



# 1948-84 Big Twin Cam



## CRANE Cams

The Leader in Performance Technology

VT No.	YEAR	SPECIFICATIONS				SERIES & GRIND NUMBER	TYPE & APPLICATION
		DURATION @ .053" OPEN/CLOSE <sup>a</sup>		GROSS VALVE LIFT			
		INT.	EXH.	INT.	EXH.		
10-8252	1948-69	248	248	.455"	.455"	Hydraulic	<b>HYDRAULIC</b> - Bolt-in. Broad power range for streetable performance. Works well with stock compression or increased up to 10:1. Low and mid range improvement. Does not require valve spring change. Works well with stock carb and exhaust or performance parts.
10-8253	1970-77	24/44	44/24	.479"	.479"	300H	
10-8254	1978-84	Cam lift at TDC: Int: .126" Exh: .130"					
10-4380	1948-69	244	244	.455"	.455"	Fireball	<b>MECHANICAL</b> - Bolt-in performance throughout the power range. Also recommended for increased torque in heavy bikes with heavy loads. No spring change required. Works well with stock carb and exhaust. Does not have Cranes multi-indexed gear. Replaces A.
10-4381	1970-77	20/44	44/20	.479"	.479"	296A	
10-4382	1978-84	Cam lift at TDC: Int: .108" Exh: .108"					
10-4383	1948-69	256	256	.490"	.490"	Fireball	<b>MECHANICAL</b> - Performance cam. Can be used with stock compression but works well with 10.5:1 compression ratio. Mid range and top end improvement. Heads must be clearanced and may require valve spring change to install. Works well with performance exhaust, carb and cylinder head work. Replaces B.
10-4384	1970-77	26/50	50/26	.516"	.516"	308B	
10-4385	1978-84	Cam lift at TDC: Int: .129" Exh: .129"					
10-4357	1970-77	244	244	.450"	.450"	Hydraulic	<b>HYDRAULIC</b> - Bolt-in performance throughout the power range. Also recommended for increased torque in heavy bikes with heavy loads. No spring change required. Works well with stock carb and exhaust.
10-4364	1978-84	22/42	42/22	.474"	.474"	Hi-Roller	
		Cam lift at TDC: Int: .125" Exh: .128"				H288B	
10-4358	1948-69	244	254	.450"	.450"	Hydraulic	<b>HYDRAULIC</b> - Mild performance. Can be used with stock springs, carb and exhaust or performance systems. Increased horsepower throughout RPM range.
10-4358	1970-77	18/46	51/23	.474"	.474"	Hi-Roller	
10-4365	1978-84	Cam lift at TDC: Int: .110" Exh: .132"				H288-2B	
10-4352	1948-69	254	264	.450"	.450"	Hydraulic	<b>HYDRAULIC</b> - Performance can be used with performance type carb and exhaust. Increased mid-range and top end horsepower. Check valve-to-valve clearance.
10-4359	1970-77	25/49	62/22	.474"	.474"	Hi-Roller	
10-4366	1978-84	Cam lift at TDC: Int: .137" Exh: .128"				H288-2B	
10-4361	1948-69	252	252	.450"	.450"	Hi-Roller	<b>MECHANICAL</b> - Bolt-in mild performance. Can use stock springs, carb and exhaust. Increased mid-range and top end horsepower. No increase in compression ratio required.
10-4361	1970-77	24/48	48/24	.474"	.474"	H298B	
10-4368	1978-84	Cam lift at TDC: Int: .124" Exh: .124"					
10-4353	1948-69	262	262	.450"	.450"	Hi-Roller	<b>MECHANICAL</b> - Mild performance. Works well with high performance carb and exhaust system. Can use stock springs, but check valve-to-valve clearance.
10-4360	1970-77	29/53	53/29	.474"	.474"	H298B	
10-4367	1978-84	Cam lift at TDC: Int: .140" Exh: .140"					
10-4356	1948-69	266	266	.525"	.525"	Hi-Roller	<b>MECHANICAL</b> - High performance street and drags. Increased compression ratio and/or cubic inches required. Must change valve springs and check spring travel, piston-to-valve, and valve-to-valve clearances.
10-4363	1970-77	31/55	55/31	.553"	.553"	310B	
	1978-84	Cam lift at TDC: Int: .152" Exh: .155"					
10-4355	1948-69	268	268	.485"	.485"	Hi-Roller	<b>MECHANICAL</b> - Streetable high performance. Increased compression ratio and/or cubic inches required. Must change valve springs and check spring travel, piston-to-valve, and valve-to-valve clearances.
10-4362	1970-77	32/56	56/32	.511"	.511"	304B	
10-4369	1978-84	Cam lift at TDC: Int: .152" Exh: .152"					
10-4371	1948-69	276	276	.550"	.550"	Hi-Roller	<b>MECHANICAL</b> - Street and drag cam for high performance engines. Increased cubic inches required for best results. Head work required for proper spring travel, piston-to-valve, and valve-to-valve clearances.
10-4372	1970-77	36/60	64/32	.579"	.579"	320B	
	1978-84	Cam lift at TDC: Int: .172" Exh: .160"					
10-4374	1948-69	286	286	.575"	.575"	Hi-Roller	<b>MECHANICAL</b> - Drag cam for large cubic engines. Head work required for proper spring travel, piston-to-valve, and valve-to-valve clearances, also to insure maximum performance. Camshafts having over .450" valve lift in 1948-69 engines, will need to have front exhaust lobe-to-circuit breaker drive gear clearance checked.
10-4375	1970-77	41/65	73/33	.606"	.606"	330B	
10-4376	1978-84	Cam lift at TDC: Int: .192" Exh: .164"					

Camshafts having over .450" valve lift in 1948-57 engines, will need to have front intake lobe-to-case clearance checked.

\* To convert cam lift to valve lift, multiply the cam lift figure by the rocker arm ratio: Shovelhead - 1.425; Panhead - 1.5.

<sup>a</sup> Opening and closing figures for camshafts with the multiple keyway gear are based on the gear installed in the "0" position.

<sup>b</sup> Gross valve lift for Shovelhead with 1.425 rocker arm ratio.

<sup>c</sup> Gross valve lift for Panhead with 1.5 rocker arm ratio.

**Note: All Crane Cams are shipped with red cam gear.**



10-8264



10-8262



10-8260

**Sifton Cam Bushing Kits.** BT type includes cam & gear shaft bushings/bearings with lock pins & thrust plate.

VT No.	Year
10-8264	1936-53
10-8263	1954-57
10-8262	1958-69
10-8261	1970-72
10-8260	1973-92



**Torrington Cam Needle Bearings.** Genuine Torrington replacements, features full compliment roller design. OEM# 9058. Fits 1958-99 Big Twin. VT No. 12-0316



10-8263



10-8261

CLASSIC