



ANDREWS Cam for TC-88

Andrews TC-88 Camshafts are available to fit stock type chain drive or S&S gear drive. Early style cams fit 1999-2006 FXST, FLT and 1999-2005 Dyna with silent chain drive. Late style cams fit 2007-up FXST, FLT and 2006-up Dyna with roller chain drive. All cams listed are for use with stock hydraulic lifters and stock type splined gears or S&S gear drives.



Part#	Drive Type	Grind	Timing*	Duration .053	Lift@ .020	Valve Lift	TDC	Springs	Application
10-8159** 10-8162**	Early Gear Drive Late Gear Drive	12	02/34 37/05	216 220	256 259	.474 .474	.088 .110	Stock	Bolt-in cam with similar specs to stock 06 Dyna cams. Slight power increase. No retuning necessary.
10-8121** 10-8130** 10-8138** 10-8163**	Early Chain Drive Early Gear Drive Late Roller Chain Late Gear Drive	21	10/30 40/08	220 228	255 264	.498 .498	.134 .121	Stock	Bolt-in cam with more torque. All around riding with stock comp. ratio and heavy bikes. 21 Cams work well with fuel injection or carburetors.
10-8127** 10-8131** 10-8139** 10-8164**	Early Chain Drive Early Gear Drive Late Roller Chain Late Gear Drive	26	11/35 41/09	226 230	262 266	.490 .490	.138 .112	Stock	Bolt-in cam for low RPM torque; FLT, etc. For two up touring, this cam will add more torque and HP at lower and middle RPM range. (1800-5500 RPM) 26 Cams work well with fuel injection or carburetors
10-8141** 10-8142** 10-8143** 10-8189**	Early Chain Drive Early Gear Drive Late Roller Chain Late Gear Drive	31	10/46 52/08	236 240	272 276	.510 .510	.131 .120	Stock	Great cam for motors with 95+ inches and 10:1 CR lower TDC lift means easy installation similar to 37 b ut different timing. 2000-5800 RPM power range.
10-8191** 10-8192** 10-8193**	Early Gear Drive Late Chain Drive Late Gear Drive	32	10/46 52/08	236 240	272 276	.510 .510	.131 .120	Hi Lift	Hi-Lift version of 31 much more power thru RPM range with 10:1+ CR 2800-5800 RPM Power Range.
10-8137** 10-8132** 10-8146** 10-8194**	Early Chain Drive Early Gear Drive Late Roller Chain Late Gear Drive	37	18/38 46/14	236 240	272 276	.510 .510	.174 .148	Stock	Twin 88's with this bolt-in cam grind have shown 80+ rear wheel HP. Smooth idle, broad torque band. Runs best with low restriction exhausts. (2200-5800 RPM) 37 Cams work well with fuel injection or carburetors.
10-8144** 10-8133** 10-8147** 10-8195**	Early Chain Drive Early Gear Drive Late Roller Chain Late Gear Drive	44	21/41 49/17	242 246	279 283	.495 .495	.182 .158	Stock	Engines with 88 inches 9.5 CR or higher. Maximum torque and HP at middle and upper RPM.
10-8154** 10-8210** 10-6354** 10-8211**	Early Chain Drive Early Gear Drive Late Roller Chain Late Gear Drive	54	16/42 43/15	238 238	273 273	.555 .555	.165 .158	Hi-Lift	Specifically designed for 96 and 103 engines with CR up to 10:1 (2200-5600 RPM range)
10-8150** 10-8134** 10-8148** 10-8196**	Early Chain Drive Early Gear Drive Late Roller Chain Late Gear Drive	50	20/48 54/18	248 252	283 287	.510 .510	.184 .168	Stock	Cams for maximum torque and HP higher RPM ranges. For lighter bikes and engines with 9.5 CR (or higher) and 88-95 inches. (2600-6000+ RPM)
10-8155** 10-8135** 10-8156** 10-8197**	Early Chain Drive Early Gear Drive Late Roller Chain Late Gear Drive	55	22/46 52/20	248 252	283 292	.550 .550	.197 .181	Hi-Lift	Cams for maximum torque and HP at higher RPM ranges. For engines with 9.5 CR or higher and 88-95 inches.
10-8151** 10-8136** 10-8157** 10-8198**	Early Chain Drive Early Gear Drive Late Roller Chain Late Drive Gear	60	24/56 58/22	260 260	296 296	.560 .560	.205 .205	Hi-Lift	For a well prepped engine with 95 inch cylinders and head work, 100+ HP is within reach. Tuning also includes exhaust changes (2400-6000+ RPM).
10-8149** 10-8199**	Early Gear Drive Late Gear Drive	67	24/48 58/22	252 260	287 297	.570 .570	.209 .187	Hi-Lift	Performance Cam for 95-107+ inches. 10:0 to 10:8 CR with high flow head setup (2600-6400+RPM)
10-8152** 10-8200**	Early Gear Drive Late Gear Drive	59	29/57 63/27	266 270	303 307	.590 .590	.238 .218	Hi Lift	Great cam for 95-107" inches 10:2 CR or higher max torque and HP (2700-6500 RPM).
10-8153** 10-8209**	Early Gear Drive Late Gear Drive	64	30/62 66/30	272 276	307 312	.640 .640	.262 .232	Hi-Lift	Big cams for modified 95-116+ inch motors running 10:2 CR or higher. Heads must be set for .700 lift and modified for max air flow (3000-6500 +RPM)

*Note: Timing and duration listed for .053 cam lift. **Note: Requires S&S Gear Drive

Camshaft Kit for TC-88



10-8178

TC-88 Performance Cam Set for Carbureted models. Performance valve springs required above 6200 RPM. Order spring kit and bearing and seal kit separately.									
VT No.	Application	OEM	Duration@.053		Valve Lift		Lift@ TDC		Valve Timing @
			Intake	Exhaust	Intake	Exhaust	Intake	Exhaust	.053 Lift Open/Close
10-8178	Increased low and mid range torque Fits 1999-06	25937-99	234°	239°	.510"	.483"	.178"	.152"	Intake 18° BTDC 36° ABDC Exhaust 42° BBDC 17° ATDC
13-0233	Performance Valve Spring Set for Above replaces 18223-98								
15-1214	Cam change bearing and seal kit								

Andrews TC-88 Cam Upgrade Kit for converting all 1999-06 Twin Cam Big Twins to the 2006-up roller chain drive with hydraulic chain tensioners. Instead of super powered spring adjusters the roller cam chain adjuster use engine oil pressure to maintain proper chain tension and roller chain camshafts have larger journal bearing for extra support on the sprocket shaft ends. Kit includes cams only and requires separate purchase of 2007-up oil pump, support plate, chain tensioners sprockets and hardware. See camshaft components page for additional parts required to complete conversion. Note: For 1999, 2000 and 2001 engines a rear cam drive sprocket with an ignition trigger ring must be used.

VT No.	Grind	Timing	.053	.020	Lift	TDC	Springs	Application	
Stock	Intake Exhaust	-3.5/4.0 41/-1.5	216.5 219.5	256 259	.474 .474	.087 .110	Stock	Stock 06 cam data listed for reference: All '06 Dynas are fuel injection only; no carburetors.	
10-6812	12N	02/34 37/05	216 220	252 259	.489 .489	.091 .106	Stock	Bolt-in cam grind with the the same output as a stock cam Slight power increase but no retuning necessary!	
10-6821	21N	10/30 40/08	220 228	255 24	.498 .498	.134 .121	Stock	Bolt-in cam: More torque for all around riding with heavy bikes, stock compression ratios and stock pistons. Similar to #23 cam for EV80 (1700-4800 RPM).	
10-6826	26N	11/35 41/09	226 230	262 266	.490 .490	.138 .112	Stock	Bolt-in cam 88-95 inches and stock compression ratio. Great for two up touring, this cam will add torque and HP at lower and middle RPM ranges (1800-5200 RPM).	
10-6831	31N	10/46 52/08	236 240	272 276	.510 .510	.174 .120	Stock	Great cam for motors with 95 inches and 9.8 to 10.2 CR. Lower TDC lift for easy installation. Similar to TW37 with different timing. (2000-5600 RPM).	
10-6837	37N	18/38 46/14	236 240	272 276	.510 .510	.174 .148	Stock	Hot street cams for 88 or 95 inches. 80+ rear wheel HP possible with well tuned 88 inch, more with 95. Smooth idle, broad torque (2200-5600 RPM). 9.0 to 9.5 CR.	
10-6844	44N	21/41 49/17	242 246	279 283	.495 .495	.182 .158	Stock	For engines with 88 or 95 inches and compression ratios from 9.5 to 10.2; Max torque range; 2300-5800 RPM.	
10-6850	50N	20/48 54/18	248 252	283 287	.510 .510	.184 .168	Stock	Designed for easy installation in 95 inch motors with stock heads for 9.5 to 9.8 CR. (2400 to 6000 RPM).	
10-6855	55N	22/46 52/20	248 252	283 292	.550 .550	.197 .181	Hi-Lift	Great cam for 95 inch with 9.8 to 10.2 C.R. Max HP-torque at mid and upper RPMs (2600 to 6200).	
10-6015	Sprocket with trigger ring for 1999-01 applications only								

*Note: Timing and duration listed for .053 cam lift