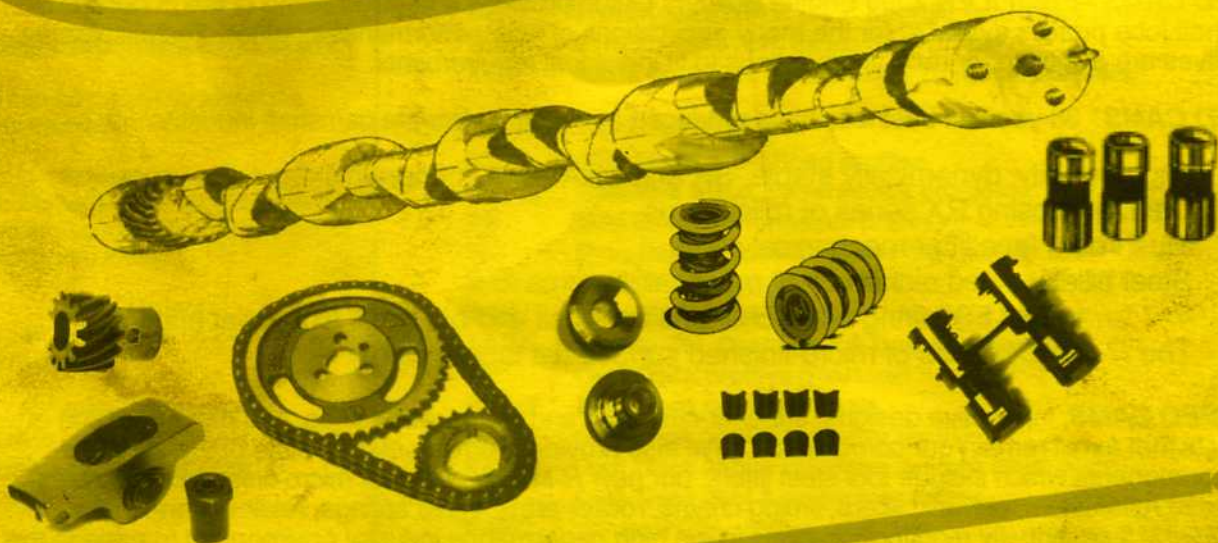




REED CAMS



Profiler 2000 Engine Builders Guide

Items Included:

- Camshaft Profiles
- Lifters
- Valve Springs
- Retainers & Locks
- Distributor Gears
- Timing Sets
- Roller Rocker Arms
- Related Components

REED CAMS, Inc.
170 Andrew Drive
Stockbridge, GA 30281
Phone: (770) 474-6664
Fax: (770) 474-7320
Orders: (800) 548-CAMS
Email: reedcams@mindspring.com



THE REED FAMILY OF PERFORMANCE COMPANIES

REED CAMS'—PROFILER 2000 Engine Builders Guide provides a detailed listing of the hundreds of camshaft lobe profiles available for the many applications of high performance engines. Technical representatives are available for recommendations to fit individual requirements.

REED CAMS' 38 years in business have produced many *'firsts'* for the camshaft industry:

- High velocity, dynamically stable, SR and SRA series of non-inverse roller cams
- Delayed closing RX series of roller cams
- Mushroom face lifter mechanical cams
- Steel billet welded nickel cobalt mechanical cams
- 4>7 swap and LS1 firing order changes for small and big block Chevrolet engines
- The **R-MAXX** series of micro-finished surface flat tappet cams

At **REED CAMS**, innovative designs, superior customer and technical services, and the production of products that excel remain our commitment. We also provide premium quality, state of the art valve train components which include tool steel lifters, our new **R-MAXX** series of micro-finished lifters, pressure-oiled roller lifters, ceramic lifters, timing chains, rocker arms, valve springs, retainers and locks. **REED CAMS** continually monitors changes in the high performance industry environment to provide the very latest in product technology.

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REED CAMS presents a new age of metal finish...the R-MAXX series of flat tappet camshafts and lifters



REED CAMS' R-MAXX Surface Finish Technology is specifically engineered to eliminate tolerance variances resulting from mass production and encourage superior camshaft lobe/lifter mating during break-in. This technology helps eliminate frictional drag by lowering the surface RA factor and provides extended component life and more available horsepower.

R-MAXX is available in three finish levels. Call a **REED** Technical Representative at (770) 474-6664 for complete information.



170 Andrew Dr.
Stockbridge, GA 30281
(770) 474-6664

ORDERING INFORMATION

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Phone Orders:

Call our Sales Dept. at (800)-548-CAMS between the hours of 8:00am & 5:00pm et. Monday thru Friday.

Fax Orders:

Orders can be faxed to us 24 / 7 at (770)-474-7320.

E-Mail Orders:

Orders may be E-mailed to us 24 / 7 at reedcams@mindspring.com

METHOD OF PAYMENT

Visa & Mastercard are accepted.

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Prior arrangements must be made with Reed Cams and a return authorization issued before returns will be accepted. Returns may be subject to restocking fees.

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How To Use This Profile Catalog

Because Reed Cams, "custom grinds" all of our camshafts, we cannot provide you with a camshaft catalog. Therefore we put together this cam profile specification listing for you to be able to evaluate each cam profile that we have available. Using the information that we set forth, you can then incorporate a combination of profiles to establish a final camshaft grind. Keep in mind that you can mix and match cam profiles and we can grind them using any lobe separation and centerlines that will work for your particular application. Below is an explanation of how to obtain information on each cam profile.

EACH PROFILE SERIES CONTAINS A SHORT DESCRIPTION OF IT'S CHARACTERISTICS AND SUGGESTED APPLICATIONS.

THE GRIND NUMBER IS A FORMAL NAME OF A CAM PROFILE, USED TO IDENTIFY A PARTICULAR PROFILE AND IT'S SERIES.

DURATION @ .050", .100", .200" AND .300" TAPPET HEIGHTS ARE GIVEN TO COMPARE THE PROFILE TO OTHER CAM PROFILES.

TA-UL SOLID SERIES

.842" minimum tappet diameter required

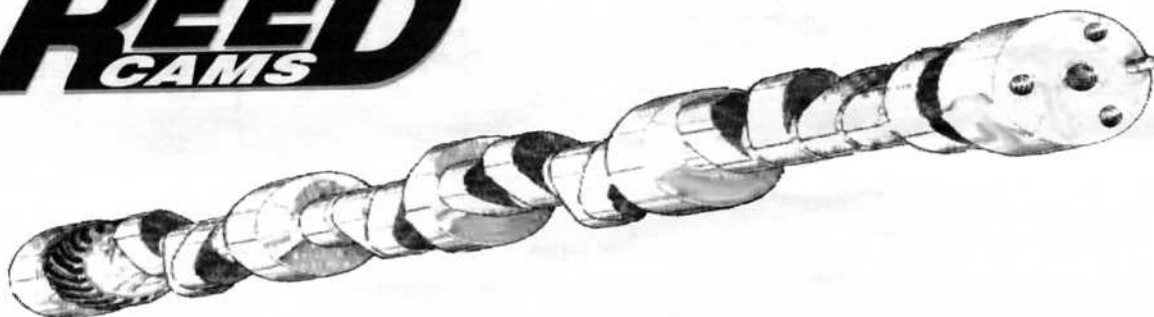
The TA-UL Solid Series works very well in oval track racing as well as drag racing and street / strip. It works nicely as an intake lobe when using a T-UL exhaust lobe. The TA-UL profiles have a higher lobe lift than the T-UL series and they have asymmetrically shaped lobes. It is considered among the most popular of Reed's solid cam profiles.

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
TA280UL	280	248	216	159	91	.354"	.531"	.566"	.584"	.602"	.620"
TA284UL	284	252	221	163	96	.360"	.540"	.576"	.594"	.612"	.630"
TA288UL	288	256	225	167	101	.366"	.549"	.586"	.604"	.622"	.641"
TA289UL	289	258	224	167	101	.367"	.550"	.587"	.606"	.624"	.642"
TA292UL	292	260	228	170	105	.371"	.557"	.594"	.612"	.631"	.649"
TA293UL	293	261	226	168	103	.367"	.550"	.587"	.606"	.624"	.642"
TA296UL	296	264	232	174	110	.376"	.564"	.602"	.620"	.639"	.658"
TA300UL	300	268	235	178	114	.381"	.572"	.610"	.629"	.648"	.667"

ADVERTISED DURATION IS THE RUNNING DURATION OF THE CAM. THIS IS USUALLY CHECKED AT .020" TAPPET HEIGHT ON SOLID LIFT PROFILES AND CHECKED AT .006" TAPPET HEIGHT ON HYDRAULIC PROFILES.

THE LOBE LIFT IS THE ACTUAL PHYSICAL LIFT OF THE PROFILE. THIS FIGURE, MULTIPLIED BY THE ROCKER ARM RATIO WILL GIVE YOU THE VALVE LIFT.

THIS SECTION GIVES LIFT FIGURES AFTER BEING MULTIPLIED BY POPULAR ROCKER RATIOS. VALVE LASH MUST BE SUBTRACTED FROM THIS FOR TOTAL LIFT AT THE VALVE.



HYDRAULIC FLAT TAPPET PROFILES

Reed Cams' Hydraulic Flat Tappet profiles are listed by application-specific series below but are not limited exclusively to those uses. In some instances it may be beneficial to combine profiles from different series to achieve the best grind for a specific purpose. Consult the series heading for more detailed application information or contact the Reed Cams Technical Support Staff at 800-548-CAMS

EC	ECONO-MASTER, Mileage profiles
TM-H	TORQUE-MASTER, Towing, Street & Marine profiles
4H	SOD-BUSTER, 4x4, Street & Off Road profiles
BS	BRUTE STREET, Hot Street & Muscle Car profiles
SHP	STROKER HP, Hot Street long stroke profiles
BH	TRACK-MASTER I, .425" Lift rule Oval Track profiles
DH	TRACK-MASTER II, .450" Lift rule Oval Track profiles
CH	STREET-MASTER, Street / Strip profiles
XLH	RACE-MASTER, Oval Track & Drag Race profiles

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REED CAMS HYDRAULIC FLAT TAPPET PROFILES

ECONO-MASTER HYDRAULIC SERIES

.842" minimum tappet diameter required

The Econo-Master Hydraulic Series was designed as an economical way to add more torque to the low end and still keep good fuel economy. These profiles are intended for street use, where fuel economy is an issue.

SERIES GRIND #	Adv. @ .006"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
EC236	236	188	158	93	N/A	.260"	.390"	.416"	.429"	.442"	.455"
EC240	240	192	162	98	N/A	.267"	.401"	.427"	.441"	.454"	.467"
EC248	248	196	165	101	N/A	.270"	.405"	.432"	.446"	.459"	.473"
EC252	252	201	170	108	N/A	.277"	.416"	.443"	.457"	.471"	.485"

TORQUE-MASTER HYDRAULIC SERIES

.842" minimum tappet diameter required

The Torque-Master Hydraulic Series is our most popular hydraulic profile series. They are versatile cam profiles that can be used for towing applications in the lower duration profile ranges and the higher duration lobes can be used as street performance, drag racing and oval track cams. This series is known for creating added torque throughout the RPM range.

SERIES GRIND #	Adv. @ .006"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
TM244H	244	198	168	106	N/A	.277"	.416"	.443"	.457"	.471"	.485"
TM252H	252	205	174	113	N/A	.287"	.431"	.459"	.474"	.488"	.502"
TM264H	264	214	183	123	1	.300"	.450"	.480"	.495"	.510"	.525"
TM272H	272	218	186	128	32	.307"	.461"	.491"	.507"	.522"	.637"
TM276H	276	223	191	132	44	.314"	.471"	.502"	.518"	.534"	.550"
TM280H	280	227	195	135	45	.314"	.471"	.502"	.518"	.534"	.550"
TM282H	282	228	196	137	55	.320"	.480"	.512"	.528"	.544"	.560"
TM286H	286	232	200	141	61	.324"	.486"	.518"	.535"	.551"	.567"
TM290H	290	236	204	145	65	.327"	.491"	.523"	.540"	.556"	.572"

TM290H XCH294 JOB IN 104 JET BOAT JSJ

SOD-BUSTER HYDRAULIC SERIES

.842" minimum tappet diameter required

The Sod-Buster Hydraulic Series profiles were originally designed for 4X4 and off road use. However, when used in combination with other cam profiles, they have worked well with street use and in turbocharged applications.

SERIES GRIND #	Adv. @ .006"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
4H240	240	194	164	101	N/A	.270"	.405"	.432"	.446"	.459"	.473"
4H248	248	202	170	110	N/A	.283"	.425"	.453"	.467"	.481"	.495"
4H260	260	210	178	118	N/A	.294"	.441"	.470"	.485"	.500"	.515"
4H268	268	217	186	126	1	.300"	.450"	.480"	.495"	.501"	.525"
4H272	272	221	189	130	33	.307"	.461"	.491"	.507"	.522"	.637"
4H276	276	226	194	135	46	.314"	.471"	.502"	.518"	.534"	.550"

BRUTE STREET HYDRAULIC SERIES

.842" minimum tappet diameter required

The Brute Street Hydraulic Series profiles were designed with modern day street performance driving in mind. Applications range from torquey stop light performers to top end screamers.

SERIES GRIND #	Adv. @ .006"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
BS272	272	218	186	128	32	.307"	.460"	.491"	.507"	.521"	.637"
BS276	276	223	191	132	44	.314"	.470"	.501"	.518"	.533"	.550"
BS282	282	228	196	137	55	.320"	.480"	.512"	.528"	.544"	.560"
BS286	286	232	200	141	61	.324"	.486"	.518"	.535"	.551"	.567"
BS290	290	236	204	145	65	.327"	.490"	.523"	.540"	.555"	.572"

REED CAMS HYDRAULIC FLAT TAPPET PROFILES

STROKER HP HYDRAULIC SERIES

.842" minimum tappet diameter required

The Stroker HP Hydraulic Series was designed to take advantage of the shorter rod/stroke ratio of the current stroker motor trend.

Absolutely the hottest hydraulic fit tappet stroker cam profiles available on the market today

SERIES GRIND #	Adv. @ .006"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
SHP291	291	236	203	144	70	.336"	.504"	.538"	.554"	.571"	.588"
SHP295	295	240	207	148	77	.342"	.513"	.547"	.564"	.581"	.599"
SHP297	297	242	210	152	81	.345"	.518"	.552"	.569"	.587"	.604"
SHP299	299	244	213	156	85	.348"	.522"	.557"	.574"	.592"	.609"
SHP301	301	246	213	155	86	.351"	.527"	.562"	.579"	.597"	.614"
SHP303	303	248	217	160	91	.354"	.531"	.566"	.584"	.602"	.620"
SHP305	305	250	219	162	94	.357"	.535"	.571"	.589"	.607"	.625"
SHP307	307	252	221	164	96	.360"	.540"	.576"	.594"	.612"	.630"
SHP309	309	254	223	166	99	.363"	.545"	.581"	.599"	.617"	.635"
SHP311	311	256	225	168	101	.366"	.549"	.586"	.604"	.622"	.641"
SHP313	313	258	227	170	104	.369"	.554"	.590"	.609"	.627"	.646"
SHP315	315	260	228	171	105	.372"	.558"	.595"	.614"	.632"	.651"
SHP317	317	262	231	174	109	.375"	.563"	.600"	.619"	.638"	.656"

BH HYDRAULIC SERIES

.842" minimum tappet diameter required

The BH Hydraulic Series was designed to accommodate track rules with a .425" lift limit rule in place. These profiles have very fast openings and work very well where the lift rule is an issue. Although the .425" lift is figured with a 1.5:1 rocker ratio, these profiles work well on Ford applications where valve lift is not limited.

SERIES GRIND #	Adv. @ .006"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
BH278	278	234	202	132	N/A	.283"	.425"	.453"	.467"	.481"	.495"
BH282	282	238	205	135	N/A	.283"	.425"	.453"	.467"	.481"	.495"
BH286	286	242	210	139	N/A	.283"	.425"	.453"	.467"	.481"	.495"
BH290	290	246	213	141	N/A	.283"	.425"	.453"	.467"	.481"	.495"

DH HYDRAULIC SERIES

.842" minimum tappet diameter required

The DH Hydraulic Series was designed similar to the BH Series where a lift limit is an issue. The DH Series profiles all have .450" valve lift using 1.5:1 rocker arms. These fast-opening profiles work extremely well as compared to some higher lift cam profiles that are available.

SERIES GRIND #	Adv. @ .006"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
DH278	278	234	202	137	1	.300"	.450"	.480"	.495"	.501"	.525"
DH282	282	237	206	140	1	.300"	.450"	.480"	.495"	.501"	.525"
DH286	286	241	210	144	1	.300"	.450"	.480"	.495"	.501"	.525"
DH290	290	246	214	147	1	.300"	.450"	.480"	.495"	.501"	.525"

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REED CAMS HYDRAULIC FLAT TAPPET PROFILES

CH HYDRAULIC SERIES

.842" minimum tappet diameter required

The CH Hydraulic Series profiles were designed as a street / strip type cam series. These profiles also work well where there is a vacuum rule to be followed. These are conservative lobe lift profiles that are easy on valve train components.

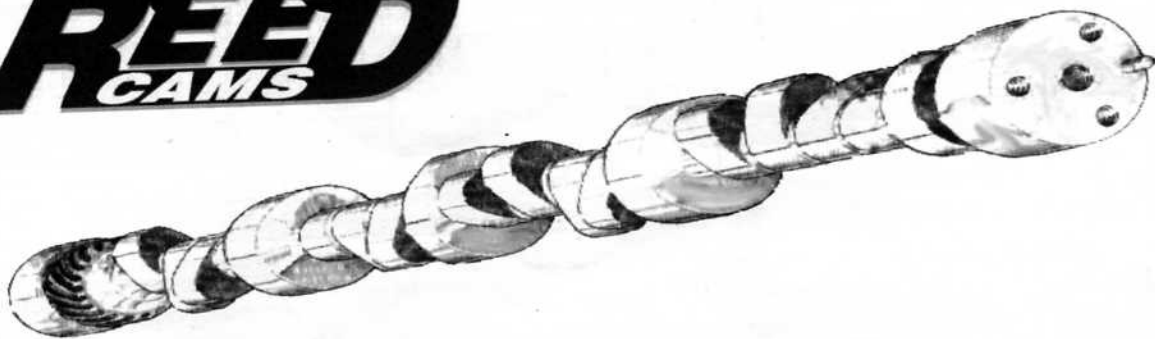
SERIES GRIND #	Adv. @ .006"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
CH276	276	222			N/A	.266"	.399"	.426"	.439"	.452"	.465"
CH282	282	217			N/A	.290"	.435"	.464"	.479"	.493"	.508"
CH288	288	228			N/A	.297"	.446"	.475"	.490"	.505"	.520"
CH298	298	229				.313"	.470"	.501"	.516"	.532"	.548"
CH310	310	239				.314"	.471"	.502"	.518"	.534"	.550"

XLH HYDRAULIC SERIES

.842" minimum tappet diameter required

The XLH Hydraulic Series are Reed's highest performance hydraulic profiles. These lobes are used in many forms of racing, when hydraulic cams are the rule. The larger versions of this series are typically used in drag racing applications, where as the smaller versions are used in oval track, bracket and hot street / strip.

SERIES GRIND #	Adv. @ .006"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
XLH294	294	240	207	149	74	.335"	.503"	.536"	.553"	.570"	.587"
XLH296	296	242	209	150	75	.335"	.503"	.536"	.553"	.570"	.587"
XLH298	298	244	211	151	75	.335"	.503"	.536"	.553"	.570"	.587"
XLH300	300	246	213	153	76	.335"	.503"	.536"	.553"	.570"	.587"
XLH302	302	248	215	155	77	.335"	.503"	.536"	.553"	.570"	.587"
XLH304	304	250	217	158	80	.335"	.503"	.536"	.553"	.570"	.587"
XLH310	310	242	209	150	60	.320"	.480"	.512"	.528"	.544"	.560"
XLH320	320	250				.337"	.506"	.539"	.556"	.573"	.590"
XLH322	322	254	221	163	80	.333"	.500"	.533"	.549"	.566"	.583"
XLH334	334	264				.350"	.525"	.560"	.578"	.595"	.613"
XLH336	336	266	232	174	98	.347"	.521"	.555"	.573"	.590"	.607"
XLH340	340	271				.366"	.549"	.586"	.604"	.622"	.641"



SOLID FLAT TAPPET PROFILES

Reed Cams' Solid Flat Tappet profiles are listed by application-specific series below but are not limited exclusively to those uses. In some instances it may be beneficial to combine profiles from different series to achieve the best grind for a specific purpose. Consult the series heading for more detailed application information or contact the Reed Cams Technical Support Staff at 800-548-CAMS

4S	4x4 Street & Off Road profiles
XS	Towing & Street Performance profiles
AP	Mild Street performance profiles
XC	Drag Race & Pulling profiles (<i>high rpm</i>)
X-UL	Road Race & Marine profiles
T-UL	Street / Strip, Oval Track & Drag Race profiles
TA-UL	Street / Strip, Oval Track & Drag Race profiles
TF	Oval Track profiles (<i>Ford lifter</i>)
XUL-F	Drag Race profiles (<i>high lift</i>)
GTL	Oval Track restrictor & 2bbl profiles
FTL	Oval Track restrictor & 2bbl profiles (<i>Ford lifter</i>)
CTL	Oval Track restrictor & 2bbl profiles (<i>Chrysler lifter</i>)
F-WC	Winston Cup profiles (<i>Ford lifter</i>)

SOD-BUSTER SOLID SERIES

.842" minimum tappet diameter required

The Sod-Buster Solid Series profiles were originally designed for 4X4 and off-road use. However, these profiles also work very well in street conditions, where low end torque is desired.

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
4S252	252	211			N/A	.257"	.386"	.411"	.424"	.437"	.450"
4S256	256	218			N/A	.278"	.417"	.445"	.459"	.473"	.487"
4S264	264	229			N/A	.266"	.400"	.426"	.439"	.452"	.466"
4S276	276	242			N/A	.292"	.438"	.467"	.482"	.496"	.511"
4S280	280	244				.328"	.492"	.529"	.541"	.558"	.574"
4S296	296	261				.328"	.492"	.529"	.541"	.558"	.574"

XS SOLID SERIES

.842" minimum tappet diameter required

The XS Solid Series is a street, high performance profile that has a conservative lobe lift and is very easy on valve train components.

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
XS266	266	230			N/A	.266"	.400"	.426"	.439"	.452"	.466"
XS270	270	236			N/A	.290"	.435"	.464"	.479"	.493"	.508"
XS276	276	243			N/A	.292"	.438"	.467"	.482"	.496"	.511"
XS278	278	245			N/A	.293"	.440"	.469"	.483"	.498"	.513"
XS284	284	240				.304"	.456"	.486"	.502"	.517"	.532"
XS292	292	242				.303"	.455"	.485"	.500"	.515"	.530"
XS300	300	251				.303"	.455"	.485"	.500"	.515"	.530"
XS302	302	255				.328"	.492"	.525"	.541"	.558"	.574"
XS306	306	262				.340"	.510"	.544"	.561"	.578"	.595"
XS314	314	261				.308"	.462"	.493"	.508	.524	.539"
XS315	315	269				.341"	.512"	.546"	.563"	.580"	.597"
XS320	320	274				.345"	.518"	.552"	.569"	.587"	.604"
XS334	334	275				.323"	.485"	.517"	.533"	.549"	.565"

AP SOLID SERIES

.842" minimum tappet diameter required

The AP Solid Series is an older cam profile series that was designed for mild street use. The larger versions of these profiles have proven to be quite popular as bracket drag race lobes. They have conservative lobe lift and are fairly easy on valve train components.

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
AP254	254	218			N/A	.296"	.444"	.474"	.488"	.503"	.518"
AP294	294	243				.331"	.497"	.530"	.546"	.563"	.579"
AP300	300	254				.350"	.525"	.560"	.578"	.595"	.613"
AP304	304	262				.354"	.531"	.566"	.584"	.602"	.620"
AP310	310	264				.367"	.550"	.587"	.606"	.624"	.642"
AP318	318	271				.367"	.550"	.587"	.606"	.624"	.642"

REED CAMS SOLID FLAT TAPPET PROFILES

XC SOLID SERIES

.842" minimum tappet diameter required

The XC Solid Series is used in high RPM applications, where stable cam characteristics are desired. It is easy on valve train components.

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
XC310F	310	271				.355"	.533"	.568"	.586"	.604"	.621"
XC316F	316	274				.355"	.533"	.568"	.586"	.604"	.621"
XC318F	318	276				.368"	.552"	.589"	.607"	.626"	.644"
XC330F	330	282				.356"	.534"	.570"	.587"	.605"	.623"

X-UL SOLID SERIES

.842" minimum tappet diameter required

The X-UL Solid Series was originally designed for road race applications. We have also had very good success using them as marine profiles. These are a low lobe lift profiles and are very easy on valve train components. Known for low and mid range torque, the larger versions can also be used as street / strip type cams.

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
X280UL	280	245				.328"	.492"	.529"	.541"	.558"	.574"
X284UL	284	251				.337"	.505"	.536"	.556"	.573"	.590"
X294UL	294	260				.343"	.515"	.549"	.566"	.583"	.600"
X298UL	298	264				.350"	.525"	.560"	.578"	.595"	.613"
X312UL	312	271				.356"	.534"	.570"	.587"	.605"	.623"
X316UL	316	272				.360"	.540"	.576"	.594"	.612"	.630"
X320UL	320	274				.357"	.535"	.571"	.589"	.607"	.625"

T-UL SOLID SERIES

012 x ROCKER

.842" minimum tappet diameter required

The T-UL Solid Series, one of our most popular cam profile series, is used in many different forms of racing.

The profiles in this series are symmetrical and have a wide range of duration and lift specs to match any application.

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
T264UL	264	233	199	140	58	.321"	.482"	.514"	.530"	.546"	.562"
T270UL	270	238	204	144	63	.324"	.486"	.518"	.535"	.551"	.567"
T272UL	272	240	204	146	66	.327"	.491"	.523"	.540"	.556"	.572"
T274UL	274	243	208	150	72	.330"	.495"	.528"	.545"	.561"	.578"
T276UL	276	245	210	152	76	.334"	.501"	.534"	.551"	.568"	.585"
T280UL	280	248	214	156	82	.339"	.509"	.542"	.559"	.576"	.593"
T282UL	282	250	216	158	82	.339"	.509"	.542"	.559"	.576"	.593"
T284UL	284	253	218	160	84	.339"	.509"	.542"	.559"	.576"	.593"
T286UL	286	254	220	162	90	.346"	.519"	.554"	.571"	.588"	.606"
T292UL	292	259	224	167	96	.350"	.525"	.560"	.578"	.595"	.613"
T294UL	294	261	226	169	98	.351"	.527"	.562"	.579"	.597"	.614"
T296UL	296	262	228	170	100	.354"	.531"	.566"	.584"	.602"	.620"
T298UL	298	266	231	172	100	.354"	.531"	.566"	.584"	.602"	.620"
T300UL	300	268	232	174	106	.360"	.540"	.576"	.594"	.612"	.630"
T302UL	302	270	234	176	108	.362"	.543"	.579"	.597"	.615"	.634"
T304UL	304	272	236	178	110	.364"	.546"	.582"	.601"	.619"	.637"
T306UL	306	273	238	179	110	.364"	.546"	.582"	.601"	.619"	.637"
T308UL	308	274	238	180	112	.365"	.548"	.584"	.602"	.621"	.639"
T310UL	310	276	240	182	114	.365"	.548"	.584"	.602"	.621"	.639"
T314UL	314	278	242	184	114	.365"	.548"	.584"	.602"	.621"	.639"
T316UL	316	280	245	186	118	.370"	.555"	.592"	.611"	.629"	.648"
T320UL	320	284	249	190	124	.375"	.563"	.600"	.619"	.638"	.656"
T324UL	324	288	252	194	127	.378"	.567"	.605"	.624"	.643"	.662"

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TA-UL SOLID SERIES

.842" minimum tappet diameter required

The TA-UL Solid Series works very well in oval track racing as well as drag racing and street / strip. It works nicely as an intake lobe when using a T-UL exhaust lobe. The TA-UL profiles have a higher lobe lift than the T-UL series and are engineered with asymmetrically shaped lobes. They are considered among the most popular of Reed's solid cam profiles.

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
TA280UL	280	248	216	159	91	.354"	.531"	.566"	.584"	.602"	.620"
TA284UL	284	252	221	163	96	.360"	.540"	.576"	.594"	.612"	.630"
TA288UL	288	256	225	167	101	.366"	.549"	.586"	.604"	.622"	.641"
TA289UL	289	258	224	167	101	.367"	.550"	.587"	.606"	.624"	.642"
TA292UL	292	260	228	170	105	.371"	.557"	.594"	.612"	.631"	.649"
TA293UL	293	261	226	168	103	.367"	.550"	.587"	.606"	.624"	.642"
TA296UL	296	264	232	174	110	.376"	.564"	.602"	.620"	.639"	.658"
TA300UL	300	268	235	178	114	.381"	.572"	.610"	.629"	.648"	.667"

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TF SOLID SERIES

.874" minimum tappet diameter required

The TF Solid Series is designed for the Ford .874" lifter diameter. This profile is primarily for oval track use but has worked well in drag race applications with some of the longer duration / higher lift versions.

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
TF294	294	261	227	170	102	.360"	.540"	.576"	.594"	.612"	.630"
TF296	296	263	229	172	106	.365"	.548"	.584"	.602"	.621"	.639"
TF300	300	267	232	176	112	.370"	.555"	.592"	.611"	.629"	.648"
TF302	302	270	236	179	114	.373"	.560"	.597"	.615"	.634"	.653"
TF306	306	274	242	186	120	.377"	.566"	.603"	.623"	.641"	.660"
TF310	310	277	244	188	124	.382"	.573"	.611"	.630"	.649"	.669"
TF316	316	280	244	187	124	.389"	.584"	.622"	.642"	.661"	.681"
TF320	320	284	249	191	128	.391"	.587"	.626"	.645"	.665"	.684"
TF324	324	288	253	196	134	.399"	.599"	.638"	.658"	.678"	.698"

XUL-F SOLID SERIES

.842" minimum tappet diameter required

The XUL-F Solid Series is a higher lift cam profile usually recommended for drag race applications. The XUL-F Solid Series has a wide range of duration specs to accommodate most engine combinations.

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
XUL306F	306	266	228	169	106	.377"	.566"	.603"	.623"	.641"	.660"
XUL310F	310	270	232	172	110	.380"	.570"	.608"	.627"	.646"	.665"
XUL312F	312	276	240	182	119	.382"	.573"	.611"	.630"	.649"	.669"
XUL314F	314	274	236	177	116	.387"	.581"	.619"	.639"	.658"	.677"
XUL318F	318	278	240	180	119	.391"	.587"	.626"	.645"	.665"	.684"
XUL322F	322	282	244	184	123	.395"	.592"	.632"	.652"	.672"	.691"
XUL326F	326	286	248	188	128	.400"	.600"	.640"	.660"	.680"	.700"
XUL330F	330	290	252	192	130	.404"	.608"	.648"	.667"	.687"	.707"
XUL334F	334	294	256	196	136	.409"	.613"	.654"	.675"	.695"	.716"

REED CAMS SOLID FLAT TAPPET PROFILES

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GTL SOLID SERIES

008 x Rocker

.842" minimum tappet diameter required

The GTL Solid Series is designed as a tight lash profile, usually sets at .012" to .018" lash adjustment. These cam profiles work well with, but are not limited to, restricted engines (ie., 2BBL carb, restrictor plate, stock manifold or compression rules). These are fairly aggressive profiles, requiring the total .842" diameter lifter surface.

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
GTL264	264	236	203	144	70	.336"	.504"	.538"	.554"	.571"	.588"
GTL266	266	238	205	146	74	.339"	.509"	.542"	.559"	.576"	.593"
GTL268	268	240	207	148	77	.342"	.513"	.547"	.564"	.581"	.599"
GTL270	270	242	210	152	81	.345"	.518"	.552"	.569"	.587"	.604"
GTL272	272	244	213	156	85	.348"	.522"	.557"	.574"	.592"	.609"
GTL274	274	246	213	155	86	.351"	.527"	.562"	.579"	.597"	.614"
GTL276	276	248	217	160	91	.354"	.531"	.566"	.584"	.602"	.620"
GTL278	278	250	219	162	94	.357"	.535"	.571"	.589"	.607"	.625"
GTL280	280	253	221	164	96	.360"	.540"	.576"	.594"	.612"	.630"
GTL282	282	254	223	166	99	.363"	.545"	.581"	.599"	.617"	.635"
GTL284	284	256	225	168	101	.366"	.549"	.586"	.604"	.622"	.641"
GTL286	286	258	227	170	104	.369"	.554"	.590"	.609"	.627"	.646"
GTL288	288	260	228	171	105	.372"	.558"	.595"	.614"	.632"	.651"
GTL290	290	262	231	174	109	.375"	.563"	.600"	.619"	.638"	.656"
GTL292	292	264	233	176	111	.378"	.567"	.605"	.624"	.643"	.662"
GTL294	294	266	232	174	112	.381"	.572"	.610"	.629"	.648"	.667"
GTL296	296	268	237	179	116	.384"	.576"	.614"	.634"	.653"	.672"

FTL SOLID SERIES

.874" minimum tappet diameter required

The FTL Solid Series is designed for the Ford .874" lifter diameter. This Ford lifter series is a tight lash profile that usually sets at between .012" and .016" lash adjustment. Like the GTL series, this profile works well with, but is not limited to, restricted engines (ie., 2BBL carb, restrictor plate, stock manifold or compression rules).

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
FTL282	282	256	226	171	109	.378"	.567"	.605"	.624"	.643"	.662"
FTL285	285	258	227	171	109	.378"	.567"	.605"	.624"	.643"	.662"
FTL286	286	260	230	175	114	.385"	.578"	.616"	.635"	.655"	.674"
FTL287	287	260	229	175	114	.385"	.578"	.616"	.635"	.655"	.674"
FTL289	289	262	231	176	115	.385"	.578"	.616"	.635"	.655"	.674"
FTL290	290	264	234	178	118	.392"	.588"	.627"	.647"	.666"	.686"
FTL291	291	264	233	179	119	.392"	.588"	.627"	.647"	.666"	.686"
FTL292	292	265	234	179	117	.386"	.579"	.618"	.637"	.656"	.676"
FTL293	293	266	235	180	120	.392"	.588"	.627"	.647"	.666"	.686"
FTL294	294	268	237	182	123	.398"	.597"	.637"	.657"	.677"	.697"
FTL295	295	268	237	182	123	.398"	.597"	.637"	.657"	.677"	.697"
FTL296	296	269	238	183	122	.392"	.588"	.627"	.647"	.666"	.686"
FTL297	297	270	239	184	124	.398"	.597"	.637"	.657"	.677"	.697"
FTL298	298	272	241	186	127	.402"	.603"	.643"	.663"	.683"	.704"
FTL299	299	272	240	186	127	.402"	.603"	.643"	.663"	.683"	.704"
FTL300	300	273	242	187	127	.399"	.599"	.638"	.658"	.678"	.698"
FTL301	301	274	242	187	128	.402"	.603"	.643"	.663"	.683"	.704"

REED CAMS SOLID FLAT TAPPET PROFILES

CTL SOLID SERIES

.904" minimum tappet diameter required

The CTL Solid Series requires a minimum tappet diameter of .904". This Chrysler lifter series is a tight lash profile that usually sets at between .012" and .016" lash adjustment. Like the FTL & GTL series, this profile works well with, but is not limited to, restricted engines (ie., 2BBL carb, restrictor plate, stock manifold or compression rules).

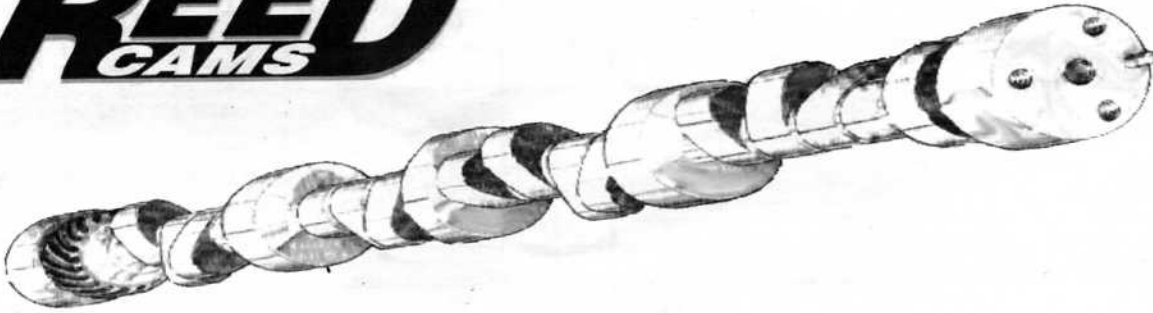
SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
CTL282	282	254	223	169	110	.385"	.578"	.616"	.635"	.655"	.674"
CTL286	286	258	228	174	115	.391"	.587"	.626"	.645"	.665"	.684"
CTL292	292	264	233	179	122	.400"	.600"	.640"	.660"	.680"	.700"
CTL296	296	268	237	183	126	.406"	.609"	.650"	.670"	.690"	.711"

F-WC SOLID SERIES

.874" minimum tappet diameter required

The F-WC Solid Series profiles were originally designed, using the Ford .874" lifter diameter, for NASCAR Winston Cup competition. However, we have used them on a lot of different combinations, with great success. These are usually high RPM applications.

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
F297WC	297	264	230	174	114	.386"	.579"	.618"	.637"	.656"	.676"
F301WC	301	268	234	178	117	.386"	.579"	.618"	.637"	.656"	.676"
F303WC	303	270	237	181	120	.390"	.585"	.624"	.644"	.663"	.683"
F305WC	305	272	238	182	121	.390"	.585"	.624"	.644"	.663"	.683"
F307WC	307	274	240	184	123	.390"	.585"	.624"	.644"	.663"	.683"
F309WC	309	275	242	185	124	.390"	.585"	.624"	.644"	.663"	.683"
F311WC	311	278	244	187	128	.400"	.600"	.640"	.660"	.680"	.700"
F313WC	313	280	245	189	129	.400"	.600"	.640"	.660"	.680"	.700"



SOLID ROLLER LIFTER PROFILES

Reed Cams' Solid Roller Lifter profiles are listed by application-specific series below but are not limited exclusively to those uses. In some instances it may be beneficial to combine profiles from different series to achieve the best grind for a specific purpose. Consult the series heading for more detailed application information or contact the Reed Cams Technical Support Staff at 800-548-CAMS

XC-R	General Purpose Street profiles
XL-R	Street / Strip & Bracket Drag Race profiles
T-R	Mild Oval Track & Marine profiles
TA-R	Moderate Oval Track & Marine profiles
TL-R	Road Racing profiles
RX	Alcohol Oval Track & Drag Race profiles
R-ULX	High rpm Oval Track & Drag Race profiles
P-R	High lift Oval Track & Drag Race profiles
SRA	High lift Oval Track & Drag Race asymmetrical profiles
SR	High lift Oval Track & Drag Race asymmetrical profiles
PS-R	High rpm Drag Race & Pulling profiles
SS-R	High rpm / high lift Drag Race & Pulling profiles

REED CAMS SOLID ROLLER LIFTER PROFILES

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XC-R SOLID ROLLER SERIES

.750" roller diameter

The XC-R Solid Roller Series is a general purpose, street roller profile. These profiles are not as aggressive as some of our other series. They tend to be easier on valve train components, which is a plus for street use.

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
XC288R	288	252				.339"	.509"	.542"	.559"	.576"	.593"
XC292R	292	253				.343"	.515"	.549"	.566"	.583"	.600"
XC296R	296	262				.343"	.515"	.549"	.566"	.583"	.600"
XC300R	300	264	231	177	108	.360"	.540"	.576"	.594"	.612"	.630"
XC304R	304	267				.356"	.534"	.570"	.587"	.605"	.623"
XC306R	306	268				.360"	.540"	.576"	.594"	.612"	.630"
XC310R	310	271				.367"	.550"	.587"	.606"	.624"	.642"
XC316R	316	274				.368"	.552"	.589"	.607"	.626"	.644"
XC324R	324	282	246	192	132	.392"	.588"	.627"	.647"	.666"	.686"
XC330R	330	288	252	197	135	.392"	.588"	.627"	.647"	.666"	.686"
XC334R	334	292	254	200	140	.420"	.630"	.672"	.693"	.714"	.735"
XC340R	340	294	257	203	153	.453"	.680"	.725"	.747"	.770"	.793"

XL-R SOLID ROLLER SERIES

.750" roller diameter

The XL-R Solid Roller Series is a general competition cam series. It's characteristics are a moderate rate with a wide range of duration specifications to fit varied applications.

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
XL306R	306	266				.376"	.564"	.602"	.620"	.639"	.658"
XL312R	312	273				.380"	.570"	.608"	.627"	.646"	.665"
XL314R	314	275				.390"	.570"	.608"	.627"	.646"	.665"
XL316R	316	276				.398"	.597"	.637"	.657"	.677"	.697"
XL320R	320	282				.435"	.653"	.696"	.718"	.740"	.761"
XL324R	324	286	251	199	148	.435"	.653"	.696"	.718"	.740"	.761"
XL326R	326	290	254	202	150	.435"	.653"	.696"	.718"	.740"	.761"
XL328R	328	287	251	199	148	.448"	.672"	.717"	.739"	.762"	.784"
XL330R	330	294	260	210	156	.435"	.653"	.696"	.718"	.740"	.761"
XL334R	334	297	263	212	158	.435"	.653"	.696"	.718"	.740"	.761"

T-R SOLID ROLLER SERIES

.750" roller diameter

The T-R Solid Roller Series is a milder oval track and marine type cam profile. These profiles tend to be very easy on valve train components and work well with higher rocker arm ratios.

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
T284R	284	251	219	168	106	.367"	.550"	.587"	.606"	.624"	.642"
T286R	286	253	221	168	106	.367"	.550"	.587"	.606"	.624"	.642"
T288R	288	254	222	170	106	.367"	.550"	.587"	.606"	.624"	.642"
T292R	292	258	224	171	108	.367"	.550"	.587"	.606"	.624"	.642"
T298R	298	262	228	174	112	.373"	.560"	.597"	.615"	.634"	.653"
T300R	300	266	232	178	114	.373"	.560"	.597"	.615"	.634"	.653"
T302R	302	268	234	180	116	.373"	.560"	.597"	.615"	.634"	.653"
T308R	308	272	238	183	118	.373"	.560"	.597"	.615"	.634"	.653"
T312R	312	276	242	187	122	.375"	.563"	.600"	.619"	.638"	.656"

1225
28=100
1,493-1,118
TA-R SOLID ROLLER SERIES

The TA-R Solid Roller Series is a higher lobe lift version of the T-R Series. Milder than some of our other cam profiles, but more aggressive than others. These profiles are typically used in oval track and marine applications.

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
TA282R	282	251	220	169	110	.375"	.563"	.600"	.619"	.638"	.656"
TA286R	286	254	222	171	112	.375"	.563"	.600"	.619"	.638"	.656"
TA290R	290	257	226	174	114	.375"	.563"	.600"	.619"	.638"	.656"
TA292R	292	260	228	176	114	.375"	.563"	.600"	.619"	.638"	.656"
TA296R	296	264	232	180	120	.383"	.575"	.613"	.632"	.651"	.670"
TA300R	300	267	234	182	122	.383"	.575"	.613"	.632"	.651"	.670"
TA304R	304	270	238	184	124	.383"	.575"	.613"	.632"	.651"	.670"
TA306R	306	274	240	187	125	.383"	.575"	.613"	.632"	.651"	.670"
TA310R	310	277	243	189	126	.383"	.575"	.613"	.632"	.651"	.670"

TL-R SOLID ROLLER SERIES

.750" roller diameter

The TL-R Solid Roller Series is a tight lash roller profile. These lobes are designed with torque and reliability in mind. It is typical to find that less duration can be used on these lobes than with a wider lash profile. These profiles can be used as intake or exhaust lobes. Lash on these profiles range from .012" to .016" depending on rocker arm ratio and use as an intake or exhaust lobe.

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
TL290R	290	259	227	178	128	.411"	.617"	.658"	.678"	.699"	.719"
TL292R	292	260	226	176	124	.412"	.618"	.659"	.680"	.701"	.721"
TL298R	298	267	235	184	131	.412"	.618"	.659"	.680"	.701"	.721"

RX SOLID ROLLER SERIES

.750" roller diameter

The RX Solid Roller Series profiles were originally designed for engines with 1.7:1 to 1.8:1 rocker arm ratios, but they have been successful in Small Block Chevy applications as well. RX profiles are used in alcohol oval track and drag racing applications and are very popular in Big Block Chevy applications such as DIRT Modified and IMSA Super Modified classes. These profiles are normally used on, but not limited to, intake lobes.

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
RX291	291	256	224	173	120	.401"	.602"	.642"	.662"	.682"	.702"
RX293	293	259	226	174	121	.401"	.602"	.642"	.662"	.682"	.702"
RX295	295	261	228	177	124	.401"	.602"	.642"	.662"	.682"	.702"
RX297	297	262	230	180	126	.401"	.602"	.642"	.662"	.682"	.702"
RX299	299	265	232	182	127	.403"	.605"	.645"	.665"	.685"	.705"
RX301	301	267	233	183	128	.403"	.605"	.645"	.665"	.685"	.705"
RX303	303	269	235	185	131	.406"	.609"	.650"	.670"	.690"	.711"
RX305	305	271	238	187	133	.406"	.609"	.650"	.670"	.690"	.711"

R-ULX SOLID ROLLER SERIES

.750" roller diameter

The R-ULX Solid Roller Series profiles are, without a doubt, Reed's most popular cam series. They are very versatile profiles that are used as intake lobes as well as exhaust lobes. They are normally used as an exhaust lobe when using a SR, SRA, or RX intake lobe. These profiles were designed with versatility and reliability in mind, without compromising performance. The R-ULX profiles can be used with all popular rocker arm ratios and are categorized as competition, high rpm, oval track and drag race cam profiles.

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
R286ULX	286	250	218	168	114	.396"	.594"	.634"	.653"	.673"	.693"
R290ULX	290	254	221	171	119	.400"	.600"	.640"	.660"	.680"	.700"
R292ULX	292	258	224	174	122	.405"	.608"	.648"	.668"	.689"	.709"
R294ULX	294	260	228	178	126	.412"	.618"	.659"	.680"	.701"	.721"
R296ULX	296	262	228	178	127	.412"	.618"	.659"	.680"	.701"	.721"
R298ULX	298	264	232	182	130	.417"	.626"	.667"	.688"	.709"	.730"
R300ULX	300	265	233	182	131	.417"	.626"	.667"	.688"	.709"	.730"
R302ULX	302	267	234	184	132	.417"	.626"	.667"	.688"	.709"	.730"
R304ULX	304	270	237	186	133	.417"	.626"	.667"	.688"	.709"	.730"
R306ULX	306	271	238	187	134	.417"	.626"	.667"	.688"	.709"	.730"
R308ULX	308	273	239	189	135	.417"	.626"	.667"	.688"	.709"	.730"
R310ULX	310	274	241	190	136	.417"	.626"	.667"	.688"	.709"	.730"
R312ULX	312	276	241	187	136	.436"	.654"	.698"	.719"	.741"	.763"
R314ULX	314	277	243	192	142	.434"	.651"	.694"	.716"	.738"	.760"
R316ULX	316	280	247	196	146	.440"	.660"	.704"	.726"	.748"	.770"
R318ULX	318	282	248	199	151	.454"	.681"	.726"	.749"	.772"	.795"
R322ULX	322	285	251	202	153	.454"	.681"	.726"	.749"	.772"	.795"
R328ULX	328	291	257	208	160	.467"	.701"	.747"	.771"	.794"	.817"
R332ULX	332	294	260	210	162	.467"	.701"	.747"	.771"	.794"	.817"
R336ULX	336	300	266	215	166	.470"	.705"	.752"	.776"	.799"	.823"

BRAD
48 AF
R294
298 U
108 AF
22-24
CASH

P-R SOLID ROLLER SERIES

.750" roller diameter

The P-R Solid Roller Series profiles utilize positive, non-inverse flanks to allow higher valve lift and more open area, to produce additional power with less stress on valve train components.

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
P280R	280	248	215	168	122	.430"	.645"	.688"	.710"	.731"	.753"
P284R	284	252	219	171	124	.430"	.645"	.688"	.710"	.731"	.753"
P288R	288	256	223	175	129	.440"	.660"	.704"	.726"	.748"	.770"
P292R	292	260	227	178	132	.440"	.660"	.704"	.726"	.748"	.770"
P296R	296	264	231	185	140	.450"	.675"	.720"	.743"	.765"	.788"
P300R	300	268	235	188	142	.450"	.675"	.720"	.743"	.765"	.788"
P304R	304	272	239	192	147	.460"	.690"	.736"	.759"	.782"	.805"
P308R	308	276	243	195	149	.460"	.690"	.736"	.759"	.782"	.805"

.750" roller diameter

SRA SOLID ROLLER SERIES

The SRA Solid Roller Series profiles have a higher lobe lift than the R-ULX series and also have a very slighty inverse flanks. They are an asymmetrical profile designed to be more aggressive without giving up reliability. The SRA series is most commonly used on the intake lobe and is one of the more popular series in today's competitions.

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
SRA284	284	250	217	169	124	.440"	.660"	.704"	.726"	.748"	.770"
SRA288	288	254	221	172	124	.440"	.660"	.704"	.726"	.748"	.770"
SRA290	290	256	223	173	125	.440"	.660"	.704"	.726"	.748"	.770"
SRA292	292	258	225	174	128	.440"	.660"	.704"	.726"	.748"	.770"
SRA294	294	260	227	178	131	.442"	.663"	.707"	.729"	.751"	.774"
SRA297	297	263	232	185	140	.449"	.674"	.718"	.741"	.763"	.786"
SRA298	298	264	233	186	141	.450"	.675"	.720"	.743"	.765"	.788"
SRA300	300	266	234	187	142	.450"	.675"	.720"	.743"	.765"	.788"
SRA302	302	269	235	184	136	.450"	.675"	.720"	.743"	.765"	.788"
SRA304	304	271	236	185	138	.455"	.683"	.728"	.751"	.774"	.796"
SRA306	306	272	238	187	139	.455"	.683"	.728"	.751"	.774"	.796"
SRA308	308	274	240	188	140	.455"	.683"	.728"	.751"	.774"	.796"

.750" roller diameter

SR SOLID ROLLER SERIES

The SR Solid Roller Series profiles, like the SRA series, have a higher lobe lift than the R-ULX series. They are designed with more aggressive asymmetrical profiles, and are used almost exclusively on intake lobes.

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
SR294	294	260	226	178	132	.434"	.651"	.694"	.716"	.738"	.760"
SR298	298	264	230	182	136	.444"	.666"	.710"	.733"	.755"	.777"
SR302	302	268	234	187	142	.454"	.681"	.726"	.749"	.772"	.795"
SR314	314	278	245	196	150	.454"	.681"	.726"	.749"	.772"	.795"

.750" roller diameter

PS-R SOLID ROLLER SERIES

The PS-R Solid Roller Series is a drag race and pulling type cam profile. These are used in high rpm applications and generally used with larger cubic inch engines.

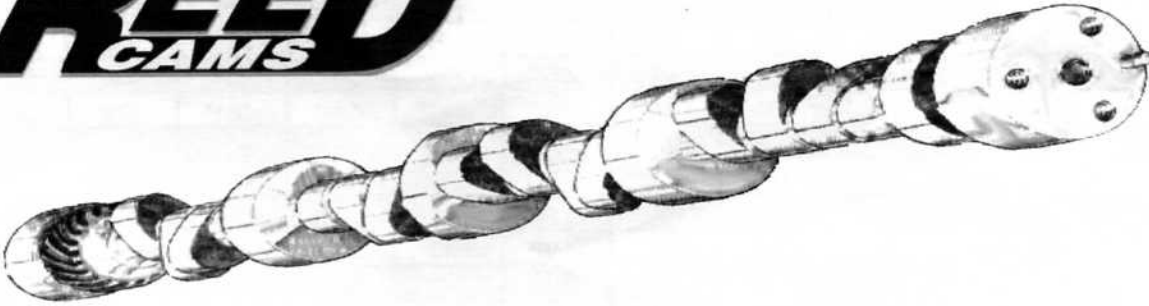
SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
PS318R	318	282	248	200	155	.481"	.722"	.770"	.794"	.818"	.842"
PS322R	322	286	253	204	159	.483"	.725"	.773"	.797"	.821"	.845"
PS326R	326	290	256	206	161	.483"	.725"	.773"	.797"	.821"	.845"
PS330R	330	294	259	210	163	.483"	.725"	.773"	.797"	.821"	.845"
PS332R	332	296	262	212	164	.480"	.720"	.768"	.792"	.816"	.840"
PS334R	334	299	264	214	166	.481"	.722"	.770"	.794"	.818"	.842"
PS338R	338	302	268	216	169	.481"	.722"	.770"	.794"	.818"	.842"
PS342R	342	306	271	219	170	.481"	.722"	.770"	.794"	.818"	.842"
PS346R	346	310	274	222	173	.482"	.723"	.771"	.795"	.819"	.844"
PS350R	350	316	282	228	178	.486"	.729"	.778"	.802"	.826"	.851"

SS-R SOLID ROLLER SERIES

.750" roller diameter

The SS-R Solid Roller Series profiles are fast rate and have very high lobe lifts. These are typically used in high rpm applications with large cubic inch engines. Used most commonly in the drag racing and pulling ranks.

SERIES GRIND #	Adv. @ .020"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
SS302R	302	268	235	189	147	.480"	.720"	.768"	.792"	.816"	.840"
SS308R	308	274	242	194	151	.481"	.722"	.770"	.794"	.818"	.842"
SS310R	310	276	243	195	152	.501"	.752"	.802"	.827"	.852"	.877"
SS312R	312	280	267	200	157	.508"	.762"	.813"	.838"	.864"	.889"
SS318R	318	285	253	205	161	.508"	.762"	.813"	.838"	.864"	.889"
SS320R	320	286	252	202	158	.501"	.752"	.802"	.827"	.852"	.877"
SS324R	324	291	258	209	165	.509"	.764"	.814"	.840"	.865"	.891"
SS328R	328	294	260	210	164	.501"	.752"	.802"	.827"	.852"	.877"
SS335R	335	300	266	216	170	.510"	.765"	.816"	.842"	.867"	.893"



HYDRAULIC ROLLER LIFTER PROFILES

Reed Cams' Hydraulic Roller Lifter profiles are listed by application-specific series below but are not limited exclusively to those uses. In some instances it may be beneficial to combine profiles from different series to achieve the best grind for a specific purpose. Consult the series heading for more detailed application information or contact the Reed Cams Technical Support Staff at 800-548-CAMS

TM-HR	TORQUE-MASTER towing & street performance profiles
LS-HR	Moderate Street & Road Race profiles
H-R	Street / Strip profiles
HD-R	Harley-Davidson profiles

TM-HR HYDRAULIC ROLLER SERIES

.700" roller diameter

The TM-HR Hydraulic Roller Series profiles are designed to be compatible with today's sophisticated engine applications. There are a variety of hydraulic roller lifter profiles to choose from, depending on one's specific application and desired performance.

SERIES GRIND #	Adv. @ .006"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
TM256HR	256	204	173	117	1	.300"	.450"	.480"	.495"	.501"	.525"
TM260HR	260	208	177	120	1	.300"	.450"	.480"	.495"	.501"	.525"
TM264HR	264	212	181	126	48	.317"	.476"	.507"	.523"	.539"	.555"
TM268HR	268	216	185	129	49	.317"	.476"	.507"	.523"	.539"	.555"
TM272HR	272	220	189	135	71	.340"	.510"	.544"	.561"	.578"	.595"
TM274HR	274	222	191	138	73	.340"	.510"	.544"	.561"	.578"	.595"
TM276HR	276	224	193	140	74	.340"	.510"	.544"	.561"	.578"	.595"
TM278HR	278	226	195	140	74	.340"	.510"	.544"	.561"	.578"	.595"
TM280HR	280	228	196	141	73	.340"	.510"	.544"	.561"	.578"	.595"
TM282HR	282	230	198	143	74	.340"	.510"	.544"	.561"	.578"	.595"
TM284HR	284	232	200	144	75	.340"	.510"	.544"	.561"	.578"	.595"
TM286HR	286	234	202	145	74	.340"	.510"	.544"	.561"	.578"	.595"
TM290HR	290	238	205	148	76	.340"	.510"	.544"	.561"	.578"	.595"
TM294HR	294	242	210	156	95	.367"	.550"	.587"	.606"	.624"	.642"
TM298HR	298	246	214	160	98	.367"	.550"	.587"	.606"	.624"	.642"
TM302HR	302	250	218	164	103	.367"	.550"	.587"	.606"	.624"	.642"

LS-HR HYDRAULIC ROLLER SERIES

.700" roller diameter

The LS-HR Hydraulic Roller Series profiles were designed specifically for Chevy LS1 applications. However, these moderate street performance profiles have proven to work equally as well in other style engines.

SERIES GRIND #	Adv. @ .006"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
LS278HR	278	220	188	130	1	.300"	.450"	.480"	.495"	.501"	.525"
LS280HR	280	222	190	131	1	.300"	.450"	.480"	.495"	.501"	.525"
LS282HR	282	224	192	132	1	.300"	.450"	.480"	.495"	.501"	.525"
LS284HR	284	226	194	134	1	.300"	.450"	.480"	.495"	.501"	.525"
LS286HR	286	228	196	136	1	.300"	.450"	.480"	.495"	.501"	.525"
LS288HR	288	230	198	137	1	.300"	.450"	.480"	.495"	.501"	.525"

H-R HYDRAULIC ROLLER SERIES

.700" roller diameter

The H-R Hydraulic Roller Series profiles are designed with slightly higher lift than the LS series and are intended for high performance street applications.

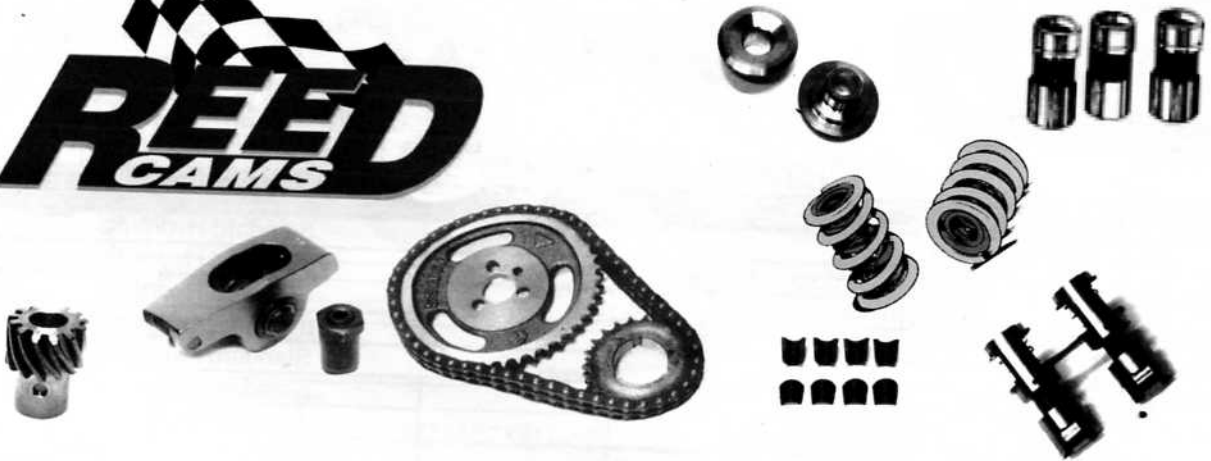
SERIES GRIND #	Adv. @ .006"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.050"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
H286R	286	232	199	139	42	.310"	.465"	.496"	.512"	.527"	.543"
H290R	290	236	203	143	44	.310"	.465"	.496"	.512"	.527"	.543"
H294R	294	240	208	146	45	.310"	.465"	.496"	.512"	.527"	.543"
H298R	298	244	212	150	46	.310"	.465"	.496"	.512"	.527"	.543"

HD-R HYDRAULIC ROLLER SERIES

.950" roller diameter

The HD-R Hydraulic Roller Series profiles were designed for increased performance in Harley-Davidson motorcycles using a .950" roller diameter.

SERIES GRIND #	Adv. @ .006"	DURATION AT LOBE LIFT POINT				LOBE LIFT	VALVE LIFT W/ROCKER RATIO				
		.053"	.100"	.200"	.300"		1.5	1.6	1.65	1.7	1.75
HD301R	301	234	204	144	45	.310"	.465"	.496"	.512"	.527"	.543"
HD305R	305	238	208	147	46	.310"	.465"	.496"	.512"	.527"	.543"
HD309R	309	242	212	150	46	.310"	.465"	.496"	.512"	.527"	.543"
HD313R	313	246	216	154	48	.310"	.465"	.496"	.512"	.527"	.543"



RELATED COMPONENT PRODUCTS

LIFTERS

Hydraulic Flat Tappet
Solid Flat Tappet
Solid Roller Lifters
Hydraulic Roller Lifters

SPRINGS

Single
Dual
Triple

RETAINERS

Steel 7 degree
Steel 10 degree
Titanium 10 Degree

LOCKS

Stamped 7 degree
Machined 7 degree
Machined 10 degree

ROCKER ARMS

DISTRIBUTOR GEARS

TIMING SETS

MISC.

\$ 23498

1.6 - 1.5

Tm 290 - Tm 298

238

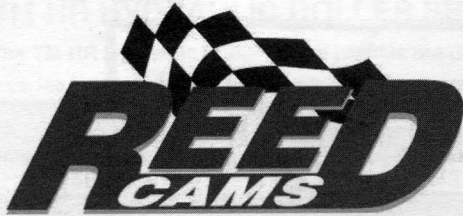
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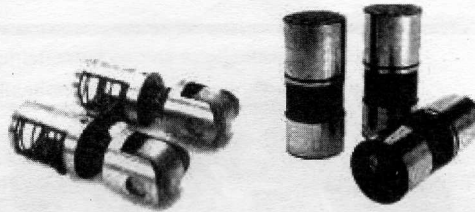
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Lifters



Hydraulic Flat Tappets

Part #	Application	Lifter Type
10051	Buick late model V-8 & V-6	Standard Hydraulic
10052	Buick/Pontiac 301 V-8 & Pontiac 151 4 cyl	Standard Hydraulic
10077	Buick/Olds/Pontiac Aluminum 215 V-8	Standard Hydraulic
10075	Chevy V-8	Anti-pump-up Hydraulic
10076	Chevy V-8	Standard Hydraulic
10078	Chevy 173 60 Degree V-6	Standard Hydraulic
10026	Chrysler "LA" V-8 & AMC V-8 & 6 cyl	Standard Hydraulic
10100	Chrysler "B" V-8 ('58-'67)	Anti-pump-up Hydraulic
10125	Chrysler "B" V-8 ('68-'78) & 426 Hemi	Anti-pump-up Hydraulic
10126	Chrysler "B" V-8 ('68-'78) & 426 Hemi	Standard Hydraulic
10151	Chrysler 225 Slant 6 cyl	Standard Hydraulic
10175	Ford SB/BB V-8 except "FE"	Anti-pump-up Hydraulic
10176	Ford SB/BB V-8 except "FE"	Standard Hydraulic
10201	Ford "FE" V-8 & 144-250 6 cyl	Standard Hydraulic
10261	Ford 2300cc SOHC 4 cyl	Standard Hydraulic
10226	Olds V-8 w/.921" lifter diameter	Standard Hydraulic
10250	Pontiac V-8	Anti-pump-up Hydraulic
10251	Pontiac V-8	Standard Hydraulic

Solid Flat Tappets

Part #	Application	Lifter Type
11092	Chevy V-8	Solid Mechanical
11094	Chevy V-8	Solid Mechanical (Side Cut)
11105	Chrysler "LA" V-8 & AMC V-8 & 6 cyl	Solid Mechanical
11110	Chrysler "B" V-8 ('68-'78) & 426 Hemi	Solid Mechanical
11112	Chrysler "B" V-8 ('68-'78) & 426 Hemi	Solid Mechanical (Chilled Iron)
11115	Ford SB/BB V-8 except "FE"	Solid Mechanical
11116	Ford SB/BB V-8 except "FE"	Solid Mechanical (edge orifice)
11120	Ford SB/BB V-8 except "FE"	Solid Mechanical (Chilled Iron)
11117	Ford "FE" V-8 / 2600cc-2800cc V-6 / 144-250 6 cyl	Solid Mechanical (Necked Type)
11180	Ford 1600cc 4 cyl	Solid Mechanical

Solid Roller Lifters

Part #	Application	Lifter Type
13053	Chevy SB V-8 (Horizontal Tie Bar)	Solid Roller
13063	Chevy BB V-8 (Horizontal Tie Bar)	Solid Roller
13052	Chevy SB V-8 (Vertical Tie Bar)	Solid Roller
13062	Chevy BB V-8 (Vertical Tie Bar)	Solid Roller
13127	Ford SB, "C" & "W" V-8 (Vertical Tie Bar)	Solid Roller

Hydraulic Roller Lifters

Part #	Application	Lifter Type
13010	Chevy SB V-8	Hydraulic Roller
13015	Chevy BB V-8	Hydraulic Roller
13020	Ford SB, "C" & "W" V-8	Hydraulic Roller



Springs



Hydraulic Flat Tappet Applications

Part #	Description	Seat Press	Open Press	Coil Bind	Spring Rate
14050	Single Spring w/damper OD 1.260" x ID 0.875"	100lbs @ 1.750"	296lbs @ 1.250"	1.135"	392lbs
14007	Single Spring w/damper OD 1.270" x ID 0.885"	125lbs @ 1.775"	323lbs @ 1.270"	1.075"	392lbs
14006	Single Spring w/damper OD 1.440" x ID 1.040"	135lbs @ 1.630"	315lbs @ 1.125"	1.040"	356lbs
14006	Single Spring w/damper OD 1.440" x ID 1.040"	100lbs @ 1.750"	262lbs @ 1.255"	1.040"	327lbs
14002	Single Spring w/damper OD 1.460" x ID 1.060"	120lbs @ 1.800"	306lbs @ 1.205"	1.120"	312lbs
14003	Single Spring w/damper OD 1.500" x ID 1.085"	100lbs @ 1.850"	294lbs @ 1.320"	1.270"	366lbs
14001	Single Spring w/damper OD 1.550" x ID 1.150"	120lbs @ 1.840"	272lbs @ 1.240"	1.150"	253lbs

Solid Flat Tappet Applications

Part #	Description	Seat Press	Open Press	Coil Bind	Spring Rate
14007	Single Spring w/damper OD 1.270" x ID 0.885"	135lbs @ 1.750"	356lbs @ 1.200"	1.075"	392lbs
14208	Dual Spring w/damper OD 1.440" x ID 1.080"	145lbs @ 1.770"	327lbs @ 1.220"	1.065"	331lbs
14205	Dual Spring w/damper OD 1.450" x ID 1.090"	135lbs @ 1.670"	353lbs @ 1.130"	0.980"	404lbs
14270	Dual Spring w/o damper OD 1.465" x ID 0.800"	145lbs @ 1.890"	385lbs @ 1.290"	1.060"	400lbs
14260	Dual Spring w/damper OD 1.475" x ID 0.720"	145lbs @ 1.875"	354lbs @ 1.275"	1.190"	333lbs
14210	Dual Spring w/o damper OD 1.520" x ID 0.850"	140lbs @ 1.960"	370lbs @ 1.300"	1.160"	348lbs

Solid Roller Lifter Applications

Part #	Description	Seat Press	Open Press	Coil Bind	Spring Rate
14283	Dual Spring w/damper OD 1.550" x ID 0.725"	235lbs @ 1.950"	588lbs @ 1.300"	1.200"	543lbs
14218	Dual Spring w/o damper OD 1.580" x ID 0.640"	238lbs @ 1.970"	589lbs @ 1.270"	1.170"	501lbs
14214	Dual Spring w/o damper OD 1.615" x ID 0.840"	240lbs @ 2.050"	656lbs @ 1.285"	1.285"	543lbs
14387	Triple Spring w/o damper OD 1.665" x ID 0.650"	320lbs @ 2.100"	942lbs @ 1.250"	1.140"	731lbs

Hydraulic Roller Lifter Applications

Part #	Description	Seat Press	Open Press	Coil Bind	Spring Rate
14007	Single Spring w/damper OD 1.270" x ID 0.885"	125lbs @ 1.775"	323lbs @ 1.270"	1.075"	392lbs
14002	Single Spring w/damper OD 1.460" x ID 1.060"	120lbs @ 1.800"	306lbs @ 1.205"	1.120"	312lbs
14001	Single Spring w/damper OD 1.550" x ID 1.150"	120lbs @ 1.840"	272lbs @ 1.240"	1.150"	253lbs



Retainers



Steel Retainers (7 Degree)

Part #	Description	Spring Application
15301	1.375 diameter retainer for 11/32" valve stem 1.060" OD x 0.675" ID x 0.130" inner step	14002, 14003, 14006, 14205, 14208, 14260, 14270
15302	1.395 diameter retainer for 11/32" valve stem 1.135" OD x 0.695" ID x 0.130" inner step	14001, 14210, 14214
15303	1.375 diameter retainer for 3/8" valve stem 1.060" OD x 0.675" ID x 0.130" inner step	14002, 14003, 14006, 14205, 14208, 14260, 14270
15304	1.485 diameter retainer for 3/8" valve stem 1.130" OD x 0.635" ID x 0.120" inner step	14001, 14210, 14214
15350	1.125 diameter retainer for 11/32" valve stem 0.850" OD x 0.645" ID x 0.105" inner step	14007, 14050

Steel Retainers (10 Degree)

Part #	Description	Spring Application
15401	1.435 diameter retainer 1.055" OD x 0.695" ID x 0.115" inner step	14002, 14003, 14006, 14205, 14208, 14260, 14270
15402	1.375 diameter retainer 1.120" OD x 0.730" ID x 0.100" inner step	14001, 14210, 14214, 14283

Titanium Retainers (10 Degree)

Part #	Description	Spring Application
15762	1.375 diameter retainer 1.065" OD x 0.680" ID x 0.125" inner step	14002, 14003, 14006, 14205, 14208, 14260, 14270
15763	1.500 diameter retainer 1.140" OD x 0.635" ID x 0.125" inner step	14001, 14210, 14214, 14283



Valve Locks



Steel Valve Locks

Part #	Description	Valve Application
20010	11/32" x 7 Degree stamped valve locks	11/32" valve stem
20015	3/8" x 7 Degree stamped valve locks	3/8" valve stem
20051	11/32" x 10 Degree machined valve locks	11/32" valve stem
20052	3/8" x 10 Degree-machined valve locks	3/8" valve stem
20056	11/32" x 10 Degree machined valve locks (+.050" inst ht)	11/32" valve stem
20057	3/8" x 10 Degree machined valve locks (+.050" inst ht)	3/8" valve stem
20063	11/32" x 7 Degree machined valve locks	11/32" valve stem
20065	11/32" x 7 Degree machined valve locks (+.050" inst ht)	11/32" valve stem
20066	3/8" x 7 Degree machined valve locks	3/8" valve stem
20068	3/8" x 7 Degree machined valve locks (+.040" inst ht)	3/8" valve stem



Rocker Arms



Aluminum Roller Rocker Arms (Complete Set of 16)

Part #	Description	Application
513130-16	1.50 ratio rocker arm - 3/8" stud	Chevy SB
513131-16	1.60 ratio rocker arm - 3/8" stud	Chevy SB
513132-16	1.50 ratio rocker arm - 7/16" stud	Chevy SB
513133-16	1.60 ratio rocker arm - 7/16" stud	Chevy SB
561657-16	1.65 ratio rocker arm - 7/16" stud	Chevy BB
561707-16	1.70 ratio rocker arm - 7/16" stud	Chevy BB
561807-16	1.80 ratio rocker arm - 7/16" stud	Ford SB 302-351W
561627-16	1.60 ratio rocker arm - 7/16" stud	Ford SB 302-351W & Pontiac
513136-16	1.72 ratio rocker arm - 7/16" stud	Ford "C", "M" & BB
561737-16	1.73 ratio rocker arm - 7/16" stud	w/o Stud Girdle
524020-16	Rocker arm adjusting nuts - 3/8" Stud	w/o Stud Girdle
524021-16	Rocker arm adjusting nuts - 7/16" Stud	w/o Stud Girdle
524030-16	Rocker arm adjusting nuts - 7/16" Stud (2.00" long)	w/ Stud Girdle
524031-16	Rocker arm adjusting nuts - 7/16" Stud (2.60" long)	w/ Stud Girdle

Aluminum Roller Rocker Arms (Half Set of 8)

Part #	Description	Application
513130-8	1.50 ratio rocker arm - 3/8" stud	Chevy SB
513131-8	1.60 ratio rocker arm - 3/8" stud	Chevy SB
513132-8	1.50 ratio rocker arm - 7/16" stud	Chevy SB
513133-8	1.60 ratio rocker arm - 7/16" stud	Chevy SB
561657-8	1.65 ratio rocker arm - 7/16" stud	Chevy BB
561707-8	1.70 ratio rocker arm - 7/16" stud	Chevy BB
561807-8	1.80 ratio rocker arm - 7/16" stud	Ford SB 302-351W
561627-8	1.60 ratio rocker arm - 7/16" stud	Ford SB 302-351W & Pontiac
513136-8	1.72 ratio rocker arm - 7/16" stud	Ford "C", "M" & BB
561737-8	1.73 ratio rocker arm - 7/16" stud	w/o Stud Girdle
524020-8	Rocker arm adjusting nuts - 3/8" Stud	w/o Stud Girdle
524021-8	Rocker arm adjusting nuts - 7/16" Stud	w/o Stud Girdle
524030-8	Rocker arm adjusting nuts - 7/16" Stud (2.00" long)	w/ Stud Girdle
524031-8	Rocker arm adjusting nuts - 7/16" Stud (2.60" long)	w/ Stud Girdle

Aluminum Roller Rocker Arms (Individual)

Part #	Description	Application
513130-1	1.50 ratio rocker arm - 3/8" stud	Chevy SB
513131-1	1.60 ratio rocker arm - 3/8" stud	Chevy SB
513132-1	1.50 ratio rocker arm - 7/16" stud	Chevy SB
513133-1	1.60 ratio rocker arm - 7/16" stud	Chevy SB
561657-1	1.65 ratio rocker arm - 7/16" stud	Chevy BB
561707-1	1.70 ratio rocker arm - 7/16" stud	Chevy BB
561807-1	1.80 ratio rocker arm - 7/16" stud	Ford SB 302-351W
561627-1	1.60 ratio rocker arm - 7/16" stud	Ford SB 302-351W & Pontiac
513136-1	1.72 ratio rocker arm - 7/16" stud	Ford "C", "M" & BB
561737-1	1.73 ratio rocker arm - 7/16" stud	w/o Stud Girdle
524020-1	Rocker arm adjusting nuts - 3/8" Stud	w/o Stud Girdle
524021-1	Rocker arm adjusting nuts - 7/16" Stud	w/o Stud Girdle
524030-1	Rocker arm adjusting nuts - 7/16" Stud (2.00" long)	w/ Stud Girdle
524031-1	Rocker arm adjusting nuts - 7/16" Stud (2.60" long)	w/ Stud Girdle

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Distributor Gears



Bronze Distributor Gears

PART #	DESCRIPTION	APPLICATION
31000	Chevy V-8 & 90 deg. V-6 - Bronze	.491" Shaft Diameter
31009	Ford 302-351W - Bronze	.467" Shaft Diameter
31017	Chevy V-8 & 90 deg. V-6 - Bronze - + .006" Pitch Diameter	.491" Shaft Diameter
31020	Chevy V-8 & 90 deg. V-6 - Bronze	.500" Shaft Diameter
31021	Chevy V-8 & 90 deg. V-6 - Bronze - + .006" Pitch Diameter	.500" Shaft Diameter
31022	Chevy V-8 & 90 deg. V-6 - Bronze - + .012" Pitch Diameter	.500" Shaft Diameter



Timing Chain Sets



Timing Chain Sets

PART #	DESCRIPTION
41000	Chevy SB V6 & V8 - Factory Roller Cam
41001*	Chevy SB V6 & V8
41003*	Chevy BB
41004	Chrysler SB
41005	Chrysler BB - 1 Bolt
41006	Chrysler BB - 3 Bolt
41007	Ford SB - Early Style w/step
41008	Ford "C" & "M"
41009	Ford "FE"
41010	Ford BB 429-460
41011	Olds V8
41012	Pontiac V8
41013	Buick V6 - Odd Fire & Turbo - 1 Bolt
41014	Buick V6 - Even Fire & Turbo - 2 Bolt
41015	Ford SB - HO Style & Factory Roller Cam
41017	Buick BB
41018*	Chevy SB - LS1
41019*	Chevy BB - Gen V & VI
41020	Chevy BB - Merlin Block
41030	Chevy SB - w/BB Lower Gear
41031	Chevy SB - w/Olds Rocket Block
41040	AMC V8

* Incl Torrington thrust bearing
 Most applications available in standard & line bore sets - call for sizes

**FOR YOUR SPECIFIC APPLICATION
 CONTACT THE REED TECHNICAL SUPPORT STAFF
 AT 800-548-CAMS**

DEGREEING A CAMSHAFT

HOW TO DEGREE YOUR NEW REED CAMSHAFT

To do this procedure you will need the following items:

- Magnetic base dial indicator graduated to .001" or better
- Degree wheel graduated in 360° from TDC
- Piston TDC tool (dial indicator can be used if head is off)
- Any length pushrod
- PATIENCE



NOTE: If you degree cams on a regular basis, investment in a cam degree tool that allows a dial indicator to read directly off the cam lobe is advised.

The main reason to check your camshaft degree is to be sure that the timing set being used allows the camshaft to be phased properly with the crankshaft. It is just as important as setting your clock to your local time zone. All efforts are made at Reed Cams to grind the proper advance on each camshaft, but it is still up to the installer to check the relationship with their timing components as some manufacturers may machine advance or retard into their timing sets.

Getting started, you will need to mount the degree wheel to the front of the crankshaft. Make sure the wheel is centered on the crank and has no run-out. Many kits come with mounting sleeves to adapt the wheel to different size crank bolts. The pointer should be sharp and as close as possible to the wheel without rubbing. Remember, the larger the degree wheel diameter, the more accurate the pointer will show degrees.

(Reed Cams offers a 14" diameter degree wheel kit including mounting sleeves and pointer under part # DEG14-KIT)

Next you should zero the degree wheel at TDC #1 piston. Double-check the zero by checking the number on the degree wheel at .050" before and after TDC. If the numbers are the same you have "ZERO", if not adjust the zero until the .050" numbers match.

Install a lifter in the #1 cyl. intake lifter bore, use a pushrod in the lifter seat to connect to the dial indicator. Ensure that the lifter, pushrod and dial indicator shaft are lined up straight to prevent false readings. If you are using a cam check tool follow the manufacturer's directions for installing the tool in the lifter bore.

We recommend the "MAX LIFT" method to check cam timing to eliminate variables in durations that may be caused by differences in base circle diameters. Rotate the engine in the normal direction of rotation until the lifter reaches maximum lift. Index the dial indicator at +.100". Rotate the crankshaft in the reverse direction until the dial indicator reads less than .040". Now rotate the engine in the normal direction of rotation again and stop at .050". Record the number indicated by the pointer on the degree wheel. Continue to rotate the engine in the normal direction of rotation and stop at .050" after crossing over maximum lift. Again record the number indicated by the pointer on the degree wheel.

NOTE! If your degree wheel only reads to 90° "After Top Dead Center" it will be necessary to convert your "Before Bottom Dead Center" numbers back to **ATDC** numbers. To accomplish this simply subtract your **BBDC** reading from 180 to get the **ATDC** number.

Add the before max lift ATDC number and the after max lift ATDC number, then divide by 2. (i.e. $96^\circ + 116^\circ = 212^\circ$, $212^\circ / 2 = 106^\circ$) This gives you the intake lobe centerline. If this intake lobe centerline number does not match the intake lobe center listed on your cam card you must adjust the phasing of the cam vs. timing set to compensate for the discrepancy.

Repeat the "MAX LIFT" procedure again to verify the intake lobe centerline.

Procedures for overhead camshaft applications are similar to the lifter procedure except that lift readings are taken from the actual camshaft lobe rather than from a lifter. The method for determining the intake lobe centerline is the same as that used with the lifter procedure.

ROCKER ARM GEOMETRY UNDERSTANDING ROCKER ARM GEOMETRY

Due to variables beyond the control of the engine builder, the notion that the rocker arm contact pattern on the tip of the valve is supposed to be in the center of the valve tip is not always correct. Items such as the rocker arm radius (the arc of the rocker arm tip travel), the difference in distance and angle between the rocker arm and valve stem centerlines, the valve tip height and push rod length combine to create the contact point. To be sure that you benefit from the entire lifter rise created by the camshaft lobe, you should always ensure that the rocker arm arc is at 90° to the valve stem centerline at mid valve lift. Fine-tuning the rocker arm contact point to achieve the same point of contact at valve closed and max lift will produce the desired 90° angle at mid lift.

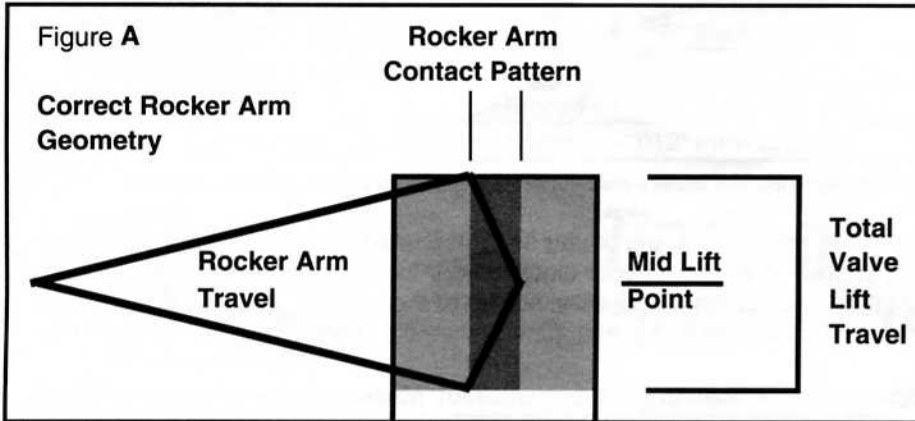


Figure A shows the correct relationship between the rocker arm tip and the valve stem tip.

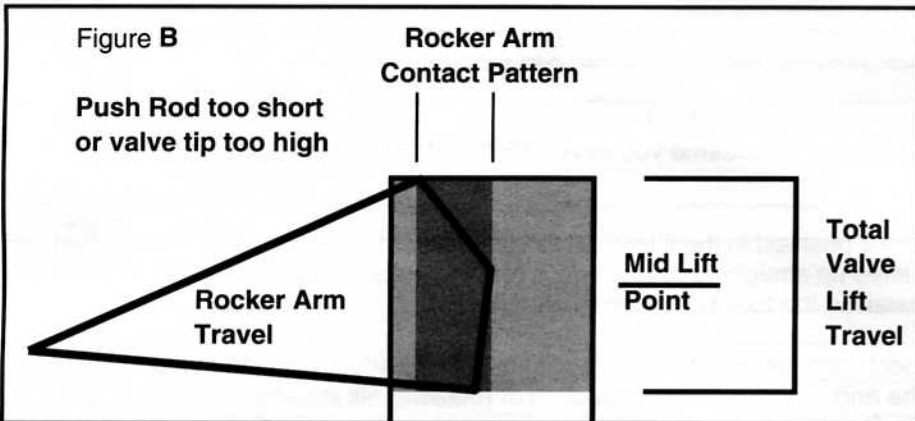


Figure B shows the relationship between the rocker arm tip and the valve stem tip when the push rod is too short or the valve tip is too high.

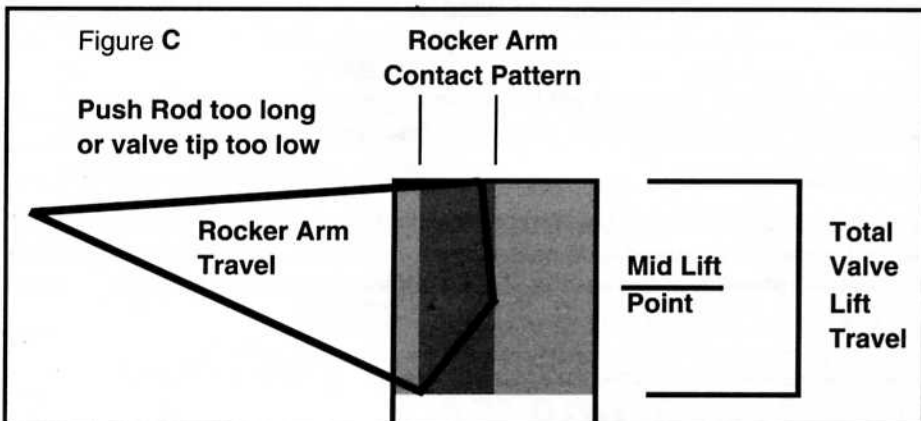


Figure C shows the relationship between the rocker arm tip and the valve stem tip when the push rod is too long or the valve tip is too low.

Reed Cams, Inc. Limited Warranty

Reed Cams, Inc. warrants that all of its products are free from defects in material and workmanship, and against excessive wear for a period of 12 month from date of purchase. This Limited Warranty shall apply only to the original purchaser. This warranty is only valid on camshafts when purchased in conjunction with the recommended new lifters and installed in accordance with Reed Cams, Inc.'s installation and break-in procedures.

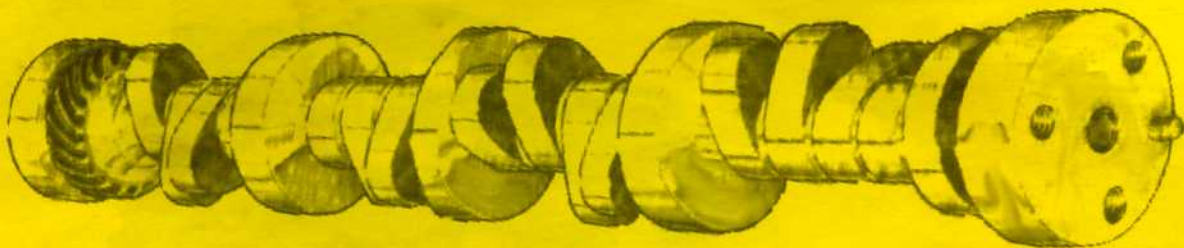
Reed Cams, Inc.'s obligation under this warranty is limited to the repair or replacement of its product. To make a warranty claim the part must be returned within one year of purchase to **Reed Cams, Inc., 170 Andrew Dr., Stockbridge, GA 30281**, freight prepaid. Items covered under warranty will be returned to you freight collect.

There is absolutely no warranty on the following:

- Any parts used in racing applications
- Any product that has been physically altered or abused
- Any product that has been improperly installed or maintained
- Any product used in improper application
- Any product not used in conjunction with proper components

There are no implied warranties of merchantability or fitness for a particular purpose. There are no warranties which extend beyond the stated period of this Limited Warranty. Reed Cams, Inc. will not be responsible for incidental and consequential damages, property damage or personal injury damages to the extent permitted by law. Implied warranties of merchantability and fitness are limited for a term of 12 months from date of original purchase. Some states do not allow limitation on how long an implied warranty lasts or do not allow the exclusion or limitation of incidental or consequential damages, so those limitations and exclusions may not apply to you.

This Limited Warranty gives you specific legal rights and you may also have other legal rights which vary from state to state.



Reed Cams Inc.

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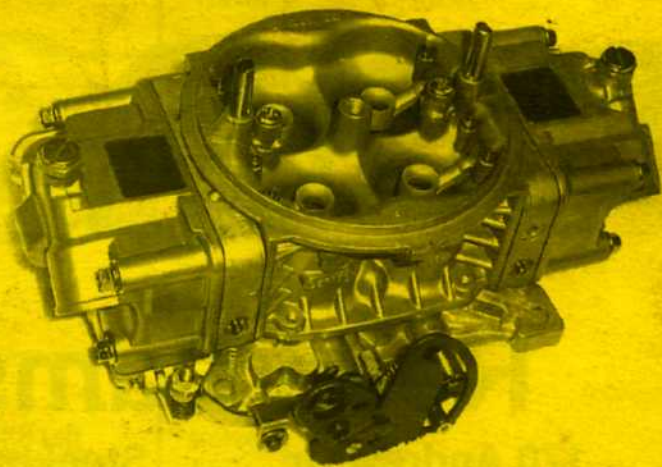
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