD COSWORTH/SIERRA/ESCORT 3/8” 12 POINT GP ‘A’	BEB-19/8	45	0.0061”
FORD 2.0L/1.8L/1.6L ZETEC 190,000 PSI 1.8” UHL	BEB-17/8	25	0.005”
FORD V6 2.8L & 2.9L 5/16” 12 POINT	BEB-16/12	28	0.0069”
FORD V6 3000	BEB51/12	40	0.0057”
Ford CVH 1.9L	BEB-48/8	28	0.0063”
FORD CVH 190,000 PSI 1.7” UHL	BEB-22/8	22	0.0055”
FORD PINTO 2.0L 190,000 PSI	BEB-60/8	38	0.0065”
FORD FOCUS 2.0 16V	BEB36/8	36	0.0049”
FORD I4 DURATEC 16V	BEB-46/8	40	0.0064”
HONDA 1.2L - 1.6L 8mm	BEB-41/8	26	0.0055”
HONDA 1.8L	BEB-44/8	40	0.0077”
LOTUS 8V TWIN CAM 3/8” 220,000 PSI 12 POINT 1.75” UHL	BEB-09/8	45	0.007”
MINI ONE-COOPER-‘S’ 1.6 16V	BEB-47/8	22	0.0055”
MITSUBISHI EVO4,5,6	BEB31-8	37	0.0069”
NISSAN 2.0 16V	BEB32-8	40	0.0066”
PEUGEOT 205/309 8V 405-306 16V	BEB-25/8	35	0.0072”
PORSCHE 911 9mm TYPE	BEB52/12	35	0.012”
PORSCHE 911 10mm TYPE	BEB53/12	45	0.0117”
RENAULT CLIO 16s - MEGANE 16s	BEB-26/8	40	0.0065”
ROVER ‘A’ SERIES 850/1098 3/8” 220,000 PSI 12 POINT 1.5 UHL	BEB-08/8	45	0.006”
ROVER ‘A’ SERIES 1300 11/32”	BEB-1/8	38	0.0067”
ROVER ‘A’ SERIES 1275 MIDGET AND COOPER ‘S’	BEB-6001/8	40	0.0067”
ROVER ‘B’ SERIES LATE 18V MGB 11/32”	BEB-1/8	38	0.0067”
ROVER ‘B’ SERIES DIAGONAL SPLIT MGB RODS 3/8” X 2.0”	BEB-12/8	44	0.0067”
ROVER ‘K’ SERIES	BEB-37/8	30	0.0048”
ROVER V8 3500 190,000 PSI	BEB-RV60/16	32	0.0057”
TOYOTA 4AGE 1.6 16V	BEB-27/8	40	0.0057”

CONROD BOLTS continued	PART Nº	FT/LBS/ARP LUBE	STRETCH (INCHES)
TOYOTA 3SGTE	BEB50-8	50	0.0063”
TOYOTA SUPRA 2JZ	BEB-54/12	50	0.0074”
TRIUMPH 1300 - 1500 SPITFIRE 3/8” 1.7” UHL	BEB-15/8	44	0.0061”
TRIUMPH GT6 - TR6 3/8” 1.7” UHL	BEB-15/12	42	0.0060”
TRIUMPH TR2/3/4 7/16” 220,000 PSI 1.8” UHL	BEB-20/8	50	0.006”
VAUXHALL 2.0L 16V 190,000 PSI 9mm	BEB-18/8	32	0.0053”
VAUXHALL 1300 190,000 PSI 1.8” UHL 8mm x 1.0	BEB-23/8	26	0.0050”
VAUXHALL 1.4/1.6 8V - 16V 190,000 PSI 8mm x 1.25	BEB-24/8	24	0.0054”
VW 1.6 1.8 2.0 LATE 8MM TYPE	BEB34/8	31	0.0087”
VW 1.6 1.8 2.0 EARLY 9MM TYPE	BEB35/8	40	0.0070”
VW VR6	BEB39-12	38	0.0078”

FLY WHEEL BOLTS	PART Nº	FT/LBS/ARP LUBE	FT/LBS/30WT OIL
ROVER ‘A’ SERIES 948 - 1098 3/8” UNF 0.900” UHL IN LINE ENGINE ONLY	FB900/4	40	60
ROVER ‘A’ SERIES 1300 3/8” UNF 0.900” UHL IN LINE ENGINE ONLY	FB900/6	40	60
ROVER ‘B’ SERIES - MGB 18V 12 POINT	FBB716/6	65	90
FORD X/FLOW 1300 - 1600 3/8” UNF 0.900” UHL	FB900/6	40	60
FORD PINTO 2.0L 10mm 12 POINT	FB1150/6	52	70
FORD COSWORTH/SIERRA/ESCORT 10mm 12 POINT	FB1150/9	52	70
FORD ZETEC 16V	FBFZ01	70	90
FORD I4 DURATEC 16V	FBFD02	85	105
FORD I4 DURATEC 16V CRANK BOLT	CBFD01	145	185
ROVER ‘K’ SERIES 16V	FBKS03	58	85
TOYOTA 4AGE M10x1.25	FBT2802	70	85
TOYOTA 3SGTE M12x1.25	FBT2801	90	120
TRIUMPH 1300 - 1500 7/16” X1” UHL 12 POINT	FBT716/4	65	90
VAUXHALL 1.4 1.6L 16V	FBV826/6	35	45
VAUXHALL 2.0L 8V 12 POINT FOR STD AND RACE FLY WHEEL	FBV985/6	63	85
VAUXHALL 2.0L 16V 12 POINT FOR STD AND RACE FLY WHEEL	FBV985/8	63	85

HEAD STUD KITS - MAIN STUD KITS

HEAD STUD KITS	PART Nº	FT/LBS/ARP LUBE	FT/LBS/30WT OIL
BMW MINI	HSBMW4301	65	75
FORD COSWORTH BDA (4.65 OAL)	HSC48	70	85
FORD COSWORTH/SIERRA/ESCORT WASTED STUDS	HSCSW53	80	120
FORD 1.6 CVH	HSCVH16	60	70
FORD V6 3.0L ESSEX (12 POINT)	HSF38	90	130
FORD X/FLOW (12 POINT)	HSFX48	70	85
FORD 2.0L PINTO (12 POINT)	HSP4201	95	135
FORD 2.0/1.8/1.6L ZETEC	HSFX02	60	70
FORD DURATEC 16V	HSFD04	60	70
FORD DURATEC V6	HSFD4701	65	80
HONDA V-TEC 1.6	HSVT01	70	85
HONDA ACURA K20A	HSHON4701	60	80
LOTUS TWIN CAM (12 POINT)	HSL68	70	85
MGC CAST IRON CYLINDER HEAD	HSMGC2	63	80
MITSUBISHI EVO4,5,6	HSMT4203	81	105
NISSAN SR20 11MM	HSNS4701	75	85
NISSAN GTIR 12MM	HSNS4303	90	120
NISSAN SKYLINE GTR	HSNS4207	80	120
PEUGEOT 106 16V	HSPT106	60	70
ROVER 'A' SERIES 11 STUD AND ROCKER STUDS	HSA11	40/20	60/30
ROVER 'A' SERIES 11 STUD WITH FRONT BOLT AND ROCKER STUDS	HSA11-B	40/20	60/30
ROVER 'A' SERIES 9 STUD AND ROCKER STUDS	HSA9	40	60
ROVER 'B' SERIES & ROCKER STUDS	HSB42	40	60
ROVER V8 12 POINT	HSRV45	70	85
ROVER 'K' SERIES	HSRK4209	36	45
SUBARU EJ2.0 - EJ2.5	HSSU01	72	90
SUZUKI GSXR1300 HAYABUSA	HSSUZ4701	54	70
TOYOTA 4 AGE 16VALVE - MR2 12 POINT	HST4201	60	70
TOYOTA 3SGTE	HST4204	65	75
TOYOTA SUPRA 2JZ	HST4205	60	70
TRIUMPH GT6 (TR6 OK to 3.41" Thickness)	HSGT6	75	95
TRIUMPH 1300 & 1500 SPITFIRE 10 STUD	HST425-10	45	65
TRIUMPH TR4	HSTR4	90	130
VAUXHALL 2.0L 16V 12 POINT NUTS	HSV4301	63	80
VAUXHALL NOVA/CORSA 8V	HSV2084	60	70
VAUXHALL CORSA 16V	HSCOR16V	60	70
VOLKSWAGEN GOLF/SCIROCCO GTi 8VALVE 12 POINT NUTS (4203)	HSVW4703	70	85
VOLKSWAGEN 1600 AIR COOLED 12 POINT NUTS (4202)	HSVW4201	80	120
VOLKSWAGEN 1.8/2.0 16V 12 POINT NUTS V/CUT STUDS	HSVW4702	70	85
VOLKSWAGEN VR6	HSVW4705	65	80

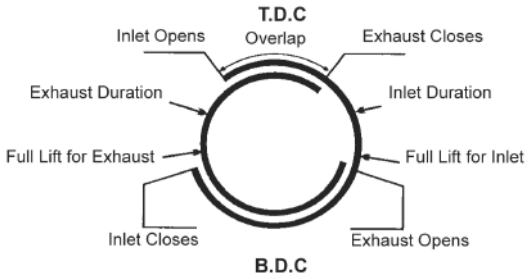
MAIN STUD KITS	PART Nº	FT/LBS/ARP LUBE	FT/LBS/30WT OIL
ROVER 'A' SERIES 1098 2" MAINS & COOPER 'S' (SHOULDERED)	MSA33	75	95
ROVER 'A' SERIES 1275 (DO NOT USE WASHERS ON MINI)	MSA54	75	95
ROVER 'B' SERIES 5 MAIN (USE ONLY TO REPLACE STUDS)	MS5B54	95	145
ROVER V8 12 POINT NUTS	MSRV54	70	85
FORD X/FLOW 3.75" OAL STUD 12 POINT NUTS	MSF375	70	85
FORD V6 3.0L ESSEX 12 POINT NUTS	MSF40	70	85
FORD 2.0L PINTO METRIC 12 POINT NUTS	MSF54	95	135
FORD V6 2.8L METRIC	MSF64	95	135
FORD V6 2.9L METRIC	MSF64117	95	135
FORD 1.6L CVH	MSCVH16	80	120
FORD 2.0/1.8/1.6L ZETEC/FOCUS 2.0	MSFZ04	75	85
FORD DURATEC 16V	MSFD03	60	70
MITSUBISHI EVO4,5,6	MSMT5402	60	70
TOYOTA 3SGTE	MST5404	65	75
TOYOTA 4AGE	MST5403	65	75
TRIUMPH 1300 & 1500 LARGE MAIN ENGINE	MST54	70	90
VAUXHALL 2.0L 16VALVE	MSV5401	60	70
VOLKSWAGEN GOLF/SCIROCCO GTi 8VALVE	MSVW5402	48	61

ARP INFORMATION

Always wash the fasteners with cleaning solvent prior to installation. They come coated with a "protective" coating, this is NOT a lubricant. Choose correct torque from the chart supplied with the parts. Note the difference in torque settings depending on the thread lubricant used.
The torque figures shown will give a preload equal to 75% of the yield strength of the fastener. Use a generous chamfer on all stud holes. Screw studs into the block using 4 ft lbs only. (Basically hand tight). If you feel you have to use a thread locking compound, then be sure to do the final torque before the compound sets.
We do not recommend the use of lock tabs which are made from too soft a material, and as it squeezes out, the fastener preload is lost. Due to leverage differences a fine thread will produce a greater preload for a given torque than will a coarse thread of the same diameter. Tap all female threads before installing bolts or studs. (Best not to use a new tap).
ARP lube, part no. L99 is recommended, as its superior lubricating properties produce the correct clamping preload for less torque. For all connecting rods check that the chamfer required to clear the bolt under head radius is adequate - this is VERY important.

BIKES

CAM TIMING - The easiest way of timing camshafts is by using the lobe centre angle (L.C.A.) method. This involves setting the engine on true T.D.C. which makes the full lift position for No. 1 inlet, the L.C.A. after T.D.C. and on No. 1 exhaust the L.C.A., before T.D.C. there will be a dwell on full lift. The true position is in the centre of this dwell.



DURATION - The duration quoted is checked with zero valve clearance and 0.040" of lift.

VALVE CLEARANCE ADJUSTMENT - Reprofiling of the camshaft could cause it to come out of the standard shim/adjuster range and oversize shim/adjusters would need to be manufactured.

VALVE - PISTON CLEARANCE - We recommend this should be checked.
On 4 cyl. engines the inlet should have .050" clearance @ 10º after T.D.C. and the exhaust .065" clearance @ 10º before T.D.C. On single cylinder engines the inlet should have .080" clearance @ 12º after T.D.C. and the exhaust .080" clearance @ 12º before T.D.C.

VALVE SPRING & GUIDE CLEARANCE - Valve spring clearance should be a minimum of .040" before coil bind. Valve cap to valve guide clearance should also be a minimum of .040".

ROCKER ARM & CAM FOLLOWERS - It is absolutely essential to use NEW cam followers or rocker arms when installing a new or reconditioned camshaft.

RUNNING IN - After installing the new camshaft ensure that it rotates freely and there is no interference with the cam and followers, on initial start up. Do not allow your engine to idle below 2500 rpm for the first 20 minutes. This should ensure adequate lubrication of cam and followers.

CARS

The installation and first few moments of running are critical factors in the life of the camshaft and the following instructions have been devised in order to obtain maximum performance from the engine and to ensure a long and trouble free life from both the cam and associated components.

1.Before fitting the camshaft check that it is identical in every respect (EXCEPT FOR LOBE PROFILES) to the one being replaced. Special attention should be given to the oil feed details and journal diameters as variations may occur during the manufacture of the engine.

2.On the Vauxhall front wheel drive camshafts - a ball bearing is supplied loose with the camshaft. Please check the original camshaft to see if the ball is fitted into the distributor end main oil gallery. If so fit supplied ball as original Vauxhall cam.

3.Liberally coat both the camshaft and cam followers with cam lube before installation. Failure to do so can cause scuffing between the surface of the cam and the cam followers which will cause premature wear.

4.It is essential that NEW Kent Cam followers are fitted.

5.Upon installation valve springs must be checked to ensure that coil binding does not exist at full lift. There must be a minimum clearance of .040" (1mm) between the centre coils. (Fig 1)

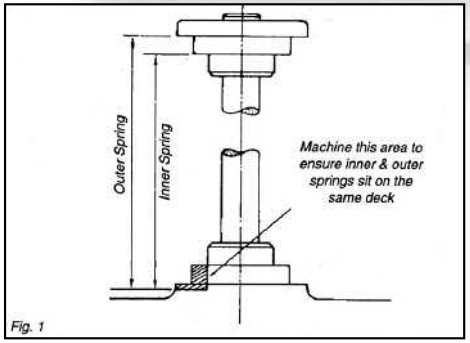


Fig. 1

6.When using KENT valve springs ensure that they are fitted as per instructions with the correct installed height. In some instances the cylinder head will need machining. (Fig 1)

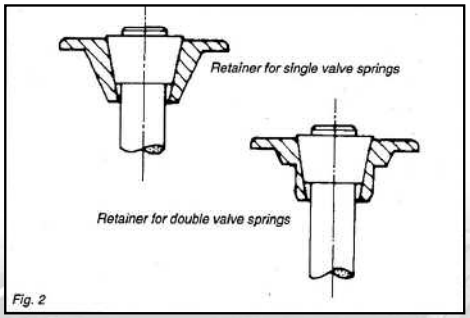


Fig. 2

7.When Double springs are being installed in place of singles, the valve spring retainer cap must be machined to accept the inner spring (See Fig 2). Alternatively in most instances we are able to supply modified caps in steel or lightweight alloy.

8.Once the valve springs have been installed check both inner and outer springs for coil binding and ensure that the bottom face of the spring retaining cap does not contact the top of the valve guide or valve stem oil seal. Minimum clearance on full lift is .060" (1.5mm). If this clearance cannot be achieved the top of the guides must be machined.
Special stem seals are also available.

9.Certain engines are designed with hydraulic pedestals to pivot the cam followers. The pedestals must be bled of oil and inspected before refitting. If the condition of the pedestals is in any doubt they must be replaced.

10.Having timed in the camshaft check that there is no valve to piston contact - minimum clearance .060" (1.5mm). In twin cam applications ensure there is no valve to valve contact.

11.When modifying engines that utilize finger followers i.e. Ford Pinto SOHC, it is imperative that you ensure the followers remain in the original attitude relative to the cylinder head (See Fig 3). Failure to do so will alter the rocker geometry, increasing or decreasing valve lift and can result in failure of both cam and followers.

12.When replacing the camshaft ensure only high quality engine oil is used (check that it is the correct grade) and the oil filter is replaced.

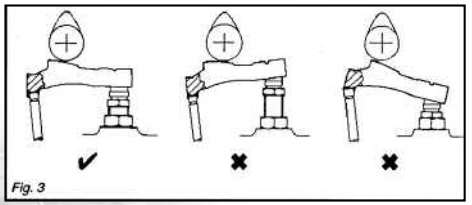


Fig. 3

13.Before starting the engine, turn over the engine by hand to ensure that it rotates freely, prime the oil system, and check that everything is set to ensure the engine starts straight away. Do not turn over for any length of time on the starter.

14. Once the engine is running do not allow it to idle for the first twenty minutes, and keep the revs to a minimum of 2500 in order to ensure adequate lubrication of cam and followers.

15.**IMPORTANT - TECHNICAL INFORMATION FORD CVH ENGINES - OVERSIZE CAMSHAFTS & FOLLOWERS**
Although the vast majority of Ford CVH Engines are fitted with standard size Camshafts & Cam Followers, there are some engines in service which are fitted with Oversizes on these components. Extreme care should be taken to ensure that the correct parts are fitted. Should a Standard Camshaft or Cam Follower be fitted to an Oversize Housing the result will be a very noisy engine. To identify cylinder heads fitted with Oversize Components, Ford stamp the Rocker cover Rail above No. 1 exhaust port with one of the following codes:

T25 = 0.25mm Oversize Follower - Standard size Camshaft
C38 = Standard Size Follower - 0.38mm Oversize Camshaft
C38/T25 = 0.25mm Oversize Follower - Standard size Camshaft

Camshaft timing instructions

There are a number of different methods of cam timing procedure. We at Kent Cams use and recommend either of the following two methods:

A

B

C

D

CAM TIMING USING LIFT AT TOP DEAD CENTRE METHOD:

In recent years with the proliferation of multi valve and multi cam engines this method has proved extremely popular. The process involves setting your camshafts at a specified lift at TDC.
This Method has been in use by Kent Cams and many top engine builders for many years. The relative simplicity has the benefit of setting individual cams at the same position without resorting to excessive crankshaft rotation:

Refer to the Kent Cams catalogue or web site for the TDC lift figure of your particular camshaft.

1. Set your engine to TDC number 1 cylinder (fig a) it is important to ensure you are in the middle of the dwell which occurs a TDC.
2. Position a clock gauge on the inlet follower and turn the cam to achieve the specified lift (e.g. 2.72mm fig b).
3. If your engine has separate inlet and exhaust cams then position clock gauge on the exhaust follower and set this to its specified lift (e.g. 2.41mm fig c).

With your cams set to their specific Top dead centre lifts it is now time to fit your cam belt or chain, inevitably there will be some movement from the ideal TDC lift figure hence the necessity to check your figures a second time with the belt/chain installed and tensioned. Fine adjustments can then be carried out with the aid of a vernier cam gear / cam pulley.

It is imperative that the engine should be checked to ensure there is no piston to valve contact prior to initial starting.

CAM TIMING USING FULL LIFT BEFORE/AFTER TOP DEAD CENTRE METHOD:

For many years the most commonly used method has involved establishing top dead center (TDC) as a datum (zero degrees) and positioning your camshaft with the inlet or exhaust valve at maximum lift at a given position relative to this datum:

For example take our Ford 2Ltr SOHC camshaft number RL30 which has a quoted figure of inlet timing @ full lift = 105 degrees. This means that the inlet valve should be set to be fully open at 105 degrees after top dead center. Therefore using a protractor or timing disc you can establish 105 degrees after TDC and it is at this point that your inlet valve should be at maximum lift. Minor adjustments from the standard timing point can be made with the aid of an adjustable timing gear.

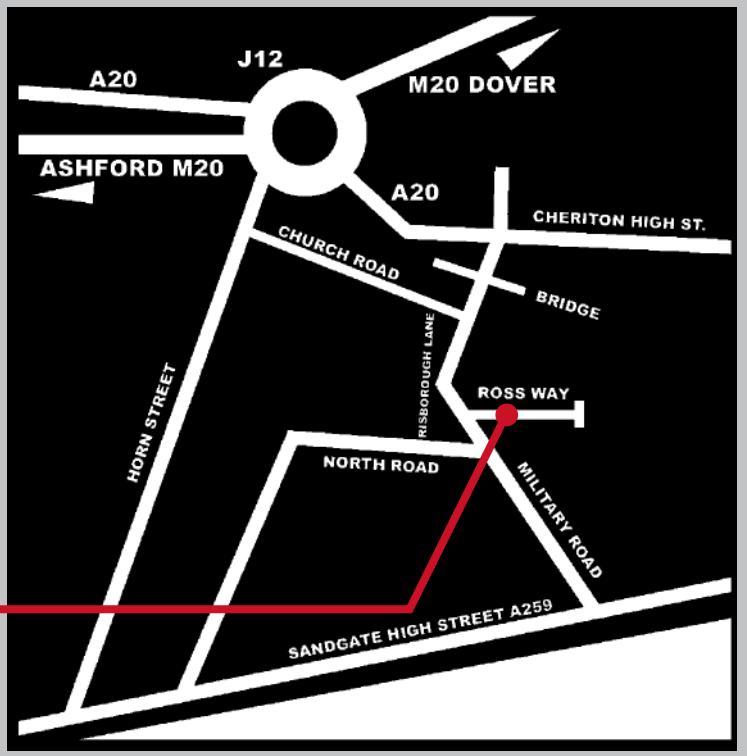
1. Zero a timing disc on your crankshaft with the engine set at top dead centre (fig a)
2. Rotate crankshaft in direction of normal rotation (after TDC) to the specified Full lift position as quoted in the Kent Cams catalogue or web site. (fig d. 105 degrees).
3. Establish, with the aid of a clock gauge, that the inlet valve has achieved maximum lift and is in the middle of its dwell period.
4. Adjustments on the cam pulley can then be made to achieve this.
5. If your engine has a separate exhaust camshaft then return to top dead centre and rotate the crankshaft to the quoted full lift position before top dead centre (opposite direction of rotation. fig e.). It is at this point your exhaust valve should have reached maximum lift. Once again fine adjustments can be made on the cam pulley

It is imperative that the engine should be checked to ensure there is no piston to valve contact prior to initial starting.

E

2007

KENT CAMS



Kent Performance Cams Ltd.
Units 1-7 Military Road, Shorncliffe Industrial Estate, Folkestone, Kent CT20 3UJ
Tel: +44 (0) 1303 248666 Fax: +44 (0) 1303 252508 Email: info@kentcams.com

www.kentcams.com